

ORD.#

117221

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2 MAPS

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ORDINANCE No. 117221

COUNCIL BILL No. 110265

*no*  
~~San Department~~ (O)

# The City of Seattle--Legislative

AN ORDINANCE adopting the City of Seattle Comprehensive Plan.

## REPORT OF COMMITTEE

Honorable President:

Your Committee on \_\_\_\_\_

to which was referred the within Council Bill No. \_\_\_\_\_ report that we have considered the same and respectfully recommend the

*Res 28962*

COMPTROLLER FILE No. \_\_\_\_\_

Introduced: <i>7-18-94</i>	By: <i>Street</i>
Referred: <i>7-18-94</i>	To: <i>Full Council</i>
Referred:	To:
Referred:	To:
Reported: <i>JUL 25 1994</i>	Second Reading: <i>JUL 25 1994</i>
Third Reading: <i>JUL 25 1994</i>	Signed: <i>JUL 25 1994</i>
Presented to Mayor: <i>JUL 27 1994</i>	Approved: <i>JUL 27 1994</i>
Returned to City Clerk: <i>JUL 27 1994</i>	Published:
Veto by Mayor:	Veto Published:
Passed over Veto:	Veto Sustained:

*Full Council vote 6-3.*

Committee Chair

2  
3 ORDINANCE 117221

4  
5 AN ORDINANCE adopting the City of Seattle Comprehensive Plan.

6 WHEREAS, the Seattle City Council ("Council") believes that Seattle will benefit from  
7 the adoption of a new comprehensive plan to manage urban growth; and

8 WHEREAS, the Washington State Growth Management Act requires counties and  
9 cities, including Seattle, to adopt a comprehensive plan that helps achieve the  
10 growth management goals set forth in that Act; and

11 WHEREAS, in 1990 the City of Seattle embarked upon a thorough planning process to  
12 develop a new comprehensive plan meeting Seattle, regional and state needs;  
and

13 WHEREAS, that process involved extensive citizen involvement in development of the  
14 plan, including approximately 10 public hearings, 325 public meetings, the  
15 creation of 4 citizen advisory committees comprised of 165 citizen volunteers,  
and the distribution and review of numerous drafts of the evolving plan over the  
course of 4 years; Now Therefore,

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

17 Section 1. The Seattle City Council finds that adoption of the Seattle  
18 Comprehensive Plan will protect and promote the health, safety and welfare of the  
19 general public, and is not intended to recognize or establish any particular person or  
20 class or group of persons who will or should be especially protected or benefitted by  
21 the Plan.

22 Section 2. The City of Seattle Comprehensive Plan (July, 1994), a copy of  
23 which is Attachment 1 hereto, is hereby adopted pursuant to the authority granted by  
24 RCW 36.70A (Growth Management Act), and the direct grant of police power under  
25 Article 11, Section 11 of the Washington Constitution. (Nelson v. Seattle, 64 Wn. 2d  
26 862, 395 P.2d 82 (1964)).

27 Section 3. This ordinance shall not be construed as affecting any existing right  
28 acquired or obligation incurred pursuant to laws in effect before the effective date of  
29 this ordinance.  
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1 Section 4. If any provision of this ordinance or the Comprehensive Plan or their  
2 application to any person or circumstance is held invalid, the remainder of the  
3 ordinance or Plan or the application of the ordinance or Plan to other persons or  
4 circumstances is not affected.

5 Section 5. Any acts made consistent with the authority and prior to the effective  
6 date of this ordinance are hereby ratified and confirmed.

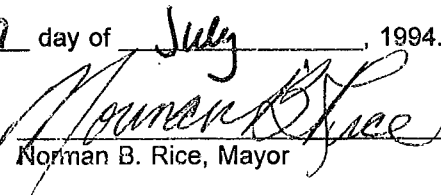
7 Section 6. The Clerk shall publish in the City's official newspaper the title and  
8 the text of all sections of this ordinance, along with the table of contents of Attachment  
9 1 and a statement that copies of the adopted Comprehensive Plan will be available for  
10 inspection at the Planning Department, Room 200 or the Clerk's Office, Room 104,  
11 both located in the Municipal Building, 600 Fourth Avenue, Seattle, WA 98104-1826  
12 and at public libraries throughout the city, and that single copies of the Comprehensive  
13 Plan may be obtained free of charge for a year after publication at the Planning  
14 Department or Clerk's Office at the above addresses, and that persons needing to  
15 make other arrangements to obtain a free copy may call (206) 386-9040.

16 Section 7. This ordinance shall take effect and be in force thirty days from and  
17 after its passage and approval, if approved by the Mayor; otherwise it shall take effect  
18 at the time it shall become a law under the provisions of the City Charter.

19 Passed by the City Council the 25 day of July, 1994, and signed  
20 by me in open session in authentication of its passage this 25 day of  
21 July, 1994.

22  
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28 President of the City Council

29 Approved by me this 27 day of July, 1994.

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32 Norman B. Rice, Mayor  
33

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Filed by me this 27 day of July, 1994.

Margaret Carter  
Deputy Clerk

(SEAL)

Published \_\_\_\_\_

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**NOTICE RELATING TO ORDINANCE NO. 117221**

Copies of the adopted Comprehensive Plan will be available for inspection at the Planning Department, Room 200 or the Clerk's Office, Room 104, both located in the Municipal Building, 600 Fourth Avenue, Seattle, Wa 98104-1826 and at public libraries throughout the city. Copies of the Comprehensive Plan may be obtained free of charge for a year after publication at the Planning Department or Clerk's Office at the above addresses, to make other arrangements to obtain a free copy please call (206) 386-9040.

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C.B. 110265

ATTACHMENT 1

THE CITY OF SEATTLE  
COMPREHENSIVE PLAN

*Toward A Sustainable Seattle*

A Plan for Managing Growth  
1994-2014

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**ADOPTED JULY 25, 1994**

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## APPLICATION OF THE COMPREHENSIVE PLAN

The principal purpose of this Comprehensive Plan is to provide policies that guide the development of the City in the context of regional growth management. These policies can be looked to by citizens and by all levels of government in planning for growth. Specifically, the plan will be used by the City of Seattle to help make decisions about proposed ordinances, policies, and programs. Although the plan will be used to direct the development of regulations which govern land use and development, the plan will not be used to review applications for specific development projects except when reference to this Comprehensive Plan is expressly required by an applicable development regulation.

The plan format generally presents a plan "goal", followed by "policies" related to the goal, and may include a "discussion" about the goals and policies. Each of these components is defined as follows:

Goals represent the results that the City hopes to realize over time, perhaps within the twenty-year life of the plan, except where interim time periods are stated. Whether expressed in terms of numbers or only as directions for future change, goals are not guarantees or mandates.

Policies should be read as if preceded by the words "it is the City's general policy to"... A policy helps to guide the creation or change of specific rules or strategies (such as development regulations, budgets or program area plans). City officials will generally make decisions on specific City actions by following ordinances, resolutions, budgets or program area plans that themselves reflect relevant plan policies, rather than by referring directly to this plan. Implementation of most policies involves a range of City actions over time, so one cannot simply ask whether a specific action or project would fulfill a particular plan policy. For example, a policy that the City will "give priority to" a particular need indicates that need will be treated as important, not that it will take precedence in every City decision.

Some policies use the words "shall" or "should", "ensure" or "encourage", and so forth. In general, such words should be read to describe the relative degree of emphasis that the policy imparts, but not necessarily to establish a specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result. Whether such a result is intended must be determined by reading the policy as a whole and by examining the context of other related policies in the plan.

Some policies may appear to conflict, particularly in the context of a specific fact situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. A classic example is the oft-referenced "conflict" between policies calling for "preservation of the environment" and policies that "promote economic development." Because plan policies do not exist in isolation, and must be viewed in the

Application of the Plan - 7/22/94 - 2

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context of all potentially relevant policies, it is largely in the application of those policies that the interests which they embody are reconciled and balanced by the Legislative and Executive branches of city government.

Before this plan was adopted, the City of Seattle had many policies in place which were approved over the course of many years, and which affect the full range of programs and services provided by the City. To the extent a conflict may arise between such a policy and this plan, the plan will generally prevail, except that policies that are used in the application of existing development regulations shall continue to be used until those regulations are made consistent with the plan pursuant to RCW 36.70A.040.

Discussion is provided to explain the context in which decisions on goals and policies have been made, the reasons for those decisions, and how the goals and policies are related. The discussion portions of the plan do not establish or modify policies, but they may help to interpret policies.

Appendices to the plan contain certain required maps, inventories and other information required by the GMA, and in some cases further data and discussion or analysis. The appendices are not to be read as establishing or modifying policies or requirements unless specified for such purposes in the plan policies. For example, descriptions of current programs in an appendix do not require that the same program be continued, and detailed estimates of how the City may expect to achieve certain goals do not establish additional goals or requirements.

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# LAND USE ELEMENT

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## LAND USE ELEMENT

### INTRODUCTION

**Discussion:** The policies in this element describe where, how and under what circumstances growth should occur within the 20-year timeframe of this Comprehensive Plan.

### A. PREFERRED DEVELOPMENT PATTERN

#### GOALS

- G1 Maintain and enhance Seattle's character. Seattle's character includes large single family areas of detached houses both inside and outside of villages, many thriving multifamily areas, neighborhood commercial areas, industrial areas, major institutions and a densely developed downtown with surrounding high density neighborhoods.
- G2 Respect the city's human scale, history, aesthetics, natural environment, and sense of community identity.
- G4 Promote densities and mixes of uses that support walking and use of public transportation. Urban centers are intended to identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system. Hub urban villages and residential urban villages are intended to support densities that support transit use.
- G5 Reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use and cohesive community development.
- G6 Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses. This is the intent of the several types of urban villages.
- ◆ Urban centers are intended to be the densest areas with the widest range of land uses. Functional designations of urban center villages indicate which uses are intended to be emphasized in the mix.
  - ◆ Hub urban villages are also intended to accommodate a broad mix of uses, but at lower densities than center villages, at intensities appropriate to the stage of development of the area.

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- ◆ Residential urban villages are intended for concentrations of low to moderate densities of predominantly residential development with a compatible mix of support services and employment.

In some instances, the urban village designation is intended to transform automobile-oriented environments into more cohesive, mixed-use pedestrian environments, or within economically distressed communities to focus economic reinvestment to benefit the existing population.

- G7 More efficiently use limited land resources.
- G8 Support regional growth management and the countywide centers concept.
- G9 Accommodate planned levels of household and employment growth.
- G10 Maximize the benefit of public investment in infrastructure and services.
- G11 Deliver services more equitably, pursue a development pattern that is more economically sound, and collaborate with the community in planning for the future.
- G12 Increase public safety by making villages "people places" at all times of the day.
- G13 Increase opportunities for detached single family dwellings attractive to many residents, including families with children.
- G14 Develop ground-related housing types including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units and single-family homes.
- G15 Provide open space to enhance the village environment, to help shape the overall development pattern, and to refine the character of each village.
- G16 Promote physical environments of the highest quality throughout the city, and particularly within urban centers and villages while emphasizing the special identity of each area.
- G17 Preserve developments of historic, architectural or social significance that contribute to the identity of an area.
- G18 Maintain and enhance retail commercial services throughout the city with special emphasis on serving urban villages.

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## POLICIES

- L1 Promote development in compact mixed-use neighborhoods, which shall be designated as urban villages.
- L2 Promote high quality conditions throughout the city, including those conducive to helping urban village, mixed-use communities thrive.
- L3 Promote industrial development in manufacturing/industrial centers.
- L4 Permit areas outside of urban villages to accommodate some growth in a less dense development pattern consisting primarily of single family neighborhoods, limited multifamily and commercial areas and industrial areas.
- L5 Consider suitable for an urban village designation areas where: 1) natural conditions, the existing development pattern, and current zoning are conducive to supporting denser, mixed-use pedestrian environments where public amenities and services can be efficiently and effectively provided, 2) access to transportation facilities is good or can be improved, 3) public and private facilities, services and amenities, such as parks, schools, commercial services, and other community services, are available, or can be provided over time and 4) existing public infrastructure has capacity or potential to accommodate growth.
- L6 Consider the following characteristics appropriate to all urban village categories:
  - A. Zoning sufficient to accommodate the residential and employment growth targets established for that village.
  - B. The ability to accommodate a range of employment activity compatible with the overall function, character and intensity of development specified for the village.
  - C. Zoning that provides locations for commercial services convenient to residents and workers, and, depending on the village designation, serving a citywide and regional clientele.
  - D. Zoning sufficient to allow a diversity of housing to accommodate a broad range of households.
  - E. Zoning regulations that restrict those public facilities that are incompatible with the type of environment provided for in centers and villages.

- F. Most future households accommodated in multifamily housing.
  - G. Additional opportunities for housing in existing single family areas, to the extent provided through neighborhood planning, and within other constraints consistent with this plan.
  - H. Public facilities and human services that reflect the role of each village category as the focus of housing and employment and as the service center for surrounding areas.
  - I. Open space.
  - J. A place, amenities or activities that serve as a community focus.
  - K. A design review process, supplemented by neighborhood design guidelines.
  - L. Preservation of development having historic, architectural, or social significance within centers and villages.
- L7 Indicate whether residential or employment related activities are to be emphasized in the mix of uses by the urban village designation.
- L8 Adopt the designations for hub urban villages, residential urban villages and neighborhood anchors as indicated in Land Use Figure 1. Consider the designations to be preliminary, subject to further objective analysis in neighborhood planning. Develop objective criteria including:
- a. existing zoned capacity;
  - b. existing and planned density;
  - c. growth targets;
  - d. population;
  - e. amount of neighborhood commercial land;
  - f. public transportation investments and access; and
  - g. other characteristics of hub or residential urban villages and neighborhood anchors as provided in this plan, or further refined.

Additional criteria consistent with this plan may be established.

- L9 Permit, through neighborhood planning processes, recommendations for the revision of zoning to better reflect community preferences for the development character of an area, provided that consistency between the zoning and this plan is maintained.
- L10 As part of neighborhood planning designate and define the extent of principal commercial streets for each urban village. Principal commercial streets are those streets in the commercial area of each urban village which are accessible both to automobiles and to transit and which have or are planned to have sufficient quantity and variety of commercial uses, in sufficiently close proximity to provide the opportunity to meet a variety of residential needs and thereby constitute opportunities and incentives to using non-motorized modes of travel for work or shopping trips.

## **B. CATEGORIES OF URBAN VILLAGES**

### **GOAL**

- G19 Provide for the intended function, character, amount of growth, intensity of activity, and scale of development appropriate for each urban village neighborhood.

### **POLICIES**

- L11 Establish categories of urban villages, in addition to the urban center and manufacturing/industrial center designations of the Countywide Planning Policies as follows:
- 1) urban center villages within urban centers
  - 2) hub urban villages
  - 3) residential urban villages.
- L12 Establish goals or planning estimates for the mix of uses, target densities for employment and housing, the scale and intensity of development, and the types of public improvements desired to make each village category function as intended.
- L13 Establish preliminary urban center village boundaries within urban centers as indicated in land use figures 2, 3, and 5. Establish permanent urban center village boundaries as part of neighborhood planning.

- L14** Establish boundaries for hub urban villages or residential urban villages as each new or revised neighborhood plan is adopted by the City Council; provided, that: if at the end of the neighborhood planning cycle, a village boundary has not been established for a hub or residential urban village, the boundary shown in Land Use Appendix A of this plan shall become the boundary for that urban village.

## **URBAN CENTERS**

### **GOALS**

- G20** Identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system.

### **POLICIES**

- L15** Establish urban centers as regional centers.
- L16** Establish requirements for urban centers as follows:
- A.** Area not exceeding one and one-half square miles (960 acres).
  - B.** Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area and recognized neighborhood boundaries.
  - C.** Accessibility to the existing regional transportation network, with access to the regional high capacity transit system to be provided in the future.
  - D.** Zoning that permits the amount of new development needed to meet the following minimum density targets:
    - 1.** A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station;
    - 2.** An overall employment density of 50 jobs per acre; and
    - 3.** An overall residential density of 15 households per acre.
- L17** Designate the following five locations as urban centers as shown in Land Use Figures 1-6 below:

- 1) Downtown Seattle
- 2) First Hill/Capitol Hill
- 3) Seattle Center
- 4) University District
- 5) Northgate

- L18 Designate urban center villages within the larger urban centers to acknowledge differences in neighborhoods. Plan for such villages within the context of planning for the urban center as a whole.
- L19 Designate urban center villages within the Downtown, First Hill/Capitol Hill and University District urban centers as shown in Land Use Figures 2, 3 and 5. The boundaries and names used to identify these urban villages are provided for planning guidance and subject to change under future neighborhood plans. While the Seattle Center and Northgate centers are presently considered to be too small to be subdivided into center villages, this shall not preclude the designation of urban villages within those urban centers in future neighborhood planning processes.
- L20 Provide zoning in urban center villages, in aggregate, to accommodate a broad mix of activity, and the densities of employment and housing necessary meet the urban center density standards of the Countywide Planning Policies.
- L21 Promote the balance of uses in each urban center village indicated by one of the following functional designations, assigned as follows:

Functional Designation	Urban Center Village
1. Primarily residential.	Denny Regrade Capitol Hill Pike/Pine
2. Mixed, with a residential emphasis.	
3. Mixed residential and employment.	Westlake Pioneer Square International District First Hill South Capitol Hill University District Northwest University Village Northgate Seattle Center
4. Mixed, with an employment emphasis.	Downtown Commercial Core University Campus

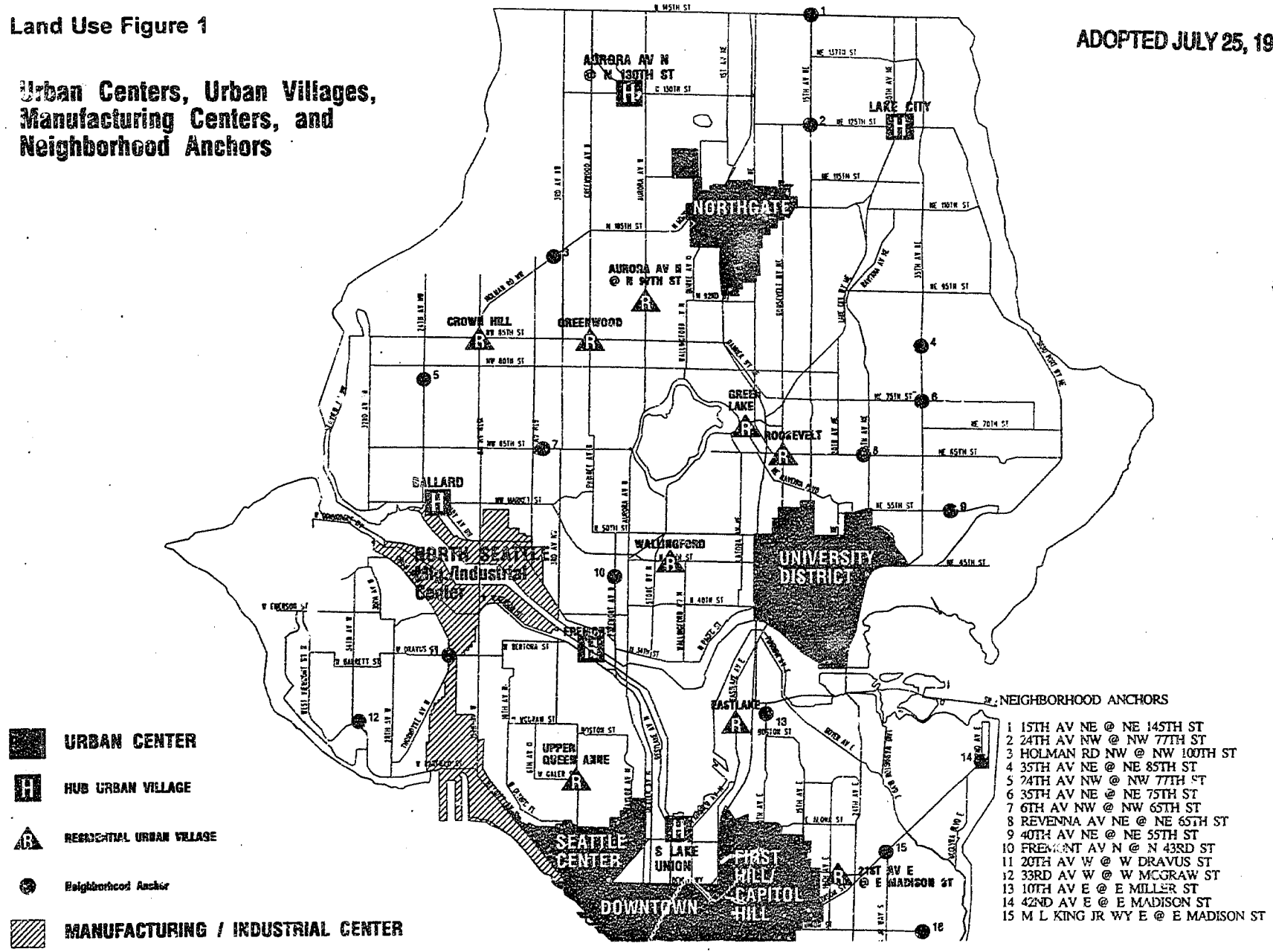
- L22 Permit employment and/or housing densities in zoning consistent with the designated functions of each urban center village.
- L23 Designate residential development emphasis areas within urban centers where the City has a long-term commitment to promote residential development and where the response of the private market in providing housing has been inadequate to attract the planned amount of residential growth.
- L24 Work with affected neighborhoods, property owners and the development community to establish action and funding strategies to promote housing development for all incomes in residential development emphasis areas.

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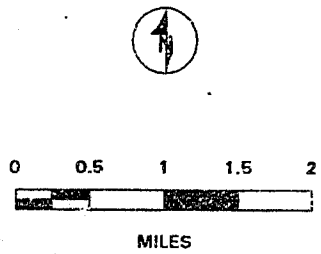
Land Use Figure 1

ADOPTED JULY 25, 1994

**Urban Centers, Urban Villages,  
Manufacturing Centers, and  
Neighborhood Anchors**

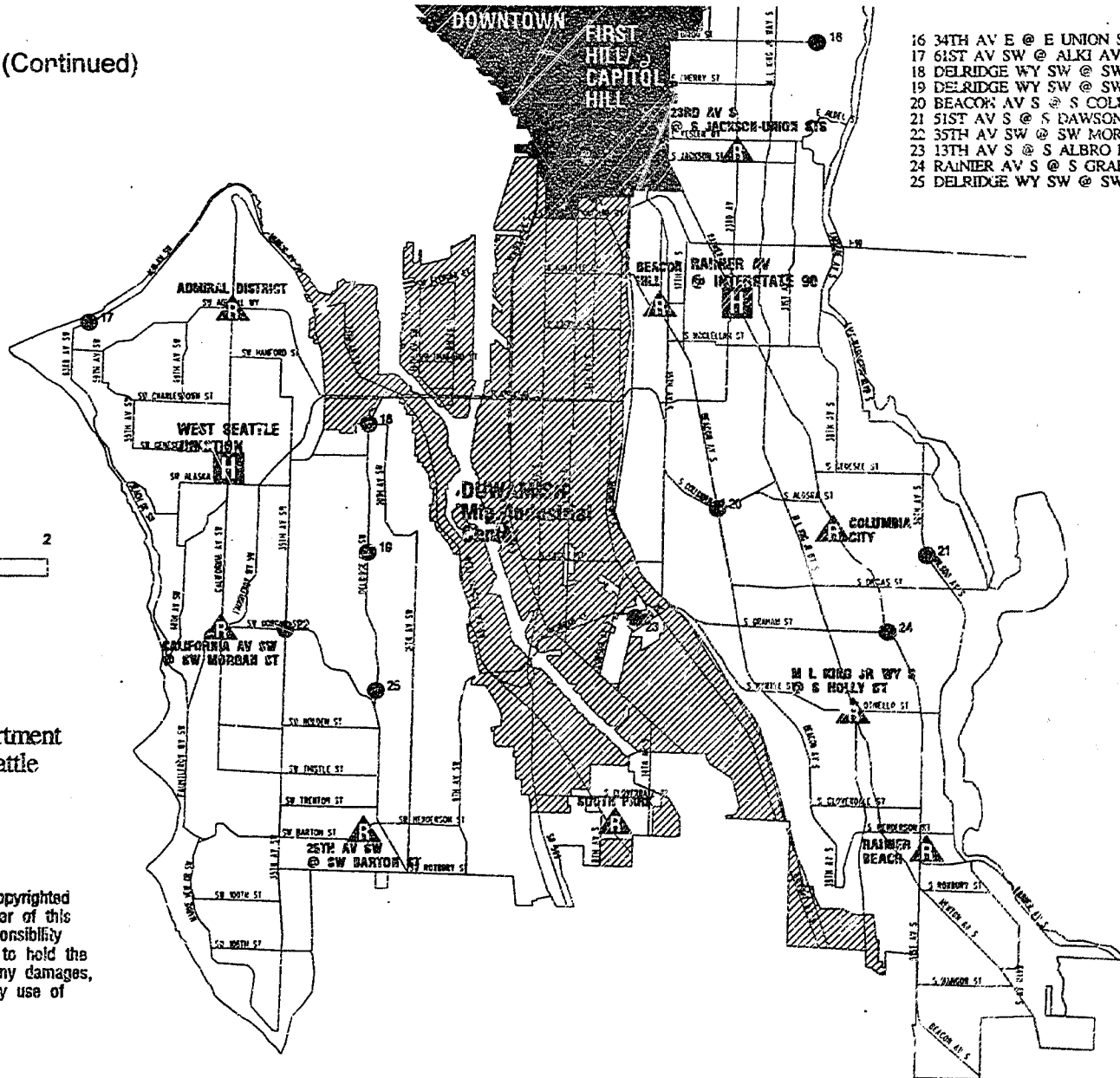


Land Use Figure 1 (Continued)



Prepared by:  
 The Planning Department  
 c. 1994 City of Seattle  
 July 19, 1994

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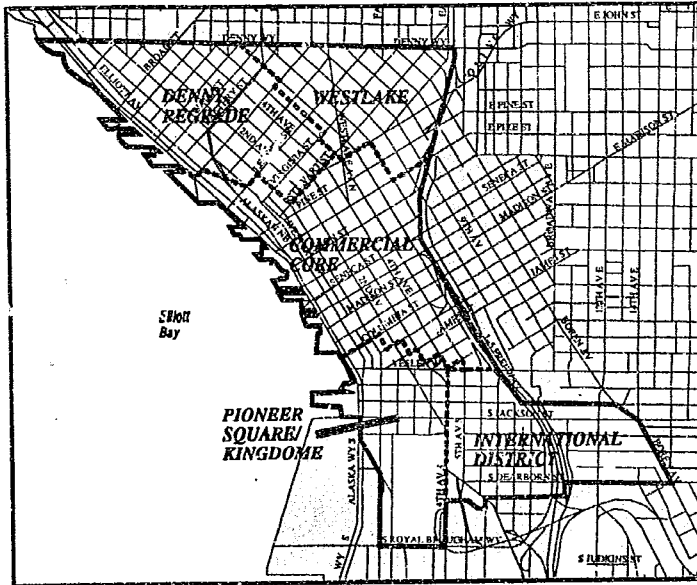


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- 24 RAINIER AV S @ S GRAHAM ST
- 25 DELRIDGE WY SW @ SW SYLVAN WY

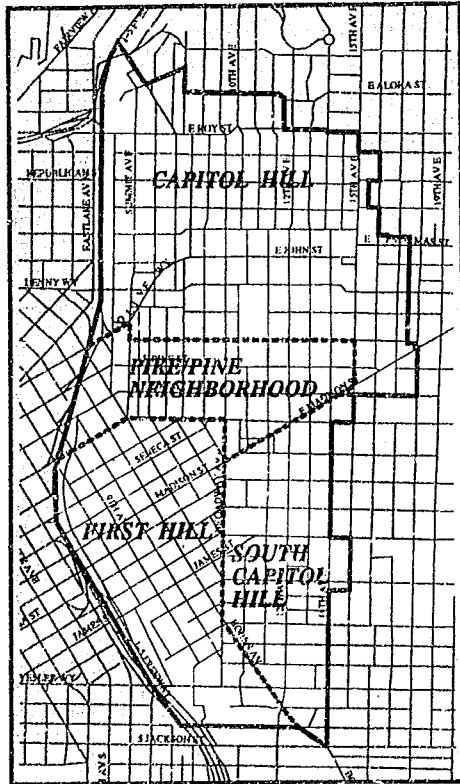
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**LAND USE FIGURE 2**  
**Downtown Urban Center**



**LAND USE FIGURE 3**  
**First Hill/Capitol Hill Urban Center**



Land Use - 7/18/94 - 15

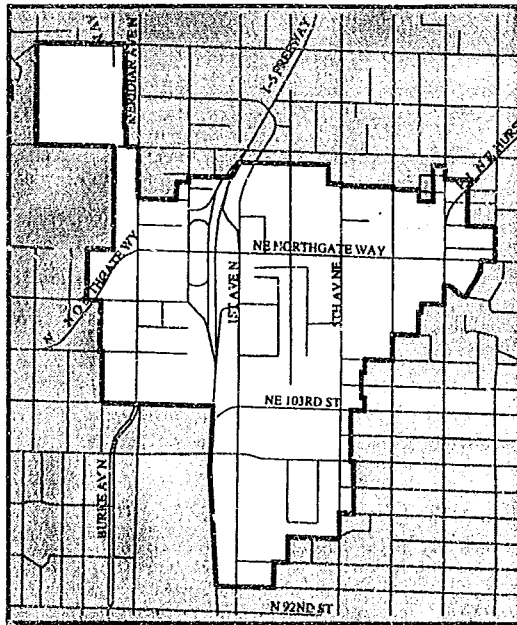
**Note:**  
 Boundaries of Urban Center Villages within Urban Centers are Preliminary Planning Boundaries and are subject to change in neighborhood planning processes.

ADOPTED JULY 25, 1994

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**Land Use Figure 6  
Northgate Urban Center**



**Note:**  
Boundaries of Urban Center Villages within Urban Centers are Preliminary Planning Boundaries and are subject to change in neighborhood planning processes.

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## MANUFACTURING/INDUSTRIAL CENTERS

### GOAL

- G21 Ensure that adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

### POLICIES

- L25 Promote manufacturing and industrial employment growth including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities in manufacturing/industrial centers.
- L26 Strive to expand existing manufacturing and industrial activity. Particular emphasis shall be given to maintaining industrial land that is uniquely accessible to water, rail, and regional highways for continued industrial use.
- L27 Limit in industrial/manufacturing areas commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses. Establish new size of use limits for retail uses in the Industrial Commercial zone. Permit legally established non-industrial uses to continue. Permit legally established non-industrial uses to be expanded within existing structures predominantly dedicated to such uses as of December 31, 1994, and permit limited expansion of such structures.
- L28 Establish manufacturing/industrial centers consistent with the Countywide Planning Policies, as follows:
- A. Clearly defined geographic boundaries;
  - B. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (Such buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones);
  - C. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs;
  - D. Large, assembled parcels suitable for industrial activity;
  - E. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.
- L29 Designate the following locations as manufacturing/industrial centers as shown in Land Use Figure 1, above);

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- 1) The North Seattle Manufacturing/Industrial Center
- 2) The Duwamish Manufacturing/Industrial Center

**L30** Designate industrial development emphasis areas within manufacturing/industrial centers where special emphasis is warranted to promote industrial development.

**L31** Work with property owners and the affected community to establish public and private strategies to enhance conditions for industrial activity and redevelopment in industrial development emphasis areas.

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## **HUB URBAN VILLAGES**

### **GOALS**

- G22** Promote employment and commercial services that serve the populations of the village, the city and the region.
- G23** Support densities that support transit use.
- G24** Provide locations for employment and commercial services that serve the surrounding city and region, in addition to the village population.
- G25** Allow for concentrations of employment at locations convenient to the city's residential population to improve transportation by reducing work trip commutes.

### **POLICIES**

- L32** Designate as hub urban villages areas generally characterized by the following:
  - A.** One or more high density, mixed-use core areas that either exist, or can be accommodated under current zoning, provided that it may be appropriate to limit the mix of uses in some areas, to provide for concentrations of either employment or housing.
  - B.** Being surrounded by primarily residential areas that allow a mix of densities, and non-residential activities that support residential use.
  - C.** Having at least one-third of the land area currently zoned to accommodate employment activity and/or mixed-use.
  - D.** Having a broad range of commercial and retail support services either existing or allowed under current zoning to serve a local, citywide or regional market.
  - E.** Having a strategic location in relation to both the local and regional transportation network, including: 1) a high level of transit service, with the possibility of improved connections to future high capacity transit stations, 2) connections to regional transportation facilities, 3) routes accommodating goods movement, and 4) connections to adjacent areas by pedestrian and/or bicycle facilities.
  - F.** Having:
    - 1. Direct access to either existing or potential public open spaces in the immediate vicinity, and
    - 2. Accessibility to major open space resources in the general area via either existing or potential urban trails, boulevards, or other open space links, or anticipated major public investment in open space.

- G. Having a substantial amount of vacant or under-utilized land with sufficient development capacity under current zoning to allow for redevelopment.
- L33 Preliminarily designate the following seven locations as hub urban villages (Land Use Figure 1, above), subject to further objective analysis in the neighborhood planning process:
1. Ballard
  2. West Seattle Junction
  3. Lake City
  4. Fremont
  5. Aurora at N.130th Street
  6. Rainier Avenue/I-90
  7. South Lake Union
- L34 Permit the size of hub urban villages to vary according to local conditions, but limit it to allow most areas within village boundaries to be accessible on foot.
- L35 Consider it generally desirable for the mixed-use core of a hub urban village to encompass an area within approximately a one quarter mile of the center of activity.
- L36 Provide zoning to accommodate a wide range of housing types and retail and commercial services to support the business and residential population in the village, the surrounding community, and beyond.
- L37 Permit employment densities of approximately 20 jobs per gross acre or more, and residential densities of approximately 15 dwelling units per gross acre or more, in hub urban village core areas.
- L38 Permit a variety of residential densities, between 8 and 12 dwelling units per gross acre in areas outside of the core areas, consistent with the policies of this plan and the Land Use Code for the location of land use zones.
- L39 Designate as hub urban villages areas ranging from those able to accommodate growth with minor changes and public investment to those requiring more extensive public investment.
- L40 Establish planning estimates and, subsequently, growth targets for hub urban villages according to accessibility to transit, existing zoning, including capacity for commercial and residential development, existing densities and development conditions, the density goals for hub urban villages, plans for infrastructure and public amenities and services, and the relationship of the villages to the regional transportation network.

**L41** Consider, for hub urban villages located on the periphery of downtown, promoting a greater intensity of development over a broader area than for other hub urban villages. In such a village, a development pattern characterized by more extensive mixed-use areas at relatively high development intensities may be accommodated, while also allowing for concentrations of either employment activity or housing at appropriate locations.

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## RESIDENTIAL URBAN VILLAGES

### GOALS

- G26 Promote urban villages that function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types. While residential use is emphasized, a mix of other compatible activities, especially those that support residential uses, is appropriate. Employment activity is also appropriate to the extent that it does not conflict with the overall residential function and character of the village, provided that a different mix of uses may be established through a neighborhood plan approved by the City Council, such as the South East Seattle Redevelopment Area policies.
- G27 Support densities that support transit use.

### POLICIES

- L42 In order to be designated a residential village, an area shall generally be characterized by the following:
- A. The area presently supports, or can accommodate under current zoning, a concentration and mix of residential development, at 8 to 15 units per gross acre on average, and at a small to moderate scale.
  - B. The area is presently on the city's arterial network and is served by a transit route providing direct transit service to at least one center or hub village.
  - C. A broad range of retail services either already exists or can be accommodated in the area to serve the residential population.
  - D. The area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.
  - E. The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.
- L43 Balance objectives for accommodating growth, supporting transit use and walking, maintaining compatibility with existing development conditions, maintaining affordable housing, and responding to market preferences for certain types of housing, through the density and scale of development permitted.
- L44 Preliminarily designate as residential urban villages areas identified in Land Use Figure 1, above, subject to further objective analysis through the neighborhood planning process.

- L45 Require that a residential urban village surround one or more centers of activity and services.
- L46 Consider it desirable that any location within the village be within easy walking distance of at least one center of activity and services.
- L47 Permit residential urban villages to include those areas that possess the desired characteristics and infrastructure to support a moderately dense residential population and those areas that, while lacking infrastructure or other characteristics of a residential urban village, warrant public investment in order to promote a transition to a higher density residential neighborhood.
- L48 Base growth planning estimates, and subsequently growth targets, for residential urban villages on the existence of or plans for infrastructure, public amenities and services necessary to support additional growth, existing zoning including capacity for residential and commercial development, existing residential densities and development conditions, the accessibility of transit and the density goals for residential urban villages.

## **AREAS OUTSIDE OF URBAN VILLAGES**

### **GOALS**

- G28 Allow limited amounts of development in areas of the city outside centers and urban villages to maintain the general intensity of development that already characterizes these areas, and to direct the greatest share of growth to village and center locations.

### **POLICIES**

- L49 Provide that the area of the city outside urban villages remain primarily as low density residential and commercial areas, or industrial areas, or major institutions.
- L50 Single family areas shall continue to be protected, both inside and outside of urban villages. However, through neighborhood planning, individual neighborhoods may consider ways of increasing housing opportunities in single-family areas that are brought into an urban village's boundary through the neighborhood planning process and are within easy walking distance (five minutes or five blocks whichever is less) of the designated principal commercial streets of the village, to provide additional alternatives to accommodating residential growth in multifamily and commercial areas. Such consideration shall be subject to further limitations provided in comprehensive plan policies for single-family areas, below, and in the Land Use Code.

- L51 Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multifamily, commercial and industrial areas located in areas outside of urban centers and villages and direct the greatest share of growth to the village and center locations.
- L52 Accommodate growth consistent with adopted master plans of designated major institutions within these areas.

## **NEIGHBORHOOD ANCHORS**

### **GOALS**

- G29 Provide a service and transit focus for surrounding neighborhoods in areas where, overall, existing conditions are intended to be maintained.
- G30 To more efficiently use the services and amenities available in the anchor.

### **POLICIES**

- L53 Designate as neighborhood anchors areas that generally have the following characteristics:
- A. Two to three linear blocks of land currently zoned for commercial activity, or a combination of commercial and multifamily use, and provide services to areas that generally range in size from 5 to 20 acres.
  - B. A node of mixed residential and commercial activity is already established, or can be accommodated under current zoning, within a larger, low density residential area, or within a larger, established multifamily area where conditions make a residential urban village designation inappropriate.
  - C. The area is directly served by transit with service to a hub urban village or urban center.
  - D. Existing platting and development conditions around the Neighborhood Anchor enhance opportunities for residential infill compatible with existing development, and may be characterized by:
    - Blocks platted with alleys.
    - Existing single-family areas presently characterized by a mix of single-family detached units and other housing types that result in densities higher than current zoning allows.

- Substandard lot sizes, allowing for denser infill development, or large parcels that can accommodate cluster development and other forms of compact, lower density residential developments.
  - Existing development is predominantly multifamily, with scattered sites available for limited infill compatible with existing development.
- E. The area is already connected by bicycle and/or pedestrian facilities to adjacent areas, or can be connected through modest extensions of existing facilities.
- F. Public facilities and amenities are either adequate to meet the needs of modest residential population increases or will require only limited improvement to meet those needs.
- L54 Preliminarily designate as neighborhood anchors locations shown in Land Use Figure 1, above, subject to further objective analysis in the neighborhood planning process.

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**C. DISTRIBUTION OF GROWTH**

**GOALS**

G31 Distribute the additional 50,000 - 60,000 households (52,500 - 63,000 dwelling units) and 131,400 - 146,800 jobs called for in this plan among the various areas of the city as follows:

Land Use Figure 7  
**GROWTH TARGETS**

**DISTRIBUTION OF GROWTH INSIDE AND OUTSIDE CENTERS AND VILLAGES**

Category	% of Citywide Residential Growth	% of Citywide Employment Growth
Urban Centers	45% (22,500 - 26,700 hshlds)	65% (35,410 - 95,500 jobs)
Manufacturing/Industrial Centers	No housing target	10% (13,140 - 14,660 jobs)
Urban Villages	30% (15,000 - 18,000 hshlds)	No Target for Residential Urban villages Hub Urban Villages Only: 15% (19,700 - 21,990 jobs)
Remainder of City	25% (12,500 - 15,300 hshlds)	No Specific Target
Totals	50,000 - 60,000 hshlds	131,400 - 146,800 jobs

G32 Achieve growth in urban centers sufficient to:

- A. Meet the minimum density criteria established for urban centers by the King County Countywide Planning Policies, reflected in policy L16D.
- B. Meet growth targets contained in existing comprehensive subarea plans, such as the Northgate Area Comprehensive Plan and the Downtown Plan.
- C. Recognize existing plans for major projects in specific urban centers that will result in significant increases in jobs and/or housing, such as the plans of major medical and educational institutions.

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**G33 Achieve the following 20 year growth targets in Seattle's urban centers:**

Urban Center	Residential Growth	Employment Growth
1. Downtown: Total	approx. 14,700 households	approx. 62,700 jobs
2. First Hill/Capitol Hill: Total	approx. 5,540 households	approx. 11,700 jobs
3. University District: Total	approx. 2,110 households	approx. 8,500 Jobs
4. Northgate	approx. 3,000 households	approx. 9,300 jobs
5. Seattle Center	approx. 1,312 households	approx. 3,300 jobs

**G34 Achieve the following 20 year employment growth targets in manufacturing/industrial centers:**

1. North Seattle Manufacturing/Industrial Center 3,800 jobs
2. Duwamish Manufacturing/Industrial Center 10,860 jobs

(Manufacturing/Industrial Centers are not targeted for additional household growth, because new residential development is generally incompatible with the desired industrial function.)

**G35 Achieve a distribution of growth to each urban village that accomplishes the goals of the urban village strategy.**

**G36 Achieve growth in each urban village according to growth targets that are established subsequent to the recommendation of a neighborhood planning process, that reviews and confirms or amends planning estimates.**

**G37 Guide the increase in density over the life of the plan so that each type of area progresses toward full development as an urban village at a pace appropriate to current conditions in the area.**

**POLICIES**

**L55 Promote the number of additional households and jobs called for by the growth targets within each targeted area, within the 20 year timeframe of this plan, by:**

- A. Establishing targets that do not exceed 80% of zoned capacity for development, as calculated by the City;
- B. Maintaining the 80% capacity margin whenever zoning is modified, in each targeted area; and

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- C. Making reasonable effort to provide services, facilities, and incentives to accommodate the targeted growth, consistent with the Countywide Planning Policies.
- L56 Plan for the higher end of the citywide households and employment growth target ranges, and consider growth at least equal to the lower end to be within plan expectations.
- L57 Consider adjusting household targets, after the year 2000 census to be consistent with actual household size and expected growth up to 72,000 people.
- L58 Establish growth targets for each urban village following completion of neighborhood planning processes for all designated urban villages.
- L59 Establish planning estimates of growth for each urban village, and areas outside of villages as shown in Land Use Appendix B, which shall constitute preliminary estimates of how growth might be distributed throughout the city, to further the objectives of the urban village strategy. These planning estimates shall be starting points from which neighborhood plans for growth in each urban village shall be developed.
- L60 Review planning estimates, and the definition of the area to which they apply, through the neighborhood planning process to assess the appropriateness of the area and estimate for each village in light of local circumstances, community preferences, the need for equitable distribution of growth across the city, and specific plans for how the estimated amount, and alternative amounts of growth could be accommodated in each village.
- L61 Monitor development activity annually to identify situations where the rate of growth is different from that anticipated by growth targets, either because: 1) it is occurring too rapidly and may be disruptive; or 2) there is insufficient growth to achieve planned conditions in designated villages.

Establish percentage threshold criteria to identify growth conditions over an extended period of time that are unacceptably at variance with growth targets, which indicate the duration over which such variance need exist before a special review process is triggered. Permit, as part of the development of neighborhood plans for urban centers and urban villages, adjustment of growth monitoring thresholds.

Initiate the special review procedure to determine an appropriate course of action if conditions identified by these threshold criteria are realized. The

procedure should include a review process with the affected community, in areas where the rate of growth varies from growth targets by more than established threshold criteria, to determine whether or not City or community action to more effectively achieve growth goals is warranted. Consider, as part of this assessment, factors such as:

- A. Whether regional economic growth is consistent with that assumed when growth targets were established;
- B. Whether the proportion of growth in the region locating in King County is consistent with that assumed when growth targets were established;
- C. Whether other jurisdictions within King County have established effective means to stop sprawl and encourage displacement of growth to urban centers; and
- D. Whether further City or community actions are likely to be effective.

Consider the following, or other appropriate actions, if a determination is made that action is needed to address the rate of growth:

- A. Provide resources to ensure rapid completion or revision of a neighborhood plan to better address how growth is to be attracted or discouraged;
- B. Propose rezone actions or changes to development standards to reduce development activity or, depending on the circumstances, increase development opportunities;
- C. Make commitments for specific public improvements to mitigate the impacts of added growth or as incentives to attract desired growth; and/or
- D. Establish annual development targets to more closely monitor the rate of growth in the affected area.

#### **D. THE SYSTEM OF LAND USE REGULATION**

##### **GOALS**

**G38** Provide the framework for distinguishing within the city where the various types of land use activities and intensities of development are appropriate and provide for a development pattern consistent with the urban village strategy.

**G39** Promote public health, safety, and welfare.



## **POLICIES**

- L62** Establish and identify on the attached Future Land Use Map, the following areas: 1) residential areas, including a) single-family residential areas and b) multifamily residential areas, 2) commercial/mixed-use areas, 3) industrial areas, 4) downtown areas, 5) urban center and manufacturing/industrial center boundaries 6) preliminary residential and hub urban village designations, 7) preliminary neighborhood anchor designations, 8) major institutions, and 9) public parks and open space.
- L63** Establish the mix of uses and character and intensity of development desired within each of these general areas through the zoning designations applied to them.
- L64** Identify on the attached Future Land Use Map where each general area designation shall apply, as an indication of the proposed physical distribution of land uses, and types of development.
- L65** Boundaries on the attached Future Land Use Map are general indications of the locations of general area designations and may not precisely correspond to land use zone boundaries. Land use zone boundaries may be adjusted so long as they remain in keeping with comprehensive plan policies, and the locational criteria established in the Land Use Code.

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## **RESIDENTIAL AREAS**

### **GOALS**

- G40 Maintain existing residential neighborhoods and create new residential neighborhoods to accommodate the city's existing and future housing needs.
- G41 Allow for a variety of residential environments accommodating different types and intensities of development.

### **POLICIES**

- L66 Apply the residential area designation to areas intended primarily for residential use.
- L67 Distinguish between single-family and multifamily areas
- L68 Allow non-residential uses that are either necessary to the function of residential neighborhoods, are permitted under special circumstances, such as in historic structures, or are highly compatible with residential activity as appropriate to each zone.

## **SINGLE-FAMILY RESIDENTIAL AREAS**

### **GOALS**

- G42 Maintain the character of areas that are predominantly developed with single family structures, including the use, development and density characteristics of existing single-family areas.
- G43 Allow new development that is generally consistent with the level of infrastructure development, and environmental conditions in each area.
- G44 Provide single-family housing in close proximity to employment and services available in urban villages.
- G45 Provide flexibility to maintain and improve existing structures.

### **POLICIES**

- L69 Establish as single-family areas those areas that are predominantly in single-family residential use, and are large enough to maintain a low-density

development pattern, with detached single-family dwellings establishing the predominant development character.

- L70 Establish a range of single-family zones which vary according to minimum lot sizes.
- L71 Designate single family zones within single family areas identified on the attached Future Land Use Map, according to the purpose of the zone and the locational criteria established in the Land Use Code.
- L72 Allow the development of detached single family dwellings in single-family areas compatible with the existing pattern of development and the character of each single-family neighborhood.
- L73 Reflect in development standards the character of existing low-density development in terms of scale, siting, structure orientation, and setbacks.
- L74 Permit consideration of rezoning areas currently zoned single-family and meeting Land Use Code locational criteria for a single family designation to zoning more intense than SF 5000, only when all of the following conditions are met:
- 1) the land is within an urban village boundary provided for in a neighborhood plan adopted by the City Council and the rezoning is provided for in a neighborhood plan adopted by the City Council;
  - 2) the area is within easy walking distance (five minutes or five blocks whichever is less) of designated principal commercial streets of an urban village;
  - 3) the quantity of land of such rezones, on a cumulative basis, does not exceed the quantity of land shown in Land Use Appendix C below;
  - 4) a. the rezone is to the small-lot zone, Lowrise Duplex Triplex zone, or Lowrise-1 zone designations only; or  
b. the land to be rezoned is contiguous to an urban village commercial zone and the rezone is to a Neighborhood Commercial 30' zone designation with residential uses limited to Lowrise-1 density limits, or to a Lowrise-1/RC zone designation only; and
  - 5) the change is made through a rezone procedure.
- L75 Permit accessory housing units in single-family zones, subject to restrictions designed to limit impacts and protect neighborhood character.
- L76 Permit as council or administrative conditional uses planned developments designed to enhance and preserve natural features, encourage the

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construction of affordable housing, allow for development and design flexibility and protect and prevent harm in environmentally critical areas.

### **LOW-DENSITY SINGLE-FAMILY ZONES**

#### **GOAL**

- G46 Protect areas which are currently in predominantly single-family residential use in areas of the lowest intensity of development, such as environmentally critical areas.

#### **POLICIES**

- L77 Include among low density single family zones the Single-Family 9600 and Single-Family 7200 zones.
- L78 Low-density single family zones are most appropriate and may be expanded or newly established only in existing single-family residential areas outside easy walking distances of urban villages and areas designated as environmentally sensitive. Existing low-density single-family zones may remain in other areas.

### **HIGH-DENSITY SINGLE FAMILY AREAS**

#### **GOAL**

- G47 Protect areas which are currently in predominantly single-family residential use.

#### **POLICIES**

- L79 Include among high density single family zones the Single-Family 5000 Zone.
- L80 Consider the Single-Family 5000 Zone most appropriate for and permit its expansion or new establishment in existing single-family areas which are not designated environmentally critical.

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## **SMALL LOT ZONE**

### **GOALS**

- G48 Provide opportunities within or adjacent to urban villages for the development of homes on small lots that may be attractive and affordable to households with children and other households which might otherwise choose existing family housing.
- G49 Maintain compatibility with single-family development and adjacent single-family zones.

### **POLICIES**

- L81 Provide for the development of ground related housing of greater density than the Single-family 5000 zone.
- L82 Permit the customization of the small lot zone to the specific needs of an area, to permit housing options such as, but not limited to, detached accessory units, carriage houses, or tandem houses pursuant to a neighborhood plan adopted by the City Council.
- L83 The small lot zone may be applied to single-family zoned property meeting Land Use Code locational criteria for a single family designation only where all of the following conditions are met:
- 1) the land is within an urban village boundary provided for in a neighborhood plan adopted by the City Council, and the rezoning is provided for in a neighborhood plan adopted by the City Council;
  - 2) the area is within easy walking distance (five minutes or five blocks whichever is less) of designated principal commercial streets of an urban village;
  - 3) the quantity of land of such rezones, on a cumulative basis, does not exceed the quantity of land shown in Land Use Appendix C; and
  - 4) the change is made through a rezone procedure.

## **MULTIFAMILY RESIDENTIAL AREAS**

### **GOALS**

- G50 Encourage a diversity of multi-family housing types to meet the diverse needs of Seattle's present and future populations.

- G51** Support a residential development pattern consistent with the urban village strategy, by increasing the availability of housing within and/or near employment concentrations and residential services and amenities, and allowing for densities that promote walking and transit use.

#### **POLICIES**

- L84** Designate as multifamily residential areas on the attached Future Land Use Map existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the urban village strategy.
- L85** Establish residential use as the predominant use in multifamily areas.
- L86** Permit limited amounts of non-residential activity in some higher-density multifamily areas in order to increase opportunities for residents to walk to neighborhood services and to promote more active street environments.
- L87** Maintain a variety of multifamily zoning classifications to permit development at low, moderate and high densities with a variety of scales and configurations appropriate for the specific conditions and development objectives of each area within the city.
- L88** Within the multifamily areas indicated on the attached Future Land Use Map, multifamily zones shall be located according to the intended purpose of the zone and the locational criteria established in the Land Use Code.
- L89** Provide zoning classifications that permit limited amounts of commercial use in what are otherwise residential zones.
- L90** If approved through a neighborhood plan adopted by the City Council, provide flexibility in rezoning criteria for rezoning of multifamily residential to compatible neighborhood commercial zones, subject to environmental review criteria, and any adopted neighborhood plans.

#### **LOW DENSITY MULTIFAMILY AREAS**

##### **GOALS**

- G52** Maintain opportunities for infill development in areas already characterized by low density multifamily development ; 2) establish increased opportunities for housing in lower density areas by allowing for modest increases in

development intensity; and 3) establish areas to provide for a desirable transition in development intensity between single family zones and more intensive multifamily or commercial areas, through the application of low density multifamily zoning.

#### **POLICIES**

- L91 Include among low density multifamily zones the Lowrise Duplex/Triplex, Lowrise-1, and Lowrise-2 zones.
- L92 Provide opportunities for attached housing at slightly higher densities than single family areas in low density multifamily zones.
- L93 Establish limits on the permitted height and bulk of new development in low density multifamily zones for compatibility with single family development.
- L94 Low-density multifamily zones are most appropriate to, and may be expanded or newly established only in circumstances and areas that are both:
- a. consistent with policies for consideration of rezoning single family areas to more intensive use ; and
  - b. either in areas already characterized by multi-family development of this intensity, or where the scale and intensity of use must be compatible with or provide a transition to adjacent less intensive residential zones.
- Existing low-density multifamily zones may also remain in areas not meeting the circumstances described above.

#### **MODERATE DENSITY MULTIFAMILY AREAS**

##### **GOAL**

- G53 Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible on foot.

##### **POLICIES**

- L95 Include among moderate density multifamily zones the Lowrise 3 and Lowrise 4 zones.
- L96 Unless otherwise indicated by a neighborhood plan adopted by the City Council moderate density multifamily zones are generally appropriate and may be expanded or newly established only in areas that are already developed to the intensity permitted in these zones, or where consistent with residential densities contemplated in this plan. Existing moderate density multifamily

zones in other areas may remain, except in environmentally critical areas that have not already been predominantly developed to the intensity of these zones. Moderate density multifamily designations are incompatible with environmentally critical areas that have not already been predominantly developed to the intensity of these zones.

- L97 Emphasize a strong residential character in the development standards for moderate density multifamily zones and provide for a scale of development and building types which differ from those of single family and low density multifamily areas in order to accommodate increased residential densities.
- L98 Permit building types which allow for the stacking of units above each other, in moderate density multifamily zones. However, height limits and development standards are intended to promote a strong relationship between individual dwellings and the ground level.
- L99 Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services, in moderate density multifamily zones.

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## HIGH DENSITY MULTIFAMILY AREAS

### GOAL

- G54 Promote the greatest concentration of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

### POLICIES

- L100 Include among high density multifamily zones the Midrise, and Highrise Zones.
- L101 High density multifamily zones are generally appropriate and may be expanded or newly established only in locations in Urban Centers, in the village cores of Hub Urban Villages when consistent with the urban village strategy, and within any boundary established for the village, and, when consistent with neighborhood plans adopted by the City Council, in Residential Urban Villages. Within such areas, high density multifamily designation is appropriate and may be expanded or established in the future only in areas that are characterized by development at this intensity, or where it is desirable to establish concentrations of residential development at the greatest densities permitted in the city. High density multifamily zones shall not be considered appropriate outside of the areas described above, except for those areas already predominantly built to this intensity, to allow for limited infill development. Existing high density multifamily zones in other areas may remain.
- L102 Permit commercial uses serving the needs of the residential population at the street level of residential structures in specified areas, to promote an active street environment and greater convenience to services in high density neighborhoods.

## MIXED-USE COMMERCIAL AREAS OUTSIDE OF DOWNTOWN

### GOALS

- G55 Provide for a diversity of uses that contribute to the city's total employment base and provide the services needed by the city's residents and businesses.
- G56 Encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.

- G57 Provide locations for serving the employment, service, retail and housing needs of Seattle's existing and future population, in zones with a wide range of character and function.

## **POLICIES**

- L103 Establish a range of commercial zone classifications, which allow for different mixes and intensities of activity, varying scales of development, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas, in order to accommodate desired development while maintaining compatibility with adjacent neighborhoods.

## **PEDESTRIAN ORIENTED COMMERCIAL ZONES**

### **GOALS**

- G58 ♦Maintain an active, attractive, accessible pedestrian environment;  
♦Provide for strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services, and livelihoods for the residents of the city;  
♦Integrate mixed activity in commercial areas with development in adjacent areas;  
♦Provide for an appropriate transition in the scale and intensity of development between areas; and  
♦Promote residential development that is both livable for residents and compatible with the desired commercial function of the area.

## **POLICIES**

- L104 Include among pedestrian oriented commercial zones (Neighborhood Commercial 1 (NC-1), Neighborhood Commercial 2 (NC2), Neighborhood Commercial 3 (NC3), Neighborhood Commercial 2/Residential (NC2/R), and Neighborhood Commercial 3/Residential (NC3/R)).
- L105 Establish use and development standards for pedestrian oriented commercial zones which promote an environment conducive to walking and a mix of commercial and residential uses that promote the goals for these zones.
- L106 Pedestrian oriented commercial zones are generally appropriate both inside and outside of urban villages where residential uses either exist or are in close proximity, where the intensity of the particular zone designation conforms in size and scale to the community it serves. Establish Land Use Code policies

for determining the appropriate match between area characteristics and the various intensities of neighborhood commercial zones.

- L107 Neighborhood Commercial Residential (NC/R) Zones may be located only in urban center villages, in the village cores of hub urban villages when consistent with the urban village strategy and within any boundary established for the village, and, in some instances, residential urban villages, where it is desirable to accommodate a concentrated mix of shopping activity and residential support services at appropriate intensities, while also promoting moderate and high density housing development, pursuant to a neighborhood plan adopted by the City Council.

## **GENERAL COMMERCIAL ZONES**

### **GOALS**

- G59 Accommodate activities highly dependent on automobile access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed use environments.

### **POLICIES**

- L108 Include among the general commercial zones Commercial 1 (C-1) and Commercial 2 (C-2).
- L109 Accommodate in general commercial zones the broadest range of commercial activities of the commercial zones.
- L110 Limit and in some circumstances prohibit housing and/or substantial amounts of office development in general commercial areas because: 1) the auto oriented nature of the area or development renders high auto commuter trip generating uses less appropriate; 2) these uses potentially conflict with the preferred commercial function of an area or with the activities in adjacent areas; or 3) the available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.
- L111 Include among appropriate new building types in general commercial zones, shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and moderate scale residential and mixed use structures.
- L112 General commercial zones are generally appropriate in auto oriented commercial areas serving a citywide clientele or adjacent to manufacturing or industrial zones, and along major arterials with ready access from principal

arterials, with buffers between the area and residential areas or commercial areas of lesser intensity, a predominance of large lots, and limited pedestrian access.

## **INDUSTRIAL AREAS**

### **GOALS**

- G60 Promote high-value-added economic development and support growth in the industrial and manufacturing employment base.
- G61 Preserve industrial land for industrial uses and protect viable marine and rail-related industries from uses competing for scarce land resources.
- G62 Allow existing businesses to expand, stabilize existing industrial areas, and encourage the siting of new businesses which are supportive of the goals for industrial areas.
- G63 Prevent incompatible activities from locating in close proximity to each other, while accommodating a mix of compatible employment activities in areas of diversified uses.

### **POLICIES**

- L113 Include among industrial zones the IG-1, IG-2, IB, IC and Manufacturing Center Overlay to accommodate a range of industrial characters and mixes of industrial and commercial uses.
- L114 Designate industrial areas on the attached Future Land Use Map where:
  - a. the primary function is industrial activity, including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities.
  - b. the basic infrastructure needed to support industrial uses already exists.
  - c. areas are large enough to allow the full range of industrial activities to function successfully.
  - d. there is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.
- L115 Include among appropriate activities manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities. Of the highest priority are high value-added, high-wage industrial activities.

L116 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development, provided that legally established non-industrial uses may continue and provided further that legally established non-industrial uses may be expanded within existing structures predominantly dedicated to such uses as of December 31, 1994, and limited expansion of such structures may be permitted. Establish new size of use limits for retail uses in the Industrial Commercial zone.

L117 Generally do not permit new residential uses in industrial areas.

L118 Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

## **DOWNTOWN AREAS**

### **GOAL**

G64 Establish in downtown areas the broadest mix of activities and greatest intensity of development in the region.

### **POLICIES**

L119 Promote the continued vitality of the downtown, with particular attention to the retail core, including encouragement of hospitality uses.

L120 Divide downtown into areas with one of the following primary land use functions: 1) office, 2) retail, 3) mixed-use commercial, 4) mixed-use residential, and 5) harborfront.

L121 Maintain or establish land use zones to regulate uses and physical development throughout downtown, and establish special overlay regulations to specifically address the environmental, physical, historical, and cultural qualities in the special review districts.

L122 Include among the downtown land use zones the following:

- Downtown Office Core-1 (DOC-1)
- Downtown Office Core-2 (DOC-2)
- Downtown Retail Core (DRC)
- Downtown Mixed Commercial (DMC)

- Downtown Mixed Residential (DMR)
- Pike Market Mixed (PMM)
- Pioneer Square Mixed (PSM)
- International District Mixed (IDM)
- International District Residential (IDR)
- Downtown Harborfront-1 (DH-1)
- Downtown Harborfront-2 (DH-2)

L123 Allow increases from base densities through bonuses and transfer of development rights in downtown to increase development potential where it is desirable to accommodate growth, while providing for mitigation of impacts associated with higher densities.

L124 Provide for an open space requirement for development downtown in order to address the demand for new open space generated by employment and population growth. Require that public open space be both accessible and known to the public.

#### **OVERLAY AREAS**

#### **GOALS**

- G65 Provide appropriate regulation where special circumstances warrant variation from or supplementation of standard zone provisions.
- G66 Provide for the particular requirements of the shoreline, airport height district, special review districts, major institutions, subarea plan districts, and any other appropriate location.

#### **POLICIES**

L125 Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single-family areas, provided in the policies for single family areas. An example of such a circumstance is giving special consideration to the treatment of the street frontage of development to improve the pedestrian environment. Overlays may be established through neighborhood planning.

L126 Land use zone designations and uses for the Sand Point Reuse area, which is indicated on the attached Future Land Use Map, may be according to the final approved reuse plan for the area, other provisions of this plan or the city's land use policies and regulations notwithstanding.

## **MAJOR INSTITUTIONS OVERLAY AREAS**

### **GOALS**

- G67** Maximize the public benefits of major institutions including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.
- G68** Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.
- G69** Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.
- G70** Promote the integration of institutional development in the overall planning for urban centers.

### **POLICIES**

- L127** Support the development of major medical and educational institutions as significant contributors to broad public benefits and to economic vitality while protecting the character of neighborhoods adjacent to those institutions, and substantially mitigating the transportation and other impacts of such development.
- L128** Permit exceptions to underlying zone provisions within the boundaries of major institutions pursuant to adopted major institution master plans to facilitate planned development.
- L129** Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones.
- L130** Require significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.
- L131** Provide procedures for considering the establishment of new major institutions.

## GENERAL PROVISIONS FOR LAND USE CODE DEVELOPMENT

### POLICIES

- L132 Establish a range of land use zones within each general land use area designation, to provide detail regarding the intensity of activity desired, and the types of uses and character of development to be accommodated.
- L133 Indicate the degree to which redevelopment or conservation will be emphasized to achieve the intended development of an area by its zoning designation and its urban village strategy designation.
- L134 Establish use provisions for each zone to specify the desired function and mix of activity to be accommodated within an area, and to avoid conflicts between incompatible uses and risks to public health, safety, and welfare.
- L135 Uses not otherwise allowed within a land use zone may be permitted in special circumstances subject to Land Use Code provisions for such uses. Such uses include:
1. uses in structures designated as Seattle Landmarks, provided that the use furthers the intent of the landmark designation;
  2. uses of small institutions and public facilities; and
  3. uses in school buildings, including school uses, other public uses, and the shared or re-use of school facilities.
- L136 Generally retain existing density limits for residential and non-residential uses in mixed-use commercial zones in urban villages, and reduce permitted densities of residential and office use outside of urban villages and in urban villages in zones where development standards are conducive to single-occupant-vehicle use.
- L137 Subject development in all areas of the city to height limits consistent with the goals of the urban village strategy and the type and scale of development intended for each zone classification. When called for by a neighborhood plan adopted by the City Council, zones with height limits different than policy would otherwise allow may be established.
- L138 Permit modification of development standards in environmentally critical areas to emphasize the protection of fragile conditions.
- L139 Establish standards for screening and landscaping appropriate to each zone to minimizing the impact of new development.



**L140** Employ a design review process to promote new development that enhances the character of the City, respects the surrounding neighborhood context, allows for diversity and creativity in building design and site planning, furthers community design and development objectives, and allows desired intensities of development to be achieved.

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## **E. OPEN SPACE NETWORK**

### **GOALS**

- G71** Provide places for the people of Seattle to interact with others, and experience repose, recreation, and natural beauty. Provide healthy play space for children and their families. Support both passive and active uses such as strolling, sitting, viewing, picnicking, public gathering, and community gardening. Promote the health, safety and welfare of the people of the city.
- G72** Support the development patterns called for by this plan, enhance environmental quality, provide light, air, and visual relief, and offer community-building opportunities for the city's people.
- G73** Support the objectives of the urban village strategy through strategies to achieve the following:
- A.** provide amenities in more densely populated areas;
  - B.** provide recreational opportunities for daytime populations in urban centers.
  - C.** mitigate the impacts of large scale development;
  - D.** increase opportunities to walk regularly to open spaces by providing them close by;
  - E.** create connections linking Urban Centers and Villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas;
  - F.** establish a network of connections to the regional open space system, including the vision for the Mountains to Sound Greenway; and
  - G.** protect environmentally critical areas.

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G74 Goals for the provision of open space and related facilities are as follows:

**CITY OPEN SPACE AND RECREATION FACILITY GOALS**

	<b>GOAL</b>	<b>AREA</b>
<b>BREATHING ROOM OPEN SPACE</b>	1 Acre per 100 residents	City-wide
<b>USABLE OPEN SPACE</b>	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
<b>RECREATION FACILITIES</b>	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and athletic fields are contained in the Parks COMPLAN	City-wide, except as modified by Village Open Space and Recreation Goals

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(G74 Continued)  
**URBAN VILLAGE OPEN SPACE AND RECREATION FACILITY GOALS**

	URBAN CENTER VILLAGES	HUB URBAN VILLAGES	RESIDENTIAL URBAN VILLAGES
<b>URBAN VILLAGE OPEN SPACE POPULATION BASED GOALS</b>	One acre of Village Open Space per 1,000 households.  For the downtown core one acre of Village Open Space per 10,000 jobs.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
<b>URBAN VILLAGE OPEN SPACE DISTRIBUTION GOALS</b>	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre.  For low density areas: All locations within 1/4 mile of any qualifying Village Open Space.
<b>QUALIFYING CRITERIA FOR VILLAGE OPEN SPACE</b>	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
<b>VILLAGE COMMONS, RECREATION FACILITY AND COMMUNITY GARDEN GOALS</b>	At least one usable open space of at least one acre in size (Village Commons) with growth target of more than 2,500 households.  One indoor, multiple-use recreation facility serving each Urban Center.  One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons).  One facility for indoor public assembly.  Same as for Urban Center Villages.	At least one usable open space of at least one acre in size (Village Commons) where overall residential density is 10 households per gross acre or more.  One facility for indoor public assembly in Villages with greater than 2,000 households.  Same as for Urban Center and Hub Villages.

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## **POLICIES**

- L141** Strive to accomplish goals for the amount, types, and distribution of open space.
- L142** Develop open space resources as a network.
- L143** Provide unstructured open play space for children in or near residential neighborhoods.
- L144** Guide development of shoreline public access and recreation as important elements in the city's open space network.
- L145** Require that usable open space be provided by private development, in appropriate locations and circumstances.
- L146** Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.
- L147** Permit the modification of open space goals through the neighborhood planning process.
- L148** Develop the configuration, location, and distribution of urban village open space facilities as part of the village neighborhood planning process.
- L149** Endeavor to provide, through neighborhood planning for each urban village, at least one clearly defined community focus. The nature of this focus may vary according to different conditions in each village, as well as neighborhood preferences. Through siting and design emphasizing its public nature and function, the focus shall provide a place to be shared by the village population for informal public gathering and other community events.  
  
The focus may be created by activities, public functions, or amenities. It may incorporate components such as public open space, the center of commercial activity, a school, an historic district or landmark, the community center, transit center, public sidewalks or other publicly accessible place.
- L150** Permit designation through a neighborhood planning process of portions of existing, underutilized, or undeveloped rights-of-way as green streets, to be used to enhance public circulation, pedestrian activity, and street-level open space.
- L151** Maximize the potential of the street system for public use through the reclamation of portions of public right-of-way, where appropriate, for open space, waterfront access, tree planting and substantial landscaping, pedestrian amenities, recreation space, view corridors, and boulevards.

- L152 Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities, and include P-Patch community gardening among priorities for use of City surplus property.
- L153 Continue development of a system of urban trails that may include bikeways, bike routes, bike lanes, shoulders, multi-use trails, and pedestrian paths.
- L154 Consider public lands such as street rights-of-way, abandoned railroad rights-of-way, and utility corridors for expanding the trail system.
- L155 Designate and preserve important natural or ecological features in public ownership as greenspaces for low-intensity open space uses.
- L156 Consider open space provisions established in adopted subarea plans (e.g., Land Use and Transportation Plan for Downtown, Northgate Area Comprehensive Plan), including specific open space sites and features, in guiding the expansion of the open space network.
- L157 Direct efforts to expand the open space network according to the following considerations:
  - A. Locations for new facilities:
    - 1) Urban Villages targeted for largest share of residential growth; especially those
      - a) Existing high density residential areas presently not served according to the population-based goals for urban village open space;
      - b) Existing high density residential areas presently not served according to the distribution goals for urban village open space;
    - 2) Other urban village locations where an adopted subarea plan includes open space recommendations consistent with these policies; and
    - 3) Specific locations enumerated in the Parks functional plan outside urban centers or villages.
  - B. Types of open space acquisitions and facility development:
    - 1) Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;
    - 2) Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban

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villages, high density and/or high pedestrian, bicycle, or transit use areas;

- 3) Open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas;
- 4) Other types of open space within or adjacent to urban villages that is accessible from adjacent urban villages.

**L158** Consider use of various means of providing open space including but not limited to:

- A. Use of existing public lands;
- B. Shared-use Agreements;
- C. Incorporating open space in major public projects;
- D. incentives for open space preservation in private ownership; and
- E. Use of the street system.

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## **F. ANNEXATION**

### **POLICIES**

- L159** Do not actively seek large-scale annexations of adjacent unincorporated areas.
- L160** Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.
- L161** Support annexations of unincorporated areas to surrounding jurisdictions by being involved in public participation efforts to determine local sentiment regarding annexations, participating in the development of interlocal agreements concerning final annexation plans with the goal of eventually eliminating any unincorporated island areas, and participating in the evaluation of any proposals to create new jurisdictions in these areas.
- L162** Consider it appropriate for Seattle to designate small areas that are not within another jurisdiction's Potential Annexation Area, for eventual annexation to the City. These areas might include parcels currently owned by a City utility or areas almost completely surrounded by land currently within Seattle's city limits.

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# TRANSPORTATION ELEMENT

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## TRANSPORTATION ELEMENT

### A. ENVIRONMENTAL STEWARDSHIP

#### Goals:

- G1 Improve environmental quality.
- G2 Reduce and/or mitigate air, water, and noise pollution from motor vehicles.
- G3 Promote energy-efficient transportation.

**Discussion:** Increased trips by motor vehicles, increased travel time, congestion, and longer trips all contribute to degrading environmental quality. Policies in other parts of the plan and elsewhere in the transportation element that reduce car use, support transit, and encourage walking and bicycling are key to reducing transportation-related environmental impacts. In addition, the policies below address specific air, water, and noise environmental impacts.

#### Policies:

- T1 Identify, evaluate, and fully consider environmental impacts of transportation investments and operating decisions. Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality, and water quality objectives.
- T2 Seek, recognize, and reward use of alternative fuels, energy-efficient modes, and other environmentally-sound technologies. Coordinate with the private sector and other public agencies to promote the use of low- and zero-emission vehicles by large fleet operators, including public transportation providers. Consider developing long-term goals for the use of zero-emission, alternative-fuel, and energy-efficient vehicles by the general public.
- T3 Coordinate with county, regional, state, and federal agencies with air quality responsibilities. Seek to ensure that the City's transportation projects and programs conform with state and federal law.
- T4 Work with county, regional, and state agencies to improve programs and management strategies designed to prevent and reduce contamination of street runoff and stormwater.
- T5 Work with the state Department of Transportation, public transportation providers, and the public to identify, design, and incorporate noise mitigation measures into existing and planned traffic and transit operations and capital improvements. Encourage air and rail transport operators to reduce and mitigate their noise impacts.

ADOPTED JULY 25, 1994

## **B. CHANGING AND MANAGING TRAVEL DEMAND AND TRAVEL BEHAVIOR**

### **Goals:**

- G4 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- G5 Provide a range of viable transportation alternatives, including transit, bicycling, and walking.
- G6 Reduce use of the car over time.

**Discussion:** To slow the trend of increasing car use, the City must provide alternatives and must change the way people think about and act upon travel choices. Transportation alternatives to the car need to respond to people's needs for mobility, privacy, comfort, safety, and convenience. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

### **Policies:**

- T6 Educate the public, especially youth, about the individual and societal benefits of alternatives to cars. Encourage incentives and support efforts to induce future generations to become regular users of transit and non-motorized modes.
- T7 Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Inform those who now commute by single-occupant vehicle about the economic, societal, and environmental costs of their choices. Support federal, state, and other efforts that increase the single-occupant vehicle driver's share of the true cost of car use.
- T8 Support and promote commute trip reduction (CTR) programs, telecommuting, electronic communications, variable work weeks, flextime, and a variety of travel demand management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system. Develop and implement a coordinated program of incentives, alternative travel options, land use measures, innovative design, regulations, services, and marketing strategies. Allow developers to choose among TDM strategies. Where appropriate, pursue TDM strategies at the regional level. Support implementation of advanced transportation and communications technologies, such as intelligent vehicle, highway, arterial, and transit systems.
- T9 Support the efforts of the state Department of Transportation to complete the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region.

**ADOPTED JULY 25, 1994**

T10 Evaluate, against the following mode choice goals, the success of the City's and the region's land use strategies, and transportation systems and programs, in reducing single-occupant vehicle use.

Travel modes for work trips by Seattle residents:

	Year		
	1990	2000	2010
Single-occupant car	59%	51%	35%
Non-single-occupant car:			
Carpool	12%	12%	13%
Public transportation	16%	20%	27%
Bicycle and other	3%	5%	9%
Walk	7%	8%	10%
Work at home	3%	4%	6%
Total	100%	100%	100%

For non-work trips by Seattle residents, the goals are to increase transit use from 7% in 1990 to 9% in 2000 and 14% in 2010.

These are planning goals only, and are not intended as concurrency standards.

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## C. LAND USE AND TRANSPORTATION

### Goal:

- G7 Ensure that land use and transportation decisions, strategies, and investments are coordinated, are complementary, and support the urban village strategy.

**Discussion:** Land use and transportation are fundamentally interrelated. The urban village strategy recognizes this relationship by focusing development in concentrated rather than linear patterns, directing transit investments to link these pedestrian-oriented activity centers, and providing more opportunities for walking and bicycling. However, the City recognizes that auto access will continue to be a key element in accommodating growth in centers and villages.

### Policies:

- T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit services and walking and bicycling opportunities to enable urban centers and urban villages to reach growth targets or planning estimates in a way that minimizes single-occupant vehicle travel.
- T12 Design and build transportation facilities to reflect the character of the surrounding neighborhood, reinforce the activities desired in the surrounding area, address community development goals, and be convenient, comfortable, and safe. Make the scale of transportation facilities consistent with surrounding land uses.
- T13 Involve the public in identifying needs for, planning, and designing transportation facilities, programs, and services. Encourage and/or provide extensive public involvement opportunities, both for City decisions and for those of other agencies. As part of this process, address the special needs of low-income people, children and youth, the elderly, people with disabilities, businesses, and residents.
- T14 Encourage a mix of complementary neighborhood businesses and services in urban villages to encourage short trips easily made by walking or bicycling.

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## D. USE OF STREETS

### Goals:

- G8 Make the best use of the City's limited street capacity, and seek to balance competing uses.
- G9 Ensure adequate capacity on the street system for transit and other important uses.
- G10 Support a shift towards transit, carpools and vanpools, bicycling, and walking.
- G11 Support efficient freight and goods movement.
- G12 Differentiate among the various functions of City streets.
- G13 Protect neighborhood streets from through traffic.






**Discussion:** The City has a limited amount of street space, and is unlikely to expand this space significantly. Thus this space must be carefully allocated among competing uses to further the City's goals.

### Policies:

- T15 Designate principal arterials, a transit priority network, and major truck streets as described in the policies in this and other sub-elements, to identify the key functions of these streets. Make operating, design, access, and/or service changes to enhance the key functions of these streets when congestion significantly hinders the key functions.
- T16 Designate principal arterials as shown in Transportation Figure 1. Design, operate, and regulate access along principal arterials to accommodate and facilitate through traffic and connect with regional facilities. Direct through traffic onto principal arterials and away from local streets. Continue to designate other classes of arterials in the Seattle Comprehensive Transportation Program.
- T17 Coordinate with the state Department of Transportation and adjacent jurisdictions to discourage diversion of traffic from regional roadways and principal arterials onto lesser arterials and local streets.
- T18 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.
- T19 Manage the street system safely and efficiently for all modes and users, and emphasize pedestrian safety. Accommodate emergency vehicles.

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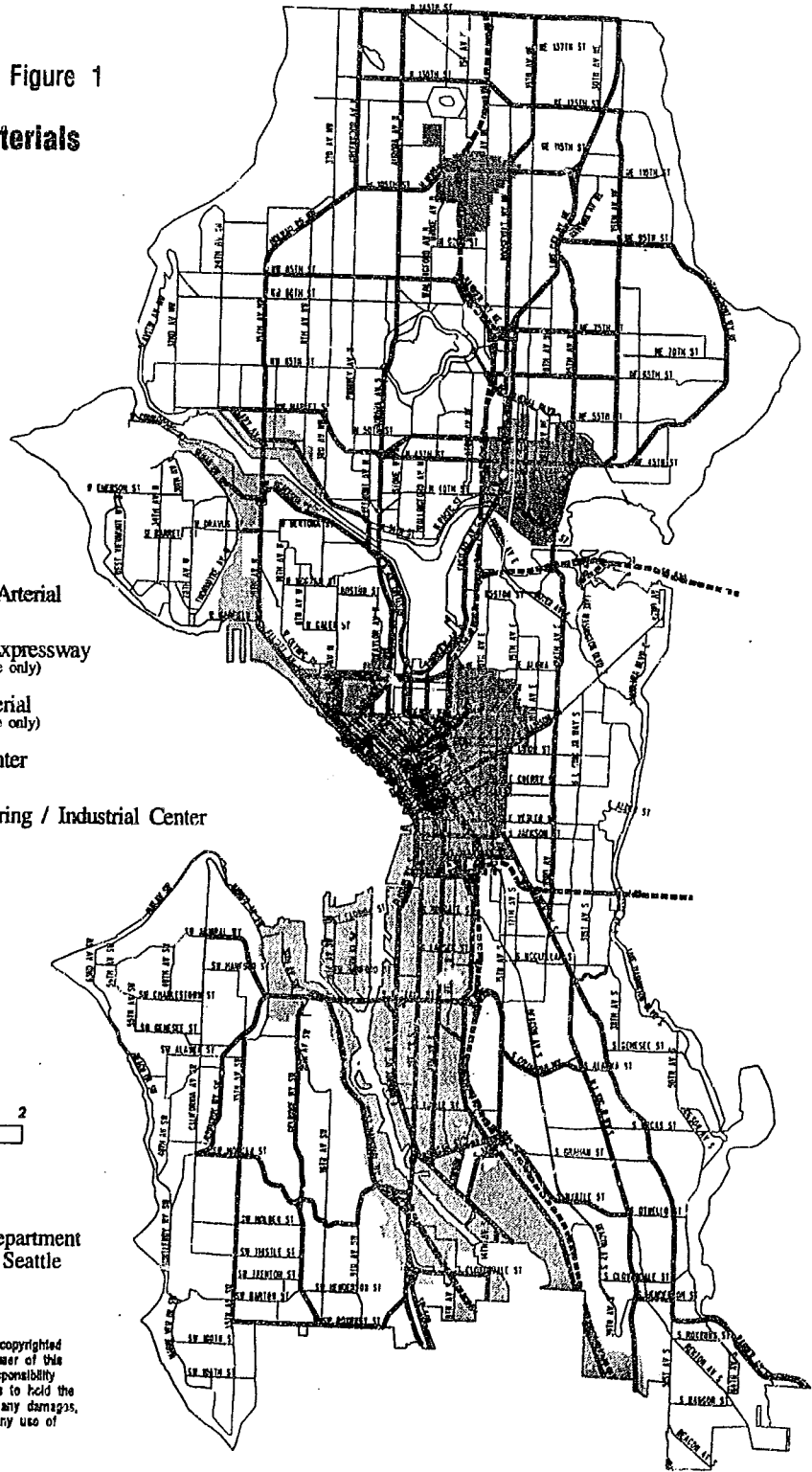
Transportation Figure 1  
Principal Arterials

-  Principal Arterial
-  Freeway/Expressway  
(For reference only)
-  Other Arterial  
(For reference only)
-  Urban Center
-  Manufacturing / Industrial Center



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The Planning Department  
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July 18, 1994

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**T20** Do not attempt to provide street space to meet latent demand for travel by car. Do not pursue freeway expansion for the sole purpose of increasing general traffic capacity. Increase capacity of principal arterials where and as appropriate, either by expansion or by operating changes. Increase capacity on streets other than principal arterials only if needed to improve safety; but allow increased capacity for isolated connections to regional roadways to maintain the integrity and continuity of the street system, or if needed to achieve level-of-service standards. Use transportation system management (TSM) techniques as appropriate to manage street space. Reallocate street space among various uses (e.g., general traffic, transit, trucks, carpools, bicycles, parking, pedestrians) as needed to enhance the key function(s) of a street.

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## E. LEVEL-OF-SERVICE

### Goal:

G14 Use level-of-service standards, as required by the Growth Management Act, as a gauge to judge the performance of the arterial and transit system.

**Discussion:** The Growth Management Act requires that the Comprehensive Plan include arterial and transit level-of-service standards to be used as a gauge to judge the performance of the system. The standards identify minimally acceptable travel conditions on arterials and the transit network. They focus on characteristics of the transportation system over which the City has some influence and control. Given the standards established below, the City's facilities currently comply with these standards.

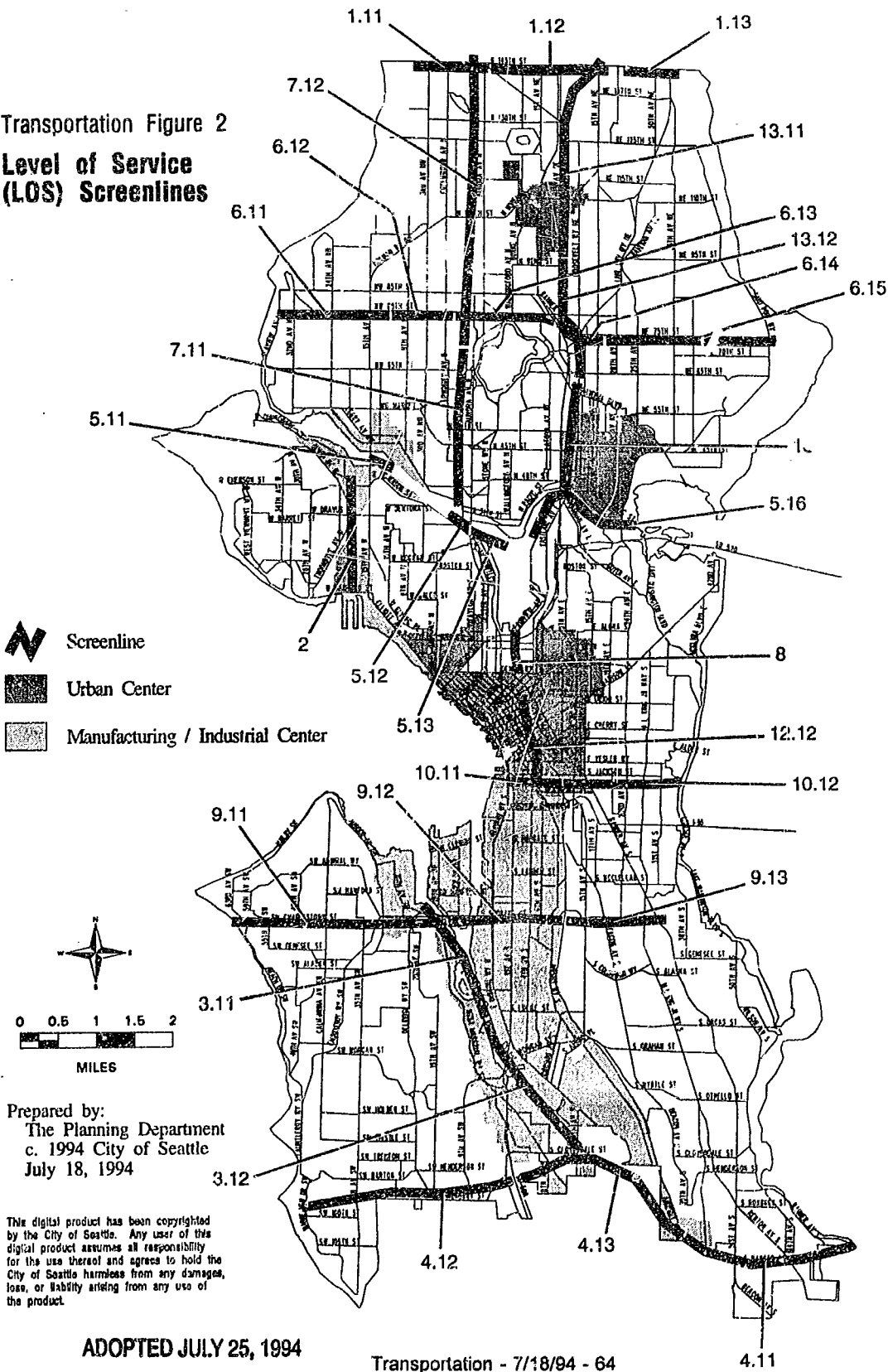
### Policies:

- T21 **Arterial Level-of-Service:** Define arterial level-of-service (LOS) to be the volume-to-capacity ratio (v/c) at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Figure 2. Measure p.m. peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS. To judge the performance of the arterial system, compare the calculated LOS for each screenline with the LOS standard for that screenline shown in Transportation Figure 3.
- T22 **Transit Level-of-Service:** Define transit level-of-service (LOS) to be the volume-to-capacity ratio (v/c) at designated screenlines, each of which encompasses one or more arterials, on some of which transit operates, as shown in Transportation Figure 2. Measure p.m. peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS. To judge the performance of the transit system, compare the calculated LOS for each screenline with the LOS standard for that screenline shown in Transportation Figure 3.
- T23 **Complying with Level-of-Service Standards:** When the calculated LOS for a screenline approaches the LOS standard for that screenline, pursue strategies to reduce vehicular travel demand across the screenline and/or increase the operating capacity across the screenline.

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Transportation Figure 2  
**Level of Service (LOS) Screenlines**



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4.11

Transportation Figure 3

**LEVEL-OF-SERVICE (LOS) STANDARDS**

Screenline Number	Screenline Location	Segment	Direction	1990 V/C Ratio	LOS Standard
1.11	North City Limit	3rd Ave NW to Aurora Av N	NB	0.88	1.20
			SB	0.47	
1.12	North City Limit	Meridian Av N to 15th Av NE	NB	0.76	1.20
			SB	0.31	
1.13	North City Limit	30th Av NE to Lake City Wy NE	NB	0.99	1.20
			SB	0.50	
2	Magnolia		EB	0.49	1.00
			WB	0.66	
3.11	Duwamish River	West Seattle Fwy and Spokane St	EB	0.51	1.20
			WB	0.97	
3.12	Duwamish River	1st Ave S and 16th Ave S	NB	0.95	1.20
			SB	1.01	
4.11	South City Limit	ML King Jr Wy to Rainier Av S	NB	0.29	1.00
			SB	0.53	
4.12	South City Limit	Marine Dr SW to Meyers Wy S	NB	0.24	1.00
			SB	0.31	
4.13	South City Limit	SR 99 to Airport Wy S	NB	0.41	1.00
			SB	0.54	
5.11	Ship Canal	Boilard Bridge	NB	1.06	1.20
			SB	0.58	
5.12	Ship Canal	Fremont Bridge	NB	0.97	1.20
			SB	0.58	
5.13	Ship Canal	Aurora Av N	NB	0.96	1.20
			SB	0.58	
5.16	Ship Canal	University and Montlake Bridges	NB	0.97	1.20
			SB	0.83	
6.11	South of NW 80th St	Seaview Av NW to 15th Av NW	NB	0.41	1.00
			SB	0.29	
6.12	South of N(W) 80th St	8th Av NW to Greenwood Av N	NB	0.41	1.00
			SB	0.20	
6.13	South of N(E) 80th St	Linden Av N to 1st Av NE	NB	0.61	1.00
			SB	0.39	
6.14	South of NE 80th St	5th Av NE to 15th Av NE	NB	0.75	1.00
			SB	0.60	
6.15	South of NE 80th St	20th Av NE to Sand Point Wy NE	NB	0.49	1.00
			SB	0.26	
7.11	West of Aurora Ave	Fremont Pl N to N 65th St	EB	0.39	1.00
			WB	0.56	
7.12	West of Aurora Ave	N 80th St to N 145th St	EB	0.41	1.00
			WB	0.51	
8	South of Lake Union		EB	0.96	1.20
			WB	0.97	
9.11	South of Spokane St	Beach Dr SW to W Marginal Wy SW	NB	0.37	1.00
			SB	0.58	
9.12	South of Spokane St	E Marginal Wy S to Airport Wy S	NB	0.34	1.00
			SB	0.71	
9.13	South of Spokane St	15th Av S to Rainier Av S	NB	0.34	1.00
			SB	0.62	
10.11	South of S Jackson St	Alaskan Wy S to 4th Av S	NB	0.62	1.00
			SB	0.83	
10.12	South of S Jackson St	12th Av S to Lakeside Av S	NB	0.37	1.00
			SB	0.71	
12.12	East of CBD		EB	0.63	1.20
			WB	0.70	
13.11	East of I-5	NE Northgate Wy to NE 145th St	EB	0.72	1.00
			WB	0.63	
13.12	East of I-5	NE 65th St to NE 80th St	EB	0.44	1.00
			WB	0.47	
13.13	East of I-5	NE Pacific St to NE Ravenna Blvd	EB	0.62	1.00
			WB	0.76	

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## F. PARKING

### Goals:

- G15 Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle.
- G16 Reduce use of cars over time, particularly for commute trips.
- G17 Make the best use of the City's limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking.

**Discussion:** Long- or short-term parking is part of every car trip, and is a key factor in the choice of mode for a trip. The availability and price of parking influences people's choices about where to live, work, shop, and conduct personal business. Parking policies can influence car use; the challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. In addition to these policies, policy H5 in the housing element provides guidance regarding parking.

### Policies:

- T24 Coordinate Seattle's parking policies with regional parking policies, and with those of adjacent jurisdictions, in part to preserve Seattle's competitive position in the region.
- T25 Consider imposing a commercial parking tax, but only if it is imposed regionally. Use revenues, at least in part, to enhance non-auto modes.
- T26 Consider establishing maximum parking limits for long- and short-term off-street parking to be provided by new non-residential development, tied to the changing availability of non-auto modes in a particular area. Review minimum parking requirements and maximum limits periodically as conditions change, such as land use mix, land use density, and the availability of transit and other non-auto modes.
- T27 Balance the removal of long- and short-term on-street parking over time with the availability of non-auto modes and with the availability of off-street parking, in part to preserve the vitality of commercial areas.
- T28 Allow long-term parking on most collector arterials and local streets, limited only by safety, street design, and property access needs. Use strategies such as parking duration and/or time-of-day limits, or restricted parking zones (RPZs), where appropriate to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.

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- T29 Allow flexibility in meeting long-term parking needs in commercial areas, urban centers, and urban villages, such as discouraging long-term accessory parking for single-occupant vehicles, while allowing principal use parking.
- T30 Emphasize short-term parking over long-term parking in commercial areas, both on-street and off-street.
- T31 Establish or maintain minimum long-term and/or short-term off-street parking requirements for new development for special vehicles and purposes, where appropriate, such as carpools, vanpools, bicycles, zero-emission vehicles, and vehicles for persons with disabilities.

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## G. TRANSIT AND PUBLIC TRANSPORTATION

### Goals:

- G18 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- G19 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

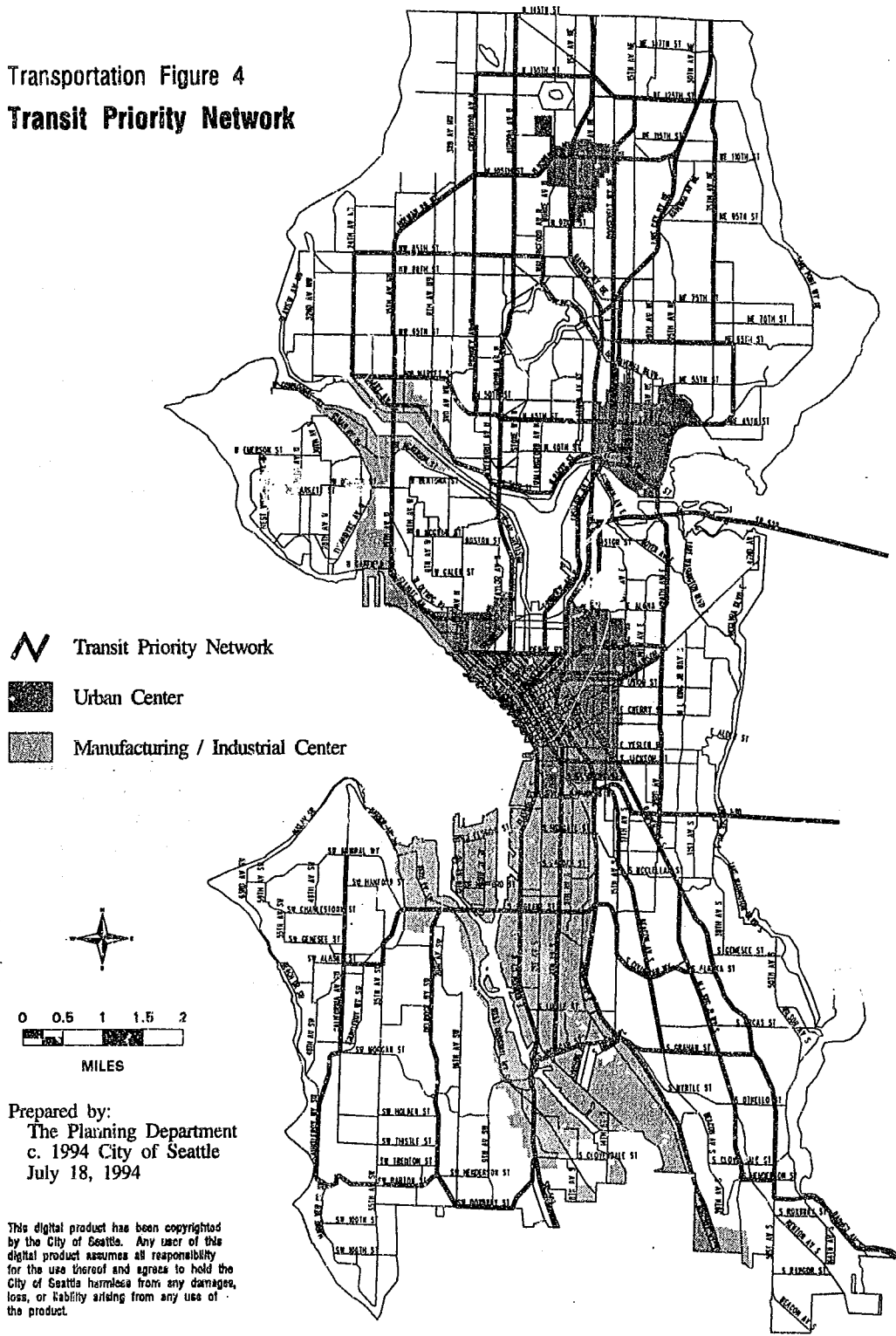
**Discussion:** As streets get more congested, transit in its own lanes or with other priority treatment can help people move around the city and the region. The transit system will need to change to respond to people's behavior and travel needs. A major investment will be needed to provide more innovative transit service, along with related land use changes and capital facilities. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of other agencies that operate transit or ferries to, from, or within Seattle.

### Policies:

- T32 Designate the transit priority network as shown in Transportation Figure 4. Monitor bus speeds and operations along the transit priority network and, where needed, pursue measures to increase bus speeds and reliability.
- T33 Strive to maintain at least the minimum goals for bus speeds listed below, and higher speeds where possible, working with Metro and making changes as warranted to City street design and/or operations. Focus on designated segments of the transit priority network, monitoring average p.m. peak period directional bus speed, excluding dwell time (time stopped for loading/unloading passengers).
- Outside urban centers: 40 percent of posted speed limit;
  - Inside urban centers: 6 mph.
- These are planning goals only, and are not level-of-service standards.
- T34 Support development of an integrated, multi-modal, regional transportation system that includes commuter rail, new rapid rail and/or light rail, interstate passenger rail, ferries, buses, community feeder/circulator services, taxis, carpools, vanpools, bicycles, pedestrians, and support facilities. Design and operate the facilities and services to make inter-modal transfers easy and convenient.
- T35 Pursue high-capacity transit service (rail and/or bus) linking urban centers with appropriate densities within the city and the region.

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Transportation Figure 4  
**Transit Priority Network**



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- T36 Encourage and support transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.
- T37 Work actively toward a citywide transit system -- the Local Initiative for Neighborhood Circulation (LINC) -- that includes both limited-stop, frequent service connecting urban centers, urban villages, and manufacturing/industrial centers; and intra-community feeder service connecting homes and businesses with neighborhood transit facilities. The intra-community service may include small vehicles, flexible routes, demand-responsive or dial-a-ride service, subsidized taxis, night shuttles, or other types of service.
- T38 Work with the transit provider(s) to provide transit service that:
- Is within 1/4 mile of at least 90 percent of the city's residences and businesses;
  - Connects urban centers and urban villages with ten-minute headways during most of the day, 15- to 30-minute headways during the evening, and one-hour headways at night;
  - Is competitive with auto travel;
  - Operates reliably;
  - Is convenient, safe, secure, and comfortable; and
  - Has affordable fares and an integrated fare system.
- T39 Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and to reach local businesses. Provide adequate lighting, security, pedestrian amenities, and weather protection. Minimize the negative impacts of transit service and facilities on surrounding areas.
- T40 Support efficient use of ferries to move passengers and goods to and from Seattle. Encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.
- T41 Encourage the Washington State Ferry System and others to expand the use of passenger-only ferries on appropriate routes.

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## H. PEDESTRIANS AND BICYCLES

### Goals:

G20 Increase walking and bicycling.

G21 Create desirable, safe, convenient environments that are conducive to walking and bicycling.

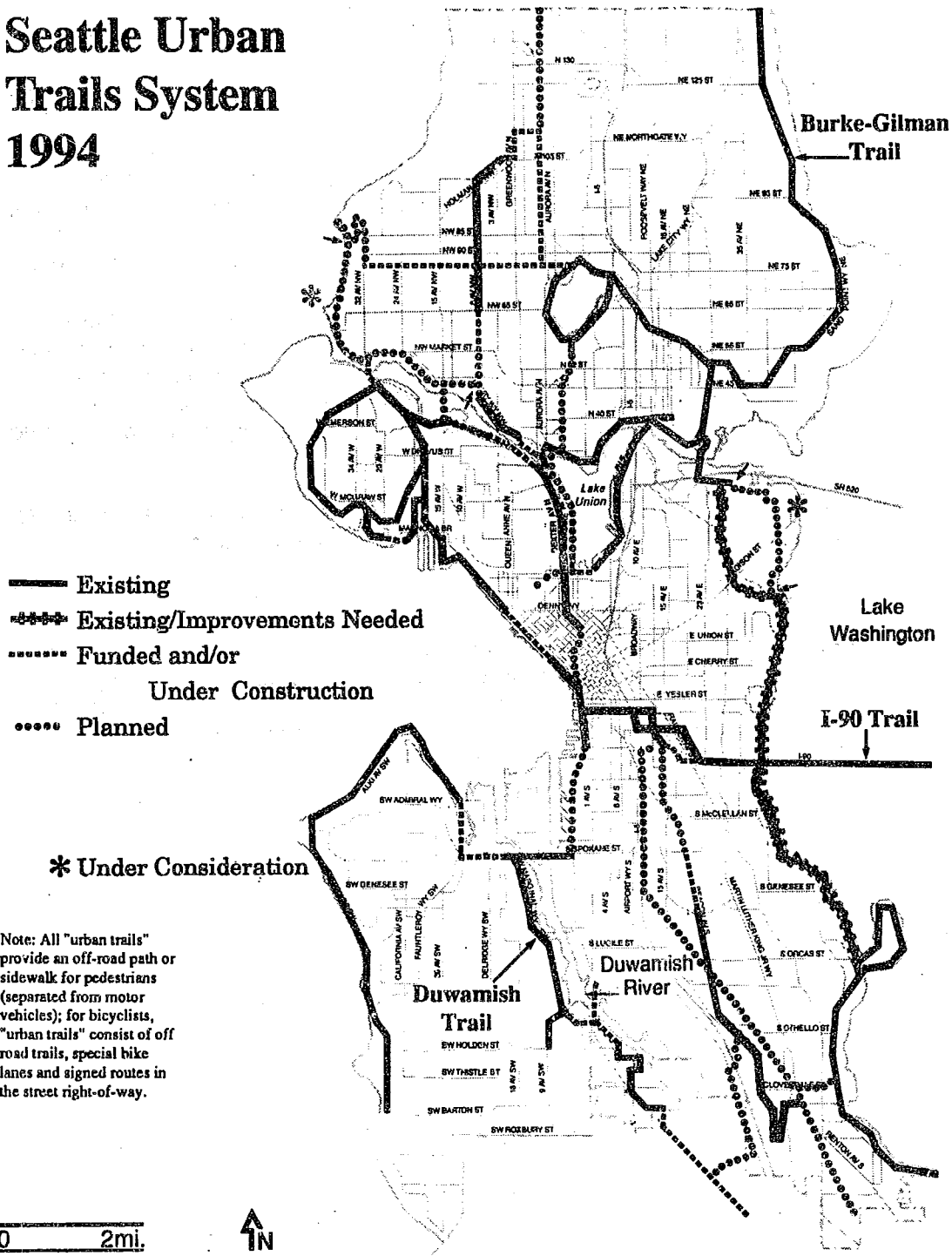
**Discussion:** With supportive land use and transportation policies, walking and bicycling can be practical alternatives to driving (especially for short trips), contribute greatly to the quality and vitality of the street scene, and help achieve environmental goals. Pedestrian and bike improvements to intersections, sidewalks, and other facilities can improve access and safety, and are particularly important for children, senior citizens, and people with disabilities.

### Policies:

- T42 Designate the Urban Trails System as shown in Transportation Figure 5 to facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.
- T43 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation.
- T44 Integrate pedestrian and bike facilities, services, and programs into both citywide and regional transportation systems where appropriate. Encourage transit providers, the Washington State Ferry System, and others to provide:
- ▶ Pedestrian amenities and weather protection;
  - ▶ Safe and convenient pedestrian and bike access to transit stops, centers, and stations, and ferry terminals;
  - ▶ Adequate lighting, security, and other improvements for persons with disabilities and special needs;
  - ▶ Bike capacity on buses, trains, and ferries; and
  - ▶ Covered, secure bike parking at transit centers and stations, and at ferry terminals.
- T45 Recognize the importance of walking in the city and the contribution walking makes to achieve personal mobility and environmental objectives. Enhance the pedestrian environment throughout the city.

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# Transportation Figure 5 Seattle Urban Trails System 1994



Note: All "urban trails" provide an off-road path or sidewalk for pedestrians (separated from motor vehicles); for bicyclists, "urban trails" consist of off road trails, special bike lanes and signed routes in the street right-of-way.

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- T46** Through implementation of the comprehensive plan and/or neighborhood planning, designate Key Pedestrian Streets within the highest-density portions of urban villages and along logical connections between villages. Design and operate these streets to be safe and attractive for pedestrians, improve access to transit, encourage street-level activity, and facilitate social interaction. Integrate pedestrian facilities into street improvements on these streets. Consider strategies such as curb bulbs, mid-block crosswalks, pedestrian-activated signals that help pedestrians, benches, street trees, wider sidewalks, lighting, special paving, overhead weather protection, and grade-separated pedestrian walkways over or under major obstacles to pedestrian movement.
- T47** Accelerate the improvement of existing pedestrian facilities and develop and maintain new ones throughout the city. Increase pedestrian activity, enhance pedestrian safety, and promote a pleasant walking environment, with special consideration to pedestrian facilities including recommended school walking routes, access to transit, access for people with disabilities, and access to and within urban village environments.
- T48** Provide access routes for persons with disabilities and special needs to transit facilities, public facilities, social services, and commercial districts.
- T49** Provide and maintain direct, continuous bicycle routes, and make all appropriate streets bicycle-friendly. Accelerate development of bike facilities in, around, and between urban centers, urban villages, and other key locations. Facilitate bicycling, where appropriate, by techniques such as providing separate trails or bicycle lanes with limited crossings, installing bike-sensitive signals, or designing streets and intersections to accommodate bikes.

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## **I. MOVING GOODS AND SERVICES**

### **Goals:**

**G22** Preserve and improve commercial transportation mobility and access.

**G23** Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

**Discussion:** Commercial transportation mobility and access are critical to Seattle's and the region's economic development. Rail service, water transport, truck movement, and air transport are all important for the success of businesses and industries in Seattle and the region. These policies, and those in the economic development element, support existing businesses and industries, and promote Seattle as a place for economic expansion.

### **Policies:**

**T50** Designate major truck streets as shown in Transportation Figure 6. Monitor these streets and make operating, design, access, and/or service changes, as well as capital investments, to accommodate trucks and to preserve and improve commercial transportation mobility and access on these major truck streets. Continue to designate all other arterials as truck streets, as in the Seattle Comprehensive Transportation Program.

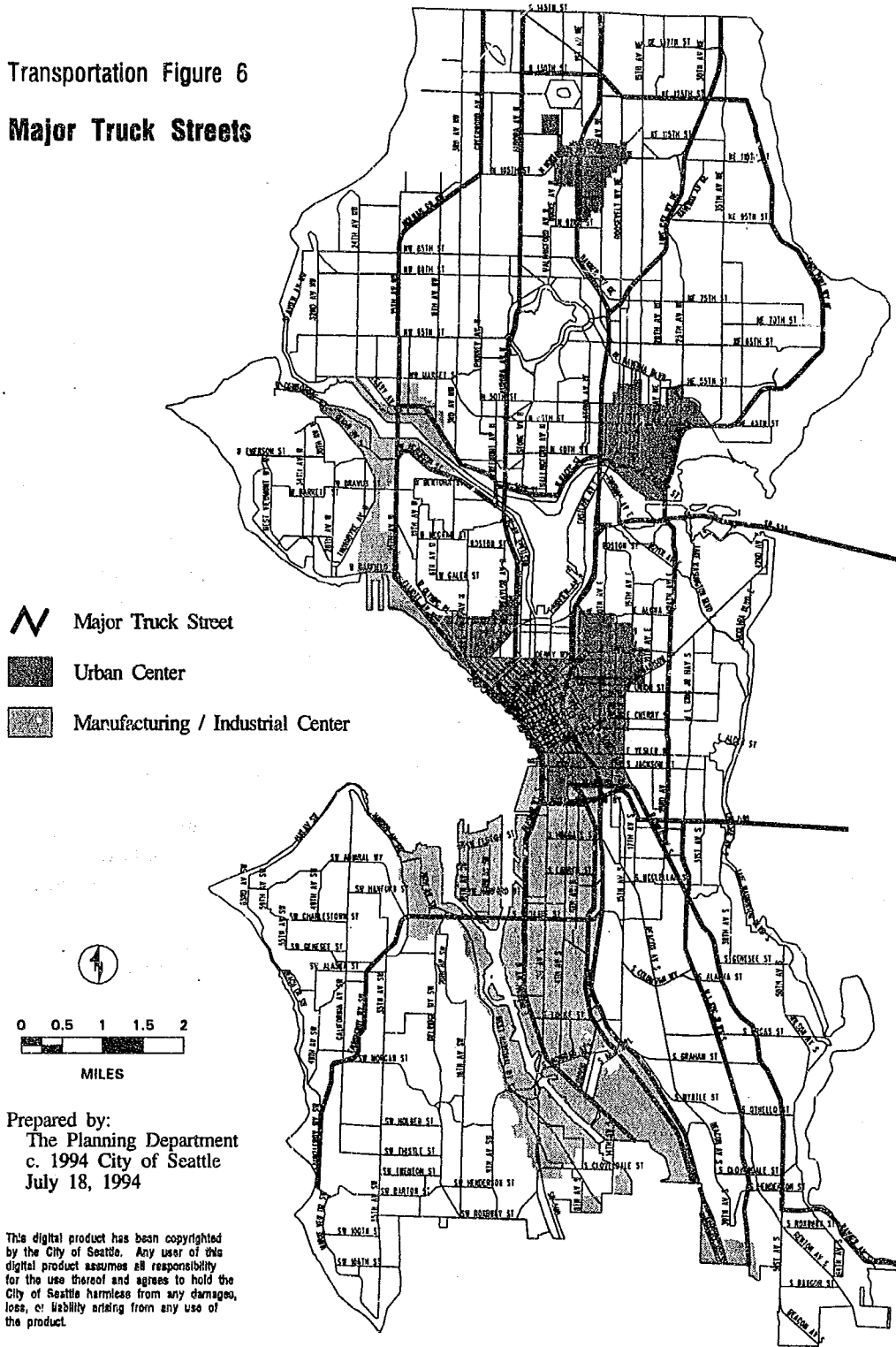
**T51** Support the establishment of a public/private freight access consortium to address land-side access needs of Seattle's marine port facilities and manufacturing/industrial centers. Include at least the City, other local jurisdictions, the Port of Seattle, the Washington State Department of Transportation, the Puget Sound Regional Council, private business and residential interests, the railroads, representatives of the trucking industry, and members of the general public.

**T52** Support efficient movement of commercial goods by rail where appropriate. Promote continued operation of existing rail lines.

**T53** Promote a multi-modal commercial transportation strategy, including rail, trucks, and air and water transport, and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, the waterfront, the Duwamish, Lake Union, Portage Bay, the ship canal, airports, and regional roadways.

**T54** Consider the needs for delivery and collection of goods at local businesses by truck when making street operating decisions, and when developing and implementing projects and programs for highways, streets, and bridges. Consider at least: access to freeways; street width, turning radii, and overhead clearance; railroad crossings; and traffic congestion and conflicts with cars, bicycles, and/or pedestrians.

Transportation Figure 6  
Major Truck Streets



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## J. TRANSPORTATION FINANCING

### Policies:

#### T55 Emphasize investments for:

- ▶ Preserving and maintaining existing transportation facilities;
- ▶ Safety;
- ▶ Transit priority improvements;
- ▶ Multi-modal facilities and programs, to help stimulate a shift towards transit, carpools and vanpools, bicycling, and walking;
- ▶ Freight and goods movement;
- ▶ Supporting the urban village strategy; and
- ▶ Complying with level-of-service standards.

#### T56 Seek funding from various sources and through various strategies, including:

- ▶ Seek contributions from other entities that benefit from an investment, such as property owners nearby an investment;
- ▶ Pursue grants from local, regional, state, and federal funding sources;
- ▶ Seek contributions from the region for investments that serve regional destinations, such as Seattle Center, the waterfront, the zoo, and golf courses;
- ▶ Seek contributions from the region for investments in regionally-designated urban centers;
- ▶ Consider pursuing growth-related revenues, including impact fees, where appropriate and where consistent with economic development policies; and
- ▶ Consider new locally-generated revenues for expanded local transit services.

Maintain sufficient flexibility to enable the City to take advantage of new funding opportunities and to maximize competitiveness for funding.

#### T57 Consider future operating and maintenance costs associated with improvements when making transportation capital investment decisions.

#### T58 Coordinate debt financing strategies with other jurisdictions in the region.

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**Multi-Year Financing Plan:**

Transportation Figure 7 shows preliminary estimated transportation revenues for the six-year period from 1995 through 2000, based on the City's past experience, and adjusted to reflect likely future experience.

The last two categories represent, for the most part, revenues that would be new to the City to fund specific types of projects -- transportation system management (TSM) projects to enhance transit, and one or more Local Initiative for Neighborhood Circulation (LINC) demonstration projects. Because this funding would be new, the amounts shown are preliminary, rough estimates.

**Transportation Figure 7  
Estimated Future Transportation Revenue**

Source	Estimated Revenue 1995-2000 (6 years) (millions)
Grants	\$40-\$77
Gas tax	\$74
Vehicle License Fee	\$25
Loans (Public Works Trust Fund)	\$6-\$18
Street Utility Charges	\$73
General Fund	\$50
Cumulative Reserve Fund	\$7
Preliminary estimates for new revenues:	
RTA, King County Metro, and/or WSDOT -- for TSM improvements	\$5-\$10
Grants for LINC demonstration project(s)	\$6-\$15
<b>TOTAL</b>	<b>\$286-\$349</b>

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Transportation Figure 8 shows preliminary estimated transportation expenditures for the six-year period from 1995 through 2000, based on the City's past spending patterns and on the investment policies included in this plan. The distinctions among categories are not hard and fast because, in most cases, an investment listed under one category in fact improves conditions in other categories as well.

The estimated expenditure for the LINC demonstration project(s) is a preliminary, rough estimate based on estimated costs for one or two projects. Because LINC is a new project, and the City has no existing revenue to support it, spending on LINC is contingent on receiving earmarked revenue for the project(s).

The City has also identified other desired transportation investment projects (e.g., Spokane Street viaduct, Mercer corridor), but no funding has been identified yet and so future spending on these projects is not included in Figure 8.

**Transportation Figure 8  
Estimated Future Transportation Expenditures**

Category	Estimated Expenditures 1995-2000 (6 years) (millions)
Maintenance	\$132-\$156
Safety	\$132-\$156
TSM and trucks/goods movement (capacity utilization)	\$16-\$28
Pedestrians and bicycles	\$18-\$30
Transit priorities	\$10-\$20
LINC demonstration project(s)	\$6-\$15
<b>TOTAL</b>	<b>\$314-\$405</b>

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**Analysis:**

Based on the revenue and expenditure estimates shown in Transportation Figures 7 and 8, the City expects to have sufficient resources to fund the expenditure needs shown.

If probable funding falls short, then the Planning Department and the Engineering Department will be directed to:

- ▶ Identify and evaluate possible additional funding resources; and/or
- ▶ Identify and evaluate alternative land use and transportation scenarios, including assumptions about levels and distribution of population and employment, densities, types and mixes of land use, and transportation facilities and services, and assess their effects on transportation funding needs.

The City may then revise the Comprehensive Plan as warranted to ensure that level-of-service standards will be met.

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# HOUSING ELEMENT

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# HOUSING ELEMENT

## A. ACCOMMODATING GROWTH AND MAINTAINING AFFORDABILITY

### GOALS

- G1 Accommodate a range of 50,000 to 60,000 additional households over the next 20 years.
- G2 Maintain housing affordability over the life of this plan.
- G3 Achieve greater predictability in project approval timelines, achievable densities and mitigation costs.

**Discussion:** Housing affordability is influenced in part by regional and local land use policies, development regulations and permit processes. Policies, regulations and regulatory processes should be designed to maintain overall housing affordability, while at the same time meeting other important goals of the plan, such as maintaining neighborhood character and preserving the environment.

The plan is intended to help accommodate expected regional housing demand, in part created by expected employment growth in Seattle. Because Seattle's housing market is influenced by the regional housing market, Seattle and other jurisdictions in the region need to plan cooperatively.

The plan provides for sufficient unused residential development capacity to allow the market to develop housing to meet expected demand, thus, reducing upward pressure on average housing prices and rents. The policies are also intended to encourage residential developers to develop in Seattle by holding down regulatory components of housing costs, thus reducing the cost of developing new housing.

### POLICIES

- H1 Coordinate the City's growth management planning with other jurisdictions in the region in order to provide adequate regional development capacity to accommodate expected residential growth and anticipated demand for different types of housing.
- H2 Maintain sufficient zoned development capacity to accommodate Seattle's projected share of King County household growth over the next 20 years as provided for and described in the land use element.

- H3 Continue to permit residential development in all land use zones, but generally limit residential development in industrial zones and certain shoreline overlay zones; continue to encourage residential uses in mixed-use development in downtown and neighborhood commercial zones.
- H4 Provide most residential development capacity in land use zones, as described in more detail in the land use element, where wood-frame construction, or equivalent low-cost construction is the predominant residential construction type in order to help contain the cost of new housing.
- H5 Consider reductions in off-street parking requirements in the code for housing serving populations or located in areas for which it can be demonstrated that such housing will generate significantly lower car ownership and usage and thus a lower demand for parking, thereby reducing housing cost.
- H6 Strive to minimize the time taken to process land use and building permits, subject to the need to review projects in accordance with applicable land use regulations. Continue to give priority in the plan review process to permits for very low-income housing.
- H7 Periodically assess the effects of City policies and regulations on housing development costs and overall housing affordability, considering the balance between housing affordability and other objectives such as environmental quality, urban design quality, maintenance of neighborhood character and protection of public health, safety and welfare.

**B. ENCOURAGING HOUSING DIVERSITY AND QUALITY**

**GOALS**

- G4 Achieve a mix of housing types attractive and affordable to a diversity of ages, incomes, household types, household sizes, and cultural backgrounds.
- G5 Keep Seattle inviting to households with children and attract a greater share of the County's families with children.
- G6 Allow the elderly the opportunity to remain in their own neighborhood as their housing needs change.
- G7 Accommodate a variety of housing types that are attractive and affordable to potential home buyers.
- G8 Achieve a rate of owner-occupancy of housing no less than the county average owner-occupancy rate.

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- G9 Accommodate 10,000 to 12,000 net new ground-related units (or 20% of projected household growth) over the next twenty years.
- G10 Ensure that housing is safe and habitable.
- G11 Strive for freedom of choice of housing type and neighborhood for all, regardless of race, color, age, gender, marital status, parental status, sexual orientation, political ideology, creed, religion, ancestry, national origin or the presence of any sensory, mental or physical disability.

**Discussion:** The demographic make-up of households in both King County and the City of Seattle is changing. The average age of City residents is increasing, fewer households have children, and household size has been shrinking. At the same time, single-family houses, the preferred housing type of many households, have become increasingly expensive and, because of a finite land supply, constitute a declining share of the county's housing stock. Policies in this section emphasize both the development of new housing and the adaptation of existing housing to meet the needs and preferences of the current and expected residents of the City. Despite trends, the City wants to encourage home ownership opportunities in order to promote a sense of community, encourage investment in housing, and to minimize displacement of low-income residents due to gentrification of neighborhoods. The City also has an interest in safeguarding the condition and quality of the housing stock and in maintaining attractive and liveable neighborhoods.

Seattle's zoned development capacity for various types of housing, as established pursuant to the land use element, is intended to allow development of housing that will satisfy consumer preferences. Many consumers have a strong preference for single-family homes. To some extent this preference can be met by ground-related units that may be more affordable than detached houses. Ground-related housing types include townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units and single-family homes. These housing types provide yards or play areas immediately adjacent to homes which are important to families with children. See land use element policy L76 for the City's policy regarding the allowance and location of accessory housing.

Moderate- and high-density multifamily apartments are needed to help accommodate expected housing demand over the next 20 years as they are often more affordable than ground-related units due to their smaller size. The Seattle Residential Preference Study revealed a significant market for apartment units in urban centers and urban villages if appropriate amenities are provided. The land use element, therefore, accommodates the majority of residential growth over the 20-year life of this plan through moderate- and high-density multifamily development.

## **POLICIES**

- H8** Reflect anticipated consumer preferences and housing demand of different submarkets in the mix of housing types and densities permitted under Seattle's zoned development capacity. Encourage a range of housing types including, but not limited to: single-family housing; ground-related housing to provide an affordable alternative to single-family ownership; and moderate- and high-density multifamily apartments which are needed to accommodate most of the growth over the 20-year life of this plan.
- H9** Strive to make the environment, amenities and housing attributes in urban villages attractive to all income groups, ages and households types.
- H10** Provide affordable housing concepts for neighborhood planning to enable neighborhoods to preserve existing single-family character while also contributing to the provision of affordable housing.
- H11** Strive to provide sufficient, affordable ground-related housing in the City that is attractive to households with children to provide alternative choices to suburban housing.
- H12** Neighborhood planning should strive to have each urban village include some ground-related housing capacity, with the exception of residential urban villages and hub urban villages contiguous to downtown.
- H13** Allow and encourage a range of housing types for the elderly, including but not limited to independent living, various degrees of assisted living, and skilled nursing care facilities. Strive to increase opportunities for the elderly to live in ground-related housing with services nearby.
- H14** Encourage greater ethnic and economic integration of neighborhoods in the City.
- a. Strive to allocate housing subsidy resources in a manner that increases opportunities for low-income households, including ethnic minorities, to choose residences located throughout the City.
  - b. Encourage the Seattle Housing Authority (SHA) to seek federal assistance for the redevelopment of public housing garden communities in order to improve the quality of life of residents and to lessen the social and economic impacts on surrounding neighborhoods. Redevelopment plans are encouraged to include mixed-income housing and privately developed market-rate housing. Redevelopment should result in no net loss of assisted housing in the City of Seattle. SHA is further encouraged to expand the availability of housing affordable to Seattle's lowest-income citizens through this effort.

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- H15 Promote methods of more efficiently using or adapting the City's housing stock to enable changing households to remain in the same home or neighborhood for many years. Strategies may include sharing homes, accessory units in single-family zones, housing designs which are easily augmented to accommodate children ("grow houses"), or other methods considered through neighborhood planning.
- H16 Allow the use of modular housing, conforming to the standards of the State of Washington building and energy codes, and manufactured housing, built to standards established by the Federal Department of Housing and Urban Development. Modular and manufactured houses shall be permitted on individual lots in any land use zone where residential uses are permitted.
- H17 Allow, where appropriate, cohousing developments in neighborhood commercial, multifamily and single-family zones.
- H18 Allow higher residential development densities in moderate density multifamily zones for housing limited to occupancy by low-income elderly and disabled households, based on the lower traffic and parking impacts this type of housing generates.
- H19 Work with financial institutions, underwriters of development loans and mortgages, and the Washington State Housing Finance Commission to find and promote solutions to barriers in the real estate finance process that inhibit the development of modest single-family houses and condominium projects.
- H20 Encourage employers located within the city to develop employer-assisted housing programs. Provide technical assistance to employers wishing to obtain information on model programs.
- H21 Encourage safe and healthy housing free of known hazardous conditions and in which indoor air quality, natural light and noise insulation are adequate. Require that renter-occupied housing be maintained and operated according to minimum standards established in the Seattle Housing and Building Maintenance Code and other applicable codes, as amended from time to time. Actively encourage compliance with the codes and seek to inspect on a regular basis multi-family rental structures most likely to have code violations.
- H22 Support programs that provide financial assistance to low-income homeowners and owners of low-income rental properties to maintain their properties in adequate condition. Allocate resources to weatherization programs for low-income homeowners and owners of low-income rental properties.
- H23 Encourage the development of housing in ways that are protective of the environment including protection of environmentally critical areas and the conservation of energy.

H24 Encourage the adaptive reuse of existing buildings for residential use. Recognize the challenges faced in reusing older buildings and consider, when revising technical codes, ways to make adaptive reuse more economically feasible.

H25 Seek opportunities to combine housing preservation and development efforts with historic preservation by either preserving residential structures of historic value or rehabilitating and reusing vacant landmark structures and vacant structures in landmark and/or special review districts for housing. Consider landmark preservation as a factor in evaluating low-income housing project proposals for funding.

### C. PROVIDING FOR HOUSING AFFORDABLE TO LOW-INCOME HOUSEHOLDS

#### GOALS

- G12 Reduce the number of low-income households in need of assistance with housing costs.
- G13 Provide new low-income housing through market-rate housing production and assisted housing programs.
- G14 Preserve existing low-income housing, particularly in urban centers and urban villages where most redevelopment pressure will occur.
- G15 Disperse housing opportunities for low-income households throughout the City and throughout King County.
- G16 Achieve a distribution of household incomes in urban centers and urban villages similar to the distribution of incomes found citywide.
- G17 Encourage safe, habitable and affordable housing for existing residents of distressed areas through such means as rehabilitation and adequate maintenance of privately-owned rental housing, increased home ownership opportunities, and community revitalization and development efforts.

**Discussion:** Safe, habitable and affordable housing is a fundamental human need. Currently, about a quarter of the City's households pay more than 30 percent of their income for housing or live in overcrowded conditions. In order to meet existing and future housing needs, the City will encourage and fund a variety of housing production methods and types. These may include: new construction of low-income housing, rehabilitation of existing low-income housing, conversion of existing non-residential structures, homesharing, subsidizing low-income units in market-rate buildings and rent subsidy vouchers that eligible households could use to rent housing in the open market. A range of housing types may be produced, including larger apartment buildings, smaller garden apartment structures, single-room occupancy hotels, townhouses, duplexes and single-family houses. Housing may be provided by the public sector (the City, Seattle Housing



Authority and public development authorities), non-profit housing development organizations and social service agencies, private property owners and developers and through other mechanisms such as land trusts and limited-equity cooperatives. Specific strategies and programs for the production and preservation of low-income housing are developed and implemented through the City's Department of Housing and Urban Development Consolidated Plan and other programmatic plans. For purposes of this section of the housing element, assisted housing generally means owner-occupied or rental housing that is subject to restrictions on rent or sales prices as a result of one or more project-based governmental subsidies. A housing unit is not considered assisted housing due to occupancy by tenants receiving tenant-based rental assistance (such as "Section 8" certificates), nor due to receipt of code repair or weatherization assistance.

## **POLICIES**

### **1. Encouraging Housing Affordable to Low-Income Households**

H26 Address the City's share of low-income housing needs resulting from expected countywide household growth, consistent with the Countywide affordable housing policies, by planning for:

- a. A number of units affordable to households between 0% and 50% of median income at least equal to 20% of expected household growth, or between 10,000 and 12,000 units.
- b. A number of units affordable to households between 50% and 80% of median income at least equal to 17% of expected household growth, or between 8,500 and 10,200 units.

Both new housing and existing housing that is acquired, rehabilitated or preserved for long-term low-income occupancy shall count as meeting this policy.

H27 Allow the continued production and preservation of low-income housing through existing incentive zoning mechanisms, which include density and height bonuses and the transfer of development rights.

Allow for new or different incentive zoning provisions designed to produce or preserve low-income housing in downtown if they are adopted as part of neighborhood or subarea plans.

H28 Encourage the preservation of existing low-income housing by: using housing programs and funds to preserve existing housing that is susceptible to redevelopment or gentrification; encouraging acquisition of housing by nonprofit organizations, land trusts or tenants, thereby protecting housing from upward pressure on prices and rents; inspecting renter-occupied housing for compliance with the Seattle Housing and Building Maintenance Code; and making available funds for emergency code repair.

Allow sub-area plans resulting from neighborhood planning to permit the transfer of unused development rights from low-income housing to eligible sites elsewhere in the planning area as a preservation strategy.

**H29 Encourage affordable housing in urban centers and urban villages.**

- a. Seek to provide for at least one-quarter of the housing stock in each urban center and urban village, except manufacturing and industrial centers, to be affordable to households with incomes below 50% of median, regardless of whether this housing is publicly assisted or available in the private market.

For those urban villages where very little housing exists today compared to anticipated residential growth, and where after 20 years most of the housing stock will comprise new construction, this policy is unlikely to be achieved within the 20-year time frame of this plan. For these villages, seek to provide for at least 10% of the housing stock to be affordable to households with incomes below 50% of median income.

- b. Encourage the use of public subsidy funds for the production or preservation of low-income housing in urban centers and urban villages.
- c. Establish goals and strategies through neighborhood plans for production of housing affordable to households between 50% and 80% of median income in centers and villages with high land values and relatively little existing rental housing affordable to households with incomes between 50% and 80% of median income.

**2. Publicly Subsidized Low-Income Housing**

**H30** Strive to make available some resources to all household types through the mix of housing programs in the City; however, emphasis shall be placed in assisting households most in need due to very low-incomes or because of special needs that the housing market is unable to serve. Household types include but are not limited to: couples with children, single parents with children, couples without children, single elderly persons, single non-elderly persons, single people with disabilities, unrelated adults and intergenerational households.

**H31** Promote a broader geographical distribution of assisted housing by generally funding projects in areas with less assisted rental housing while generally restricting funding for projects where there are high concentrations of assisted rental housing.

- a. The specific rules implementing this policy and the conditions for allowing exceptions for particular projects are established by the City Council in the HUD Consolidated Plan and other City policies. The HUD Consolidated Plan may also include additional restrictions on or exceptions for assisted rental

housing, such as in special objective areas or in areas defined in a neighborhood plan.

- b. Encourage developers of projects funded with resources not administered by the City of Seattle and the providers of those resources to follow the City's policies for the geographic distribution of assisted housing.

H32 Require sponsors of City-funded assisted housing projects and encourage sponsors of non-City-funded assisted housing projects to use the City's good neighbor guidelines. This should encourage cooperative problem solving as early as possible in the process of developing assisted housing, in order to identify and, where appropriate, respond to neighborhood concerns. This policy excludes assisted owner-occupied housing.

H33 Public funds administered by the City may be used only to serve income groups as follows:

- a. Target rental housing subsidy resources to households with incomes of less than 50% of median income with at least half of the funds serving households with incomes of less than 30% of the median income, where the City has authority to target resources and with the exception of the cases mentioned below and any others that may be established in the HUD Consolidated Plan.

The City may use rental housing subsidy resources to serve households with incomes up to 80% of median where: (1) an existing unit is acquired for very low-income occupancy and the current residents that occupy these units have incomes that are higher than 50% of median, or (2) federal regulations require that tenants above 50% of median income be accommodated as a condition of federal subsidy.

- b. Target subsidy resources to serve households with incomes up to 80% of median income where funds are allocated to low-income home ownership or home repair or rehabilitation programs.

H34 Help maintain the City's owner-occupancy rate and encourage home ownership in a variety of housing types by:

- a. Using a portion of local discretionary housing subsidy resources to provide home ownership opportunities to households with incomes below 80% of median income. Target funds primarily to neighborhoods with average household incomes below 80% of the City average; neighborhoods with high concentrations of assisted rental housing; and areas where upward pressure on prices may result in the displacement of existing residents.
- b. Consider setting aside a substantial portion of any new discretionary funding sources for assisted housing, such as a new housing levy, to provide home

ownership opportunities to households with incomes below 80% of median income. Also, consider alternative approaches to increase the development of affordable home-ownership housing, including but not limited to greater use of land trusts and limited equity cooperatives .

- H35 Strive over time to match the assisted permanent housing stock to household types and sizes in need of assistance.
- H36 Set subsidies per unit for housing for families with children recognizing that this type of housing requires greater per unit production costs for such features as more bedrooms due to larger household size, play areas for children and the separation of parking and access roads from play areas.
- H37 Consider allowing higher subsidy or production costs per housing unit in evaluating low-income housing project proposals in locations with higher than average land costs in order to encourage the development of low-income housing throughout the City.
- H38 Allow use of public funds to provide subsidized low-income housing units in otherwise market-rate housing developments in order to better integrate low-income households into the community, consistent with the City's policies for the geographic distribution of assisted housing.
- H39 Allocate resources for financial assistance to eligible tenants with incomes below 50% of median income who are displaced from existing low-income housing because of redevelopment, substantial rehabilitation, change of use or termination of long-term low-income rent restrictions to help offset the cost of relocating to another unit in a manner consistent with applicable state laws.
- H40 Pursue a comprehensive approach of prevention, transition and stabilization services to decrease potential homelessness, stop recurring homelessness and promote long-term self-sufficiency.
  - a. Encourage efforts to expand the supply of extremely low-income, permanent housing to meet the needs of those for whom the cost of housing is a chief cause of homelessness.
  - b. Strive to develop a continuum of housing opportunities, ranging from emergency shelters to transitional housing to permanent housing, in order to assist households that become homeless to regain stable, permanent housing.
  - c. Strategically invest in emergency and transitional housing for specific homeless populations.

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H41 Coordinate housing planning and funding, where appropriate, with the following types of housing support services:

- Services which respond to emergency needs of the homeless (such as emergency shelters).
- Services which assist clients to secure housing (such as rent and security deposit assistance, housing relocation assistance).
- Services that help clients to maintain permanent housing (such as landlord/tenant counselling, chore services, in-home health care, outpatient mental health treatment, employment counseling and placement assistance).

Seattle recognizes that housing support services are an important component of a comprehensive housing plan, and for certain people these services can mean the difference between housing stability and homelessness or institutionalization.

H42 Work in partnership among various levels of government to address low-income housing needs that transcend jurisdictional boundaries.

- a. Work with the federal and state governments to increase inter-governmental resources for housing.
- b. Work with other jurisdictions in King County to pursue production of assisted low-income housing throughout the region and an equitable distribution of the cost of providing housing and human services to very-low-income households, including the regional problem of homelessness. Pursue development of new funding sources, including a regional housing levy or other sources of funding for low-income housing that may be used throughout the region.
- c. Continue providing local resources (such as levies, bond issues and the City's general fund) to meet housing needs, leveraging funds from other sources where appropriate.
- d. Continue to lobby the state government to enact tax incentives, such as current use valuation, to encourage the preservation of existing low-income housing.

H43 Strive to leverage federal, State and private resources with local public funds, where these resources help achieve the goals of Seattle's Comprehensive Plan.

H44 Assemble a catalog of resolutions and ordinances currently in effect related to specific housing operational and resource allocation policies, beyond the general policies contained in the Comprehensive Plan. This is intended to provide an ongoing, updated, single-point source of information for the public regarding policies adopted by the City Council.

# CAPITAL FACILITIES ELEMENT

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## **A. CAPITAL FACILITIES POLICIES**

This section does not apply to transportation or utilities capital facilities; please see those elements of the Plan for pertinent policies.

### **Goals:**

- G1. Provide capital facilities that will serve the most pressing needs of the greatest number of Seattle citizens, and that will enable the City to deliver services efficiently to its constituents.
- G2. Preserve the physical integrity of the City's valuable capital assets and gradually reduce the major maintenance backlog.
- G3. Make capital investments consistent with the vision of the Comprehensive Plan, including the urban village strategy.
- G4. Site and design capital facilities so that they will be considered assets to the communities in which they are located.
- G5. Provide capital facilities that will keep Seattle attractive to families with children.
- G6. Encourage grass-root involvement in identifying desired capital projects for individual neighborhoods.
- G7. Encourage community input to the siting of public facilities.

### **Policies:**

#### **1. Strategic Capital Investment**

- C1. Plan capital investments strategically. The City will develop and begin to use by the middle of 1995 a new process by which it can make informed capital investment choices to achieve the community's long-term goals. This process will provide guidance for capital budgeting and long-term capital facilities planning across all City departments, for identifying and balancing competing needs, and for developing short and long-term capital finance plans for all of the City's capital investments. This process will include defining desired outcomes of capital investments, evaluating potential investments on a city-wide basis, applying standard criteria for assessing alternative investments, and making more efficient use of all potential resources.
- C2. Develop and begin using by the middle of 1995 a framework for assessing policy and fiscal implications of potential major new and expanded capital facilities, as part of the City's new process for making capital investment choices. The

framework will apply standard criteria, including the consideration of issues such as a capital project's: consistency with the Comprehensive Plan and neighborhood plans, and effects on Seattle's quality of life, the environment, social equity, and economic opportunity.

- C3. Emphasize the maintenance of existing facilities. The City will budget sufficient funds to perform major and preventive maintenance of existing facilities that is considered cost effective. The City will adopt a maintenance plan for capital facilities by the end of 1995. Once such a plan is adopted, the City will not fund acquisition or construction of major new capital facilities unless the then current appropriation for the maintenance of existing facilities is consistent with the then current maintenance plan.
- C4. Require fiscal impact analyses of all major capital projects considered for funding. Such analyses will include, but not be limited to, one-time capital costs, life-cycle operating and maintenance costs, revenues from the project, and costs of not doing the project.
- C5. Make major project specific capital decisions by the Mayor and the Council through the adoption of the City's operating and capital budgets, and the six-year Capital Improvement Program (CIP).

## 2. Facility Siting

- C6. Encourage the location of new community-based capital facilities, such as schools, libraries, little city halls, parks and playgrounds, community centers, clinics and human services facilities, in urban village areas. Written justification will be provided for proposals to locate a major capital facility outside of an urban village area. The City will consider providing capital facilities or amenities in urban villages as an incentive to attract both public and private investments to an area.
- C7. Seek to locate capital facilities where they are accessible to a majority of their expected users by walking, bicycling, car-pooling, and/or public transit. Other pedestrian or transit-oriented urban village strategies are included in the Transportation Element.
- C8. Consider the recommendations from the neighborhood planning process in making locational decisions for new or expanded facilities. The needs of facility users will also be considered in making these decisions.
- C9. Encourage quality development by requiring major City-funded capital improvement projects or projects proposed on City property located within the City of Seattle to be subject to a design review process of the Seattle Design Commission.



**3. Relations With Other Public Entities Including the Seattle School District, the Port of Seattle, the Regional Transit Authority, Metropolitan King County, and the State of Washington**

- C10. Work together with other public and non-profit entities toward coordinated capital investment planning, including coordinated debt financing strategies, to achieve the goals of Seattle's Comprehensive Plan.
- C11. Work together with other public and non-profit entities to include urban village location as a major criterion for selecting sites for new or expanded community-based facilities or public amenity related facilities.
- C12. Work together with the School District to encourage siting, renovation, and expansion of school facilities in areas that are best equipped to accommodate growth.
- C13. Work cooperatively with other public or non-profit agencies to identify and pursue new co-location and joint-use opportunities for the community's use of public facilities for programs, services, and community meetings.

**4. Regional Funding Policy**

- C14. The City will work with other jurisdictions in King, Snohomish, and Pierce Counties to explore regional funding strategies for capital facilities, particularly for those that serve or benefit citizens throughout the region.

**B. INVENTORY OF EXISTING PUBLIC CAPITAL FACILITIES**

The inventory of public capital facilities that is required by the Growth Management Act (GMA) is contained in Appendix A to this element of the Plan and, for utilities and transportation, in the appendices to those elements of the Plan.

**C. FORECAST OF FUTURE NEEDS FOR CAPITAL FACILITIES**

This section does not apply to transportation capital facilities; please see that element of the Plan for pertinent discussion.

Seattle is already a well-built urban area. The basic infrastructure necessary to serve the current population and the small amount of growth expected in the next six years already exists. Significant major maintenance needs for our existing facilities have been identified, and the City is exploring ways to remedy the existing backlog over time. Forecasted future capital needs are listed by department in the 1994-1999 CIP, and those lists are incorporated into this plan element.

In addition, various departmental and city-wide planning efforts in recent years have identified many capital enhancements that would be desirable in order to increase the services and opportunities that city government provides to our citizens. The City will seek additional resources to fund some of these desired amenities.

#### **D. PROPOSED NEW OR EXPANDED CAPITAL FACILITIES**

The 1994-1999 CIP lists the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years, and that listing is incorporated herein. Consistent with the overall plan, emergencies, other unanticipated events or opportunities, and voter approvals of ballot measures, may result in some departure from the adopted CIP. Supplemental capacity information for some new or expanded projects listed in the CIP is provided in Appendix A of this element. Additional information for transportation is found in that element.

#### **E. SIX-YEAR FINANCE PLAN**

The 1994-1999 CIP shows, for each new or expanded capital facility proposed by the City, the sources of funding the City anticipates using for that facility, and that listing is incorporated herein. These allocations may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. This six-year finance plan shows full funding for all improvements to existing facilities and for new or expanded facilities the City expects to be needed to serve the existing and projected population through 1999. Additional information for transportation is found in that element.

#### **F. CONSISTENCY AND COORDINATION**

Current projections show that probable funding will be sufficient to meet all the currently identified needs for new or expanded city capital facilities through the year 1999. Should anticipated funding not materialize, or should new needs be identified for which no funding is determined to be probable, the City will reassess the land use element of this Plan to ensure that it is coordinated with and consistent with this element, and in particular with the six-year finance plan. A review for coordination and consistency between this Element and the Land Use Element will be part of the City's annual budget review and Comprehensive Plan amendment processes.

#### **G. SITING PROCESS FOR ESSENTIAL PUBLIC FACILITIES**

1. The Growth Management Act provides that no comprehensive plan or development regulation may preclude the siting of an essential public facility. Accordingly this Plan and City zoning permit the establishment of public uses, consistent with the areas zoned for such uses and compliance with applicable development regulations.

2. The City will approve a specific list of essential public facilities by type, and facilities on the list will thereafter be subject to the siting process referred to in paragraph three below. In developing the list the City will consider: state and county lists of essential public facilities; and the extent to which the facility type has historically been difficult to site in the City of Seattle, based upon such factors as the availability of land, access to transportation, compatibility with neighboring uses, and impact upon the physical environment.

3. The City's siting process for essential public facilities on the City's specific list should contain the following components:

a. **Interjurisdictional analysis:** A review to determine the extent to which an interjurisdictional approach may be appropriate, including a consideration of possible alternative sites for the facility in other jurisdictions and an analysis of the extent to which the proposed facility is of a county-wide, regional or state-wide nature, and whether uniformity among jurisdictions should be considered.

b. **Financial Analysis:** A review to determine if the financial impact upon the City of Seattle can be reduced or avoided by intergovernmental agreement.

c. **Special Purpose Districts:** When the public facility is being proposed by a special purpose district, the City should consider the facility in the context of the district's overall plan and the extent to which the plan and facility are consistent with this Comprehensive Plan.

d. **Measures to Facilitate Siting:** The factors that make a particular facility difficult to site (e.g., see paragraph 2 above) should be considered when a facility is proposed, and measures should be taken to facilitate siting of the facility in light of those factors.

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## UTILITIES ELEMENT

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## UTILITIES ELEMENT

### A. INTRODUCTION

The Growth Management Act (GMA) requires the utilities element of the Comprehensive Plan to include the general location, proposed location, and capacity of all existing and proposed utilities (Section 36.70A.070(4)). Seattle is served by the following City utilities: Seattle City Light, Seattle Water Department, Drainage and Wastewater Utility, and Solid Waste Utility (the Street Utility is mentioned in the Transportation Element). Seattle is served by the following investor-owned utilities: Washington Natural Gas, US WEST Communications, US WEST/New Vector and McCaw Cellular; Viacom Cablevision, TCI Cablevision and Summit Cablevision, and Seattle Steam.

City utilities are overseen by the Mayor and the City Council. The Council establishes operational guidelines and requirements for City utilities through various resolutions and ordinances. Investor-owned utilities, on the other hand, are regulated by various public entities. The natural gas and telephone utilities are regulated by the Washington Utilities and Transportation Commission, while the cellular telephone communication companies are licensed by the Federal Communications Commission. Franchise agreements with the City shape the operation of the cable communication companies and Seattle Steam.

### B. GOALS

- G1 Provide reliable service at lowest cost consistent with the City's aims of environmental stewardship, social equity, and economic development.
- G2 Maintain the service reliability of the City's utility infrastructure.
- G3 Maximize the efficient use of resources by utility customers.
- G4 Minimize the cost and public inconvenience of road and right-of-way trenching activities.
- G5 Operate City utilities consistent with regional growth plans.
- G6 Achieve universal access to state-of-the-art telecommunication services. (Policies relating to telecommunication technology and services are in the economic development element).

### **C. UTILITY SERVICE**

**Discussion:** State law generally requires utilities to serve all customers requesting service. The following policies address utility service and recovery of the costs of meeting new growth.

#### **POLICIES**

- U1 Continue to provide service to existing and new customers in all areas of the city, consistent with the legal obligation of City utilities to provide service.
- U2 Consider financial mechanisms to recover from new growth, the costs of new City utility facilities necessitated by such service.

### **D. UTILITY INFRASTRUCTURE**

**Discussion:** Adequate utility service relies on sound facilities. The following policies address the reliability and maintenance of the City's utility infrastructure.

#### **POLICIES**

- U3 Maintain the reliability of the City's utility infrastructure as the first priority for utility capital expenditures.
- U4 Continue to provide for critical maintenance of and remedying existing deficiencies in City utility capital facilities.

### **E. UTILITY CAPITAL EXPENDITURE PLANNING**

**Discussion:** City utilities plan their own capital expenditures. The following policies address coordination and the inclusion of recurring costs in utility capital expenditure planning.

#### **POLICIES**

- U5 Coordinate City utility capital expenditure planning with capital investment planning by other City departments.
- U6 Consider the operation and maintenance costs of new City utility facilities in developing such facilities.

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## **F. ENVIRONMENTAL STEWARDSHIP**

**Discussion:** Environmental sensitivity in developing new resources and the efficient use of services by utility customers are key elements of the City's commitment to environmental stewardship. The following policies address the implementation of these elements by City utilities.

### **POLICIES**

- U7 Promote environmental stewardship in meeting City utility service needs and encourage the efficient use of resources by utility customers.
- U8 Use cost-effective demand-side management to meet City utility resource needs and support such practices by wholesale customers of City utilities.
- U9 Consider short-term and long-term external environmental impacts and costs in the acquisition of new resources.
- U10 Encourage waste reduction and cost-effective reuse and recycling through appropriate policies and programs.

## **G. UTILITY FACILITY SITING AND DESIGN**

**Discussion:** Public input in facility siting and design is a critical part of the business of City utilities. The following policies address siting and design of utility facilities in the city.

### **POLICIES**

- U11 Work with neighborhood and community representatives in siting utility facilities.
- U12 Continue to subject all above-grade City utility capital improvement projects to review by the Seattle Design Commission.
- U13 Consider opportunities for incorporating accessible open space in the siting and design of City utility facilities.

## **H. UTILITY RELATIONSHIPS**

**Discussion:** Coordination of activities among utilities operating in the city can result in additional public benefits. The following policies address road and right-of-way maintenance and the operation of non-City utilities in Seattle.

## **POLICIES**

- U14** Provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrade activities.
- U15** Promote the City's goals of environmental stewardship, social equity, and economic development in the operation of non-City utilities providing service in Seattle.

### **I. ADDITIONAL RESOURCES**

Consult the following resources for further information:

Seattle City Light Strategic Corporate Plan  
Seattle City Light Capital Improvement Program

Seattle Water Department Water Supply Plan  
Seattle Water Department Capital Improvement Program

Seattle Drainage and Wastewater Utility Comprehensive Drainage Plan  
Seattle Drainage and Wastewater Utility Capital Improvement Program

Seattle Solid Waste Utility Integrated Solid Waste Management Plan  
Seattle Solid Waste Utility Capital Improvement Program

Washington Natural Gas, Seattle, Washington

US WEST Communications, Seattle, Washington

Cellular One, Seattle, Washington  
US WEST/New Vector Group, Seattle, Washington

Viacom Cablevision, Seattle, Washington  
TCI Cablevision of Washington, Seattle, Washington  
Summit Cablevision, Seattle, Washington

Seattle Steam Company, Seattle, Washington

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## ECONOMIC DEVELOPMENT ELEMENT

### GOALS

- G1 Achieve employment growth in the City of between 131,400 and 146,600 jobs over the next 20-year period. Stimulate job growth and alleviate and prevent economic distress or decline throughout the City so as to ensure long-term economic and social equity to all Seattle residents.
- G2 Accommodate the mix of jobs as projected by the Puget Sound Regional Council (or its successor), while actively seeking a mix with a greater proportion of high-quality jobs that will have greater benefits to the people of the City and region. (See the Economic Development Appendix for PSRC Employment projections.)
- G3 Increase sectors of the economy in the City that:
1. Pay higher-than-average wage levels,
  2. Bring new capital into the economy, reflecting multiplier effects other than high wage,
  3. Have reasonably good future growth prospects,
  4. Involve a cluster of businesses engaging in similar activities,
  5. Use quality environmental practices, or
  6. Diversify the regional economic base.
- G4 Develop a highly trained local work force that can better compete for meaningful and productive employment and meet the needs of business.
- G5 Create a positive business climate, with high-quality customer service to business and access to working capital and other forms of financial assistance, in order to build a stronger economic future for all Seattle citizens and to nurture entrepreneurship and business growth.
- G6 Ensure that the infrastructure needed to support the economy is in place.
- G7 Maintain a competitive edge over other regions in fostering a positive environment for international trade.

**Discussion:** A strong Seattle and Puget Sound economy is a critical underpinning of a positive future for Seattle. Our future economy should be diverse and stable, offering long-term economic opportunity and social equity to all Seattle residents. City government has limited ability to influence the economy, and thus must be strategic in its activities and use of resources. Realizing the increasingly international nature of the local economy and the pace of technological change, the City will monitor the economy and will periodically alter and refine the goals and policies in this element in response to on-going changes in the economy.

The City's transportation system and City investment decisions on transportation are significant to the accomplishment of economic development goals. Rail, shipping, air, and truck transport of goods are vital links to economic activity, especially import and export activities. See the transportation element of this plan which addresses these issues in greater detail.

#### **A. LABOR FORCE EDUCATION, DEVELOPMENT AND TRAINING**

**Discussion:** While not having direct control over the education of its citizens, the City has a responsibility to advocate actively on their behalf. The following policies encourage employers, employee organizations and education and training institutions and agencies to provide all Seattle residents opportunities for training and retraining.

#### **POLICIES**

- E1 Continue to work with the Seattle Public Schools to improve the quality of public education and increase the likelihood that all young people will complete high school having achieved the basic competency needed to continue their education and/or to enter the work force.
- E2 Facilitate the creation of coalitions of business, labor and educational institutions to develop competency-based education and training programs for Seattle citizens that are targeted to needs of business. This may include vocational training programs, apprenticeship programs, entrepreneurial skills training, customized on-site training and technical and vocational preparatory programs at the high school level.
- E3 Encourage the development of ongoing training programs for people currently employed so they may improve the skills they use in their current jobs or expand their skills into new arenas.
- E4 Strive to anticipate and lessen the impacts of involuntary job changes through efforts to retain businesses in Seattle and by providing those businesses with the opportunity to thrive. Encourage and facilitate the development of programs for dislocated workers.
- E5 Strive to increase access to English as a Second Language (ESL) programs for those in need of assistance of overcoming language barriers to employability.
- E6 Encourage educational and training institutions to require education in foreign languages, geography and international affairs in order to enable employees to better function in the international economy.

## **B. BUSINESS CLIMATE**

**Discussion:** A positive relationship between government, residents, and business is important to the well-being of the City. Business needs cover the range from those of major employers and institutions to small businesses.

### **POLICIES**

- E7 Foster a positive entrepreneurial environment for business incubation and small business growth and support the retention of Seattle's existing business and major institution base. Focus foremost on the health of local business and, where appropriate, recruit or attract outside business.
- E8 Support the development of Seattle's major public and/or non-profit institutions which significantly contribute to a diversified economy comprised of high wage jobs, bring new activity and capital into the economy, develop and promote advanced technology, and provide substantial public benefits and needed services to Seattle's residents. Balance this support with the interests and needs of the surrounding neighborhoods and other goals of this plan.
- E9 Recognize the importance of the business climate in efforts to encourage the expansion of international trade in Seattle and the region. Consider support of programs to open up new markets, especially export opportunities for goods and services and the transportation of goods through our region. Also, consider support of programs to improve and maintain international cooperation. Examples of programs include industry-specific international trade fairs, export trade linkages for home-grown businesses, Sister Cities programs, and Asian Pacific Economic Cooperation (APEC).
- E10 Consider the importance of tourism in its support of international trade and the health of the Seattle retail core.
- E11 Support the principle of regulatory reform at the state and county levels that would decrease the financial impacts of regulation on businesses and developers, while maintaining an appropriate level of safeguards for the environment and worker safety, consistent with the goals and policies of this plan.
- E12 Consider ways to reduce or streamline the regulations and processes affecting land development, consistent with the goals and policies of this plan. For example, the City may seek to shorten permit processing time frames, may evaluate development regulations for unnecessary layers of control or may promote greater consistency and predictability in the regulatory control systems of other levels of government.
- E13 Support development of programmatic environmental impact statements (PEIS) for geographic-specific plans which may be used to help reduce the permit processing time and to increase predictability for individual projects that are compatible with

the PEIS.

- E14 Recognize the importance of maintaining and enhancing the City's tax base, including property taxes, sales taxes and business and occupation taxes, to provide funds for capital facilities and city services for existing and future populations.
- E15 Periodically assess the effects of City policies regarding taxes, fees, or utility rates on economic development goals, considering the balance between economic development goals, financial health of the City government, cumulative debt and tax burdens of overlapping jurisdictions, and other goals of the Comprehensive Plan.
- E16 Strive to increase communication among government, businesses, major institutions and other entities that may provide economic opportunities, in order to:
  - (a) enhance the City's understanding of business issues that may impact employment growth and business competitiveness;
  - (b) enhance the business community's understanding of public policy goals and implementation issues; and
  - (c) help promote more partnerships between government and business to achieve the goals of this plan.
- E17 Strive to work with the business community and the residential community equitably to identify and promote areas of common interest and to facilitate the resolution of conflicts in a manner that recognizes and respects legitimate differences.
- E18 Strive to improve coordination of information and services among government offices which affect the viability of business in Seattle. Seek to better coordinate changes to City policies and programs with other jurisdictions within the region, in order to more effectively participate in the development and implementation of state, regional and county economic development goals.
- E19 Strive to coordinate the provision of public services in ways that support the implementation of Comprehensive Plan goals for business and employment growth. For example, public safety and neighborhood services should be well-coordinated with industrial area needs.
- E20 Periodically analyze available economic information to understand the City's economic base and the regional economy in order to review and adjust as needed the City's economic development goals and policies.

### **C. INFRASTRUCTURE AND CAPITAL FACILITIES**

**Discussion:** One of the primary responsibilities of government is to provide the infrastructure needed to support the economy. An adequate infrastructure is fundamental to Seattle's ability to attract and retain jobs, to enhance business growth and realize increased development capacity to support the achievement of job growth targets. The following policies supplement the policies in the capital facilities and transportation

elements by addressing ways in which the City's infrastructure plans and capital investment decisions can support its economic development goals. Additional detail may be found in these other plan elements.

## **POLICIES**

- E21** Seek to coordinate, where appropriate, City investment in utilities, transportation and other public facilities with business, employment and economic development opportunities.
- E22** Strive to encourage early deployment of improvements in the combined telecommunications distribution system (including fiber, coaxial and wireless elements of the system) within the greater Seattle area with the goal of having:
- a. Equitable access to all service providers that seek to use the distribution network in reaching their customers.
  - b. Competition that will result in state of the art services and competitive with pricing.
  - c. Universal access to all citizens, businesses, and institutions within the greater Seattle area.
  - d. Effectiveness based on: (i) flexibility, (ii) system security, (iii) reliability and (iv) affordability.
- E23** Take into consideration the ability of telecommunications technology to enhance the provision of City services to citizens and businesses when making City investments in communications and computer systems.
- E24** Encourage the development of telecommunications infrastructure city-wide and region-wide.

## **D. BUSINESS START-UP AND GROWTH**

**Discussion:** The majority of businesses in Seattle have fewer than 100 employees and most have fewer than 10 employees. Sectors with a high proportion of small businesses include construction, wholesale trade, manufacturing, retail and related services. Working capital and other forms of financial assistance are an important component of business start-up and growth.

## **POLICIES**

- E25** Continue to promote close working relationships between Seattle's financial institutions and its business community. Where appropriate, promote the development of new initiatives and innovative programs (e.g., the Seattle Small Business Lenders Association program, loan packaging for SBA loan guarantees, Industrial Development Revenue Bonds) to lower the cost of borrowing or to assist small business growth, through increased access to capital.

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- E26 Where appropriate, support efforts to assist small business through technical assistance for business start-up and/or expansion.
- E27 Seek ways to improve the environment for small businesses to thrive in Seattle, where consistent with the goals and policies of this plan.

**E. GEOGRAPHIC STRATEGIES**

**Discussion:** While the City devotes attention to economic development in ways which benefit the broad spectrum of firms and major institutions, by necessity the City needs to focus its support and use of scarce resources for economic development. The following policies address ways in which the City will focus its economic development efforts in different parts of the City. Strategies and activities vary from one part of the City to another, depending on the circumstances within a particular geographic area. In order to appropriately focus its efforts over the lifetime of the Comprehensive Plan, the City intends to monitor the economy and to periodically amend the Comprehensive Plan so that policies reflect shifts in the economy as well as changes that occur in geographic areas of the City.

**POLICIES**

**Economic Development and the Urban Villages Strategy**

- E28 Strive to maintain the economic health and importance of downtown as the economic center of the City and the region, as the largest designated Urban Center and as home to many of Seattle's vital producer-service firms, regional retail facilities and strategic economic development activities.
- E29 Pursue opportunities for growth and strategic development, where appropriate, in urban centers and hub urban villages, which are planned for the greatest concentrations of jobs and job growth outside of downtown.
- E30 Strive to provide a wide range of goods and services to residents and businesses in urban centers and villages by encouraging appropriate retail development in these areas.

**Manufacturing and Industrial Redevelopment and Growth**

- E31 Pursue development of a strategic plan for adoption by the City Council to guide City policy and investment strategy for supporting manufacturing and industrial activities in Manufacturing and Industrial Centers. Create this plan in conjunction with the neighborhood plans for the Manufacturing and Industrial Centers.

Consider the creation of Manufacturing and Industrial Council(s) which will include representatives from each of the Manufacturing and Industrial Centers. The Council(s), in conjunction with other groups and people affected by industrial

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activity, would assist the City in the development of the strategic plan.

- E32 Strive to encourage the cleanup of soil contamination and other environmental remediation problems associated with the redevelopment or expansion of industrial sites. Potential actions may include, but not be limited to: helping to facilitate consent decrees or agreed orders as authorized by the Model Toxics Control act; issuance of exempt facility industrial revenue bonds to finance cleanup actions; identification of federal or other grant sources that might fund cleanup actions; or formation of interjurisdictional partnerships.
- E33 Strive through efforts with other public jurisdictions to address the problems of site assembly, infrastructure inadequacies and traffic congestion which inhibits goods movement.
- E34 Strive to assist industrial firms in addressing capital needs through the issuance of Industrial Development Bonds and by seeking additional funds to expand small business financing programs to assist manufacturers.

#### **High Technology Clusters**

- E35 Seek ways to assist related technology-oriented businesses to locate in close proximity to one another and near major research institutions. Promote the development of a "technology triangle" in Seattle connecting research institutions, hospitals and manufacturing companies in First Hill, Lake Union and the University of Washington.
- E36 Seek ways to assist clusters of related businesses to collaborate more closely with one another and to market themselves as magnets for capital, research talent and high-skill manufacturing jobs.
- E37 Seek ways to support technology transfer and other efforts that increase the global competitiveness of Seattle's manufacturers and service exporters in cooperation with other jurisdictions and with major education and research and development Institutions.

#### **Marine Businesses**

- E38 Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, and the cruise-ship industries.
- E39 Support national policies which stabilize maritime industries and promote their expansion.



### **Distressed Communities**

- E40** Strive to address the special needs of areas in Seattle that historically have experienced less economic opportunity and that have high concentrations of people living in economic hardship.
- a. Seek to provide resources to assist in planning for distressed communities and assist low-income areas in developing and implementing economic development strategies; where possible, do so in conjunction with the neighborhood planning process.
  - b. Attempt to gain State and Federal Special Area designations for lower-income Seattle communities where such designation can confer tangible benefits.
  - c. Target programmatic resources, including small business capital access and entrepreneurship training programs, as well as new infrastructure investment toward the economic development objectives of distressed areas.
  - d. Support the role of community-based organizations in planning and implementing economic development activities in distressed communities.

### **City Strategic Support**

- E41** Consider use of City resources to support implementation of the urban village strategy, including manufacturing and industrial centers, and to support distressed communities through infrastructure investment decisions, and implementation of business climate, capital access and education and labor force development policies.

Examples may include utility and other long-term capital investment decisions, investment in transportation to support goods movement, and the design, timing and City financial support of neighborhood and other planning processes. Various City departments may incorporate strategic economic development activities in their functional plans and in annual work plans, and target programmatic resources to support the start up, expansion and retention of firms and major institutions.

Identification of specific projects or activities will vary from one part of the City to another, depending on the circumstances within a particular geographic area.

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# NEIGHBORHOOD PLANNING ELEMENT

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## **NEIGHBORHOOD PLANNING ELEMENT**

### **GOALS**

- G1 Develop neighborhood plans for all appropriate areas of the city which reflect the knowledge of the people of each neighborhood about local conditions, history, neighborhood character, needs, and values.
- G2 Give all Seattleites the opportunity to participate in shaping the future of their neighborhoods.
- G3 Recognize neighborhood planning as a critical, urgently needed tool for refining and turning into a reality the vision of the Comprehensive Plan.
- G4 Define a clear role for neighborhood plans in decision-making in Seattle.
- G5 Build a strong, effective neighborhood planning system to ensure that all Seattle neighborhoods receive the type and level of planning attention they need.
- G6 Endeavor to complete a neighborhood planning cycle within four years including comprehensive neighborhood plans which encompass all urban village and manufacturing/industrial center areas, neighborhood anchors and other appropriate areas of the city.
- G7 Foster collaborative relationships between Seattle citizens and the City.

### **POLICIES**

- N1 Establish a program that carries out the City's firm commitment to a neighborhood planning cycle meeting the urgent need for neighborhood planning.
- N2 Establish a collaborative neighborhood planning process that involves simultaneous consideration of City and neighborhood goals and strategies, and includes representatives of both the City and neighborhoods working together.
- N3 Maintain consistency between neighborhood plans and the comprehensive plan. In the event of an inconsistency between the comprehensive plan and a proposed neighborhood plan, consider either amendments to the comprehensive plan which are consistent with its core values, or amendments to the neighborhood plan.
- N4 Provide that neighborhood plans should describe how comprehensive plan goals would be achieved. Neighborhood plans may also propose alternatives based on a demonstration that meeting the goals of the comprehensive plan is not appropriate.
- N5 Establish inclusive planning processes in which neighborhood plans are created through the cooperation and contributions of all interested parties, including institutions, organizations and individuals of all ages, whether resident, property

owner, business owner or employee.

- N6** Include in each neighborhood planning process the following:
- a. Opportunities for everyone interested to participate;
  - b. Identification and representation of all stakeholder perspectives;
  - c. Sufficient tools to allow full and fair participation by citizens, making special efforts to remove barriers to participation such as those created by language and cultural differences, poverty, discrimination, lack of education, disability, age, sexual orientation and other factors;
  - d. Mutually acceptable roles for citizens and City staff clearly defined at the start of each collaborative neighborhood planning process;
  - e. Creation and use of methods for people to share their knowledge and differing understanding of issues and problems to find mutually satisfying solutions; and
  - f. Opportunities for strong partnerships among residents and businesses.
- N7** Permit both community organizations and the City to initiate neighborhood plans with City support, to the extent provided in the City's annual budget.
- N8** Provide guidelines for neighborhood planning processes, content and technical analysis to promote neighborhood plans of a consistent level of quality completed within a reasonable period of time, with sufficient information, for decision-making by the Mayor and City Council.
- N9** Consider plans according to established procedures so that all plans are treated fairly.
- N10** Consider recommendations from neighborhood plans in the context of Seattle as a whole. Incorporate such requests into City prioritization processes for capital expenditures and other decision-making recognizing the City's legal, administrative and fiscal constraints.
- N11** Monitor progress toward implementing adopted neighborhood plans and communicate results to participants in neighborhood planning and all to interested citizens.
- N12** Permit each neighborhood planning process to vary, reflecting the different characteristics of the area and the interests and concerns of participants. Permit neighborhood plans to vary in the geographic area and issues they cover. Permit the scope of neighborhood plans to range from those that focus on limited specific issues to plans which address a comprehensive set of community issues. Define neighborhood planning boundaries according to the purpose and scale of the plan. Permit each plan to examine the area's relationship to adjacent areas, as appropriate.
- N13** Require that the following be taken into consideration in establishing planning

area boundaries:

- a. Areas defined by a strong historical, cultural, geographic, or business relationships.
- b. Appropriateness of area for the planning purpose (e.g., planning for drainage systems on a watershed basis).
- c. Natural or built barriers (e.g., I-5, major topography change).
- d. Manageable size of area, manageable complexity of issues for resources available.
- e. Generally agreed upon neighborhood boundaries.

**N14** Ensure that all urban centers, urban villages and manufacturing/industrial centers are included in comprehensive neighborhood plans, which at a minimum do the following:

- a. Review and amend or confirm the preliminary urban center villages boundaries;
- b. Review and amend or confirm preliminary hub urban village, residential urban village and neighborhood anchor designations;
- c. Establish boundaries for hub urban villages and residential urban villages considering as one option the boundaries identified in Appendix A for each urban village, provided, that: if at the end of the neighborhood planning cycle, a village boundary has not been established for a hub or residential urban village, the boundary shown in Land Use Appendix A of this plan shall become the boundary for that urban village;
- d. Establish growth targets in urban villages which either confirm or modify growth planning estimates and review or amend growth targets for urban centers and manufacturing/industrial centers;
- e. Confirm or amend other area-specific goals contained in other elements of the Comprehensive Plan;
- f. Address the concerns of people in surrounding neighborhoods;
- g. Include a programmatic environmental impact statement for each urban center and manufacturing/industrial center as required by the Countywide Planning Policies.
- h. Include in the scope of all plans for urban villages the following elements: the urban villages strategy, land use, transportation, housing, capital facilities, community economic development, urban design and open space.

**N15** Encourage collaborative planning as defined in these policies when private or non-City public resources are used for neighborhood planning. Work with neighborhood organizations to incorporate the effort into City planning for the area. Neighborhoods that choose to plan without City input will have no guarantee of review, adoption or action by the City.

**N16** Define by resolution after consultation with the public: 1) roles for the general public, community organizations, neighborhood district councils, business organizations, institutions, the Planning Commission and other City organizations; 2) procedures and structures for neighborhood planning, 3)

neighborhood guidelines, toolbox, and template, 4) specific information that at a minimum the City will provide for the neighborhood planning process, and 5) the generic scope for comprehensive neighborhood plans.

- N17 Describe in detail how to create a neighborhood plan in the neighborhood planning guidelines.
- N18 Describe in a neighborhood planning "toolbox" City regulations, programs and capital facilities for growth management and community building that can be used in neighborhood plans.
- N19 Permit the addition of new tools through neighborhood plans. Evaluate proposed new regulations, programs or facilities to establish that no existing tools adequately meet the need to be addressed and to assess their legality and administrative feasibility, their costs to the City and others, and their effect on the full range of Comprehensive Plan goals and policies.
- N20 Assess biennially and refine annually, as part of the City's budget process, neighborhood planning needs and resources, taking into consideration the results of needs assessments prepared since the most recent neighborhood plan for each area and public input into the budget process.
- N21 Establish priorities to be considered in allocating neighborhood planning resources including:
- ◆ Where the greatest degree of change is expected;
  - ◆ Where existing conditions do not define a neighborhood identity, or where a new neighborhood is planned;
  - ◆ Interest among the residents and businesses in an area to participate in a neighborhood plan;
  - ◆ Evidence of disinvestment, deteriorating housing conditions, high vacancy rates in residential and/or commercial developments, high unemployment rate, high percentage of low-income residents, need for community facilities or neighborhood improvements, opportunities for redevelopment or business district revitalization pursuant to policies L23 and L30;
  - ◆ Designation as a residential development emphasis area or an industrial development emphasis area;
  - ◆ Opportunity to influence the imminent site selection, development or major expansion of a single, large activity generator; and
  - ◆ Opportunity to influence the imminent development of a regional transit station.
- N22. Provide for review and adoption of neighborhood plans in a timely manner.

**N23** Adopt into the comprehensive plan portions of any neighborhood or subarea plan that the City Council determines should be incorporated into the comprehensive plan and that are consistent with this plan.

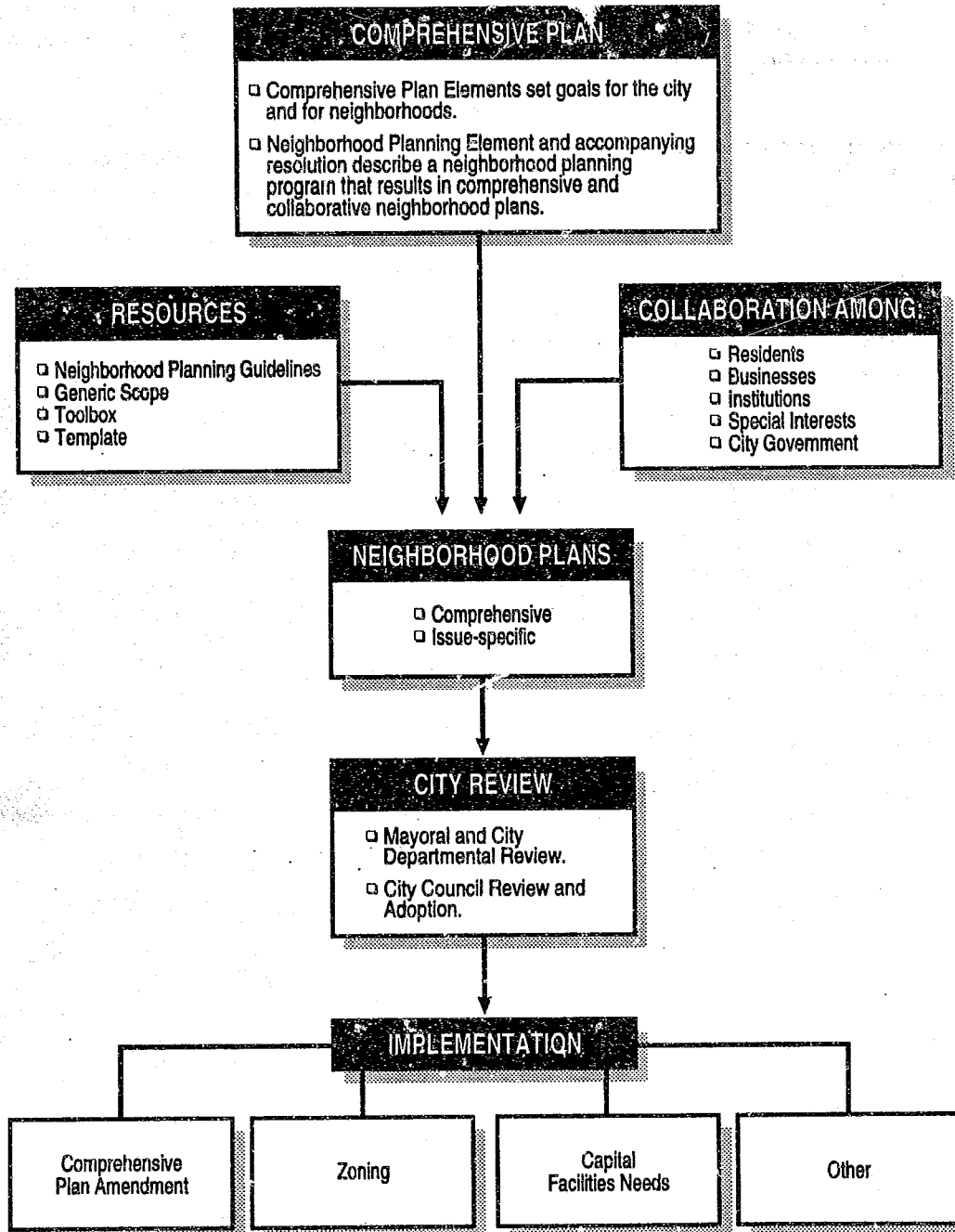
**N24** Establish a firm and clear relationship between the City's budgeting processes and adopted neighborhood plans and, using the biennial budget, demonstrate how the urban village strategy is being carried out.

**Discussion:** The neighborhood planning process is illustrated in Neighborhood Planning Figure 1.

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Neighborhood Planning Figure 1

# Neighborhood Planning Process



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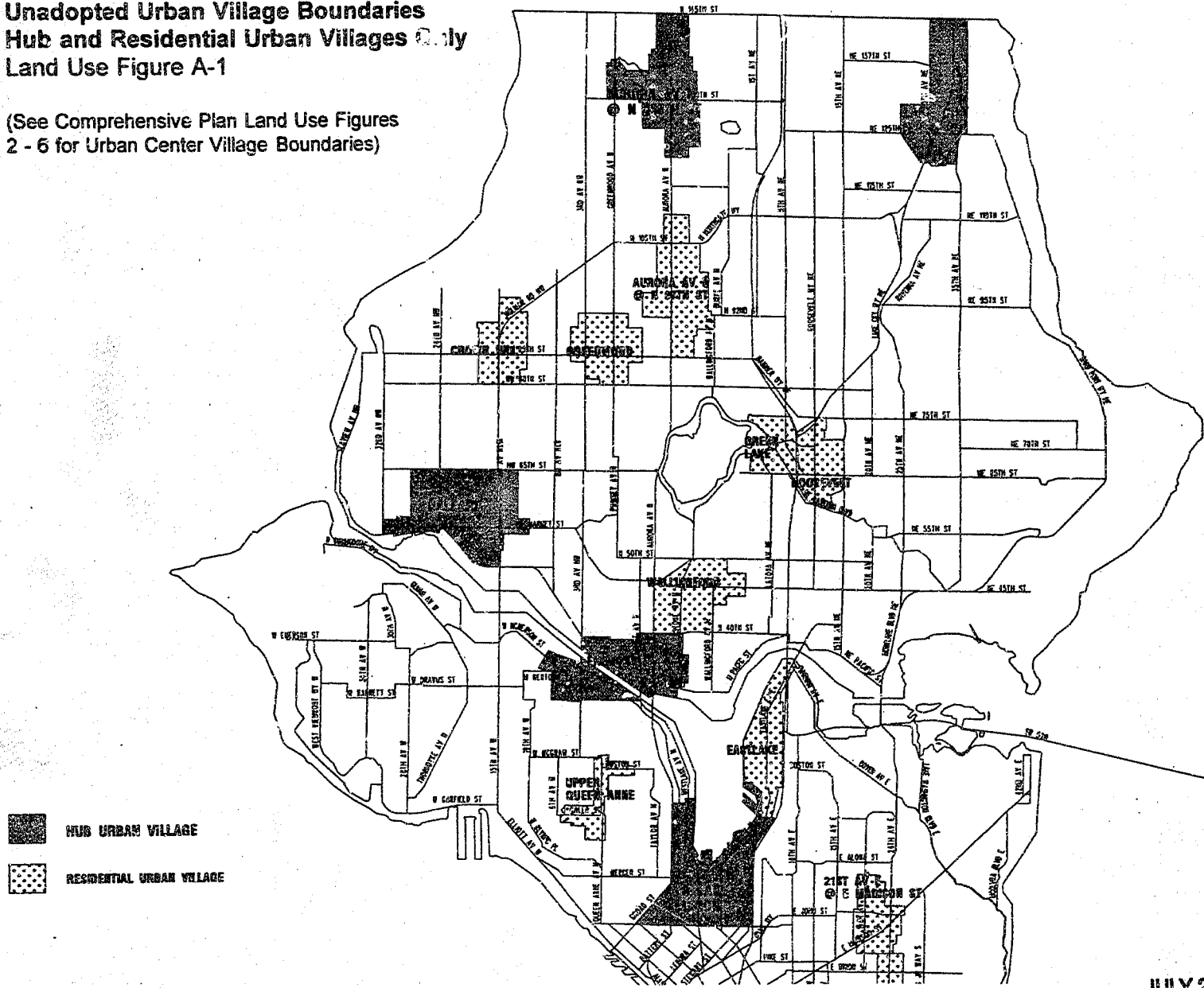
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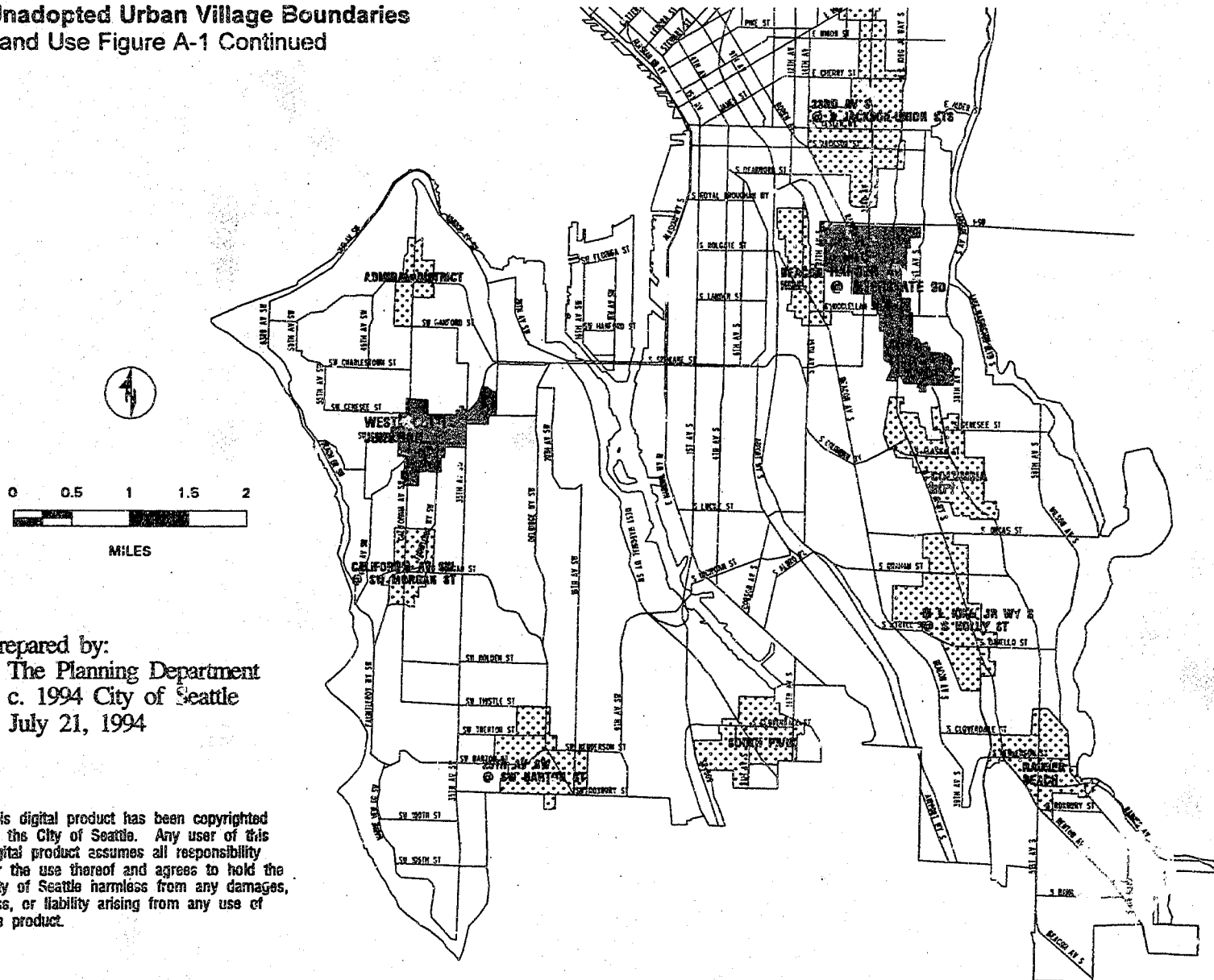
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**LAND USE APPENDIX A**  
**Unadopted Urban Village Boundaries**  
**Hub and Residential Urban Villages Only**  
**Land Use Figure A-1**

(See Comprehensive Plan Land Use Figures  
 2 - 6 for Urban Center Village Boundaries)



**Land Use Appendix A Continued  
 Unadopted Urban Village Boundaries  
 Land Use Figure A-1 Continued**



Prepared by:  
 The Planning Department  
 c. 1994 City of Seattle  
 July 21, 1994

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JULY 25, 1994

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LAND USE APPENDIX B									
Growth Planning Estimates for Urban Center Villages, Hub Urban Villages and Residential Urban Villages									
Village	Land Area Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Planning Estimate (Job Growth)	Estimated 2010 Density
<b>Urban Center Villages</b>									
Downtown Urb. Center	945	7421	7.9	NA <sup>1</sup>	23.4	165119	175	NA <sup>1</sup>	241
Denny Regrade	216	3492	16.2	6500	46.3	22699	105	4500	126
Westlake	143	514	3.6	3500	28.1	22010	154	23600	319
Commercial Core	275	1435	5.2	1300	9.9	106823	388	27000	487
Pioneer Square	142	376	2.6	2100 <sup>2</sup>	17.4	9113	64	4800 <sup>2</sup>	98
International District	169	1604	9.5	1300	17.2	4474	26	2800	43
First Hill/Cap. Hill Center	912	21673	23.8	NA <sup>1</sup>	30.0	33393	37	NA <sup>1</sup>	50
First Hill	225	5896	26.2	2400	26.9	20626	85	6100	119
Capitol Hill	396	12450	31.4	1980	36.4	5284	13	3000	21
Pike/Pine	131	2349	18.0	620	22.7	3963	30	1400	41
South Capitol Hill	160	978	6.1	540	9.5	3520	22	1200	30
Univ. Dist. Urb Center	770	11611	15.0	NA <sup>1</sup>	17.8	31427	41	NA <sup>1</sup>	52
University Dist. NW	289	4324	14.9	1630	20.5	8625	30	3000	40
University Village	122	973	8.0	480	12.0	1580	13	700	19
University Campus	359	6313	17.6	0 <sup>3</sup>	17.6	21222	59	4800	72

See page A9 for footnotes.

LAND USE APPENDIX B (Continued)									
Growth Planning Estimates for Urban Center Villages, Hub Urban Villages, and Residential Urban Villages									
Village	Land Area Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Planning Estimate (Job Growth)	Estimated 2010 Density
Northgate Urb. Center	410	3291	8.0	NA <sup>1</sup>	15.3	11366	28	NA <sup>1</sup>	50
Sea. Center Urb. Center	297	3138	10.6	NA <sup>1</sup>	15.0	19,000	64	NA <sup>1</sup>	75
<b>Hub Urban Villages<sup>4</sup></b>									
Ballard	323	4279	13.2	1520	17.9	3518	11	3700	22
Fremont	339	3766	11.1	820	13.5	6337	20	1700	25
Lake City	310	2740	8.8	1400	13.3	2827	9	2900	18
W. Seattle Junction	225	1835	8.2	1100	13.0	3108	14	2300	24
Aurora Ave N @ 130th St	344	2271	6.6	1260	10.3	4027	12	2800	20
Rainier Ave @ I-90	415	2043	4.9	1200	7.8	3371	8	3500	17
South Lake Union	446	461	1.0	1700 <sup>5</sup>	4.8	15230	34	4500	44
<b>Residential Urban Villages<sup>4</sup></b>									
Aurora N @ 97th St	288	2106	7.3	900	10.4	NA	NA	NA	NA
Greenwood	202	1283	6.4	350	8.1	NA	NA	NA	NA
Upper Queen Anne	103	1063	10.3	300	13.2	NA	NA	NA	NA
Eastlake	205	2423	11.8	380	13.6	NA	NA	NA	NA
23rd Ave S @ S Jackson St	485	3186	6.6	900	8.4	NA	NA	NA	NA

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JULY 25, 1994

<b>LAND USE APPENDIX B (Continued)</b>									
<b>Growth Planning Estimates for Urban Center Villages, Hub Urban Villages, and Residential Urban Villages</b>									
Village	Land Area Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Planning Estimate (Job Growth)	Estimated 2010 Density
Admiral District	103	798	7.8	340	11.1	NA	NA	NA	NA
Green Lake	107	1439	13.4	400	17.2	NA	NA	NA	NA
Roosevelt	160	1007	6.3	340	8.4	NA	NA	NA	NA
Wallingford	245	1973	8.1	200	8.9	NA	NA	NA	NA
Rainier Beach	227	1482	6.5	740	9.8	NA	NA	NA	NA
Columbia City	313	1639	5.2	740	7.6	NA	NA	NA	NA
SW Barton St @ 25th Ave S	278	1654	6.0	700	8.5	NA	NA	NA	NA
Beacon Hill	171	1844	10.8	550	14.0	NA	NA	NA	NA
Crown Hill	173	929	5.4	310	7.2	NA	NA	NA	NA
MLK Jr Wy S @ Holly St	380	1247	3.3	800 <sup>e</sup>	5.4	NA	NA	NA	NA
South Park	264	997	3.8	350	5.1	NA	NA	NA	NA
21st Ave E @ E Madison St	145	1486	10.3	400	13.0	NA	NA	NA	NA
California @ SW Morgan St	139	1104	8.0	300	10.1	NA	NA	NA	NA

See page A9 for footnotes.



## LAND USE ELEMENT APPENDIX B (Continued)

### Footnotes

- <sup>1</sup> Urban centers are not assigned planning estimates. Growth targets for urban centers are established in land use element section C.
- <sup>2</sup> Assumes north Kingdome parking lot and vacant floor area in existing structures is available to accommodate a substantial share of household and employment growth.
- <sup>3</sup> No additional student housing growth according to UW General Physical Development Plan.
- <sup>4</sup> The areas to which numbers apply for land area, existing households and jobs, planning estimates and existing and planned densities for each hub and residential urban village are the unadopted village boundaries shown in Land Use Appendix A, above.
- <sup>5</sup> Eighty percent of the current zoning capacity in South Lake Union can accommodate 1,700 households. To guide the Seattle Commons planning effort, the long-term residential planning estimate for the area is a total of 4,900 households. It is assumed that the 3,200 households that presently cannot be accommodated in the area will be accommodated elsewhere in the city where there is available zoning capacity until necessary zoning changes can be made under the Seattle Commons Plan.
- <sup>6</sup> Because of the potential for redevelopment of the Holly Park Garden Community according to a neighborhood plan currently underway, a greater growth planning estimate is established for this area relative to other similar residential urban villages.

Growth planning estimates for areas outside of urban villages and centers are as follows:

1. **Residential growth:**
  - A. In areas within a quarter mile radius surrounding all neighborhood anchors: 6,000 households
  - B. In the areas beyond a quarter mile radius surrounding all neighborhood anchors: 9,000 households
2. **Employment growth:** No specific planning estimate. Areas outside of villages and centers are to share some portion of the 14,660 jobs not estimated for center or hub urban villages, at appropriate development intensities, where current zoning allows, including existing major institutions, industrial areas located outside designated Manufacturing/Industrial Centers, and commercial areas.

**LAND USE APPENDIX C**  
**Cumulative Limits on Upzoning Land Zoned Single-family**  
**That Meets Land Use Code Locational Criteria for a Single-family Designation**

<b>Village/Center</b>	<b>Acres</b>
Northgate	4.2
University District	
Northwest	4.7
University village	0
UW Campus	.4
Seattle Center	0
Downtown	
Denny Regrade	0
Westlake	0
Commercial Core	0
Pioneer Square	0
International District	1
First Hill/Capitol Hill	
Capitol Hill	0
Pike/Pine	0
First Hill	0
South Capitol Hill	0
Aurora 130th	31.9
Lake City	77.5
West Seattle Junction	52.3
Fremont	9.2
Ballard	0
Rainier/190	126.5
South Lake Union	0
Aurora 97th	57.8
Greenwood	131.6
Crown Hill	108.9
Upper Queen Anne	28.8
Eastlake	19.5
23rd Ave. S/S Jackson	157
Beacon Hill	56.4
Columbia City	84.5
Admiral @ California	57.1
MLK & S Holly	116.6
SW Barton St @ 25th SW	141.9
South Park	209.3
21st Ave E./ E Madison	38.1
Green Lake	11.4
Roosevelt	95.3
Wallingford	132.3
Rainier Beach	69.2
California/ SW Morgan	88.3

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## **LAND USE APPENDIX D**

### **Summary of Existing Land Use, Population, and Employment Characteristics**

This section describes the existing arrangements and concentration of uses and activities such as housing, businesses, parks and industry. A detailed discussion of the natural features, platting pattern, transportation facilities and the development pattern is provided in the Draft Comprehensive Plan Land Use Element, published in April 1993.

#### **Land Uses**

Seattle encompasses approximately 53,813 acres or about 84 square miles. Land Use Figure A-2 illustrates how the city's land area is distributed among different types of uses. About 40% of the total land area is occupied by residential uses, most of which is in single-family development. Street rights-of-way take up the next largest amount of land -- almost 26%. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 10%, while public parks account for approximately 9%.

Land Use Figure A-3 illustrates how these various activities are distributed within the city. With the exception of the downtown area and its immediate surroundings, Seattle is predominantly covered by single-family houses and street right-of-way. Most multifamily residences are concentrated in core areas such as First Hill/Capitol Hill and the University District. Jobs are located primarily in commercial and industrial areas such as Downtown, Duwamish, Northgate and the University District.

#### **Types of Housing**

Slightly over half of the city's households are living in detached, single-family houses that occupy 34% of the city's total land area. Most of these dwellings are located in areas devoted exclusively to low-density development (Land Use Figure A-4). The other half of the city's households live in some type of multifamily development concentrated on 6% of the city's land area. These multifamily dwellings are in buildings of varying sizes, including small buildings of two to four units (duplexes, triplexes and fourplexes), medium-sized buildings (apartment buildings and condominiums with 10 to 19 units), and large buildings (apartment buildings and condominiums with 20 units or more). Citywide, small multifamily buildings of two to four units account for very little of Seattle's housing. Most of the city's multifamily units are in large buildings.

#### **HOUSING AND POPULATION DENSITY**

Land Use Figure A-5 shows the distribution of household density in the city expressed as the number of households per gross acre. (Gross acre includes nonresidential uses such as street rights-of-way and parks.) Areas with the highest density of households (hh) are located north of the I-90 freeway. Portions of First Hill/Capitol Hill contain the highest density of households -- in some areas well over 13 hh/gross acre. The next densest areas (11-13 hh/gross acre) include portions of the Denny Regrade, the south slope of Queen Anne Hill and a portion of the University District. Areas of more moderate housing unit density (8-10 hh per gross acre) include West Seattle Junction,

Ballard, Wallingford, Eastlake and Madison Park. A population density map (Land Use Figure A-6) is another way of presenting information about where people live. This figure shows a concentration of residents similar to that of the household density map. In addition, it shows isolated areas where a significant concentration of people occur, such as the Highpoint and Holly Park communities.

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Land Use Figure A-2  
**AMOUNT OF LAND AREA BY LAND USE BY DISTRICTS**

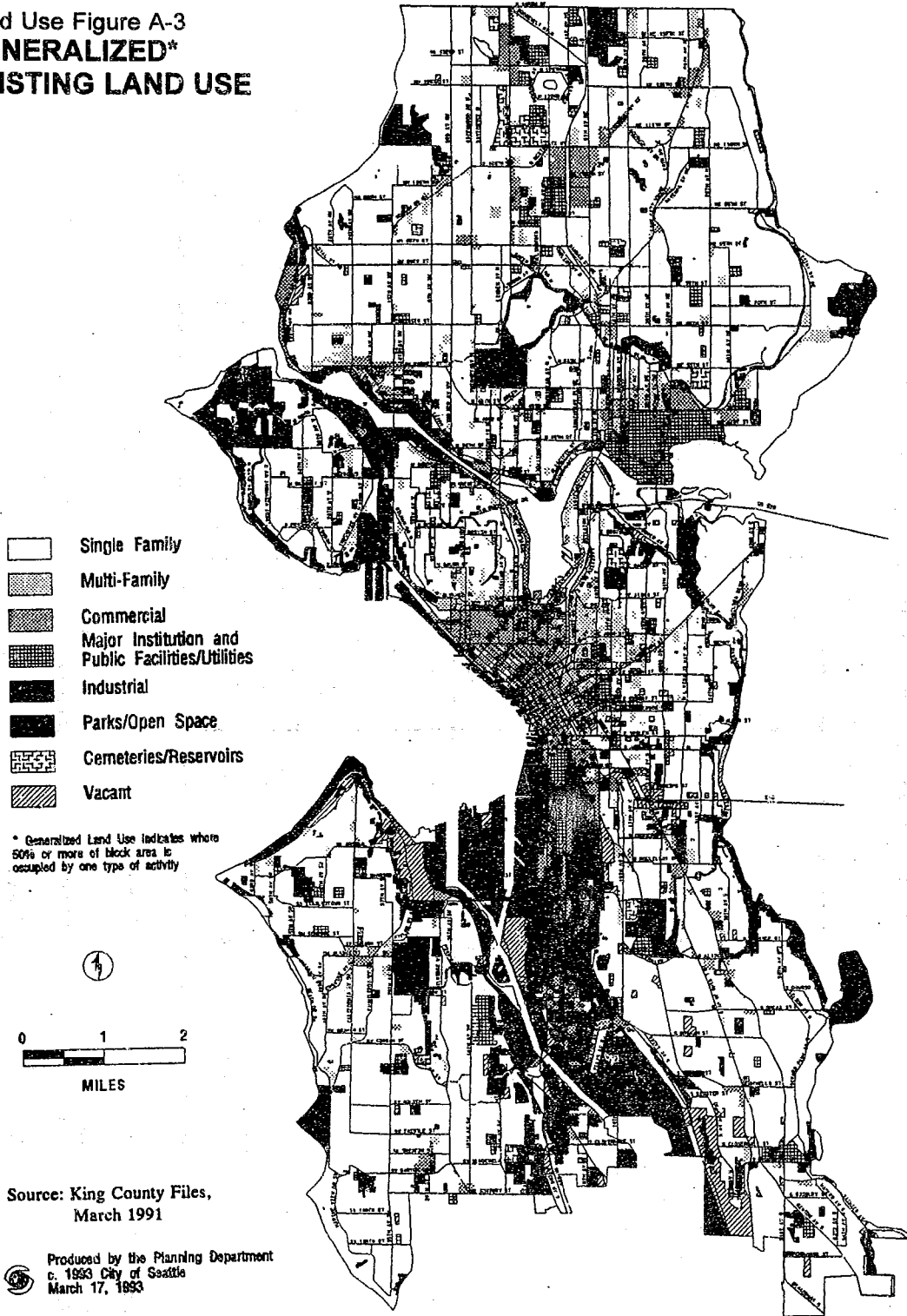
(in Acres)

DISTRICT	Single Family	Multi-family	Commercial	Industrial	Transport/Comm/Util*	Parks **	Other ***	Rights-of-Way ****	Vacant	Total
Ballard	1,544.8	249.3	259.6	147.1	38.6	117.3	175.5	958.0	132.1	3,622.3
Capitol Hill	661.7	272.9	144.1	14.8	12.8	333.3	240.7	654.8	90.0	2,425.1
Central	697.5	244.0	86.9	26.0	4.0	143.2	191.7	570.0	179.6	2,142.9
Downtown	0.4	42.9	383.4	27.7	25.4	18.1	207.3	302.7	13.1	1,021.0
Duwamish	1,299.3	153.5	510.8	1,247.3	691.3	312.9	860.6	2,137.1	702.4	7,915.2
Lake Union	495.3	230.3	148.4	73.2	17.7	472.3	113.8	592.7	51.3	2,195.0
North	1,803.7	242.5	265.4	14.8	16.4	233.2	170.8	924.0	110.1	3,780.9
Northeast	2,365.8	333.5	200.0	13.6	12.6	371.5	537.3	1,760.4	113.4	5,708.1
Northwest	2,602.2	388.4	258.8	13.7	13.2	307.5	347.3	1,571.9	229.0	5,732.0
Queen Anne	1,415.3	389.8	232.6	191.4	398.0	870.1	67.0	1,142.2	147.5	4,853.9
Southeast	1,951.4	181.1	122.0	45.4	10.9	658.3	200.0	1,121.5	337.4	4,629.0
West Seattle	3,627.9	445.2	217.9	795.9	199.9	973.4	200.0	2,296.3	1,031.6	9,788.1
Citywide Totals	18,465.3	3,173.4	2,829.9	2,611.9	1,440.8	4,811.1	3,312.0	14,031.6	3,137.5	53,813.5

Sources: King County Assessors Files, 1991; Seattle Planning Department GIS, 1993

\*Transportation, Communications, and Utilities      \*\*\* e.g., Cemeteries and Reservoirs  
 \*\*Publicly-owned parks and dedicated open space      \*\*\*\* Platted Streets and Sidewalks

Land Use Figure A-3  
**GENERALIZED\***  
**EXISTING LAND USE**



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Land Use Figure A-4

NUMBER OF UNITS BY HOUSING TYPE BY DISTRICTS

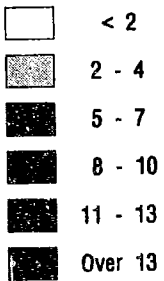
(in Dwelling Units)

DISTRICT	Single Family	Duplex	Triplex/ Fourplex	5 to 9 unit Building	10 to 19 unit Building	20 to 49 unit Building	50 or more units	Mobile Home	Other	Total Units
Ballard	12,990	1,433	1,346	1,939	1,461	1,080	310	8	273	20,567
Capitol Hill	5,393	550	910	1,696	4,439	7,349	5,027	3	283	25,640
Central	6,621	1,029	922	952	1,307	1,529	610	16	135	13,269
Downtown	56	32	80	236	524	2,554	5,237	3	210	8,857
Duwamish	9,396	1,002	853	605	1,037	700	302	57	143	14,162
Lake Union	5,580	1,041	1,180	2,273	2,377	1,113	69	8	471	13,784
North	9,881	271	433	855	1,264	1,704	2,421	35	146	17,335
Northeast	17,376	874	1,348	1,675	2,573	2,901	1,239	80	244	28,212
Northwest	17,594	1,149	1,231	1,727	2,796	3,382	1,494	442	237	29,059
Queen Anne	11,510	1,235	1,614	2,405	3,525	5,391	1,268	13	334	27,198
Southeast	12,134	555	550	651	994	930	699	9	166	16,856
West Seattle	23,799	1,320	1,683	1,622	2,123	2,596	544	20	220	33,873
Citywide Totals	132,300	10,491	12,150	16,636	24,420	30,229	19,220	694	2,862	249,032

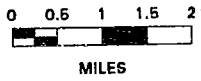
Source: 1990 US Census

**Land Use Figure A-5  
1990 Household Density**

Households per Acre

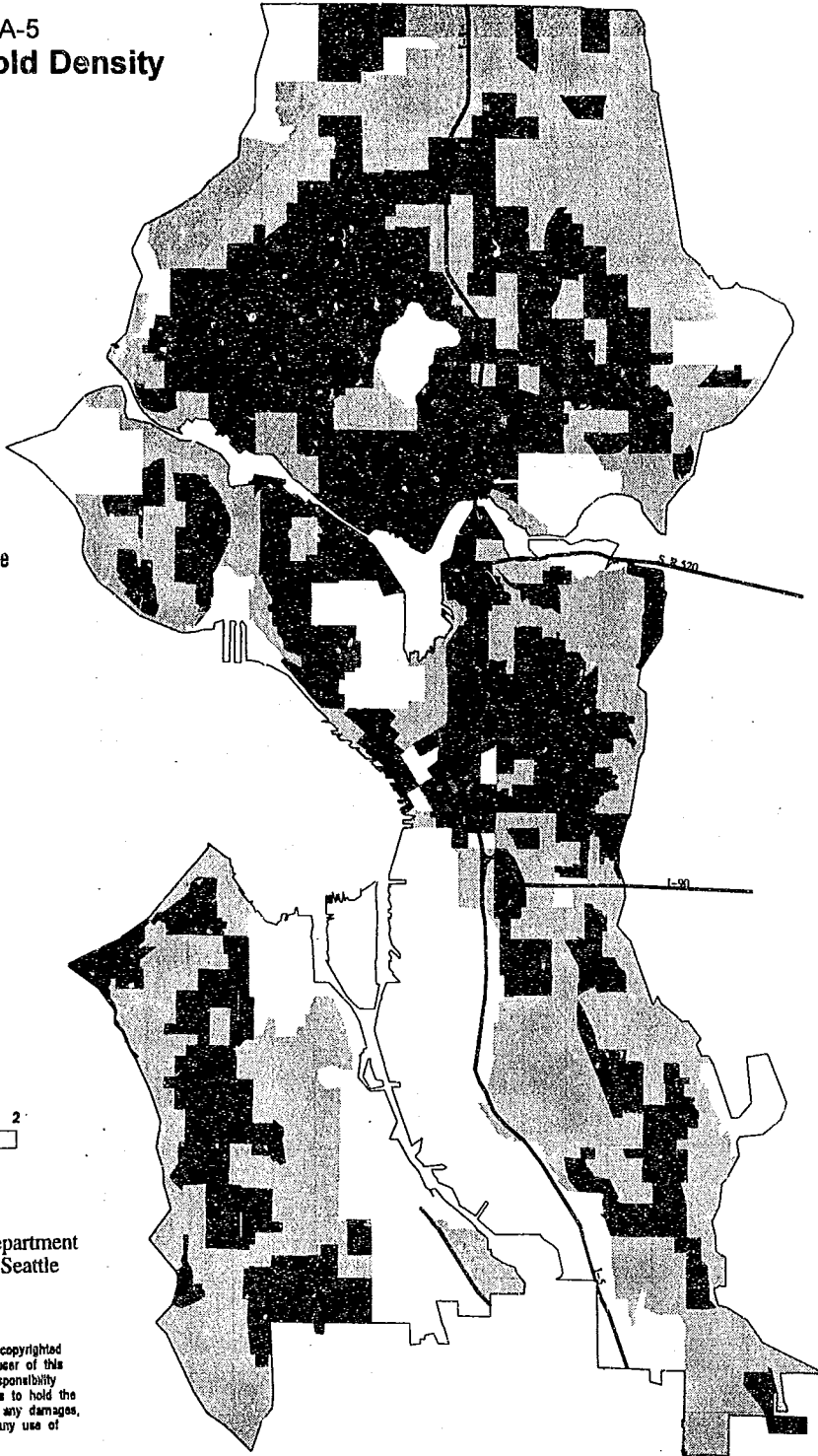


Source: 1990 U.S. Census



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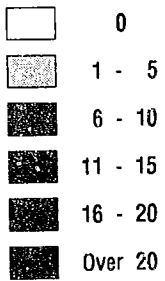
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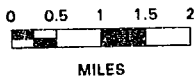


**Land Use Figure A-6  
1990 Population Density**

Persons per Acre

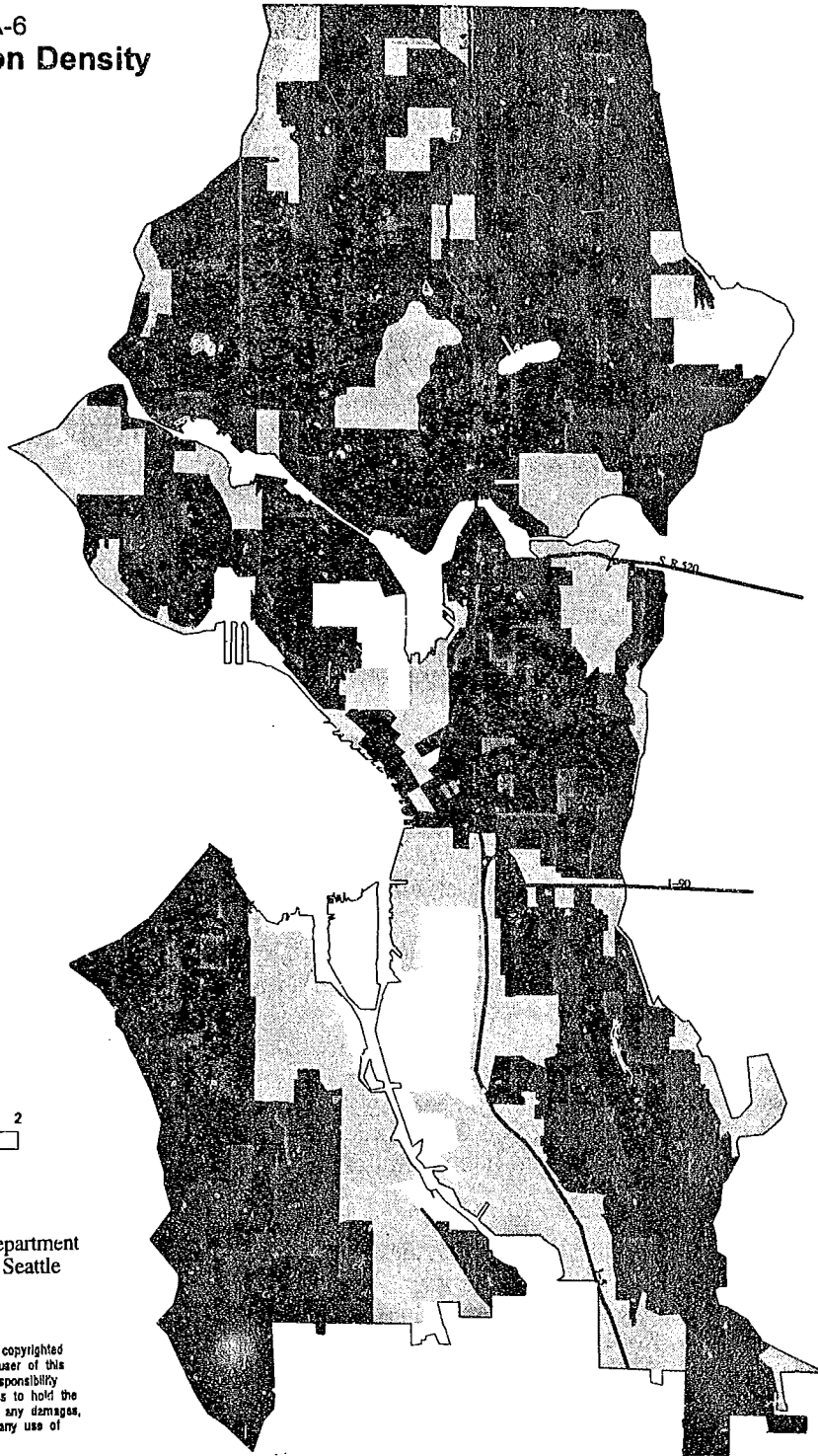


Source 1990 U.S.Census



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## Employment Activity

Seattle is a regional employment center providing a great variety of jobs. Based on PSRC 1990 data, Seattle contains about 469,802 jobs in businesses occupying about 5,442 commercial and industrial acres, or 10% of the total city land area. Land Use Figure A-7 shows the distribution of these jobs according to standard classifications by neighborhood districts.

## Employment Densities

Land Use Figure A-8 illustrates the distribution of employment density as number of jobs per gross acre. Areas with the highest job densities (greater than 50 jobs/gross acre) include Downtown, First Hill, Seattle Center and South Lake Union communities. Areas with a fairly high density (26 to 50 jobs/gross acre) are the University District, Ballard and Central areas. Predominantly residential areas of the city have employment densities as low as 1 to 15 jobs per acre.

## Major Employment Concentrations

Employment activity is much more concentrated than housing. Most of the jobs in the city are located in the areas described below. These areas are unique because they attract people daily from all over the city and region.

Downtown. Downtown Seattle, with about 165,000 jobs at an average density of about 175 jobs per gross acre, supports the largest concentration of jobs in the Pacific Northwest. In some parts of the office core, job densities exceed 300 jobs per acre. Almost 37% of the total number of jobs in the city are located downtown.

University District. University District, with over 31,500 jobs, has the second greatest concentration of employment within the city. While much of this employment is associated with the University of Washington, the largest single employer in the city, the area also has significant amounts of both service and retail employment. Employment density in the University District is about 40 jobs per acre.

Northgate. In addition to Northgate Mall, the city's principal regional shopping facility outside of downtown, several major employers are clustered in the Northgate area, including Northwest Hospital, North Seattle Community College and a relatively large concentration of service employment. This area has a total employment of about 11,366 jobs, at a density of about 28 jobs per acre.

Seattle Center. Another substantial concentration of employment located immediately north of downtown is the area around Seattle Center between Denny Way and the base of Queen Anne Hill. Providing backup office and service activity for downtown, as well as other retail and service uses, the area accommodates over 33,000 jobs at a job density of around 37 jobs per acre.

First Hill. A very specialized concentration of medical facilities has developed on First Hill

east of downtown, lending the area the nickname "Pill Hill." With Swedish Hospital Medical Center, Virginia Mason Medical Center, Harborview Medical Center and related support facilities, this area has one of the greatest employment concentrations in the city, with around 20,000 jobs at an average employment density of about 85 jobs per acre.

Major Institutions. A number of major institutions located throughout the city also provide significant concentrations of employment for the whole region, such as the University of Washington. Others are somewhat isolated concentrations of employment in otherwise low-density areas, such as Veterans Administration Medical Center and South Seattle Community College.

Neighborhood Commercial. Seattle's neighborhood business areas provide locations for services needed by the surrounding low- to moderate-residential populations, such as food from restaurants or grocery stores; entertainment; professional, personal or business services. These neighborhood businesses are dispersed and the range of services they provide varies throughout the city. They generally are in locations with fair accessibility to both the transportation network and concentrations of people.

A number of the city's larger, more-established neighborhood commercial areas also provide concentrations of employment. Ballard, Fremont, and West Seattle Junction are all areas with between 3,000 and 6,000 jobs and employment densities averaging in the 10 to 20 jobs per acre range. Other commercial areas with notable job concentrations include Lake City, the Aurora strip between N. 125th and N. 145th Streets and the area around Rainier Avenue and Interstate 90. The employment populations of these areas range between 3,000 and 4,000, with average job densities of between 8 to 12 jobs per acre. South Lake Union, in close proximity to Downtown, has over 15,000 jobs, reaching an employment density of 34 jobs per acre.

Industrial Areas. Citywide, industrial uses are concentrated in the Duwamish Valley, and North Seattle, which includes Interbay, and the shoreline area between Ballard and Fremont. Some manufacturing and industrial activity also occurs around the shores of Lake Union and along Rainier Avenue, near Interstate 90. Two of these areas, North Seattle and the Duwamish Valley, are major areas of employment. The North Seattle area has roughly 15,000 jobs, while the Duwamish accounts for over 65,000. Combined, they contain roughly 17% of the city's total employment population. Given the land-intensive nature of employment activities in these areas, the job densities are comparatively low, seldom exceeding 14 jobs per acre.

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Land Use Figure A-7

1990 EMPLOYMENT BY DISTRICTS

DISTRICT	Retail	F.I.R.E.*	Government	Education	W.C.T.U.**	Manufacturing	Total
Ballard	3,837	4,480	757	216	2,127	3,110	14,527
Capitol Hill	3,716	23,100	6,063	111	931	701	34,622
Central	971	12,219	1,039	214	897	1,931	17,271
Downtown	21,427	91,004	30,261	0	24,525	7,819	175,036
Duwamish	5,054	11,453	11,720	223	24,426	17,866	70,744
Lake Union	2,758	9,307	441	52	1,368	2,666	16,592
North	5,239	7,839	380	215	649	302	14,623
Northeast	6,421	11,681	22,318	242	698	610	41,970
Northwest	4,614	9,324	1,748	255	1,078	697	17,716
Queen Anne	4,762	17,048	4,149	437	8,654	4,658	39,708
Southeast	1,803	2,266	1,022	379	778	1,566	7,814
West Seattle	4,211	4,557	997	376	3,127	5,911	19,179
Citywide Totals	64,813	204,277	80,895	2,720	69,258	47,839	469,802

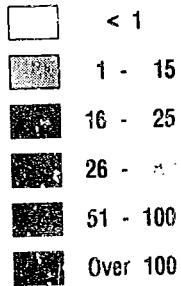
Source: Puget Sound Regional Council, Nov. 1993

\*F.I.R.E. - Finance, Insurance, and Real Estate

\*\*W.C.T.U. - Wholesale, Communications, Transportation, and Utilities

**Land Use Figure A-8  
Employment Density by  
1990 Census Tract**

Number of Jobs  
per Acre

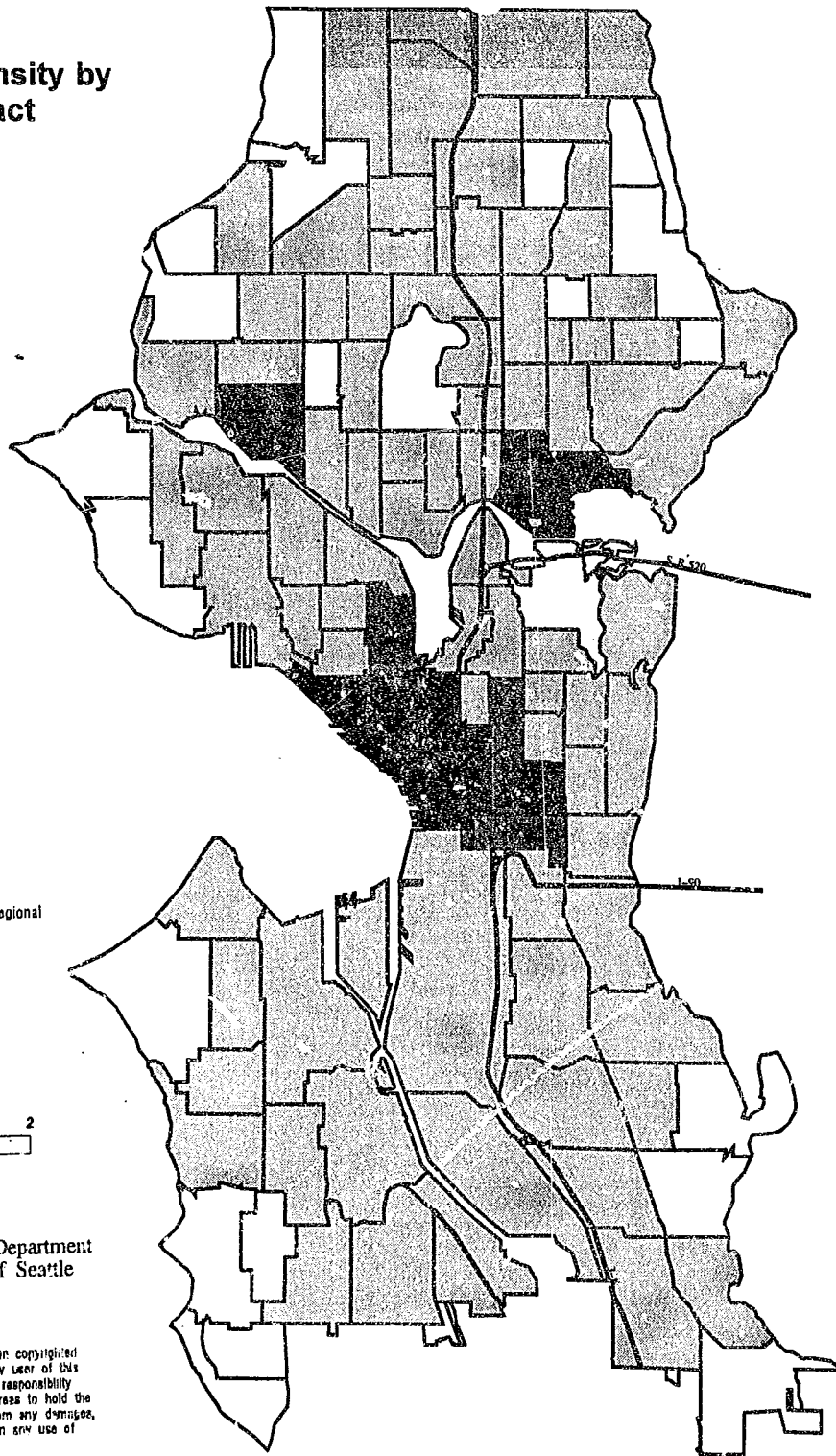


Source: Puget Sound Regional  
Council, November 1993



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## Employment Distribution by Employment Sector

The distribution of jobs by employment sector in Seattle is shown in Land Use Figure A-9. Between 1980 and 1990, the number of jobs in Seattle increased by 21%, (83,118 new jobs). Service jobs accounted for the biggest increases, while manufacturing jobs have decreased by more than 5%.

LAND USE FIGURE A-9: DISTRIBUTION OF JOBS BY EMPLOYMENT SECTOR

EMPLOYMENT SECTOR*	1980	% SHARE	1990	% SHARE	% CHANGE
Mfg	50,536	13.1	47,839	10.0	-5
Retail	61,218	15.8	64,813	13.8	+6
WCTU	60,326	15.6	69,258	14.7	+15
FIRE/Serv	137,358	35.5	204,277	43.5	+49
Govt/Educ	77,246	20.0	83,615	17.8	+8
TOTAL	386,684		469,802		+21

Source: Forecasts of Seattle's Population, Household, and Employment Characteristics for the Comprehensive Plan EIS Analysis, Seattle Planning Department, September 1992.

- \* Mfg = Manufacturing
- WCTU = Wholesale, trade, transportation, communications, utilities
- FIRE/Serv = Finance, insurance, real estate, services
- Govt/Educ = Government, Education

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## LAND USE APPENDIX E: Existing and Proposed Zoned Development Capacity

### Summary

This appendix is an update of the Zoned Development Capacity report published by the Planning Department (formerly Office for Long-range Planning) in November 1991. Basic assumptions developed for the 1991 Capacity report are incorporated into this updated capacity analysis. This analysis provides a current calculation of zoned development capacity by using current existing conditions data and updated zoning.

Two sets of residential and non-residential estimated capacity calculations are presented. The first capacity calculations present the estimated development potential under existing zoning (Capacity I). A second set of capacity calculations (Capacity II) presents changes to estimated development capacity to reflect the proposed changes to zoning and development standards required to implement the Urban Village Strategy.

Definition. Development capacity is an amount of residential development (number of dwelling units) and non-residential development (building floor area) that could be built based on the zoning of the land and other factors limiting development. Generally, capacity is calculated by assuming a certain development is permitted based on allowable density as defined by the zoning. Other factors are considered such as the extent of existing development, existing uses, public ownership and the presence of streets, parks and greenbelts. Estimates do not take into account many factors which will influence actual development decisions, such as site constraints, availability of financing, and consumer demand or the capacity of the infrastructure, including roads and utilities. However, consideration has been given to the likelihood of redevelopment based on existing improvements to the site.

Data Source. The primary data source for calculating capacity is the King County Department of Assessor's property records on existing conditions including number of units and assessed valuation. City of Seattle Geographic Information System data were used for land area and zoning data.

### CAPACITY METHODOLOGY

Capacity is a two-step process. First, parcels were selected for development if they are either *vacant* (where the assessed value of site improvements was negligible compared to the assessed value of the land) or *redevelopable* (where the parcel was under-utilized). The second step was to calculate the amount of potential residential and non-residential development based on allowable density provisions.

Selection of Parcels. The following assumptions were applied to select vacant parcels for potential development:

- Parcels were assumed to be vacant if the ratio of the assessed valuation of the improvements to the assessed valuation of the land was less than or equal to .001. For

example, a parcel with a building valued at \$10,000 and the land valued at \$10,000,000 was identified as vacant ( $\$10,000/\$10,000,000 = .001$ ).

Redevelopable parcels were selected if they met the following conditions:

- Parcels in midrise, highrise, neighborhood commercial, commercial and downtown zones were assumed as redevelopable if the assessed improvement valuation was 50 percent or less of the assessed land valuation.
- Buildings in Lowrise multifamily zones were assumed redevelopable if a structure's existing units were significantly lower than build-out capacity (the maximum number of units possible under zoning). For parcels in Lowrise Duplex/Triplex and Lowrise 1 zones, if the ratio of existing to potential units (E/P ratio) was less than .67, the parcels were assumed redevelopable. Parcels in Lowrise 2, Lowrise 3 and Lowrise 4 zones with an E/P ratio of .4 or less were assumed available for redevelopment.
- In Industrial zones and Pioneer Square Mix, additional capacity was calculated on vacant parcels only. No redevelopment was assumed to occur in these zones.
- Master Plans for designated Major Institutions represent the development potential on those sites, and the Major Institutions are not included in this estimate.

Parcels assumed *unavailable* for any development met the following conditions:

- Special uses including boarding houses, sororities, fraternities, rest homes, parks, public facilities, utilities, hospitals, cemeteries and tidelands.
- Public ownership including City of Seattle, Seattle Housing Authority, State of Washington, United States, or University of Washington.
- Buildings containing a number of units or non-residential floor area exceeding the amount allowed under current zoning.
- No demolition was assumed in single-family zones. Additional single-family housing was permitted if the parcel size was large enough to subdivide.
- Areas formerly designated as "greenbelt;"
- No additional housing development was assumed in C2 zones, where it currently is restricted as a conditional use and permitted only in mixed residential/commercial projects.

#### Density Assumptions.

The next step calculated how much development could occur on an available parcel using current zoning to determine the type and amount of development that can occur. For zones in which the Land Use Code does not provide a maximum density, densities are assigned



based on development standards specified in the code and on observed densities typically achieved in projects built under existing conditions. Under the Urban Village Strategy, density provisions were applied according to the land use element.

Commercial zones allow both residential and non-residential development. Under the existing conditions capacity, development in Commercial and Neighborhood Commercial zones is split 50/50 between residential and non-residential capacity. In Downtown zones, the ratio between residential and non-residential development reflects the intent of adopted policies. Multifamily and Single-Family zones are assumed to have no capacity for non residential development.

Detailed descriptions of the methodology and existing allowable densities are presented in the Zoned Development Capacity Report, November 1991.

### Estimated Existing Zoned Development Capacity (Capacity I)

**Estimated Residential Zoned Development Capacity.** Land Use Figure A-10 shows that, under current zoning, the city has an estimated capacity to add 113,640 net dwelling units in zones that permit housing. The estimate subtracts units demolished as a result of redevelopment. A significant amount of the total capacity could be accommodated in commercial and downtown zones (53,800 units or 48%). In multifamily zones, 46,860 units (40%) could be added and 13,160 units (12%) could be accommodated in single-family zones.

Land Use Figure A-10. Distribution of Land Area and Potential Dwelling Units by Zoning Category under Existing Conditions

Zoning Category	Land Area * (acres)	% of Total	Estimated # of Potential Units	% of Total
Single-Family	34,712	65	13,160	12
Multifamily	5,665	10	46,680	40
Commercial	4,444	8	29,360	26
Downtown	819	2	24,440	22
Industrial	6,501	12	0	0
Major Institution Overlay	1,024	2	0	0
Title 24 (former zoning code)	648	1	0	0
<b>Total</b>	<b>53,813</b>	<b>100%</b>	<b>113,640</b>	<b>100%</b>

Source: Calculated by Seattle Planning Department, 1994

Land Use Figure A-11 shows the estimated total units by adding existing and potential units as well as the ratio between existing and estimated potential units. Based on existing conditions, Downtown development has utilized an estimated 23% of its total residential potential. In commercial zones, an estimated 38% of the total residential potential has been used.

Land Use Figure A-11. Current and Estimated Potential Dwelling Units by Zoning Category under Existing Conditions

Zoning Category	A Existing # of Units	B Estimated Potential # of Units	A+B (Total Estimated Potential)	A/B (% utilized)
Single-Family	137,408	13,160	150,568	91%
Multifamily	88,620	46,680	135,300	65
Commercial	18,319	29,360	47,679	38
Downtown	7,139	24,440	31,579	23
Industrial	588	na	na	na
Total	252,074	113,640	365,714	69

Source: King County Assessor's Files, March 1993; Computed by Seattle Planning Department, 1994

**Population and Units.** If all the housing units represented were built, they may be expected to accommodate an increased population of between 183,500 and 226,700, depending on the size of households that would occupy those units. The lower number assumes that since most of the units would be in multifamily structures, those households would have an average of 1.7 persons, the current multifamily average. The higher end of the range assumes that the average household would have 2.1 persons, the current average for the city as a whole.

**Estimated Non-residential Zoned Development Capacity (floor area and jobs).** Land Use Figure A-12 shows that the city has capacity to add an estimated 113 million additional square feet of building space in commercial and industrial zones, including downtown. Of the total potential non-residential development, 35% (or 39 million square feet) is possible in industrial zones, while the remaining 40% and 25% could be added in commercial and downtown zones respectively. The estimated 113 million square feet is a potential 40% increase over the existing amount of commercial and industrial space.

Land Use Figure A-12. Distribution of Land Area and Potential Floor Area by Zoning Category under Existing Conditions

Zoning Category	Gross Land Area * (acres)	% of Total	Estimated Amount of Potential Floor Area (millions)	% of Total
Single Family	34,995	65	na	na
Multifamily	5,916	10	na	na
Commercial	4,451	8	46.2	40%
Downtown	832	2	28.0	25
Industrial	6,691	12	39.2	35
Major Dist Overlay	1,042	2	master plans	master plans
Title 24 (former zoning code)	648	1	0	0
Total	53,927	100%	113.4	100%

Source: Calculated by the Seattle Planning Department, 1994

**Urban Village Strategy Estimated Zoned Development Capacity (Capacity II)**

The difference between the estimated existing capacity I and urban village strategy estimated capacity II is in the allowable densities under the urban village strategy. The methodology of selecting parcels is the same. The following lists the areas with different assumptions incorporated as part of the capacity II analysis.

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- Applied proposed residential density limits to mixed-use development in commercial zones located outside Urban Villages and to C-1 zones inside of urban villages. Additional capacity was calculated for C-1 zones inside villages based on the new option to build to NC3 standards, but not included in Land Use Figure A-13 below (see footnotes);
- Applied a proposed floor area ratio to office uses in all general commercial zones located inside and outside of Urban Villages (Additional office capacity was calculated for general commercial zones inside villages based on the option to build to NC-3 standards, but not included in Land Use Figure A-14 (see footnotes);
- Parcels in all commercial zones except C-2 were divided; with 50 percent allocated to housing and 50 percent allocated to non-residential square footage. Parcels in C-2 zones were all allocated to non-residential use;
- Capacity of approximately 57 acres of Lowrise 3 land was reduced by 500 units to reflect recommended rezoning;
- Parcels in the Northgate Comprehensive Plan area and Southeast Seattle Redevelopment Area were assumed to develop according to provisions in those plans;
- In the Pike/Pine area, some NC3 zoned land was assumed to be rezoned to the new NC/R classification, which would increase the amount of residential development allowed in single-use residential buildings and decrease the amount of non-residential capacity. Three-quarters of such parcels were assigned residential uses and one-quarter non-residential.

Several of the assumptions of this analysis serve to understate actual capacity, providing a margin for error to assure that sufficient capacity exists:

- a. No additional residential capacity above the proposed base density limit is assumed for the C-1 zones in urban villages, where a greater density limit is permitted if neighborhood commercial development and use standards are followed;
- b. It is assumed that no residential development will take place in C-2 zones where residential use is a conditional use. However, in villages mixed-use is to be encouraged and C-2, like C-1 can be developed conditionally to neighborhood commercial residential densities;
- b. The typical jobs per acre ratio for industrial uses is assumed for development of industrial land, although some commercial uses with a higher jobs per acre ratio are allowed.

Land Use Figure A-13 compares the estimated existing housing capacity (Capacity I) with the estimated comprehensive plan housing capacity (Capacity II) reflecting the urban village strategy. Capacity II shows an estimated decrease in capacity of about 8%, about 8,560 housing units under the most limiting assumptions. If developers take

advantage of the option to develop C-1 or C-2 zoned property to neighborhood commercial zone standards in urban villages up to 3,950 more dwelling units could be added under comprehensive plan capacity.

Land Use Figure A-13 Comparison of Estimated Potential Units Under Existing and Proposed Urban Village Strategy by Zoning Category

Zoning Category	Capacity I (Existing Zoning)	Capacity II (Comprehensive Plan Zoning)
Single-Family	13,160	13,160
Multifamily	46,680	46,180
Commercial	29,360	21,300 <sup>1</sup>
Downtown	24,440	24,440
Total	113,640	105,080

Source: Calculations by Seattle Planning Department, 1994

Land Use Figure A-14 compares the estimated Capacity I non-residential floor area with the estimated adjusted and Capacity II floor area reflecting the Urban Village strategy. As above Capacity II estimates show the revised capacity assuming regulations anticipated under the comprehensive plan. An estimated 8.7 million fewer square feet could be added under the Capacity II assumptions, in commercial zones than under existing capacity, using limiting assumptions. If the option to develop land zoned C-1 or C-2 to neighborhood commercial zone standards within urban villages is used, up to an additional 8.7 million square feet could be built, accommodating about 29,000 additional jobs.

Land Use Figure A-14 Comparison of Estimated Potential Floor Area (jobs) Under Existing and Proposed Urban Village Strategy by Zoning Category

Zoning Category	Capacity I (Existing Zoning)	Capacity II (Comprehensive Plan Zoning)
Commercial	46.2 (154,000 jobs)	27.9 (93,000 jobs) <sup>2</sup>
Downtown	28.0 (101,700 jobs)	28.0 (101,700 jobs)
Industrial	39.2 (87,000 jobs)	39.2 (87,000 jobs)
Total	113.4 (342,700 jobs)	95.1 (281,700 jobs)

Number of potential jobs is calculated using the following floor area to employee ratio: Commercial zones at 300 sq ft/employee, Downtown zoned at 275 sq ft/employee, and Industrial zones at 450 sq ft/employee.

- <sup>1</sup> Up to 3,950 additional dwelling units could be built under comprehensive plan capacity if the option to develop C-1 and C-2 property to neighborhood commercial standards in urban villages is exercised.
- <sup>2</sup> Up to 8.7 million additional square feet of commercial space, accommodating about 29,000 additional jobs could be built under comprehensive plan capacity if the option to develop C-1 and C-2 property to neighborhood commercial standards in urban villages is exercised.

## TRANSPORTATION APPENDICES

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**TRANSPORTATION APPENDIX A:  
Inventory of Existing Facilities and Services**

Limited Access Facilities, Arterials and Streets

There are approximately 54,000 acres of land in the city, nearly 14,000 of which (about 26 percent) are used for street rights-of-way. Seattle's street network consists of 479 miles of arterials, including some that are designated state routes, and 1,212 miles of non-arterials (see Transportation Figure A-1). In the arterial system there are 180 miles of principal arterials, 157 miles of minor arterials, and 142 miles of collector arterials. There are 829 signalized intersections, 4,596 non-signalized arterial intersections and 7,029 non-arterial intersections.

The Seattle Comprehensive Transportation Program (SCTP) identifies street classifications for the city's arterial and street system for six different transportation uses: Traffic, Transit, Truck, Bicycle, Pedestrian and Boulevard. The traffic classifications follow the Washington State street classification system (principal arterials, minor arterials, collector arterials). High-occupancy vehicle (HOV) lanes exist on some arterials and limited access facilities as shown in Transportation Figure A-2.

Traffic Volumes

Transportation Figure A-3 shows the 1993 average weekday traffic volumes on Seattle's arterials and freeways. To analyze trends, traffic counts are taken annually on arterials and freeways along screenlines at or near the city limits, and are added together to estimate the traffic volume entering and exiting the city daily.

Transportation Figure A-4 shows the trend in average weekday traffic at the city limit screenlines; the volume has increased from 758,000 in 1980 to 1,004,000 in 1990 -- a 32 percent increase over ten years. During the same period, Seattle's population increased by 4.5 percent and employment increased by 26 percent.

Transportation Figure A-5 similarly shows the trend in average weekday traffic crossing an imaginary cordon around downtown Seattle, bounded by Lenora Street, I-5, Royal Brougham Way, and Alaskan Way. The volumes include traffic getting on and off the ferries. From 1980 to 1990, downtown cordon traffic grew 14 percent, from 371,000 to 423,000.

In addition, the number of registered vehicles in Seattle has increased from 474,535 in 1980 to 536,335 in 1990, representing a 13 percent increase. Vehicle ownership has increased from 0.7 per resident in 1968, to 0.96 per resident in 1980, and to 1.04 per resident in 1990, representing an eight percent increase from 1980 to 1990.

## Transit

Public transit in Seattle is provided by three agencies. Metro serves all of King County, while Community Transit and Pierce Transit operate express bus service to Seattle from Snohomish and Pierce Counties, respectively. In 1990, Metro served a population of about 1.4 million over a 2,128-square-mile service area. It operated about 188 routes representing 7,050 route miles with annual ridership of 73 million. Transportation Figure A-6 shows Metro's 1992 transit routes in Seattle.

In September 1990, Metro began bus operations in a 1.3-mile-long tunnel under Third Avenue and Pine Street from the International District to 9th Avenue and Pine Street. The tunnel has five stations, and connects to Interstate 90 at the south end and to the Interstate 5 express lanes at the north end. Dual-powered buses operate through the tunnel; diesel power is used on streets and highways, while electric power is used in the tunnel. Rails were installed in the tunnel so trains can use it in the future.

Metro has about 56 miles of two-way overhead electric trolley wire in Seattle used by approximately 100 trolley buses. Trolleys produce no tailpipe emissions and are considerably quieter than diesel buses.

All buses operating in downtown Seattle are free for riders from 6:00 a.m. to 7:00 p.m. The ride-free zone boundaries are Battery Street, 6th Avenue, I-5, Jackson Street, and the waterfront. The ride-free zone significantly reduces the need to use cars for short trips around downtown.

The Waterfront Streetcar system includes three streetcars, nine stations, and more than two miles of rail. The tracks and overhead wire run along Alaskan Way and South Main Street from Myrtle Edwards Park to the International District.

Metro operates 17 park-and-ride lots in Seattle with approximately 2,400 parking spaces, and the City owns and operates a park-and-ride lot at the Fauntleroy ferry dock, as shown in Transportation Figure A-7. There is also a Metro transit center just south of the Northgate Mall. The park-and-ride lots may be used by commuters, free of charge, to meet a carpool, vanpool or bus. The Fauntleroy ferry park-and-ride lot is open to anyone during the day; ferry foot-passengers in registered carpools and vanpools who leave their cars or vans in Seattle at night pay a fee and park in the park-and-ride lot overnight. Average utilization of these lots is shown in Transportation Figure A-8.

The City of Seattle operates a monorail on a mile of elevated guideway between Westlake Mall in downtown Seattle and the Seattle Center. The monorail carried about 2.1 million riders in 1993.

Metro provides wheelchair-accessible buses and other special transportation services for persons unable to use regular bus service. For example, low-income King County residents 65 years or older and people with disabilities are eligible for reduced-cost taxi trips. Other Metro programs and services include custom buses, special event

service, the U-Pass program with the University of Washington, bikes on buses, vanpools, and a ridematch service.

### Bicycles and Pedestrians

Bicycles are classified as "vehicles" in the Seattle Traffic Code and have the right to use all streets in the city except where explicitly prohibited. Transportation Figure A-9 shows the three categories of bike facilities, and the miles of each. Bicycle racks are provided in neighborhood commercial areas and downtown, and some work places provide secure, weather-protected bike parking, showers, and lockers. Seattle's Land Use Code requires that many new developments include bike parking where parking is built for cars.

Metro first installed bike racks on buses in 1979 to carry bicyclists across the SR-520 bridge. The 45 racks presently in use allow buses routed across the bridge to carry a maximum of two bikes per bus. Metro recently budgeted to install bike racks on its entire fleet of buses. Metro also has bike racks at some of its Seattle park-and-ride lots and at the Northgate Transit Center. The Washington State Ferry Colman Dock in downtown Seattle has bicycle racks for 10 to 15 bikes, while the Fauntleroy dock has none. All ferries provide simple tie-downs for bicycle transport, although the passenger-only ferries can carry only five bikes.

Of the City's 479 miles of arterials, about 306 miles have sidewalks or asphalt walkways on both sides of the street, and 140 miles have a sidewalk or walkway on one side of the street; about 33 miles of arterials do not have sidewalks or asphalt walkways on either side of the street. "School walk boundaries" define areas where school bus service is not provided and students generally walk to school. There are 20 miles of arterials in elementary school walk boundaries without sidewalks on either side of the street. There are 362 miles of Seattle residential streets (non-arterials) lacking sidewalks within the school walk boundaries.

### Parking

On-street parking occurs in the public right-of-way, and is therefore regulated by the City through the creation of no-parking and special-use parking zones, time-of-day restrictions, parking duration limits, meter rates, and Residential Parking Zones. Parking meter rates in 1994 are \$1.00 per hour in downtown Seattle, First Hill, Broadway, and the University District, and \$.60 per hour elsewhere. Residential Parking Zones (RPZs) are designed to protect Seattle's residential neighborhoods from parking impacts and congestion from major employment and/or retail centers. In an RPZ, on-street parking is generally restricted to two or three hours, except for residents and guests who display special RPZ decals. Existing RPZs are in Montlake, Fauntleroy, Wallingford, University Park, First Hill/Capitol Hill, and Eastlake, and near Providence Hospital and Group Health Hospital.

Off-street parking facilities are usually privately-owned and operated. The City regulates the location and size of garages and lots through the Land Use Code.



Transportation Figure A-10 shows inventory data for off-street parking in three Seattle areas: the Central Business District, lower Queen Anne, and First Hill.

Carpools receive preferential parking treatment through City programs, allocation of on-street parking spaces, and Land Use Code requirements for carpool parking in new developments.

### Rail

**Passenger Rail:** Amtrak operates trains over 900 miles of Burlington Northern tracks in the state and provides service to 14 cities. The Empire Builder provides daily service from Seattle to Spokane and on to Chicago, the Coast Starlight runs daily to Portland and on to Los Angeles, and the Pioneer runs three times a week to Portland and on to Denver. There are two additional daily trains to Portland. Amtrak plans to resume daily passenger train service to Vancouver, B.C.

**Freight:** Burlington Northern owns and operates a mainline dual-track from Portland to Seattle. Union Pacific owns and operates a single mainline track with two-way train operations between Tacoma and Seattle. Burlington Northern owns and operates tracks that extend north from downtown Seattle to Snohomish County and then east to Spokane. Connecting spurs serve the Ballard and the ship canal. Burlington Northern trains consist of 20 double-stack cars and range up to 5,500 feet in length; Union Pacific has 28 double-stack cars in trains up to 7,700 feet long.

Rail-line capacity depends on train length, operating speeds, the number of switch crossover points, and whether the line has one- or two-way traffic. Current train speed limits in the City are 10, 20, or 40 mph depending on the segment.

There are three truck-to-train intermodal terminals serving the South Harbor area: Burlington Northern operates the Seattle International Gateway yard north of S. Hanford Street, Union Pacific operates the Seattle Yard north of the Georgetown neighborhood, and the Port of Seattle operates an intermodal facility at Terminal 18. North of downtown Seattle is Burlington Northern's Interbay rail yard.

### Air Transportation

There are three commercial aircraft landing facilities in the greater Seattle metropolitan area: Seattle-Tacoma International Airport (Sea-Tac), operated by the Port of Seattle and located in the City of SeaTac; the Lake Union seaplane base in Seattle; and the Lake Washington seaplane base near Kenmore. Sea-Tac's facilities, which can accommodate 380,000 flight operations annually, include two instrument runways, 69 loading gates, one main and two satellite terminals, and 4.5 miles of intra-airport roads. Sea-Tac accommodates 30 airlines, including 10 international passenger carriers and 13 all-cargo carriers. In 1990 there were 355,000 flight operations at Sea-Tac, and it is expected that air travel will exceed the airport's existing capacity by the year 2000.

Commercial seaplane carriers operate out of Lake Union and Lake Washington (Kenmore). There were approximately 13,400 flight operations on Lake Union in 1990.

The majority of general aviation flights take off and land either at King County International Airport (Boeing Field) or at one of the 11 active privately-operated helistops and heliports around the city. Boeing Field has one 10,000-foot runway with an instrument landing system and one 3,700-foot runway, and had 403,000 flight operations in 1990. There were over 6,000 operations at the privately-owned helistops and heliports in Seattle during 1990.

#### Water Transportation

The Washington State Ferry (WSF) system operates two terminals in Seattle -- Colman Dock in downtown Seattle, and the Fauntleroy terminal in West Seattle. Passenger-and-vehicle service is provided on two ferry routes from Colman Dock -- to Bainbridge Island and to Bremerton; passenger-only boats also operate between Colman Dock and Vashon Island. Passenger-and-vehicle ferries link Fauntleroy with Vashon Island and Southworth.

The Royal Victorian operates one round trip daily between Seattle and Victoria, B.C. from May through September, carrying vehicles and passengers. The Victoria Clipper operates four round trips daily between Seattle and Victoria on passenger-only catamarans.

#### Other Intermodal Facilities

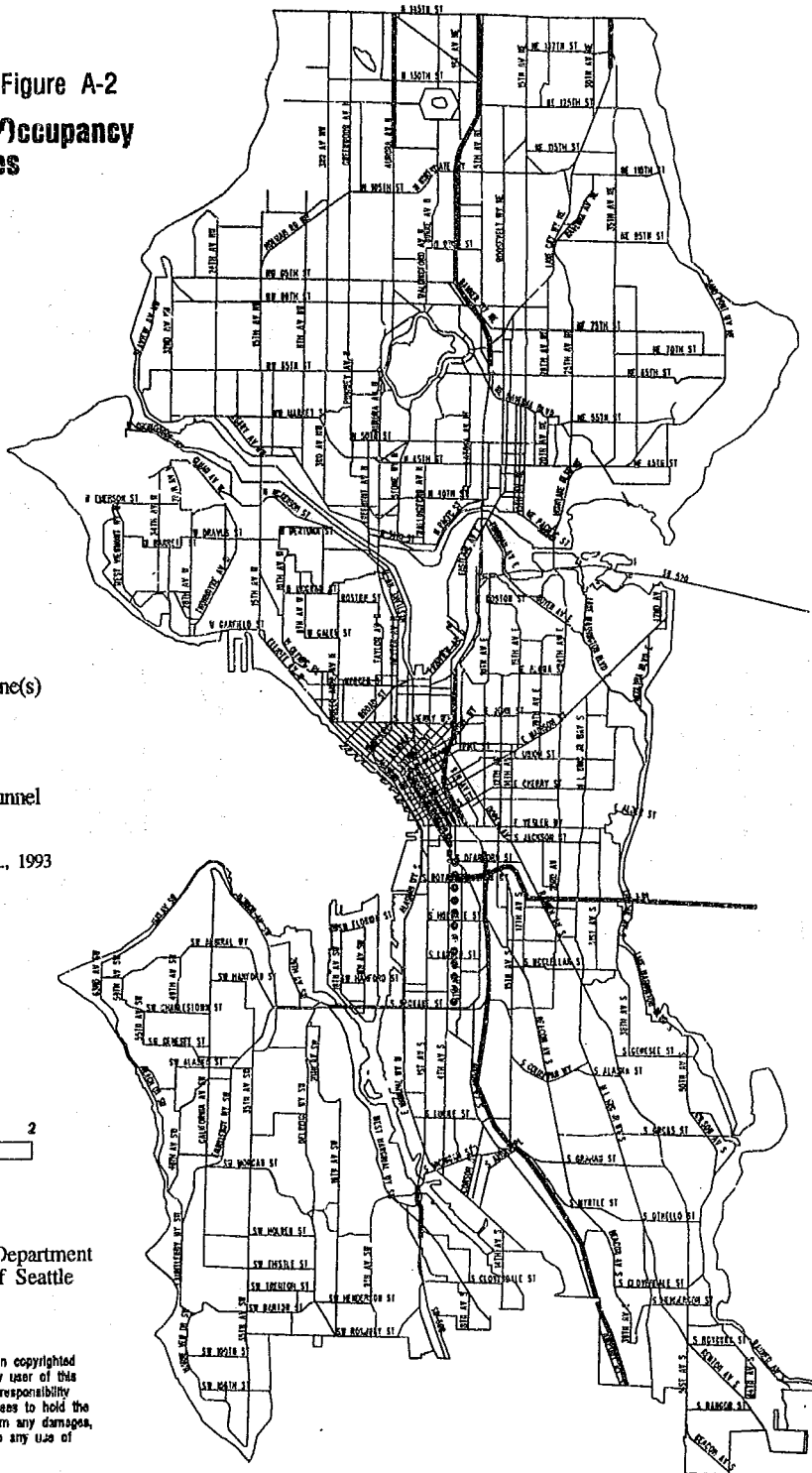
The Port of Seattle operates and supports marine, rail, and air intermodal facilities. Port of Seattle facilities include 25 commercial marine terminals, 7 container terminals with 23 container cranes, a warehouse complex and distribution center, and a deep-draft grain terminal. Services are offered by about 100 steamship operators and agents; about 30 tug and barge operators; about 100 truck and warehouse operators; and Burlington Northern and Union Pacific railroads, operating intermodal yards.




Transportation Figure A-11 shows the Port of Seattle facilities located in Seattle.

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**Transportation Figure A-2  
Transit/High-Occupancy  
Vehicle Lanes**



-  H.O.V Lane(s)
-  Busway
-  Transit Tunnel

Source: Planning Dept., 1993



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July 12, 1994

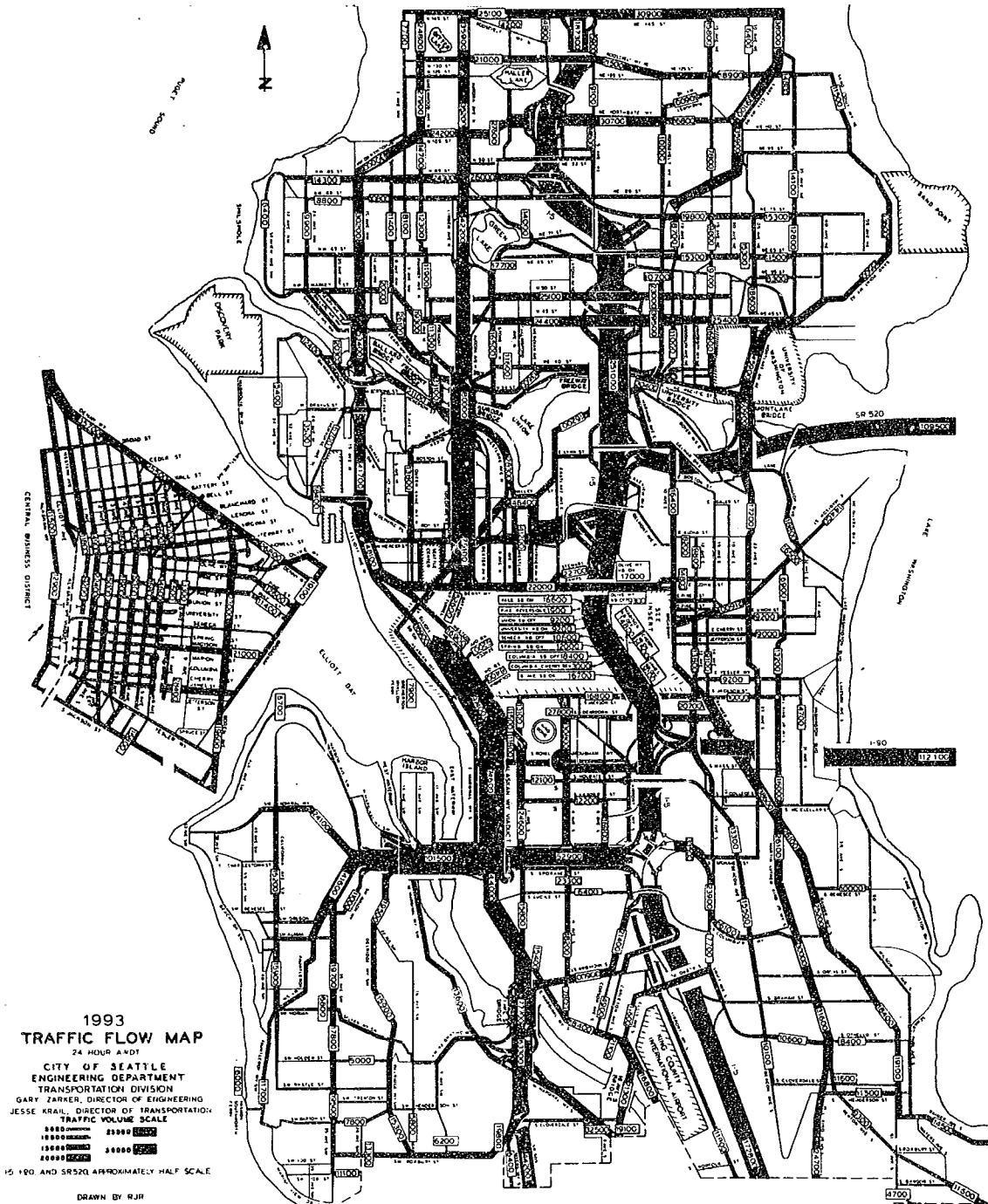
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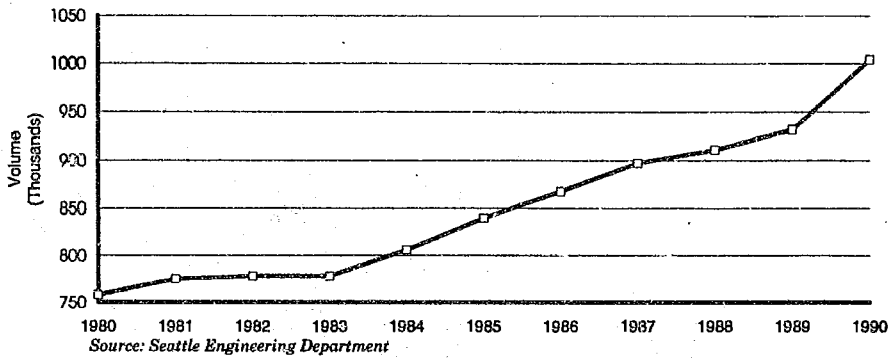
Transportation Figure A-3  
**1993 TRAFFIC FLOW MAP**  
 Average Weekday Daily Traffic

JULY 25, 1994

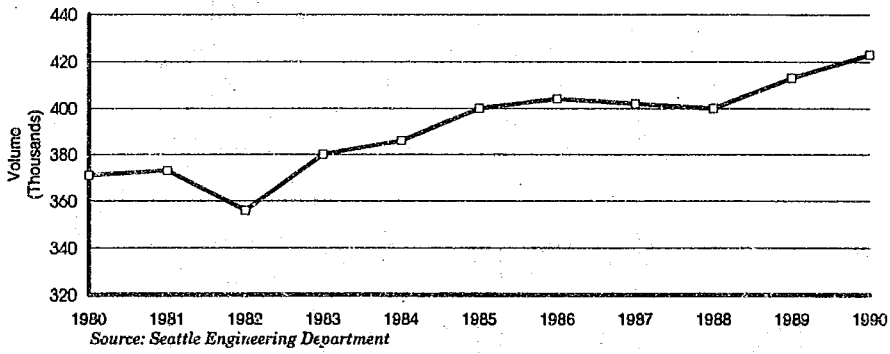
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**Transportation Figure A-4  
Average Weekday Traffic at  
City Limit Screenlines  
1980 - 1990**



**Transportation Figure A-5  
Average Weekday Traffic at  
Downtown Cordon  
1980 - 1990**

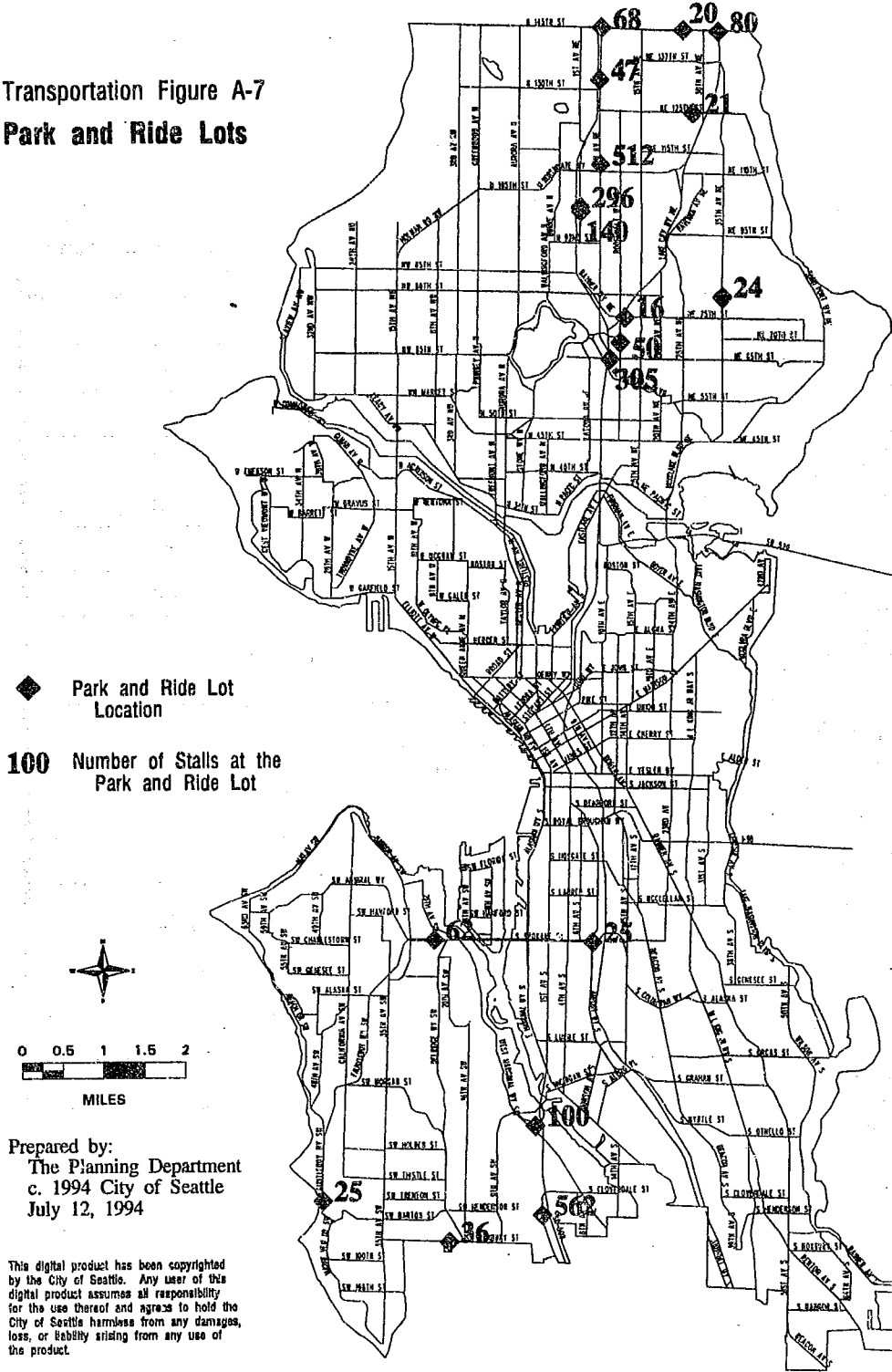


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JULY 25, 1994



Transportation Figure A-7  
Park and Ride Lots



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**Transportation Figure A-8  
Park-and-Ride Lot Utilization**

<b>Park-and-Ride Lot Location</b>	<b>Number of Parking Stalls</b>	<b>Weekday Percentage Utilization</b>
Ne 145th St/25th Ave NE	20	35
NE 133rd St/5th Ave NE	47	55
NE 145th/5th Ave NE	68	95
NE 65th St/8th Ave NE	305	91
NE 69th St/Roosevelt Ave NE	50	40
NE 100th St/1st Ave NE	140	111
NE 102nd St/1st Ave NE	296	98
NE 80th St/35th Ave NE	24	33
NE 75th St/11th Ave NE	16	41
NE 112th St/5th Ave NE	512	71
NE 145th St/Lake City Way	80	35
NE 125th St/27th Ave NE	21	32
SW Spokane St/26th Ave SW	62	30
S Spckane St/Airport Way S	25	38
SW Roxbury St/20th Ave SW	36	11
Olson Pl SW/Meyers Way S	562	18
SW Orchard St/2nd Ave SW	100	6
Ferry Dock/Fauntleroy	25	100
<b>Total</b>	<b>2,389</b>	

Source: Metro, July 1993. (Second Quarter Statistics)

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**Transportation Figure A-9  
Bicycle Facilities, 1994**

Routes	Miles	Routes	Miles
<b>Bicycle Paths (Multi-use)</b>	<b>27.5</b>	<b>Bicycle Routes (Signed)</b>	<b>83.6</b>
Duwamish River (Duwamish Head to Michigan St)	4.0	Alki	15.5
Harbor Island/West Seattle Bridge	1.0	Duwamish (City limit to Michigan Street)	3.4
Interstate 90 Path	3.5	Sea-Tac Route	13.0
Waterfront/Elliott Bay/Interbay	4.0	Lake Washington Boulevard	19.7
Burke Gilman Trail	14.0	Magnolia Loop	7.5
South Lake Union	1.0	Ravenna	2.5
<b>Bicycle Lanes</b>	<b>15.1</b>	8th Avenue NW (Burke Gilman Trail to 3rd Avenue NW)	5.5
Alki	2.5	Sand Point Way (Burke Gilman Trail By-pass Route)	10.0
Green Lake	4.0	Lake Union Route	2.0
Ravenna	1.0	Ballard/Seaview Route	4.5
Interstate 90 Extension (Dearborn)	1.0		
Dexter/7th	2.2		
Alaskan Way	2.0		
Gilman/Government Way	1.6		
Martin Luther King Way	0.8		

Source: Seattle Engineering Department, 1994.

**Definitions:**

**Bicycle Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

**Bicycle Lane:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

**Bicycle Route:** A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

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**Transportation Figure A-10  
1992 Off-Street Parking Inventory**

Seattle Area	Total Stalls	1989-1992 Percent Increase	1987-1989 Percent Increase	Average Occupancy Rate (%)	Average Two Hour Rate	Average Daily Rate	Average Monthly Rate
Central Business District	50,863	12.1	12.7	73.3	\$4.28	\$8.37	\$111.23
Lower Queen Anne	15,659	9.5	N/A	57.4	\$2.64	\$4.77	\$ 42.30
First Hill	8,560	3.9	N/A	78.4	\$1.94	\$6.55	\$ 59.49

N/A = Not Available

Source: Puget Sound Regional Council, 1992.

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## **TRANSPORTATION APPENDIX B: Land Use Assumptions Used in Estimating Travel**

To estimate future travel levels, assumptions were made for a variety of factors related to future population, employment, and transportation facilities. These include the number and geographic distribution of both households and employment in Seattle and the region, characteristics of households and jobs (e.g., number of residents per household, household income), and the transportation network (e.g., streets, transit routes). Then, a computer model was used to predict the total number of person-trips between various zones, the number of trips that would use various modes (e.g., car, bus, bike, walk), and the resulting vehicle traffic volumes on various streets throughout the city.

### Existing Conditions

In 1990, there were about 516,000 people living in Seattle; 1993 state estimates place the population at about 528,000. Seattle's daytime population is much larger than its residential population, currently totaling about 723,000, of which about 488,000 are people in jobs. These numbers reflect about 60,000 Seattle residents who work outside Seattle, 267,000 people who come to Seattle from other places for jobs, and 236,000 people living in Seattle who do not hold jobs.

Seattle covers about 54,000 acres of land. Most areas of the city are of predominantly one type of land use (e.g., residential, commercial, or industrial). About 40 percent of the city's land area is occupied by residential uses. In 1990, there were a total of about 249,000 housing units in the city. Estimates in 1993 place the total number of housing units in the city at about 257,000. The area north of the ship canal has more of its land area occupied by housing than mid-Seattle (south of the ship canal to I-90) or south Seattle (south of I-90).

Street rights-of-way take up the next largest amount of land, almost 26 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 13 percent of the land area. Parks occupy nine percent; cemeteries, reservoirs, and other uses occupy six percent; and six percent of the land is vacant.

### Regional Land Use Assumptions

The Puget Sound Regional Council (PSRC) conducts regional planning for the four-county (Snohomish, King, Pierce, and Kitsap) central Puget Sound region. The PSRC's Vision 2020 Growth Strategy and Transportation Plan presents a vision and array of strategies designed to achieve goals of growth management, transportation demand management, and improved transportation investment decisions. The PSRC provides population and employment forecasts for the region, focusing future population and employment growth into urban centers.

The PSRC also provides population and employment forecasts for the year 2010. Seattle's transportation model used 2010 "Vision: 1" population and employment allocations for the region. Vision 1 assumes 14 urban centers in the region, and assumes a large public transportation investment as outlined in the October 1992 Regional Transit Project (RTP) Draft System Plan, with additional rail service to Renton. The four-county projections for 2010 are:

- Population: 3,610,378
- Households: 1,517,204
- Employment: 1,982,055

Seattle Land Use Assumptions: Mayor's Recommended Plan

Within Seattle, the planning targets in the Mayor's recommended plan (March 1994) for population, households, and employment were used to estimate future travel. These targets call for an additional 72,000 people, 60,000 households and 146,600 jobs over the 20-year life of this plan. This growth was allocated within the city as follows (using locations and boundaries of centers and villages as in the Mayor's recommended plan):

	Household Growth	Employment Growth
Urban centers	27,000 (45%)	95,300 (65%)
Hub urban villages	9,000 (15%)	22,000 (15%)
Residential villages	9,000 (15%)	14,700 (10%)
Areas outside centers and villages	15,000 (25%)	
Manufacturing/industrial centers	--	14,700 (10%)
<b>TOTAL</b>	<b>60,000 (100%)</b>	<b>146,600 (100%)</b>

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**TRANSPORTATION APPENDIX C:  
Traffic Forecasts**

As part of this comprehensive planning effort, Seattle generated traffic forecasts for the year 2010, assuming several land use and transportation alternatives. The information summarized here is for the "proposed plan" alternative (the Mayor's recommended plan) and for the "no action" alternative. (The forecasts are described in more detail in the Comprehensive Plan draft and final environmental impact statements, published in April 1993 and March 1994, respectively.)

The "proposed plan" alternative included population and employment growth as described in the Mayor's recommended plan, and also assumed construction and operation of the regional transit project (RTP), a multi-billion-dollar, three-county project of rail and bus improvements. The "no action" alternative assumed lower population and employment growth, and a smaller investment in all-bus transit improvements (called the transportation system management, or TSM alternative, to the RTP).

Total vehicle-miles-of-travel (VMT) for the region (per day):

1990 estimate		68 million
2010 forecasts:	Proposed plan	90 million (+ 32%)
	No action	97 million (+ 43%)

Traffic volume at north city limit (vehicles per day):

1990 estimate		335,000
2010 forecasts:	Proposed plan	370,000 (+ 11%)
	No action	410,000 (+ 22%)

Traffic volume at south city limit (vehicles per day):

1990 estimate		426,000
2010 forecasts:	Proposed plan	470,000 (+ 11%)
	No action	520,000 (+ 23%)

Traffic volume at east city limit (SR 520 and I-90) (vehicles per day):

1990 estimate		217,000
2010 forecasts:	Proposed plan	250,000 (+ 13%)
	No action	260,000 (+ 20%)

Regional transit trips as a percent of total motorized trips:

1990 estimate		3 percent
2010 forecasts:	Proposed plan	6 percent
	No action	3 percent (no change)

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**TRANSPORTATION APPENDIX D:  
Intergovernmental Coordination Efforts**

This section describes the City's intergovernmental coordination efforts during the development of the Comprehensive Plan, and potential impacts of the plan on the transportation systems of adjacent jurisdictions.

Puget Sound Regional Council

Seattle is an active member of the Puget Sound Regional Council (PSRC), which is charged with certifying that local transportation plans are consistent with regional plans and goals. The City supported PSRC's Vision 2020, a transportation/land use plan that describes linking high-density residential and employment centers throughout the region by high capacity transit and promoting a multi-modal transportation system. Vision 2020's goals are carried forward by this Comprehensive Plan.

The PSRC provides population, employment, and transportation data to Seattle and other jurisdictions -- coordination is established via this centralized information resource.

In addition, the PSRC is charged with allocating federal Intermodal Surface Transportation Efficiency Act funds. Seattle has participated in establishing the criteria and selection process to determine how funds will be distributed among transportation projects.

The City will continue to coordinate activities related to transportation planning and financing with the PSRC beyond the adoption of the Comprehensive Plan.

King County Work Groups

Countywide coordination for growth management planning has occurred through ad hoc groups organized by King County. Seattle's Planning and Engineering Departments and the Department of Construction and Land Use participate in the Transportation Work Group. Other members of the Transportation Work Group include Metro (now part of Metropolitan King County), PSRC, the Washington State Department of Transportation (WSDOT), and other cities and counties in the region. The group, and its sub-groups, provided technical information and advice to a group of city and county planning and public works directors, and contributed to the development of the Countywide Planning Policies.

The City will continue to participate in these work groups beyond the adoption of the Comprehensive Plan.

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City-Sponsored Coordination Activities

The City sponsored intergovernmental coordination activities through an intergovernmental team with representatives from various City departments, Metro, King County, WSDOT, Port of Seattle, PSRC, and other interested agencies. This team contributed to the analysis and policy direction contained in this plan and participated in the review of draft products. This coordination effort will continue beyond the adoption of the Comprehensive Plan.

Impacts on Adjacent Jurisdictions

The growth in population and employment that is forecasted for Seattle in the Comprehensive Plan is higher than in the "no action" alternative. Accommodating more of the regional growth in Seattle, rather than in outlying areas, may reduce impacts on neighboring jurisdictions. New development inside Seattle can take advantage of the existing road network and other services without major new expansions. Growth in urban centers and urban villages will help provide focal points for efficient transit service and pedestrian-oriented activities.

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# HOUSING APPENDIX

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## OVERVIEW

The appendix to the housing element presents information and analysis necessary to meet the requirements of the Growth Management Act and analysis that shows how the City will meet goals established in the Countywide policies.

The Growth Management Act requires that each jurisdiction prepare a housing element, recognizing the vitality and character of established residential neighborhoods that:

- (a) includes an inventory and analysis of existing and projected housing needs (see housing element appendix A);
- (b) includes a statement of goals, policies and objectives for the preservation, improvement, and development of housing (see housing element policies);
- (c) identifies sufficient land for housing, including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities (see housing element appendix B and land use element appendices A and B);
- (d) makes adequate provisions for all economic segments of the community (see housing element policies, and housing element appendices A, B, C and E).

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**APPENDIX A:  
Housing Inventory, Existing and Future Housing Needs**

**1. SEATTLE'S EXISTING HOUSING STOCK AND HOUSING MARKET**

**A. Housing Type and Tenure**

Seattle's existing housing stock is currently distributed almost evenly between single-family houses and multifamily apartment structures (see Housing Figure A-1). In 1990 there were a total of 249,032 housing units in the city. Of these, 132,330 units (53.1 percent) were in single family structures, 113,146 units (45.4 percent) in multifamily structures and 3,556 (1.5 percent) were in mobile homes or other structures. Since 1960, multifamily units have been increasing as a proportion of the total housing stock. Multifamily units accounted for 37 percent of all units in 1960 compared to more than 45 percent today.

Seattle now has more renters (51 percent) than owners (49 percent). The city's owner-occupancy rate is at its lowest point since 1940 (see Housing Figure A-2). Eighty percent of the single-family homes are owner-occupied, with the remaining 20 percent renter-occupied. Multifamily units are 89 percent renter-occupied and 11 percent owner-occupied.

Rental units tend to be much smaller than owner-occupied units. Only 13 percent of renter-occupied units had three or more bedrooms, whereas 63 percent of owner-occupied units have three or more bedrooms (see Housing Figure A-3). Housing unit sizes and household sizes are not well matched. While owner-occupied households are larger than renter households (2.4 persons per owner-occupied household compared to 1.8 for renter households), 67 percent of the owner-occupied units in the City (mostly single-family houses) are occupied by only one or two people.

Seattle's share of King County's housing stock has been steadily declining over the last thirty years. In 1960, 65 percent of the housing units in King County were in the City of Seattle. By 1990 Seattle's share had dropped to 39 percent. King County continues to have a significantly higher proportion of single family units, 61 percent compared to Seattle's 53 percent (see Housing Figure A-4). Mirroring the trend in Seattle, the proportion of units that are multifamily units in King County is increasing over time.

While Seattle's housing stock is divided almost evenly between single-family and multifamily buildings, 30 percent of the total units that comprise Seattle's total housing stock are located in buildings of 10 units or more. In contrast, only 16 percent of the total housing stock is in smaller multifamily buildings containing two to nine units. Seattle has a large number of single-family houses, a significant number of apartment houses, but relatively few units in ground-related housing types, such as townhouses, duplexes and triplexes.

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Housing Figure A-1

CITY OF SEATTLE HOUSING STOCK, 1990

Housing Units	Total Units	Percent of Total Units	Vacant Units	Vacancy Rate
Single Family	132,330	53.1%	4,288	3.2%
Multifamily	113,146	45.4%	7,798	6.9%
2 To 4	22,641	9.1%	1,521	6.7%
5 To 9	16,636	6.7%	1,058	6.3%
10 To 19	24,420	9.8%	1,359	5.5%
20 Plus	49,449	19.8%	3,860	7.8%
Mobile Home	694	0.3%	47	6.7%
Other	2,862	1.1%	197	6.9%
Total	249,032	100.0%	12,330	4.9%

Occupied Housing Units	Total Occupied Units	% of Total	Owner Occupied Units	% Of Owner Units	Renter Units	% Of Renter Units
Single Family	128,042	54.1	102,445	88.5	25,597	21.2%
Multifamily	105,348	44.5	11,428	9.9	93,920	77.6%
2 To 4	21,120	8.9	2,676	2.3	18,444	15.3%
5 To 9	15,578	6.6	1,170	1.0	14,408	11.9%
10 To 19	23,061	9.7	2,563	2.2	20,498	16.9%
20 Plus	45,589	19.3	5,919	4.3	40,570	33.6%
Mobile Home	647	0.3	537	0.5	110	0.1%
Other	2,665	1.1	1,299	1.1	1,366	1.1%
Total	233,702	100.0	115,709	100.0	120,993	100.0 %

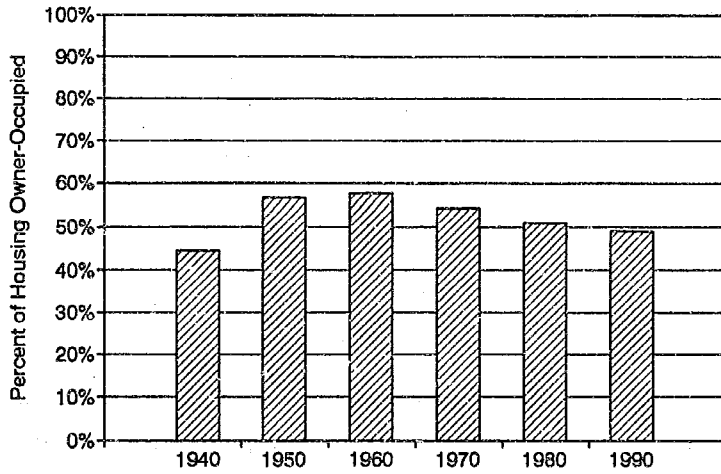
Source: U.S. Census of Population and Housing, 1990.

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Housing Figure A-2

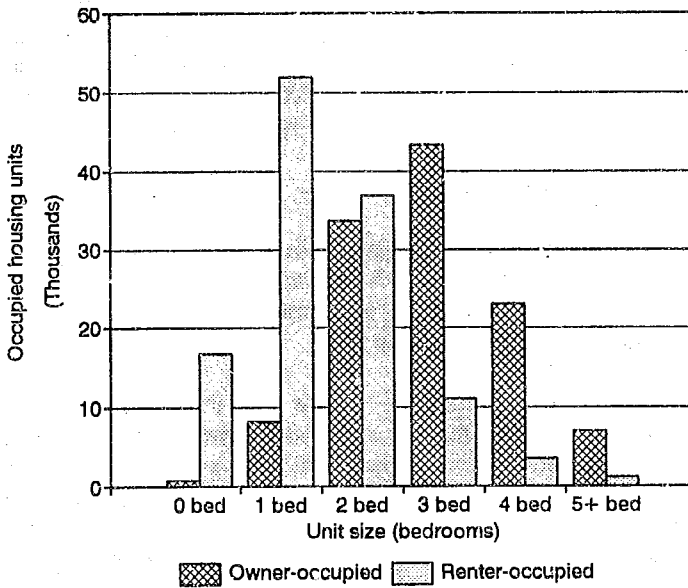
**CITY OF SEATTLE OWNER-OCCUPANCY RATE 1940-1990**



Source: U.S. Census of Population and Housing.

Housing Figure A-3

**SEATTLE HOUSING UNITS BY TENURE AND UNIT SIZE, 1990**



Source: U.S. Census of Population and Housing 1990

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Housing Figure A-4

**KING COUNTY HOUSING STOCK, 1990**

Housing Units	Total Units	Percent of Total Units	Vacancy Rate	Percent Owner-occupied	Percent Renter-occupied
Single Family	393,600	60.8%	3.1%	84.3%	15.7%
Multifamily	228,602	35.3%	7.8%	10.3%	89.7%
Mobile Home	19,779	3.1%	4.6%	86.2%	13.8%
Other	5,362	0.8%	9.2%	50.7%	49.3%
<b>Total</b>	<b>647,343</b>	<b>100.0%</b>	<b>4.9%</b>	<b>58.8%</b>	<b>41.2%</b>

Source: U.S. Census of Population and Housing, 1990.

The relative lack of ground-related multifamily housing is attributable to many factors. Seattle developed as a city of neighborhoods of single-family houses. Major periods of growth and expansion occurred after the time that the streetcar and the automobile made a dispersed low-density development pattern possible. Neighborhoods of row houses and triple-deckers that today provide affordable alternatives to single-family houses in many older U.S. cities were never developed in Seattle. The character of Seattle's single-family neighborhoods has always been highly valued by residents, resulting in the adoption of land use regulations that have reinforced and protected the existing single-family character. Another factor is that single-family housing was relatively affordable in the Seattle area prior to the late 1970s. As a result, the demand for and need for alternatives to single-family homes was relatively low.

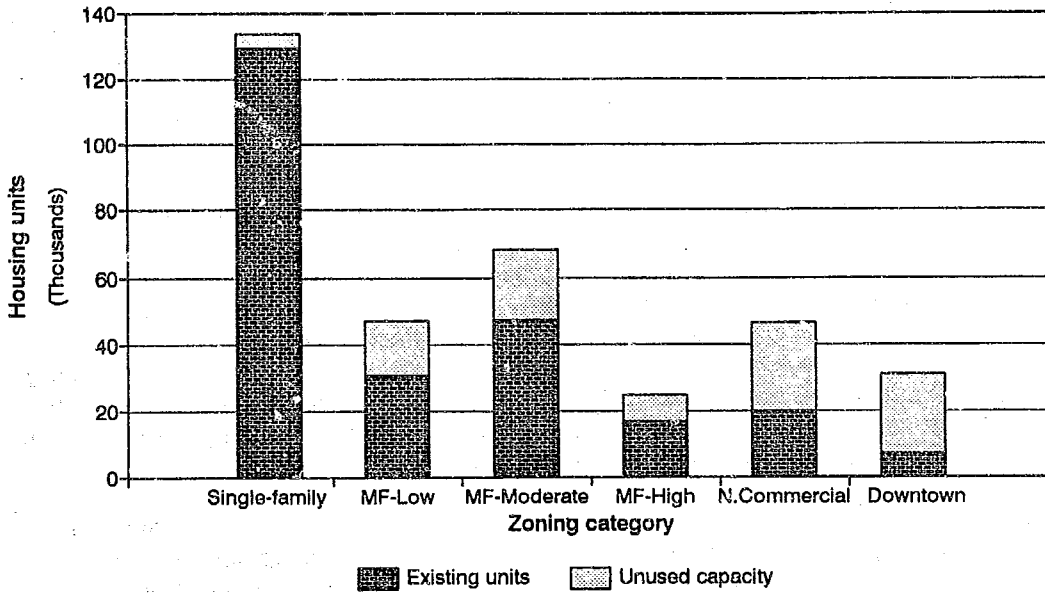
**b. Residential Development Capacity**

Seattle currently has unused zoned residential development capacity of 101,520 new units (see Housing Figures A-5 and A-6). At the time the capacity figure was developed Seattle had 252,748 housing units, so the total housing stock would be about 354,268 housing units if all this capacity were used.

Residential development capacity includes vacant land in residential zones, underutilized sites in residential zones, some of the vacant land in commercial zones, and some of the underutilized sites in commercial zones. Underutilized sites are sites where the existing developed density is low compared to the allowed developed density, or where the value of the improvements on the site is low compared to the value of the land. A full discussion of the methodology used to estimate residential development capacity can be found in the Comprehensive Plan Background Report Zoned Development Capacity, City of Seattle Office for Long-range Planning, November 1991.

Housing Figure A-5

**SEATTLE RESIDENTIAL DEVELOPMENT CAPACITY, 1994**



Source: City of Seattle Planning Department 1994

Housing Figure A-6

**CITY OF SEATTLE UNUSED RESIDENTIAL DEVELOPMENT CAPACITY, 1994**

Land Use Zones	Unused Residential Development Capacity (units)	Percent Share
Single-Family	4,510	4.4%
Multifamily Low Density	16,560	16.3%
Multifamily Moderate Density	21,200	20.9%
Multifamily High Density	8,320	8.2%
Neighborhood Commercial	26,490	26.1%
Downtown	24,440	24.1%
<b>Total</b>	<b>101,250</b>	<b>100.0%</b>

Source: City of Seattle Planning Department, 1994

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Only about 4 percent of Seattle's residential development capacity is in Single-Family zones, reflecting the fact that most of the land in the city is already developed and relatively little land is vacant or is appropriate for short-platting. Fifty percent of the city's unused development capacity is in Downtown and Neighborhood Commercial zones. About 45 percent of total development capacity is in Multifamily zones, but only about 16 percent of total capacity is in low-density Multifamily zones where ground-related housing is common (LDT/L1/L2 zones).

#### **c. Residential Development Trends**

Residential development trends in Seattle over the past thirty years have generally followed cyclical expansions and contractions in employment growth in the region. During the late 1980's when regional employment was growing at about 5 percent per year, double the rate of growth of the U.S. economy, a significant increase in housing production occurred. Residential development activity declined significantly in 1991 and 1992 due to both the slow down in growth in the regional economy and tighter lending standards that resulted from the savings and loan crisis. Residential development will probably not pick up again until mid-decade when the regional economy is expected to start growing, resulting in demand for more housing.

During the 1980s Seattle averaged a net addition of 2,460 residential units per year, according to City permit records (see Housing Figure A-7). Development activity increased in the second half of the decade, with an average of 3,294 units permitted per year in the years 1987, 1988 and 1989. Twenty percent of the units were built in single-family zones. Strong demand for single-family housing continues to encourage infill on existing vacant lots, redevelopment of existing lots and short-platting of larger parcels. Eighty percent of the new residential development was multifamily housing in Multifamily, Commercial and Downtown zones. The proportion of housing built in neighborhood commercial zones increased during the last three years of the decade, reflecting strong demand for multifamily housing and the less restrictive land use regulations in Neighborhood Commercial zones.

Under the preferred Comprehensive Plan alternative (60,000 households, 63,000 housing units over the plan's twenty year timeframe), the City will have to average 3,150 units per year, an increase of 28 percent over average production rates evident in the 1980s, but comparable to the level of development activity during the last three years of the decade.

#### **d. Housing Prices and Rents**

Both single-family home values and residential rents increased faster than household incomes and inflation during the 1980s (see Housing Figure A-8). Adjusted for inflation, Seattle home prices increased by 38 percent and residential rents by 19.5 percent (U.S. Census). Over the same period, median household incomes increased by 8.5 percent in real terms, while per capita incomes increased by 18.5 percent. In 1990 the median house price in Seattle was \$137,000 and the median contract rent was \$425. (The rent figure reflects the moderating effect of subsidized rents paid by tenants of subsidized housing.)

Housing Figure A-7

**NET INCREASE IN RESIDENTIAL UNITS, 1980 - 1989**

ZONING	1980-1983 NET UNITS PERMITTED	1984-86 NET UNITS PERMITTED	1987-89 NET UNITS PERMITTED	TOTAL/ PERCENT SHARE
Single Family	1,291		1,540	4,903 20%
Multifamily	3,594	5,517	4,769	12,910 52%
Commercial	1,098	1,010	2,375	4,483 18%
Downtown	863	520	1,199	2,582 10%
<b>TOTAL</b>	<b>6,846</b>	<b>5,149</b>	<b>9,883</b>	<b>24,878 100%</b>

Source: Compiled by the City of Seattle Planning Department using data extracted from the Department of Construction and Land Use permit database.

\*Net number of units is new units minus units demolished or converted as a result of the redevelopment.

Housing Figure A-8

**SEATTLE HOUSING COST TRENDS, 1980-1990**

	1980	1990	% Change	Real % Change
Median House Value	\$65,100	\$137,900	111.8%	38.2%
Median Contract Rent	232	425	83.2%	19.5%
Median Household Income*	16,254	29,353	80.6%	8.5%
Median Family Income **	22,096	39,860	80.4%	8.4%
Per Capita Income**	9,282	18,308	97.2%	18.5%

\* Deflated by Seattle-Tacoma CPI. \*\* Income data are for 1979 and 1989.  
Source: U.S. Census of Population and Housing, 1980 and 1990.

Housing prices over the last thirty years have been heavily influenced by the growth cycles in the regional economy (see Housing Figure A-9). Periods of rapid economic growth in the mid-60s, late-70s and late-80s led to significant increases in immigration into the region, which in turn led to rapid increases in house prices due to an imbalance between supply and demand. Real house prices have tended to decline during periods of recession or economic stagnation. However, the overall trend has been for single-family home prices to increase faster than inflation and incomes. This is probably due to the fact that, as a region, we are running out of easily developable, accessible land for single-family development.

Housing has become progressively less affordable in the Seattle area over the last twenty years. Prices have increased faster than incomes, and faster than average housing prices in the U.S. (see Housing Figure A-10). A statistical study of factors that might explain the increase in housing prices was conducted by the Planning Department in 1993. The study suggests that in addition to demand-side factors, such as increases in income and population, supply-side factors were also important in explaining why housing prices increased faster in the Seattle area faster than other metropolitan areas in the U.S. Supply-side factors include geographic constraints on residential land supply, traffic congestion, and the restrictiveness of development regulations.

Market-rate rents in the City currently range from about \$300 per month to \$1700 per month and higher (see Housing Figure A-11). In 1990 the median gross rent was \$463, near the low end of the range (gross rent includes the estimated cost of utilities). The City had 56,123 units renting for less than \$450 per month (a rent approximately affordable to average-size households at 50 percent of median income - see Housing Figure A-12). This amounts to about 24 percent of the City's total housing stock, including owner-occupied units. However, most of these low-cost units are small units -- studios and one-bedrooms. Very few units of two-bedrooms or larger rent for less than \$450 (see Housing Figure A-13). Affordable rental units tend to be concentrated in parts of the city with higher concentrations of multifamily housing (see Housing Figure A-14).

Home ownership in Seattle has become progressively less affordable since 1960. Housing Figure A-15 illustrates the minimum financial requirements needed to purchase a median priced home in Seattle between 1960 and 1990. In 1960 and 1970, families at median income level could afford a home at the median price level. By 1980, they could no longer do so. By 1990, median-income families would need a substantial amount of additional equity to purchase a house worth \$137,900. Affordability has improved slightly since 1990, as interest rates have dropped from 10 to about 8 percent, and, adjusted for inflation, house prices have fallen.

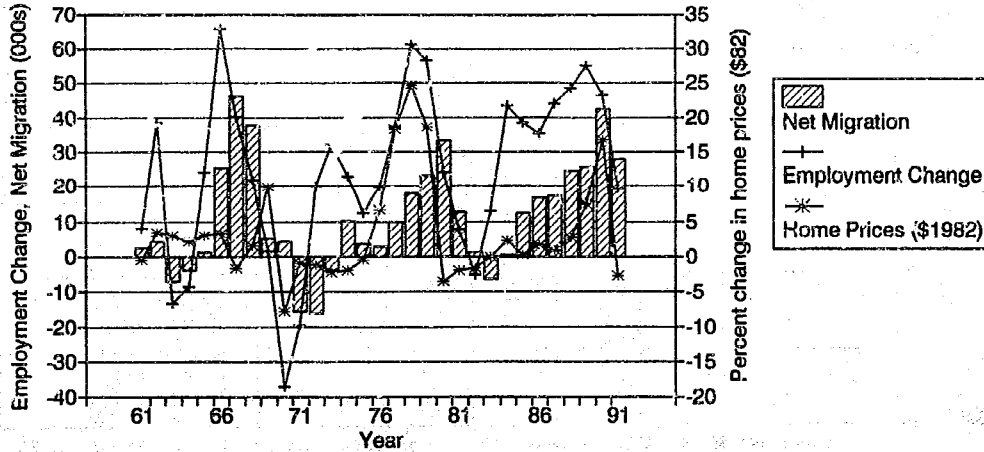
Average house values vary significantly throughout the city (see Housing Figure A-16). Median home values in the north and central parts of the city tend to be average or higher than average, while values in the south end tend to be lower than average. Neighborhoods with good views have higher average values than nearby neighborhoods without views.

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Housing Figure A-9

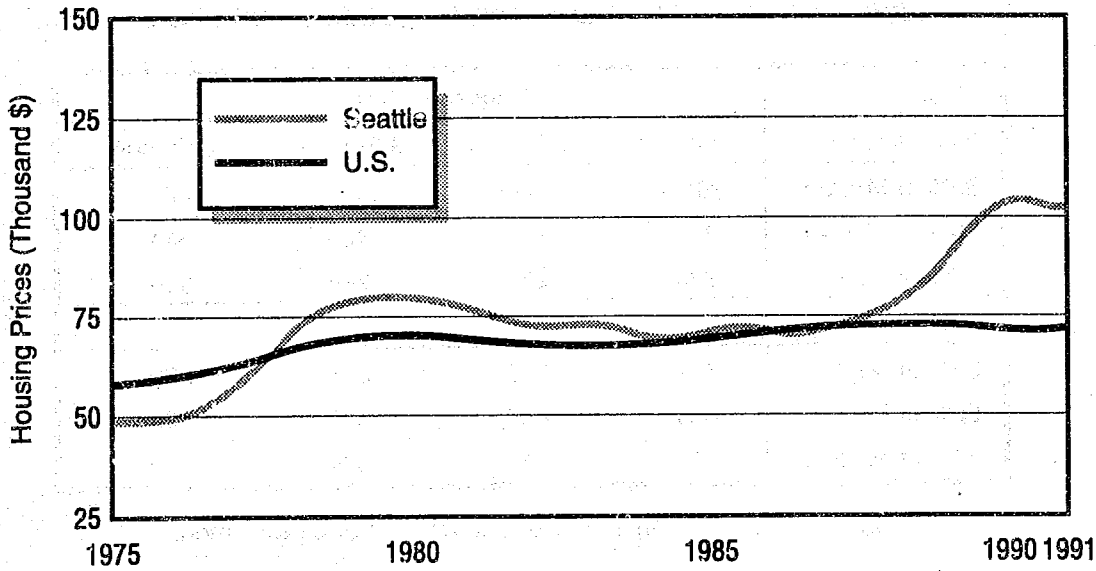
**KING COUNTY EMPLOYMENT CHANGE, NET MIGRATION, AND REAL PERCENT CHANGE IN HOME PRICES (\$1982), 1960-1991**



Source: Seattle City Light Economic and Demographic Model Database 1992

Housing A-10

**MEDIAN PRICES FOR EXISTING SINGLE-FAMILY HOMES IN CONSTANT 1982 DOLLARS: SEATTLE METROPOLITAN AREA AND U.S. 1975-1991**

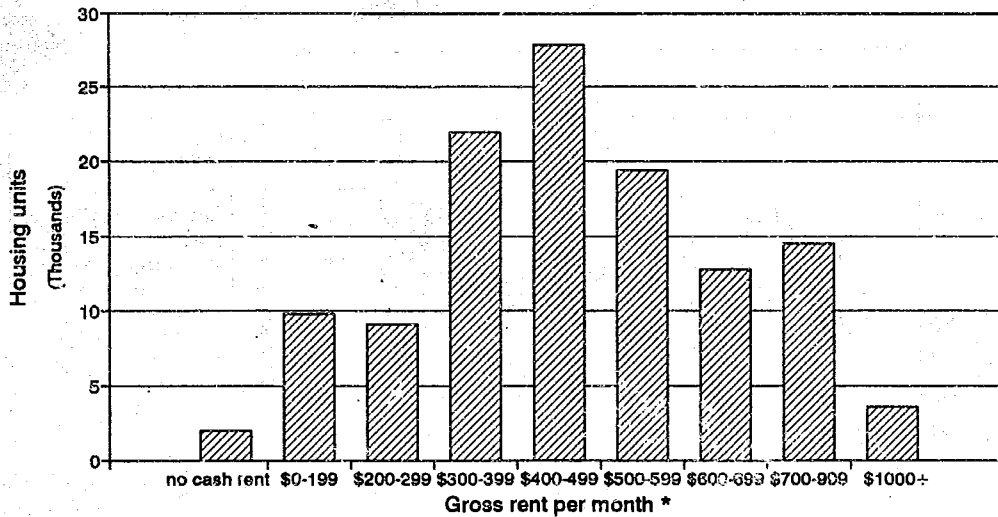


Source: National Association of Realtors; Seattle Planning Department, 1992

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Housing Figure A-11

**SEATTLE RENTAL HOUSING UNITS BY GROSS RENT, 1990**



\* Rent plus estimated cost of utilities

Source: U.S. Census of Population and Housing 1990

Housing Figure A-12

**RENT LEVELS AFFORDABLE TO LOW-INCOME HOUSEHOLDS 1990 and 1993**

1990 Income level	Household Size			
	1 Person	2 Person	3 Person	4 Person
80% of Median	\$610	\$696	\$783	\$871
50% of Median	381	435	489	544
30% of Median	229	261	294	326
<b>1993</b>				
80% of Median	672	767	864	960
50% of Median	420	480	540	600
30% of Median	252	288	324	360

Source: U.S. Department of Housing and Urban Development

Note: Rents calculated at 30 percent of gross monthly income. The 1990 rent figures are based on revised income data from the 1990 census.

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Housing Figure A-13

RENTS BY SIZE OF UNIT, SEATTLE 1990

Gross Rent	Number of Bedrooms			
	None	1	2	3+
\$ 0 - 199	2,579	5,555	1,112	523
\$ 200 - 299	3,447	3,857	1,163	606
\$ 300 - 499	8,931	29,841	9,139	1,946
\$ 500 - 749	1,292	10,726	19,421	4,957
\$ 750 - 999	212	855	4,332	4,778
\$1000 or more	44	439	948	2,162

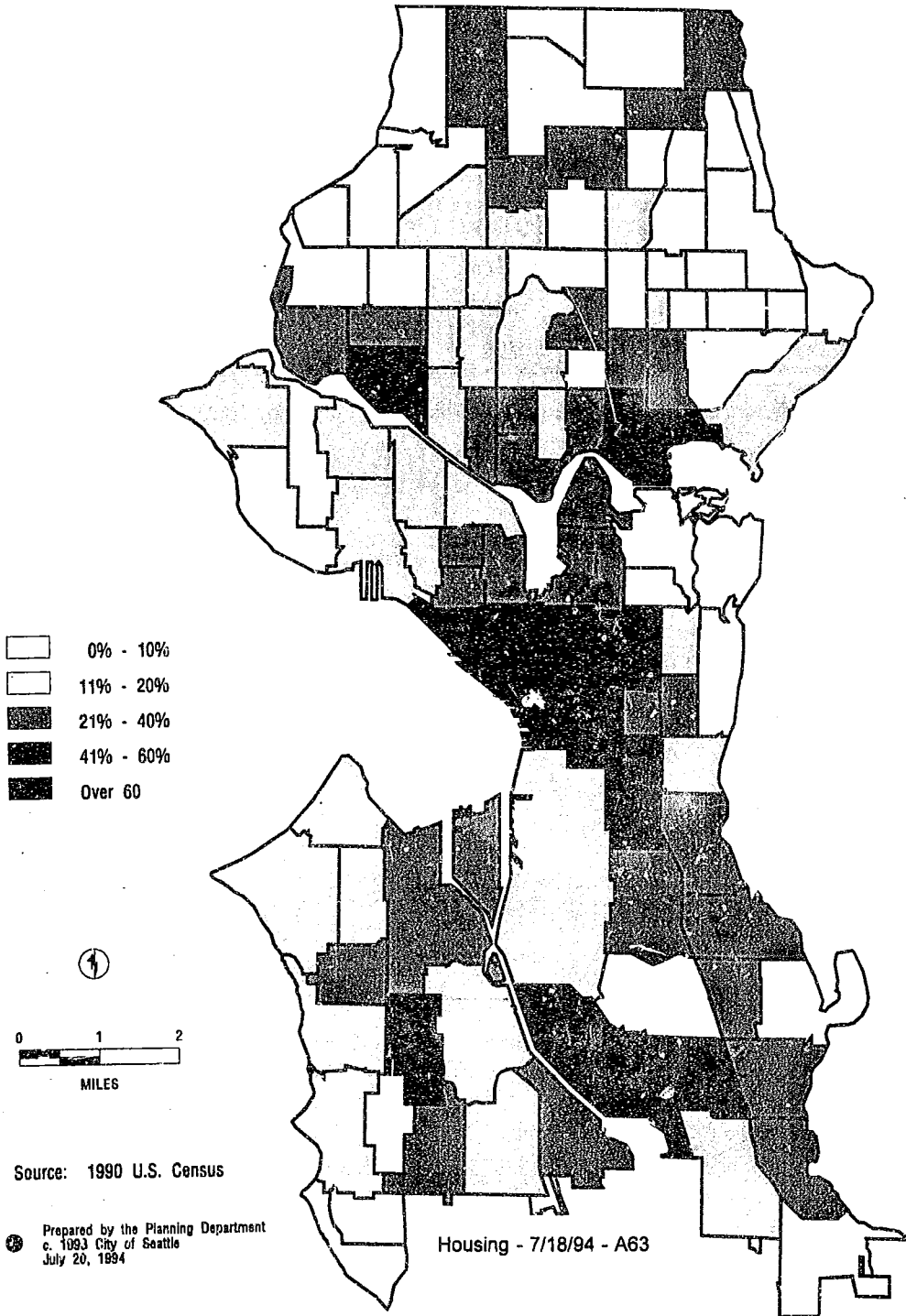
Source: U.S. Census of Population and Housing, 1990.

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**PERCENTAGE OF ALL HOUSING UNITS THAT ARE RENTAL UNITS RENTING FOR LESS THAN \$450 PER MONTH, 1990**



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Housing Figure A-15

**AFFORDABILITY OF HOME OWNERSHIP IN SEATTLE, 1960-1990**

Year	Median Sales Price	Total Cash Required*	Monthly Payments**	Required Income	Median Income	Financial Gap
1990	\$137,900	\$14,204	\$1,104	\$52,225	21,500	(\$10,725)
1980	65,100	13,411	550	28,408	20,500	(7,908)
1970	19,600	4,038	121	6,225	11,700	5,475
1960	13,500	2,781	61	3,166	7,000	3,834

\* Estimate based on typical closing costs (3%)

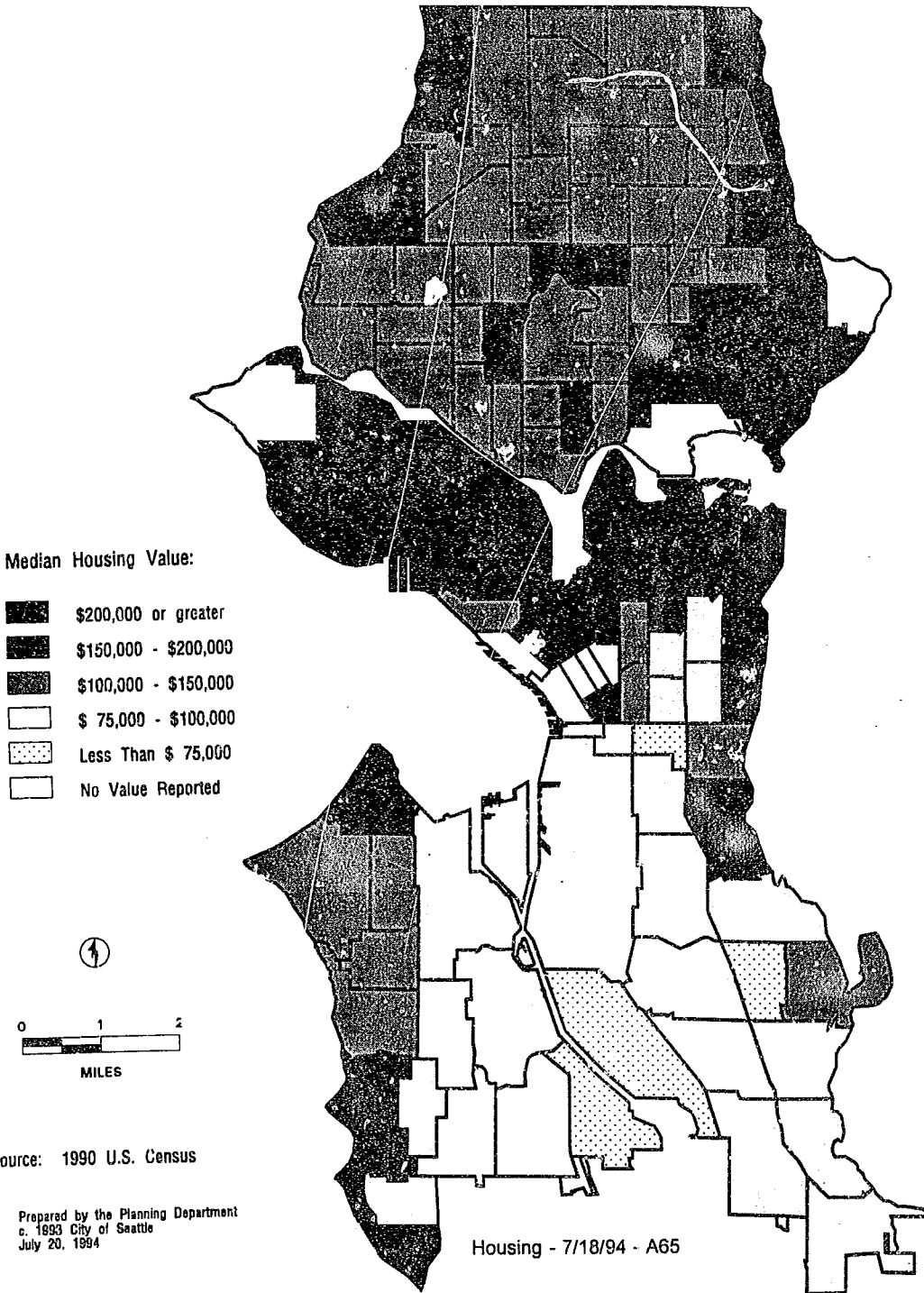
\*\* Prevailing mortgage interest rates: '90=10.16%; '80=12.36%; '70=8.5%; '60=5.5%  
 Loan/value ratios: '90=90%; '80,70,60=80%; 30 year term

Source: U.S. Census of Population and Housing; City of Seattle Department of Human Services.

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**MEDIAN SINGLE-FAMILY HOUSE VALUE BY CENSUS TRACT, 1990**



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The overall vacancy rate in the City of Seattle in 1990 was 4.9 percent (1990 census). The vacancy rate for single-family units was 3.2 percent and the rate for multifamily units was 6.9 percent. Rental vacancy rates in the Seattle area have been relatively low over the past decade. After peaking at about 7 percent during the 1982 recession, the King County rental vacancy rate has since hovered between 4 and 6 percent (Cain and Scott Apartment Vacancy Report). Rental vacancy rates in Seattle tend to be slightly lower than the King County average.

#### **e. Housing Preferences**

The Housing Element of the Comprehensive Plan must balance the objectives of being responsive to the housing consumer, enabling people to live in the kind of housing they prefer, and other competing goals and needs such as the need to use land and in an environmentally sound manner, the need to create cities that can be effectively served by transit, and the need to provide people with housing they can afford.

Most Americans express strong preferences for living in single-family houses. National surveys typically find that single-family houses are the preferred housing type for about 80 percent of American households (see Housing Figure A-17). While it may be possible for 80 percent of households to live in single-family houses in small towns and rural areas, this percentage would be impossible to achieve in a major metropolitan area like Seattle, where land prices are high and the only way Seattle and other jurisdictions can accommodate the number of people wanting to live here is to build a portion of the housing stock as higher-density multifamily housing.

In 1970, 73 percent of the households in King County lived in single-family houses. By 1990 this percentage had dropped to about 64 percent, and over the next twenty years it is likely to drop further. The percentage is declining because of a complex set of factors related to the region's constrained land supply and overtaxed transportation system, that together have driven up the cost of land, forcing the construction of more multifamily housing to meet market demand.

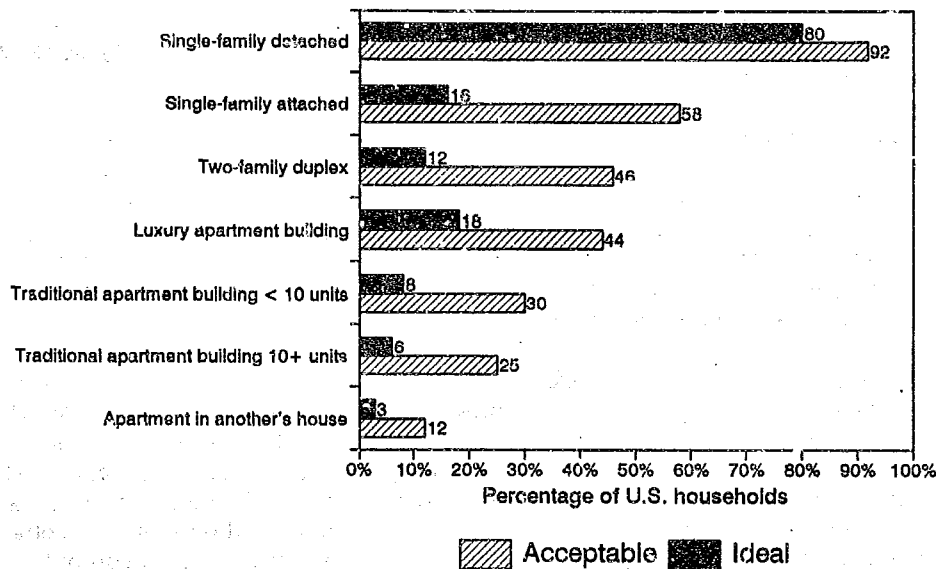
Currently over 45 percent of Seattle's housing units are multifamily units. Because Seattle has very little development capacity for more single-family housing, about 90 percent of the new housing built in Seattle over the next twenty years will be multifamily units.

Clearly it would be very difficult for Seattle and other jurisdictions in the region to provide an affordable single-family house to every household for which single-family is the preferred housing type. Because single-family houses are desirable and in relatively short-supply, and the market allocates houses by price, the City is unable to ensure that those households that may need single-family housing more than others, such as households with children, can live in them. However, the City can zone land for a wide variety of housing types to try to ensure that the greatest proportion of households possible can find acceptable and appropriate housing with characteristics they desire. This is what this plan attempts to do, through the combined policies of the land use and housing elements.

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Housing Figure A-17

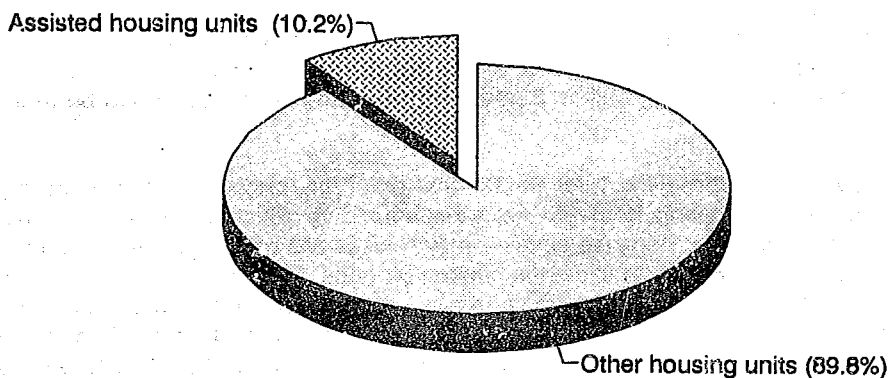
**AMERICAN HOUSING PREFERENCES, 1992**



Source: Fannie Mae National Housing Survey - June 1992

Housing Figure A-18

**PUBLICLY ASSISTED HOUSING IN SEATTLE, 1993**



Source: U.S. Census of Population and Housing 1990  
City of Seattle Department of Housing and Human Services

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What sort of housing should the City encourage, acknowledging that there is very little land left for new single-family housing and that the price of single-family housing is too high for many households? The City of Seattle/Puget Sound Regional Council Residential Preference Study (December 1993) shows that, if housing type is the only attribute of housing and neighborhood considered, then housing consumers tend to prefer ground-related housing types, such as townhouses and duplexes, if single-family houses are not available or are too expensive. This type of housing shares many of the attributes of single-family housing, such as yard space and privacy, but uses much less land than single-family housing.

However, the Residential Preference Study also reveals that for a significant share of the regional housing market, higher density condominiums and apartments are also a competitive alternative if they are well designed and built, and are located in attractive neighborhoods with amenities and services. An executive summary of the findings of the Residential Preference Study may be found in Housing Appendix D.

## **2. ASSISTED HOUSING STOCK**

### **a. Assisted Housing Stock**

Publicly-assisted housing is housing that is either owned and operated by government, or housing owned by private parties or nonprofit organizations that is affordable to low-income or special needs households as a result of government subsidies. Assisted low and moderate-income housing in Seattle currently accounts for about 10 percent of Seattle's total housing stock -- 25,794 assisted units out of 251,761 total units (see Housing Figure A-18). The greatest share of Seattle's assisted housing stock, 8,420 units, is owned and/or managed by the Seattle Housing Authority (SHA). Another 4,593 assisted rental units have been produced with funding through the City's Department of Housing and Human Services (DHHS) and 4,942 units are assisted through federal Section 8, Section 202, Section 811, Section 221 funding (see Housing Figure A-19). Federal tax credits have funded another 3,436 units. In addition to assisted housing projects there are 3,481 tenant-based Section 8 Vouchers and Certificates which provide rent supplements for renters in private projects throughout the city.

Assisted housing in King County is heavily concentrated in Seattle. While Seattle had only 39 percent share of households in King County in 1990, it had almost 70 percent of the assisted low-income housing. A number of concerns have been raised with respect to the regional distribution of low-income housing: concern about the impacts of overconcentration in several Seattle neighborhoods; concern that low-income households, particularly those that work in low paying jobs in suburban locations, are prevented from living close to their jobs by the lack of affordable housing; and concern that Seattle, as a result of the existing pattern of distribution, is bearing an unfair burden of human services costs that are associated with assisted housing. As a result of the Growth Management Act Seattle and its neighbors have started working on a plan to achieve a more equitable distribution of affordable housing over the next twenty years as part of the King County Countywide policies.

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### b. Location of Assisted Housing

The existing distribution of assisted housing in the City of Seattle is highly uneven (see Housing Figure A-20). Some neighborhoods, such as Downtown, the Central Area and parts of Southeast Seattle have very high concentrations of assisted housing, in some cases over 25 percent of all housing units in the area. A number of factors have contributed to the existing pattern including: the location of large public housing projects; lower property values (and therefore lower production costs) in many of the areas with high concentrations; the tendency to locate subsidized housing in areas where potential residents currently live and where human services are available; and community resistance to subsidized housing in many parts of the city.

### c. Funding for Low-Income Housing

Funding for the production and preservation of low-income housing comes from numerous sources, including federal, state, county and local sources. Historically the federal government has been the primary funding source for low-income housing, supporting most of the housing currently owned and operated by the Seattle Housing Authority. In the early 1980's federal funding for housing production was significantly reduced, requiring the City and the State to assume a greater role in funding low-income housing. According to the City's 1986 Housing Assistance Plan, federal funding for new housing production dropped from an average of 699 units per year during the 1970s to an average of only 227 units per year during the period between 1980 and 1985.

In 1981 the citizens of Seattle passed a \$50 million senior housing bond issue, and in 1986 Seattle voters approved a \$50 million low-income housing levy. Funds from the senior housing bond issue were fully committed by the mid-1980s and funds from the low-income housing levy will have been fully committed by 1994. During the past year the City has committed \$2 to \$3 million per year for publicly-owned low-income housing from Real Estate Excise Tax (REET) funds dedicated to funding public facilities and infrastructure.

Current funding for low-income housing production and preservation from all sources, is between \$20 and \$30 million per year. A funding source to replace the expiring City of Seattle low-income housing levy has yet to be identified. A King County housing levy that would have provided funding for low-income housing in the City of Seattle and elsewhere failed at the ballot box in 1992.

A detailed summary of the City of Seattle's existing housing programs may be found in Housing Appendix C. More detail on the financial resources available to the City for the production and preservation of low-income housing, and the number of low-income units these resources are likely to produce over the 20 year life of this plan may be found in Housing Appendix E (Housing Figure A-36).

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Housing Figure A-19

**CITY OF SEATTLE ASSISTED HOUSING INVENTORY, 1993**

Category	Total	SRO	0,1 bdrm	2 bdrm	3+bdrm
<b>Project Based Assistance:</b>					
SHA Public Housing	6,927	-	3,741	1,801	1,385
SHA Other Housing	1,493	-	1,113	86	294
Federally Subsidized*	4,242	1,513	3,026	257	146
DHHS Multifamily**	4,593	1,254	2,682	516	141
State Housing Program (HAP)	582	19	410	137	16
State Housing Bonds (WSHFC)	290	9	203	70	8
Federal Tax Credits (WSHFC)	3,436	104	2,405	824	103
<b>Subtotal</b>	<b>22,263</b>	<b>2,899</b>	<b>13,598</b>	<b>3,691</b>	<b>2,087</b>
<b>Tenant Based Assistance:</b>					
Section 8 Certificates	2,590	-	829	958	803
Section 8 Vouchers	891	53	285	277	276
<b>Subtotal</b>	<b>3,481</b>	<b>53</b>	<b>1,114</b>	<b>1,235</b>	<b>1,079</b>
<b>Home Purchase Assistance:</b>					
HomeSight Program***	50	-	-	-	50
<b>Total Units Assisted</b>	<b>25,794</b>	<b>2,952</b>	<b>14,712</b>	<b>4,826</b>	<b>3,211</b>

**Notes:**

\* Federally Subsidized projects include Section 8 (project based) Certificates, Section 202 Elderly, Section 811 Disabled, 221(d)(3), and 221(d)(4) projects.

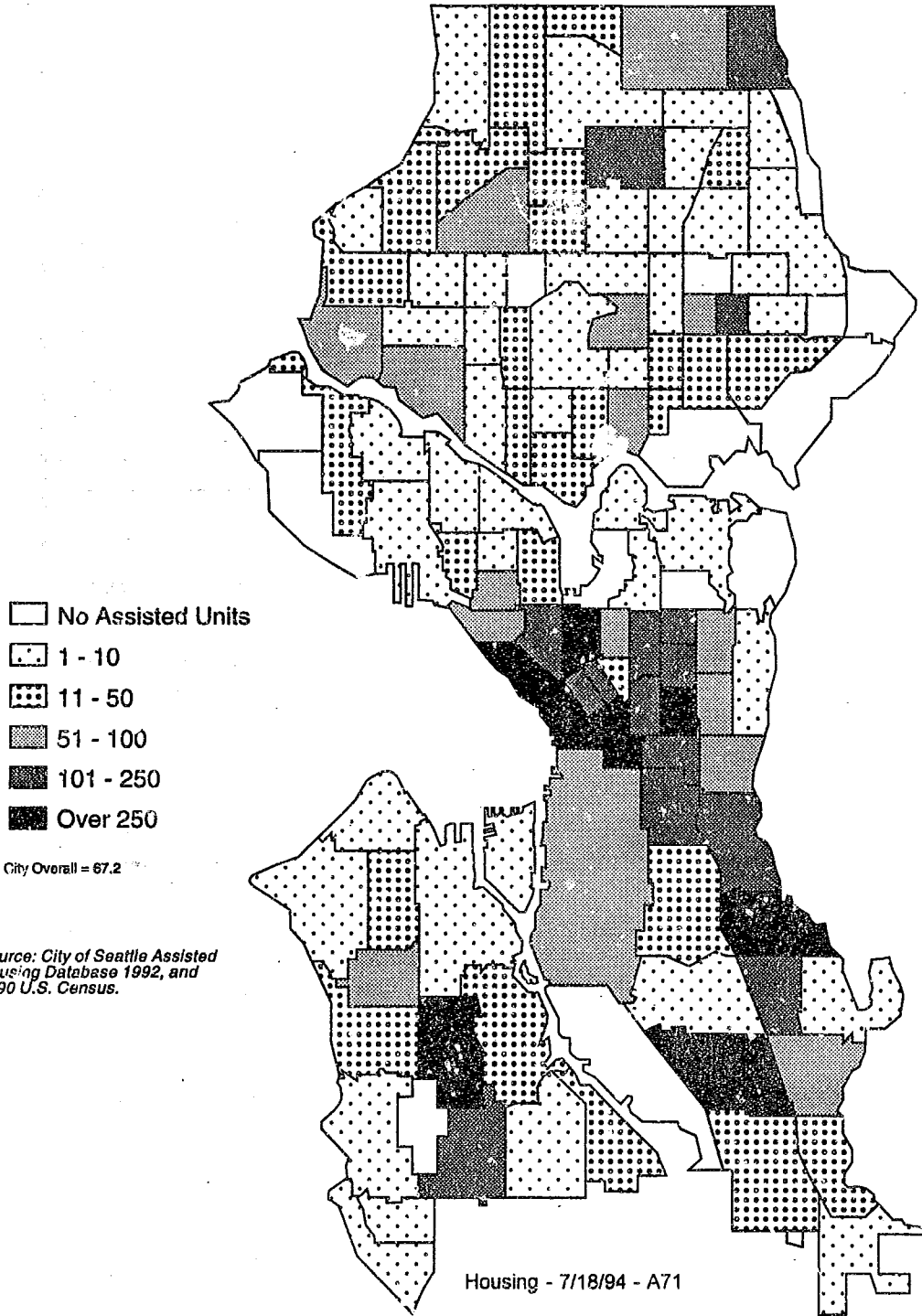
\*\* Levy Trust Fund assistance is included in the DHHS project based assistance count above.

\*\*\* Resale restrictions tied to deferred interest on 2nd Trust Deed.

Source: Seattle Department of Housing and Human Services, 1994. Totals may differ from those in the City of Seattle's 1994 CHAS due to different criteria used.

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**ASSISTED HOUSING UNITS PER 1000 TOTAL HOUSING UNITS,  
BY CENSUS TRACT, 1992**



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### 3. WHO ARE WE PLANNING FOR? -- SEATTLE'S HOUSEHOLD AND POPULATION TRENDS

The characteristics of the U.S. population have changed tremendously since the 1950s. The population is aging, households have become smaller and more diverse, and birth rates have dropped. The Seattle metropolitan area has not been immune to these changes. Both Seattle and King County have been following the national trends.

Since 1960, married couples with children in Seattle have declined by over 50 percent, from 65,106 households in 1960 to 31,624 households in 1990 (see Housing Figures A-21 and A-22). At the same time the number of single-parent families with children, single-person households and households with unrelated persons living together have all increased. Households composed of single parents with children have increased by over 100 percent from 7,648 in 1960 to 15,736 in 1990. Single-person households, which were not counted separately until 1980, have increased by 14 percent from 83,799 in 1980 to 94,179 in 1990. Households with unrelated persons living together have increased by 41 percent from 21,006 in 1980 to 29,554 in 1990.

In Seattle today, families composed of married couples with children account for only 13.4 percent of all households, and only 20 percent of all households include children (see Housing Figure A-21). About 40 percent of the city's households are single-person households, 12.5 percent are households with two or more unrelated persons, and 6.7 percent are single-parent households.

Seattle's average household size has declined from 2.7 persons per household in 1960 to 2.09 in 1990. This decline in average household size is again a national and regional phenomenon, and is not unique to Seattle.

Similar trends are occurring in King County as a whole. For example, the percentage of households with children in King County declined from 46 percent in 1960 to only 30 percent in 1990 (see Housing Figure A-23).

These trends of increasing diversity of household types and smaller households are expected to continue over the next twenty years, for the nation, and for Seattle and King County. The demographic forecast for Seattle is discussed in greater detail under "Future Housing Needs" below.

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Housing Figure A-21 (a)

SEATTLE HOUSEHOLDS BY HOUSEHOLD TYPE, 1960-2010

Household Type	1960*	1970*	1980	1990	2000	2010	1990 - 2010	
							Change	% Change
Single Person			83,799	94,179	108,309	121,880	27,701	29.4%
Family: Married with child	55,106	49,140	32,430	31,776	36,500	35,097	3,321	10.5%
Family: Married without child	59,040	63,310	56,073	53,070	59,071	60,019	6,949	13.1%
Family: Single with child	7,648	10,916	15,063	15,853	17,964	19,371	3,518	22.2%
Family: Single without child	10,722	9,934	10,557	12,270	14,998	17,941	5,671	46.2%
Non-family: 2+ persons with child			1,078	882	1,171	1,194	312	35.4%
Non-family: 2+ persons without child			20,558	28,672	33,183	41,199	12,527	43.7%
Total	200,577	206,092	219,469	236,702	271,196	296,701	59,999	25.3%

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Housing Figure A-21 (b)

**HOUSEHOLDS BY TYPE - PERCENTAGE DISTRIBUTION**

Household Type	1960*	1970*	1980	1990	2000	2010
Single Person			38.1	39.8	39.9	41.1
Family: Married with child	32.5	23.8	14.8	13.4	13.5	11.8
Family: Married without child	29.4	30.7	25.5	22.4	21.8	20.2
Family: Single with child	3.8	5.3	6.9	6.7	6.6	6.5
Family: Single without child	5.3	4.8	4.8	5.2	5.5	6.0
Non-family: 2+ persons with child			0.5	0.4	0.4	0.4
Non-Family: 2+ persons without child			9.4	12.1	12.2	13.9

**PERSONS PER HOUSEHOLD**

1960	1970	1980	1990	2000	2010
2.70	2.48	2.14	2.09	2.03	1.93

\* Prior to 1980, the census reported data for families with own child, as opposed to any child.

Source: U.S. Census of Population and Housing, 1990; Puget Sound Regional Council; Seattle Planning Department, 1992.

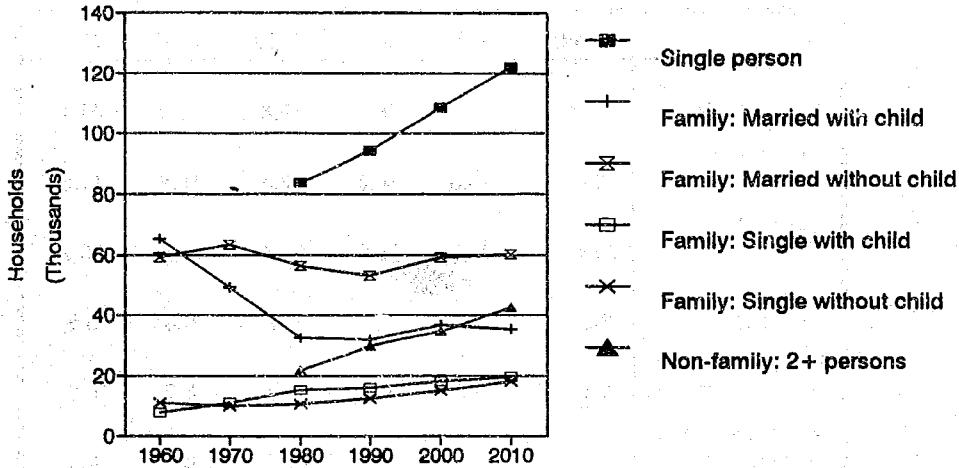
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Housing Figure A-22

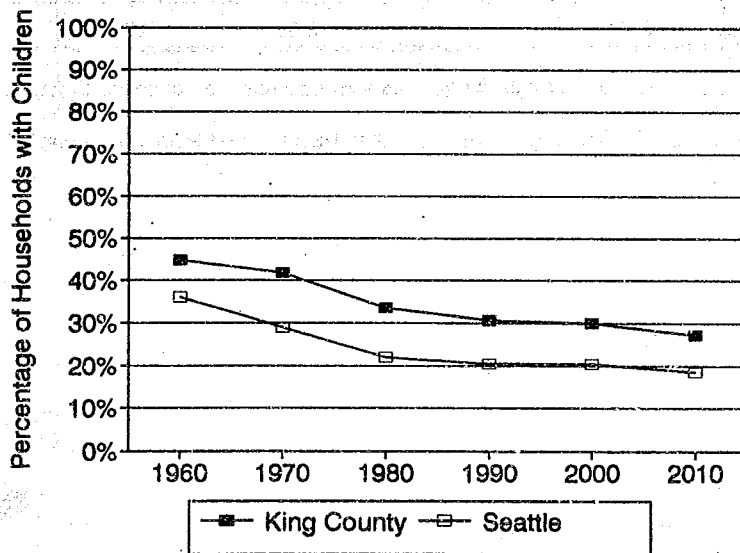
**HOUSEHOLD TYPE TRENDS IN SEATTLE, 1960-2010**



Sources: U.S. Census Of Population and Housing and City of Seattle Planning Department

Housing Figure A-23

**PERCENTAGE OF HOUSEHOLDS WITH CHILDREN, SEATTLE AND KING COUNTY, 1960-2010**



Source: U.S. Census of Population and Housing; Seattle Planning Department 1994

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#### 4. EXISTING AND FUTURE HOUSING NEEDS

The magnitude of the unmet housing need in the City of Seattle is significant. According to the census, the City has over 60,000 low-income households that meet the federal definition of households in need of assistance with the cost of housing -- about one quarter of the total number of households in the city. Over the next twenty years, forecasts developed by the Seattle Planning Department show that, under existing trends, about a quarter of the net new households in Seattle will be low-income households unable to afford the cost of the new market rate-housing built to accommodate growth.

##### a. Existing Housing Needs

Estimates of housing need are based on several measures available from the Census of Population and Housing. These include: the number of low-income households that spend more than 30 percent of their income for housing; the number of households living in overcrowded conditions; the number of households living in substandard conditions; and the number of homeless households. In addition to these quantitative measures, there are many special housing needs (such as persons with physical disabilities and refugees) that are more difficult to quantify. Some households with special needs are probably counted in the needs estimates from the census. Others may not appear as needy in the census data, but are housed in housing that is inappropriate or are unable to obtain critical housing support services.

Assessments of housing need are usually limited to the section of the population that is determined to be low-income. The federal low-income household definition is 80 percent of the area median income. Very low-income households have incomes below 50 percent of median income. While households with higher incomes may also have difficulty in affording housing or may not be able to purchase the kind of housing they desire, these households are assumed to have more options and alternatives than low-income households.

The above federal definitions of low-income housing can cause problems in communicating with the general public about low-income housing issues. Often members of the public perceive that all low-income housing is intended for households receiving public assistance. In fact, many low-income and very-low-income households are headed by persons who are employed in jobs that pay a low or modest wage. Some of these households might be very surprised to discover that they are considered low-income. Housing Figure A-24 below shows how wage levels in selected occupations match up with the standard low-income housing definitions.

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Housing Figure A-24

**LOW-INCOME HOUSEHOLD DEFINITIONS AND AVERAGE ANNUAL WAGE LEVELS FOR SELECTED OCCUPATIONS IN KING COUNTY - 1990**

Income Level (percentage of median)	Equivalent 1990 King County Household Income *	Occupation	1990 Average Annual Gross Wage **	Affordable Monthly Rent 1990 ***
80% of median ("low-income")	\$28,943	Registered Nurse	\$28,368	\$709
		Paralegal Assistant	\$27,384	\$685
		Computer Programmer	\$26,928	\$673
		Manager, Retail Store	\$24,252	\$606
		Welder	\$22,027	\$551
		Construction Laborer	\$21,694	\$542
50% of median ("very-low-income")	\$18,090	Secretary I	\$17,604	\$440
		Accounting Clerk II	\$17,478	\$437
		Data Entry Operator I	\$15,600	\$390
		Cook	\$14,914	\$373
		Nurse Aide	\$12,626	\$316
		Hotel Maid	\$11,585	\$290
30% of median ("extremely-low- income")	\$10,854	Sales Clerk	\$10,545	\$264
		Fast Food Worker	\$9,173	\$229

\* The King County median household income in 1990 was \$36,179

\*\* For occupations with wage levels listed at hourly rates, workers were assumed to work 40 hours per week.

\*\*\* Rent or house payment affordable to a household where these wages provide the sole income

Sources:

U.S. Census of Population and Housing, 1990; Washington State Employment Security Department, Annual Demographic Data, 1990, King County.

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### (1) Households Paying Too Much for Housing

According to the 1990 Census of Population and Housing, the City of Seattle has 60,189 households with incomes of below 80 percent of the King County median income and paying over 30 percent of their income for housing costs (see Housing Figure A-25). This amounts to 25 percent of the City's households. Of these, 46,659 households had incomes under 50 percent of the King County median income.

Most of the households that pay too much of their income for housing are renters. Seattle has 47,855 low-income renters paying more than 30 percent of their income for housing, meaning that about 40 percent of all renter households living in the city are paying too much for housing. Detailed demographic analysis of households in need of assistance is presented below.

A number of caveats need to be raised about determining housing needs through census data. The City is using census data and standard definitions of low-income households in need in order to be consistent with federal requirements, the Growth Management Act procedural criteria, and other jurisdictions in King County planning under the Countywide policies. However there are reasons to believe that the census data overstates real need in a number of ways:

- household incomes reported in the census seem low compared to other more reliable sources -- this would tend to distort the number of households that are paying over thirty percent of their income for housing. Recent census department studies have shown that some households that are already living in assisted housing still show up as paying more than 30 percent of their income for housing, because they report their income incorrectly. Also it appears likely that many households that receive food stamps fail to report this as income.
- some households in the 50 to 80 percent of income category, particularly single-person households, may be able to find more affordable housing but choose not to do so.
- some elderly homeowners are "house rich and cash poor" -- they might not need assistance if they chose to sell their homes and rent.

### (2) Overcrowding

A second measure of housing need is overcrowding. The federal government considers a household to be living in overcrowded conditions when the number of persons per room exceeds 1.0. In 1990, 8,829 Seattle households were living in overcrowded conditions, amounting to 3.7 percent of all households. Most of these households are also low-income, and are therefore included in the figures for households overpaying for housing.

Housing Figure A-25  
**MEASURES OF HOUSING NEED IN SEATTLE, 1990**

**1. Households paying too much of their income for housing.** These are defined as households whose income is below 80 percent of King County's median household income, and who are paying more than 30 percent of their income for housing.

Housing Cost as Percentage of Income				Percent of Households Paying Over 30%
Income*	0% - 30%	Over 30%	Total	
0 - 30%	10,022	29,224	39,246	74.5%
30%-50%	14,041	17,435	32,076	54.4%
50%-80%	32,666	13,530	46,196	29.3%
Subtotal	57,329	60,189	117,518	51.2%
80%-100%	20,339	5,526	25,865	21.4%
Over 100%	87,637	5,682	93,319	6.1%
<b>Total</b>	<b>165,305</b>	<b>71,397</b>	<b>236,702</b>	<b>30.2%</b>

NOTE: Total Households overpaying = 60,189 (25.4% of total households).

\* Income is defined as a percentage of King County's median household income, which was \$36,179 in 1990.

**2. Overcrowding.** This includes all households with more than one person per room.

Persons per room	Households	Percent of Total
1.00 or less	227,873	96.3%
More than 1.00	8,829	3.7%
<b>Total</b>	<b>236,702</b>	<b>100.0%</b>

**3. Households lacking complete plumbing facilities.**

Plumbing Facilities	Households	Percent of Total
With complete facilities	235,319	99.4%
Lacking complete facilities	1,383	0.6%
<b>Total</b>	<b>236,702</b>	<b>100.0%</b>

**4. Homeless Populations**  
 The City of Seattle estimates that there are 3,800 - 4,300 homeless persons per night in Seattle, based on information from shelter providers (1993).

Source: U.S. Census of Population and Housing - 1990, City of Seattle Planning Department, 1993.  
 Note: This data may not be consistent to similar data in the CHAS due to slight differences in methodology.

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### (3) Substandard Housing

Households living in substandard housing is another measure of housing need. The Census of Population and Housing evaluates housing condition by the lack of complete plumbing facilities. Less than 1 percent of Seattle housing units are substandard on this measure. While forty years ago the lack of complete plumbing facilities was a useful measure of housing condition (a significant percentage of units did not have complete plumbing facilities), this measure is almost irrelevant to Seattle in the 1990s.

Recent surveys of housing condition conducted by the City of Seattle indicate that Seattle generally has a well-maintained housing stock (City of Seattle Department of Community Development: Seattle Housing Condition: 1989 Survey and Trends). The survey evaluated a 10 percent sample of Seattle's housing units, rating buildings based on their exterior appearance. The scoring system used ranked structures on a scale of 1 to 4, where: 1 = sound; 2 = basically sound; 3 = deteriorated; and 4 = dilapidated. The overall average score was 1.68 with almost all units surveyed (98.6 percent) having no defects or only minor maintenance defects.

While appearing to be sound from outside, residential buildings often have code violations. The pilot study for Seattle's Rental Housing Inspection Program found that about ten percent of the city's housing in buildings with three or more units had code violations serious enough to warrant intervention by the City.

### (4) Homelessness and Special Populations

A fourth component of housing need is the homeless population. The homeless were enumerated in the 1990 census as part of the "group quarters population", and were therefore not counted in the household data used to determine households in need of assistance. In January 1993, the City of Seattle estimated that on any given night there are an average of between 3,800 and 4,300 homeless persons in the city. This estimate was developed from data collected by homeless shelter providers.

In addition to households that need housing assistance solely for income-related reasons, there are a number of special populations whose need for housing and housing-related services is not met by the private market. These groups include: the frail elderly; single-parent families; persons with physical disabilities; substance abusers; persons with mental illness; persons with AIDS; refugees; victims of domestic violence; and runaway and parenting youth. The homeless population is also considered a special needs group. Homelessness is a complex problem that is only partially related to the cost or availability of housing. Other contributing factors include: increases in the number of families and individuals in poverty or at risk of poverty; lack of adequate treatment and support services for people who are alcoholic, chemically-dependent, or mentally ill; family instability from drug abuse and related activities; and domestic violence.

Some of these groups need specific types of housing that are unavailable or in short supply in the existing housing stock. For example, people with physical disabilities need affordable housing that is physically accessible. Other special needs groups, such as single-parent families, need specific services, such as affordable child care and job



training and placement, along with affordable housing.

Needs which have been identified by the City as most critical are transitional housing and support for homeless families and individuals (especially youth) and persons with AIDS, and long-term housing and community support services for families and persons with seriously disabling conditions, including chronic alcoholism, chronic mental illness, developmental disabilities, and physical disabilities. The provision of services and support in conjunction with housing built for special populations is essential. The provision of housing alone is often insufficient to solve the problem.

Quantifying the number of special needs households needing assistance and reconciling these figures with data on low-income households in need is difficult. Because many of the households with special needs are also low-income households, many are already counted in the estimates of low-income households in need of assistance obtained from the Census. A more complete discussion of special needs households, including estimates of the number of households in some of the categories, may be found in the City's Comprehensive Housing Affordability Strategy (CHAS).

#### (5) Detailed Demographic Characteristics of Households in Need

A more detailed analysis of housing need is possible through statistical cross-tabulations produced from 1990 census data available through the Public Use Micro Sample (PUMS). For this section of the needs analysis, households in need were defined as households with incomes of less than 80 percent of the area median income, who were paying more than 30 percent of their income for housing cost or were living in overcrowded conditions (more than 1 person per room). The total number of households determined to be in need through this measure in 1990 was 61,704.

##### (a) Housing Need by Household Size

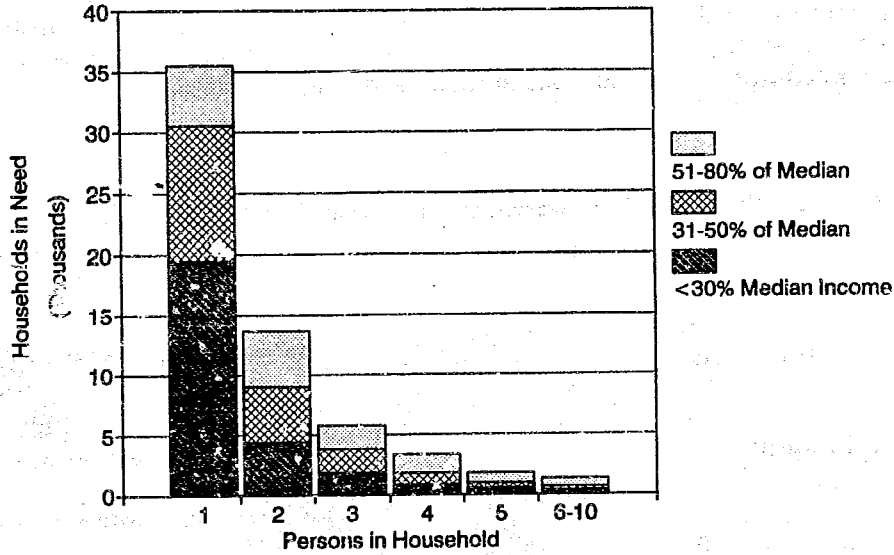
Most Seattle households in need of assistance are small households (see Housing Figure A-26). Over half of Seattle's households in need are single-person households, and nearly 80 percent are households of two or less. The neediest households also tend to be very small. Most of the city's households in need that have extremely low-incomes (below 30 percent of the area median income) are single-person households.

##### (b) Housing Need By Income Level

Most low-income households in need in Seattle have very-low-incomes. Over 75 percent have incomes below 50 percent of median and 44 percent have incomes of less than 30 percent of median income (see Housing Figure A-27). Many of these households are spending very high percentages of their income on housing. Nearly half of low-income households in need spend over 50 percent of their income on housing, while 25 percent spend over 70 percent of their income on housing. For these households, most of whom earn less than 30 percent of median income, the cost of housing seriously impairs their ability to meet other expenses, such as food, utilities and transportation.

Housing Figure A-26

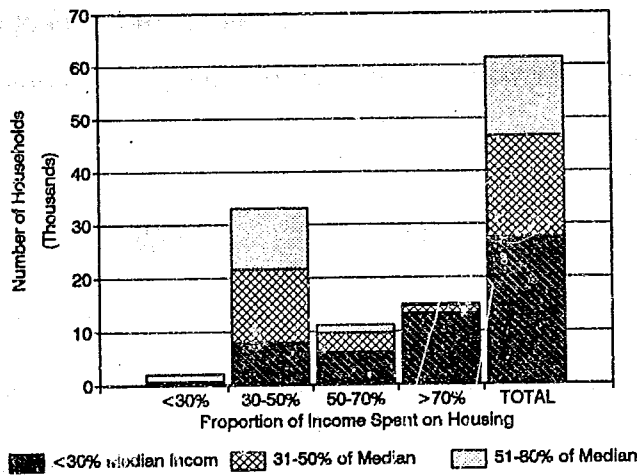
**CITY OF SEATTLE HOUSEHOLDS IN NEED BY INCOME LEVEL AND PERSONS IN HOUSEHOLD, 1990**



Source: U.S. Census of Population and Housing 1990 Public Use Micro Sample

Housing Figure A-27

**CITY OF SEATTLE HOUSEHOLDS IN NEED BY INCOME LEVEL AND PROPORTION OF INCOME SPENT ON HOUSING, 1990**



Source: U.S. Census of Population and Housing, 1990 -- Public Use Micro Sample

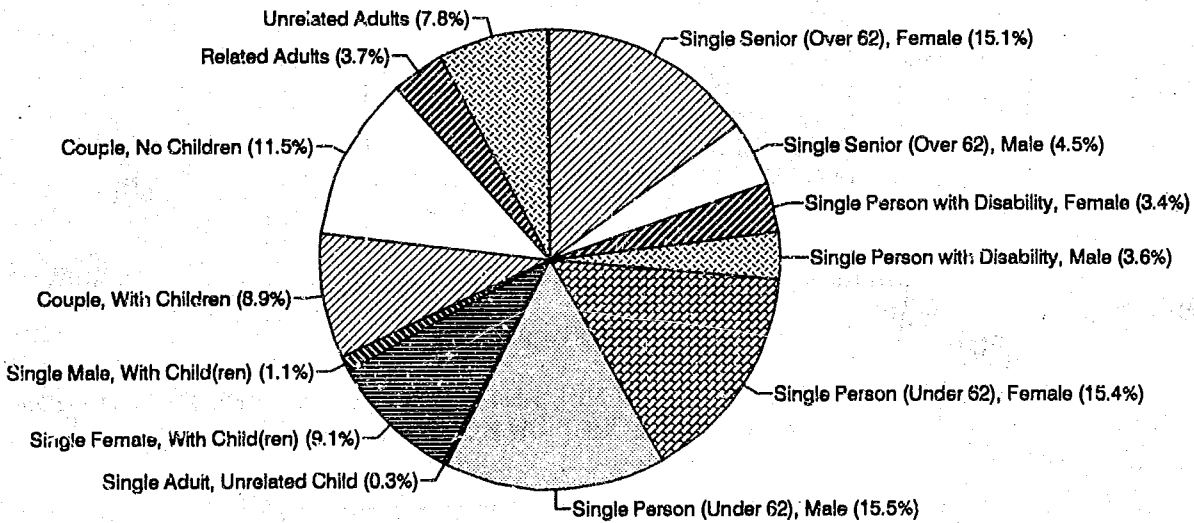
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(c) Housing Need by Household Type

Household types in need of assistance with housing costs are diverse, reflecting the full range of households living in Seattle (see Housing Figure A-28). Over half of the households in need (57.5 percent) are single people. Of these, over half (or 30.9 percent of the total) are single people under the age of 62 with no disabilities. Households with children account for 19.4 percent of households in need, a share that is about the same as the percentage of all households in Seattle that have children.

Housing Figure A-28

**CITY OF SEATTLE HOUSEHOLDS IN NEED BY HOUSEHOLD TYPE, 1990**



Source: U.S. Census of Population and Housing 1990 - Public Use Micro Sample

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The type of housing assistance needed varies by household type:

**Single persons:**

The largest subgroup of households in need-- about 31 percent -- are single persons below the age of 62 with no disabilities. These individuals could be housed in studio or one-bedroom housing units.

Single persons with disabilities comprise approximately 7 percent of households in need. Some members of this group are mobility impaired, and require physically accessible housing; others have limitations on the amount or type of work they can do, or need assistance with personal care. Housing needs vary by type of disability.

Single-persons over 62 years of age comprise nearly 20 percent of households in need, with more than three-quarters of these being female. However, 34 percent of these elderly households (6.6 percent of the total) are "house-rich and cash-poor." This means they are living in owner-occupied homes, but have very limited incomes in relation to the cost of mortgage payments, property taxes, insurance and maintenance. These homeowners could benefit from legal accessory units, the existing senior property tax deferral, or reverse annuity mortgages.

**Couples With Children:**

Two-parent families with children represent nearly 9 percent of households in need. These households need units with at least two bedrooms, and may need as many as five, depending on age and sex of the children. These families also need access to secure outdoor play space.

**Single Parents With Children:**

Over 10 percent of households in need are single-parent households, and most of these are headed by a female. These households require units with between two and five bedrooms, and may have a stronger need for proximity to day care, in addition to the need for secure outdoor play space.

**Couples Without Children:**

Married and unmarried couples who do not have children make up over 11 percent of households in need. This group includes elderly couples. One bedroom units would accommodate these households.

**Adult Group Households:**

Accounting for 11.5 percent of households in need, these households are composed of groups of two or more adults, none of whom are partners. Each household member typically requires his or her own bedroom.

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Housing Figure A-29 below provides a summary of the type of units needed by household type. These figures do not necessarily represent new housing units that the City needs to build. Households in need can be served through existing housing that is acquired and rehabilitated by non-profit organizations or public development authorities, or through certificates or vouchers that can be used to pay for housing available in the private market.

Housing Figure A-29

**CITY OF SEATTLE EXISTING HOUSING NEED -  
SIZE OF HOUSING UNITS NEEDED**

	Support Package*	Studio	One-Bedroom	Two-Bedroom	Three-Bedroom	Four + Bedroom
Single Persons	4,100	30,700				
Couples without Children and Adult Groups			4,700	4,800	1,800	350
Households with Children **				7,350	3,750	570
<b>TOTAL</b>	<b>4,100</b>	<b>30,700</b>	<b>4,700</b>	<b>12,150</b>	<b>5,550</b>	<b>920</b>

\*A support package could include repairs, weatherization or other rehabilitation assistance which allows a homeowner to remain in his or her home. In some cases, installation of an accessory unit would be appropriate.

\*\* For purposes of analyzing the numbers of bedrooms needed for households with children, all were assumed to be between the ages of 5 and 18, and equally distributed between males and females.

Source: 1990 U.S. Census of Housing and Population, Public Use Micro-Sample (PUMS)

Another indicator of the type of households most in need of assistance is the Seattle Housing Authority waiting list for subsidized housing (see Housing Figure A-30). This data can be misleading because some households, such as single non-elderly households with no disabilities, are ineligible for public housing. In 1993, a total of 12,627 households were on the waiting list. Of these, over half (6,769) were small family households needing two and three bedroom units. The large number of families on the waiting list reflects past success in developing small units for the elderly and disabled, and the fact that most of the Seattle Housing Levy funds allocated to build small family units are among the last to be spent, meaning that many new units for small family units will be built over the next two years.

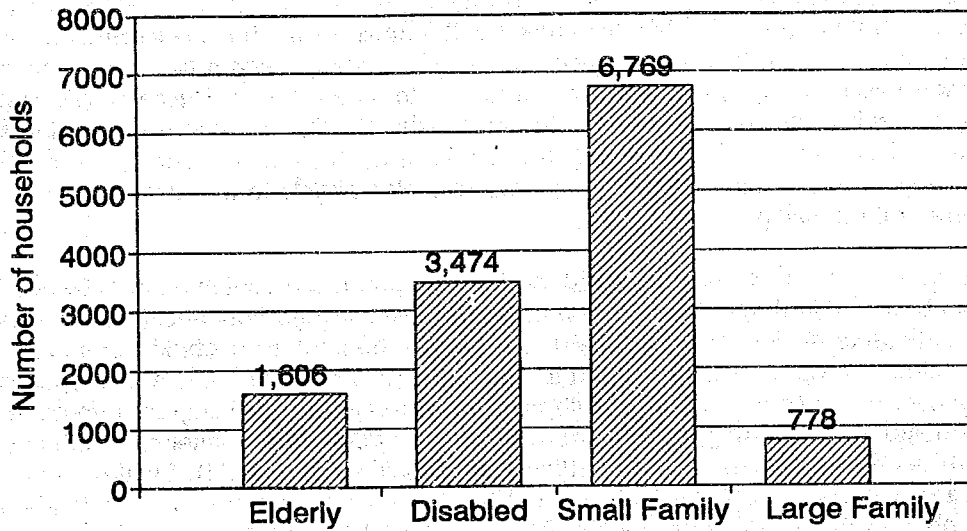
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Housing Figure A-30

SEATTLE HOUSING AUTHORITY WAITING LIST, 1993



Source: Seattle Housing Authority 1993

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## b. Future Housing Needs

Future housing needs will reflect the amount of residential growth the City will accommodate over the next twenty years and expected demographic changes.

Income forecasts developed by the Planning Department predict that, under existing trends, about a quarter of the additional 60,000 households the City expects to add in the next 20 years will be low-income households unable to afford the cost of the new market-rate housing built to accommodate growth (see Housing Figure A-31). Some of these new households may be able to afford older existing housing units available in Seattle. However, Seattle's existing low-cost housing is already occupied by our current low-income households. These households are also unable to afford the cost of the new market-rate housing.

The demographic forecast prepared for this plan predicts a continuation of trends that have been evident over the past twenty years. The average household size is expected to continue to decline but at a slower rate than in the past. Household sizes are expected to drop from 2.09 in 1990 to 1.93 in 2010. The mix of household types is expected to continue to change, with families with children declining as a percentage of all households, and single-person households and non-family households with two or more people increasing their proportion (see Housing Figure A-21). Single-person households are predicted to account for 46 percent of the net added households over the next twenty years, while another 21 percent will be non-family households with two or more persons. National forecasts are predicting big increases in the numbers of elderly single people and single adults over the age of 45. Only 12 percent of the new households are expected to include children.

Changing housing needs related to age are revealed by the population forecast by age (see Housing Figure A-32). Significant numbers of people will be moving into the 45 to 64 age cohort over the twenty years, possibly indicating an increase in demand for smaller housing units and for different types of housing. Another important expected change is the increase in the number of elderly people over 85 years old. The number of people 85 years or older will increase by 80 percent over the next twenty years, reflecting increasing life expectancy. More frail elderly people will mean an increase in demand for assisted living or congregate-care facilities, and housing support services that allow the elderly to live independently.

The small percentage of future Seattle households that are expected to have children, and the growing numbers of "empty-nesters", other couples without children and single-person households, have significant implications for City land use policy over the next twenty years. Given consumer preferences for ground-related housing, demand for small-lot single-family houses, townhouses, small cottages, and condominium units in small buildings is expected to increase. In addition, a growing number of households will likely be interested in converting a portion of their homes into an accessory housing unit.

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Housing Figure A-31

**INCOME AND HOUSING DEMAND OF NET ADDED HOUSEHOLDS:  
CITY OF SEATTLE, 1990 - 2010**

Income Group (\$ thousands)*	Added households 1990 - 2010	Affordable Monthly Payment (\$) **	New Housing Demanded ***
0-5	278	0-125	subsidized rental units
5-10	3,199	125-250	
10-15	3,779	250-375	
15-20	4,678	375-500	
20-25	5,426	500-625	
Subtotal	17,360		
25-30	5,009	625-750	small to average rental units;
30-40	4,689	750-1000	small owner-occupied units
Subtotal	9,698		
40-50	4,064	1000-1250	small to average owner- occupied units, larger rental units
50-60	5,591	1250-1500	
60-75	6,298	1500-1875	
Subtotal	15,953		
75-100	7,658	1875-2500	large owner-occupied units
100+	9,125	2500+	
Subtotal	16,783		
<b>Total</b>	<b>59,794</b>		

\* All data are in constant 1989 dollars

\*\* Because the income forecast indicates that real household income will increase 12.9 percent over the 20 year period, and because housing prices tend to increase commensurately with incomes, real housing prices in 2010 will probably be 10 to 15 percent higher than today

\*\*\* This column is included to illustrate the range of likely housing demand attributable to net growth. The housing market is much more complex than shown here. Housing units vary significantly in price depending on size, type, location, and construction quality. Housing consumers vary in the amount of equity they have available, which affects their ability to purchase housing.

Source: City of Seattle Planning Department 1992

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Housing Figure A-32

SEATTLE POPULATION BY AGE 1960 - 2010

Age	1960	1970	1980	1990	2000	2010	1990 - 2010	
							Change	% Change
0 - 4	51,946	34,994	24,235	29,269	28,272	26,019	-3,250	-11.1%
5 - 15	99,850	83,903	50,707	47,701	58,659	53,201	5,500	11.5%
16 - 24	66,712	95,813	89,268	70,203	66,698	80,037	9,834	14.0%
25 - 34	66,277	67,315	106,595	112,098	93,672	91,531	-20,567	-18.3%
35 - 44	76,922	50,655	49,028	93,285	113,872	90,801	-2,484	-2.7%
45 - 64	128,583	128,499	97,839	85,303	119,912	150,727	65,424	76.7%
65 - 84	63,146	63,554	68,120	69,129	70,475	79,223	10,104	14.6%
65+	3,651	6,098	8,054	9,271	12,961	16,710	7,439	80.2%
Total	557,087	530,831	493,846	516,259	564,521	588,259	72,000	13.9%

Source: U.S. Census of Population and Housing, 1990; Puget Sound Regional Council; Seattle Planning Department.

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**APPENDIX B:**

**Land and Development Capacity for Housing Types Referenced by GMA and Countywide Policies**

The Growth Management Act and the King County Countywide Policies require that jurisdictions identify sufficient land available for various types of housing. Specifically, the GMA requires that the city identify sufficient land for government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities. The Countywide policies add the following to this list: facilities for other special populations; accessory dwelling units; and townhouses/attached single-family houses.

Housing Figure A-33 below presents data on the availability of housing development opportunities within the City of Seattle for the above housing types. Because Seattle is a developed city, with relatively little vacant land, opportunity to build housing through the redevelopment of existing developed parcels is much more important than the opportunities available to build on vacant land. Consequently, the table shows housing development opportunities available under the City's total zoned development capacity as well as those available through the development of vacant land. Because the existing housing stock may also be used in many cases, the existing housing stock is also included where appropriate.

The City of Seattle's land use policies and regulations are very liberal, allowing most types of housing referenced by the GMA and Countywide policies in most locations (see Housing Figure A-34). The City does not anticipate any shortage of opportunities to develop any of the specific housing types over the twenty year life of this plan.

Housing Figure A-33 shows the maximum theoretical capacity for each housing type, in terms of land, zoned development capacity and existing housing stock, if appropriate. Obviously not all land, development capacity, or existing housing stock will necessarily be available for the referenced housing types given that all other housing demand must be accommodated at the same time. One important caveat should be noted. The City's 1994 Comprehensive Housing Affordability Strategy (CHAS) generally restricts assisted rental housing to no more than 30 percent of the housing stock in each census block group, except within downtown Seattle. The locational policies include outright exceptions for mixed-income projects and a long list of circumstances where projects may qualify for a waiver from the 30 percent limit. To provide a conservative estimate of capacity for government-assisted housing, the figures for total land available, total development capacity available, and capacity in the existing housing stock, were reduced to 30 percent of maximum in areas outside Downtown. Under this policy the City would have capacity for about 128,000 assisted rental housing units, compared to the current assisted stock of about 25,000 units. The policy is not expected to constrain the provision of assisted rental housing. Less than 10 percent of the City's housing stock is currently assisted. The most optimistic projection of assisted housing development would increase that to no more than 15 percent of the total housing stock over twenty years. This percentage would amount to a total of no more than 47,000 assisted housing units.

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**Housing Figure A-33**  
**LAND, ZONED DEVELOPMENT CAPACITY, AND EXISTING HOUSING STOCK**  
**AVAILABLE FOR HOUSING TYPES REFERENCED BY THE GMA AND**  
**COUNTYWIDE POLICIES**

	Total Land Available (Acres)	Total Vacant Land Available (Acres)	Total Development Capacity Available (Units)	Unused Development Capacity Available (Units)	Capacity in Existing Housing Stock (Units)
Government Assisted Housing <sup>1</sup>	8,382	1,348	128,407	30,376	80,483
Housing for Low-Income Families <sup>2</sup>	30,360	1,348	289,458	101,252	187,938
Group Homes	30,360	1,348	354,268	101,252	252,748
Foster Care Facilities	30,360	1,348	354,268	101,252	252,748
Facilities for Other Special Populations	30,360	1,348	354,268	101,252	252,748
Manufactured Housing <sup>3</sup>	25,168	634	-	7,385	-
Multifamily Housing	6,930	616	220,374	97,010	-
Accessory Dwelling Units <sup>4</sup>	23,430	732	120,510	4,510	116,000
Townhouses/Attached Single-Family Houses <sup>5</sup>	1,738	132	47,310	16,560	-

Source: City of Seattle Planning Department, July 1994. See Land Use Appendices for detailed data by Land Use Zone.

- <sup>1</sup> Assisted rental housing is generally limited to 30 percent of the housing stock in each census block group, except in Downtown Seattle. Various exceptions and waivers from this policy are available. However, in order to provide a conservative estimate of capacity, the figures for total land available, total development capacity available, unused development capacity available, and capacity in existing housing stock, were reduced to 30 percent of the maximum in areas outside Downtown, even though more government-assisted housing could be built, either as owner-occupied housing or through the various waivers and exemptions available.
- <sup>2</sup> Even though all properties in the city could theoretically be acquired and used for low-income housing, higher priced housing units are very unlikely to be so used. Consequently 64,810 existing single-family houses and condominiums worth more than \$125,000 in 1990 have been excluded from the "total development capacity" and "capacity in existing housing stock" totals.
- <sup>3</sup> The data for manufactured housing applies to manufactured housing on individual lots in residential zones. Manufactured homes may also be located in mobile home parks in certain commercial zones. Capacity estimates for manufactured housing are based on land and development capacity available in single-family and low density multifamily zones (LDT, L1 and L2). Unused development capacity is based on unused single-family capacity and vacant LDT, L1 and L2 land developed at 2000 square feet of land per unit.
- <sup>4</sup> In July 1994 the City of Seattle passed an accessory housing ordinance (C.B.110230) that permits accessory housing units in single-family homes throughout the city. While the ordinance includes provisions that require that the City evaluate experience with accessory housing units and reauthorize the legislation after certain thresholds are reached (five years, or 2,500 new accessory units citywide, or accessory units in more than 20 percent of the homes within one census tract) there is no reason at this time to reduce the number of single-family homes that are theoretically eligible to install accessory housing units, particularly as existing illegal units are exempt from the above thresholds. Accessory housing capacity is based on the number of existing single-family houses in single-family zones (about 116,000 units). Accessory housing capacity in multifamily and neighborhood commercial zones is not included in the table, as duplexes are allowed outright in these zones.
- <sup>5</sup> Based on land and development capacity in LDT, L1 and L2 zones only.

Housing Figure A-34

**RESIDENTIAL USES PERMITTED BY LAND USE ZONE**

Zone	Residential Uses								
	Single Family Dwellings	Multifamily Structures	Congregate Residences	Nursing Homes	Floating Homes	Mobile Home Parks	Artist Studio/Dwellings	Caretakers Quarters	Manufactured Housing
Single Family	P <sup>1</sup>	X	X	P <sup>2</sup>	X	X	X	X	P
Multifamily	P	P	P	P	X	X	X	X	P
Neighborhood Commercial	P/ACU <sup>3</sup>	P/ACU	P/ACU	P	P	X	P/ACU	P/ACU	P/ACU
Commercial 1	P/ACU	P/ACU	P/ACU	P	P	P	P/ACU	P/ACU	P/ACU
Commercial 2	ACU	ACU	ACU	P	P	ACU	ACU	P	ACU
Downtown, except DH1	P	P	P	P	P	P	P	P	P
Downtown DH1	X	X	X	X	X	X	X	X	X
Industrial	X	X	X	X	X	X	ACU	P	X

**Key**

P = Permitted Outright
ACU = Administrative Conditional Use Permit
X = Prohibited

Please see next page for definitions.

<sup>1</sup> Accessory dwelling units are permitted within single-family dwellings

<sup>2</sup> In single-family zones up to 8 residents are allowed outright, with additional residents permitted through a reasonable accommodation provision

<sup>3</sup> Mixed use, residential-commercial structures permitted outright in neighborhood commercial (NC) and C1 zones. Single purpose residential is permitted through an administrative conditional use process.

**DEFINITIONS:**

**Dwelling Unit:** a room or rooms located within a structure, designed, arranged, occupied or intended to be occupied by not more than one (1) household and permitted roomers or boarders, as living accommodations independent from any other household. The existence of a food preparation area within the room or rooms shall be evidence of the existence of a dwelling unit.

**Household:** a housekeeping unit consisting of any number of related persons; eight or fewer non-related, non-transient persons; or eight or fewer related and non-related nontransient persons, unless a grant of special or reasonable accommodation allows an additional number of persons.

**Single Family Dwelling Unit:** a detached structure containing one dwelling unit and having a permanent foundation.

**Accessory Dwelling Unit:** an additional room or set of rooms located within an owner-occupied single-family structure and designed, arranged, occupied, or intended to be occupied by not more than one household as living accommodations.

**Multifamily Structure:** a structure or portion of a structure containing two or more dwelling units.

**Nursing Home:** a residence, licensed by the state, which provides full-time convalescent and/or chronic care for individuals who, by reason of chronic illness or infirmity, are unable to care for themselves.

**Floating Home:** a dwelling unit constructed on a float, which is moored, anchored or otherwise secured in the water.

**Mobile Home Park:** a residential use in which a tract of land is rented for the use of more than one mobile home occupied as a dwelling unit.

**Artist Studio:** a combination working studio and dwelling unit for artists, consisting of a room or suite of rooms occupied by not more than one household.

**Caretakers Quarters:** a residential use accessory to a non-residential use consisting of a dwelling unit not exceeding 800 square feet of living area and occupied by a caretaker or watchperson.

**Congregate Residences:** A dwelling unit in which rooms or lodging with or without meals are provided for 9 or more non-transient persons.

**Manufactured Housing:** A single family dwelling unit built to standards for manufactured housing established by the Federal Department of Housing and Urban Development.

**APPENDIX C:  
Existing City of Seattle Housing Programs - 1993**

The City of Seattle currently operates a myriad of housing programs covering the broadest spectrum of housing needs. The City's current mix of federal, state and local housing programs:

- Serve all types of low-income households and all income categories needing assistance
- Fund both subsidized rental and subsidized owner-occupied housing
- Provide many types of housing including single-family homes, townhouses, apartments, Single Room Occupancy (SRO) units, and homeless shelters
- Provide permanent, transitional and emergency housing
- Make available resources to public agencies, nonprofit organizations, private developers, and homeowners
- Fund new construction, acquisition of existing buildings, substantial rehabilitation, moderate rehabilitation, weatherization, and emergency repair
- Provide low-income households with rent subsidies in the form of vouchers and certificates, and
- Provide housing support services.

The City's housing programs are summarized in tabular form in Housing Figure A-35 below. This mix of programs is a challenge to summarize, because many funding sources can be used for multiple purposes. More detail on these programs, their funding levels, and the number of units produced can be found in the City of Seattle's 1994 Comprehensive Housing Affordability Strategy (CHAS).

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Housing Figure A-35  
**EXISTING CITY OF SEATTLE HOUSING PROGRAMS - 1993**

	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>New Construction and Rehabilitation Programs</b>						
Low Income Housing Levy	City Voted Levy	New/Rehab/Rent Subsidy	All	Renters	<50%; 50% <30%	Expires 1994
Multi-Year/Matching Fund	City REET Bonds	New/Rehab	All	Renters	<50%; 50% <30%	REET limited by WA Law
Community Development Loan Fund	City CDBG	New/Rehab	All	Renters	<50%	Provides up front, high risk funds
Home Investment Partnership (HOME) Program	HUD	New/Rehab	All	Renters	<80%	Federal Housing Act of 1990
Low Income Tax Credit Program	Federal Tax Law	New/Rehab	All	Renters	<60%	Permanently extended in 1993 Budget
SHA Scattered Site Housing	City Levy/HUD	New/Rehab	2+ bedrooms	Family Renters	<50%	Joint City/SHA program
Federal Section 202 Elderly Housing	HUD	New/Rehab	Assisted Living	Elderly Renters	<80%	Supportive housing
Federal Section 811 Handicapped	HUD	New/Rehab	Assisted Living	Disabled Renters	<80%	Supportive housing
State Housing Assistance Program	Washington State DCD	New/Rehab	All	Renters	<80%	Very low-income and special needs pref.
King County Housing Opportunities Program (HOP)	King County	New/Rehab	All	Renters	<80%	REET funded in 1993

	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>Housing Rehabilitation Only Programs (for renters)</b>						
Multifamily Fund	City/CDBG	Rehab	Apartments	Renters	<50%	Most flexible City housing fund
Multifamily Maintenance and Code Repair Program	City Multi-Year Fund	Rehab/Code Repair	Apartments	Renters	<50%	Requires annual fund allocation
Section 8 Moderate Rehab. for Single Occupancy (SRO)	HUD	Rehab	SRO's	Single Homeless Persons	<50%	Competitive funding
Public Housing Comprehensive Grant	HUD	Rehab	Public Housing	Renters	<80%	See SHA Programs
<b>Low-Income Housing Preservation Programs</b>						
Federal Low-income Housing Preservation Program	HUD	Rehab/low-income status preservation	All	Renters	<80%	Projects with expiring federal contracts



	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>Downtown Low-Income Housing Preservation</b>						
Downtown Housing Preservation Program	City Levy	New/Rehab	Apartments	Renters	<50%	Levy allocation to produce 305 units
Downtown Housing Maintenance Ordinance	City CDBG	Rehab	Apartments	Renters	<50%	Up to \$6,000/unit for code repairs
Downtown Growth Related Fund	City Tax Increment	Rehab	Apartments	Renters	<50%	Fund based on growth related tax increase
Transferable Development Rights (TDR) & TDR Bank	City/Private	New/Rehab	Apartments	Renters	<50%	TDR Bank from Multi-year Fund
<b>Homeowner Assistance Programs</b>						
Emergency Code Repair Programs	City CDBG	Rehab	SF Houses	Homeowners	<80%	Low interest loans for emergency repairs
Home Repair Programs	City CDBG	Rehab	SF Houses	Homeowners	<80%	Five Non-profits contract with City
Neighborhood Housing Rehabilitation Program	SHAVCity CDBG	Rehab	SF Houses	Homeowners	<80%	Home repair programs are being reviewed

	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>Home Purchase Assistance Programs</b>						
HomeSight Program	City/HUD	Home Purchase New/Rehab	SF Houses, Twnhse., Condo.	First time homebuyer families	<80% City <115% HUD	Targeted to Central and SE Seattle
Housing Opportunities for People Everywhere (HOPE)	HUD	Home Purchase New/Rehab	All	First time homebuyer families	<95%	Emphasis on purchase of existing units
Washington State Housing Finance Commission (WSHFC)	Federal Tax Law	Home Purchase	SF Homes	First time homebuyers	<60%	Statewide housing finance program
I-90 Homeownership Programs	City/State	Home Purchase New/Rehab	SF Homes, Twnhse., Condo.	Homebuyers	None	Assistance available for low- income buyers
Habitat for Humanity	Private	Home Purchase New/Rehab	SF Homes, Twnhse., Condo.	First time homebuyer families	<50%	Habitat has obtained sites from City

	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>Rental Assistance Programs</b>						
Section 8 Certificates and Vouchers	HUD/SHA	New/Rehab/Rent Sub	All	Family Renters	<50%	Administered by SHA
Rental Relocation Assistance Program	City	All	All	Renters	<50%	For loss of unit by demo/use change/rehab
Seattle Housing Levy Trust Fund	City	New/rehab	Apartments	Renters	<30%	Provides operating assistance
<b>Seattle Housing Authority Public Housing Programs</b>						
Public Housing Development	HUD	New/Rehab	All	Renters	<50%	Primary federal fund source for development
Public Housing Operating Support	HUD	All	All	Renters	<80%	Primary federal fund source for operations
Public Housing Comprehensive Grant	HUD	All	All	Renters	<80%	Primary federal fund source for rehab
Public Housing Drug Abatement and Substance Abuse	HUD	All	All	Renters	<80%	Provides support funds for drug related effects
Family Self-Sufficiency Program	HUD	All	All	Family Renters	<95%	Provides support services w/housing

	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>Community Development Block Grant Programs</b>						
Housing Development Programs	HUD/City	All	All	Renters/Owners	<80%	Provides funding for multiple programs
Homeless and Housing Services Programs	HUD/City	All	All	Renters/Owners	<80%	Provides funding for multiple programs
Housing Finance Programs						
Community Reinvestment Act (CRA)	Federal/Private	All	All	Renters/Owners	Varies by Program	Variety of programs to meet local loan needs
Washington Community Reinvestment Association	Private	All	All	Renters/Owners	Varies	Consortium of banks to meet local loan needs
Washington State Housing Finance Commission	State/Federal Tax Law	All	All	Renters/Owners	<60%	Administers tax credit and tax exempt finance

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	Fund Source	Project Type	Unit Type	Resident Type*	Income Range	Notes
<b>Housing Services Programs</b>						
Emergency Shelter Grants	HUD	Rehab/Services/ Operating Costs	Shelters	Homeless	<50%	To improve quality of existing shelters
Shelter Care Plus Program	HUD	Services/Rent Subsidy	Shelters/ Apartments	Homeless with disabilities	<50%	Housing and services for disabled homeless
Housing Opportunities for Persons With Aids	HUD	Development/ Services/Rent Subsidy	Assisted Living	Persons with AIDS	<80%	Housing and services for Persons with AIDS
The Supportive Housing Program	HUD	New/Rehab/Rent Subsidy	Assisted Living	Special Needs/ Homeless	<50%	Limited for new construction
Supplemental Assistance for Facilities to Assist Homeless	HUD	Services	Homeless Independence	Homeless	<50%	Competitive grants for innovative programs
Partnership for Homeless People	City/HUD/Private	Housing/Services	Services/Rent Subsidy	Homeless/Special Needs	<50%	Mayor's initiative to coordinate programs
<b>Weatherization Programs</b>						
Low-income Weatherization Assistance Program	City/State/Federal/ Private	Housing Weatherization	All	Renters/Owners	<80%	Combined programs for Weatherization

\* Resident Type includes single persons and families unless otherwise noted.

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## **APPENDIX D: Residential Preference Study Executive Summary**

### **Abstract**

Metropolitan growth management, with its regional environmental and fiscal benefits, depends on making existing cities better places to live than new suburbs. The Residential Preference study explores the conditions under which people would choose to live in a dense city neighborhood instead of a suburb. Modern municipal and state approaches to growth management, focusing on land use regulation and transit, will increase the attractiveness of cities. Improving the quality of life in cities in ways not encompassed in most current growth management planning, such as reducing crime, increasing school quality, and increasing community, would also contribute to regional growth management.

### **Introduction**

The City of Seattle is preparing a comprehensive plan to meet the requirements of the Washington Growth Management Act. Urban villages will play a major role in this plan. Urban villages are conceived as well identified and largely self-contained residential and commercial neighborhoods in the central city. Residential densities in urban villages would be high enough to encourage walking, support efficient transit service, and provide adequate markets for neighborhood stores. Existing and new urban villages would accommodate most or all the population growth planned for Seattle in the next 20 years.

While this plan was being prepared, questions arose about the viability of urban villages. How can we attract people to live in urban villages? In particular, how can we compensate for the perceived disadvantages of density? How many people will be attracted to urban villages? Who will they be? To answer these questions, the Seattle Planning Department and the Puget Sound Regional Council have been conducting a study of the residential preferences of people in King County, Washington.

### **Method**

The method of the study was analogous to market research for new product development. The study had three empirical phases. The first phase was a telephone survey of 600 residents of Seattle and the rest of King County. The purpose of this survey was to determine the features of a house and a neighborhood that are most important to people. The second phase was a series of focus groups with respondents to the first survey. The purpose of the focus groups was to confirm our interpretation of the results of the survey and to probe for important features that may have been omitted from the survey. The third phase was a conjoint experiment mailed to 400 residents of Seattle and King County.

A conjoint experiment is a form of survey in which respondents rank descriptions of alternative items in order of preference. In this case the alternative items were different combinations of the features of a house and a neighborhood revealed by the first survey

and the focus groups to be generally desirable. From respondents' rankings of the descriptions, we can infer the relative importance of each feature to each respondent. This allows us to define segments of the residential market, based on preferences, and it allows us to estimate the market shares of residential alternatives in different scenarios, or alternative futures.

### Major Findings

1. On a scale of preference, townhouses and buildings with 2 to 5 units occupy an intermediate position between a detached single family house and a building with 6 or more units. Imagine a scale on which a single family house is a 10 and a building with 6 or more units is a 0. For the population as a whole, a townhouse would be a 7, and a unit in a building with 2 to 5 units would be a 3. For a significant minority, a townhouse or unit in a small multifamily building is preferable to a single family house.
2. For slightly more than 1/3 of the population, housing type is more important than any other dimension of a house or a neighborhood. For slightly less than 1/3, home ownership is more important than anything else, including housing type. For the final 1/3, many other things are more important than living in a single family house, including ease of housing affordability, commuting time and transit quality, urban amenities and culture, nearby neighborhood businesses, parks and trees, school quality, crime, and the strength of community.
3. Neighborhood parks, trees and greenery, good public transit, good access to neighborhood businesses, and design that gives a sense of openness have a significant impact on the desirability of dense city neighborhoods. When these features are added to city multifamily homes, the estimated percentage of the county population who would prefer these homes over other residential alternatives approximately doubles, from 9% to 17%. This occurs even if schools and crime are worse in the city than in the suburbs. The latter percentage is roughly the percentage of the county population planned for urban villages in Seattle's Draft Comprehensive Plan.
4. If townhouses were to become a significant housing option in urban villages, the percentage of the population who would prefer the urban village over other alternatives increases to about 22%. Most of those who would prefer to live in urban village townhouses would otherwise have chosen single family houses in the city or the suburbs.
5. If, along with the improvements listed in #3 above, school quality and crime were the same in the city and the suburbs, and urban villages became places with a strong sense of community, the attractiveness of urban villages would increase further. Under these conditions, more than 1/3 of the population would prefer an urban village apartment, condominium, or townhouse to multifamily housing outside the city or to a single family house anywhere.
6. What people want in a residence depends in part on how old they are, whether they

have children, and how much money they have.

Households with children care more than households without children about housing type and school quality. Households without children care more than households with children about housing affordability, travel time to work, transit quality, nearby neighborhood businesses, urban amenities, and crime. As a result, households with children are much less likely than households without children to choose to live in an urban village, unless city schools are equal to suburban schools and townhouses are available.

Middle-aged people care more than the elderly and the young about housing type, and young people care the least. Young people care less about home ownership and neighborhood density, and more about housing affordability, travel time to work, urban amenities, and nearby parks. The elderly and the young care more about transit quality and crime. As a result, the young and the elderly are more likely than the middle-aged to prefer an apartment or condominium in an urban village.

Households with incomes above the median care more than households with incomes below the median about housing type and home ownership. Households with incomes below the median care more than households with incomes above the median about housing affordability, transit quality, and nearby neighborhood businesses. As a result, households with incomes below the median are much more likely than households with incomes above the median to prefer an apartment or condominium in an urban village. Urban village townhouses would attract approximately the same share of each income group.

7. Urban villages will appeal most to people who already live in the central city. Seattle residents care less than residents of the rest of the county about housing type and home ownership, and may care less than residents of the rest of the county about school quality and crime. Seattle residents care more than residents of the rest of the county about housing affordability, travel time to work, transit quality, nearby neighborhood businesses, and urban amenities. As a result, Seattle residents are much more likely than residents of the rest of the county to prefer an urban village home, whether it is an apartment, a condominium, or a townhouse. Depending on school quality, the level of crime, and the affordability of single family houses in the city, between one-third and one-half of Seattle residents would choose the urban village over other residential alternatives.



## APPENDIX E:

# Analysis of City's Ability to Meet Countywide Low-income Housing Production Targets

### Introduction

In order to encourage a more rational and equitable distribution of low-income housing within King County, the King County Countywide Planning Policies establish low-income housing production targets for each jurisdiction in King County. Over the next twenty years, Seattle's targets are to produce or preserve housing equivalent to 20 percent of expected household growth in Seattle affordable to households with incomes below 50 percent of median income and 17 percent of household growth affordable to households between 50 and 80 percent of median income. Other jurisdictions in King County with relatively high concentrations of low wage jobs and relatively low concentrations of low-cost housing have slightly higher targets -- the equivalent of 24 percent of housing affordable to households with incomes of between 0 and 50 percent of median. Housing may be new construction or existing housing that is acquired, rehabilitated and preserved for long term low-income occupancy.

### Objectives Behind Countywide Targets

In establishing these countywide housing targets, jurisdictions in King County began with the objectives of: a) producing enough housing affordable to low-income households to meet future or "new" needs over the next twenty years (i.e. needs resulting from growth); and b) beginning to address the geographic imbalances in the location of assisted low-income housing in King County. If the targets are achieved, sufficient housing affordable to the net new low-income households in King County will be produced and low-income housing will be distributed more evenly within King County than today. Jurisdictions agreed that achieving the targets would be difficult, but that it was important that fairly ambitious goals be established if King County is to make any inroads into the overall shortage of affordable housing.

### Countywide Approach to Meeting Existing Needs

At the same time, jurisdictions recognized that the magnitude of unmet existing housing need in King County is significant. The Countywide policies identify existing needs as the joint responsibility of all jurisdictions and require all jurisdictions to participate in the development of countywide resources and programs to assist the large number of low and moderate income households who currently do not have affordable, appropriate housing.

A number of points are important to note with respect to meeting existing needs:

- The distinction between existing and future (or "new") needs was made in order to establish reasonably achievable targets. In reality, this distinction between existing and future needs is a statistical artifice -- both existing and future needs will be

addressed in policies, regulations and programs, and both existing and future low-income households will have access to resulting low-cost housing.

- The magnitude of existing unmet needs is huge and far exceeds the ability of jurisdictions in King County to respond. For example, in the City of Seattle's case, the annual cost of meeting unmet housing needs has been calculated to be equivalent to half the City's annual general fund budget.
- The City of Seattle, by demonstrating (see below) how it could successfully meet the Countywide low-income housing targets, is not limiting its level of effort solely to that necessary to meet the Countywide targets for future or "new" housing needs. The City will address existing housing needs through an array of goals, policies, regulations and programs. The City will also seek to maximize financial resources available for the production of low-income housing, with the intent of having sufficient resources to address both future needs and some portion of existing needs.

#### **Discrepancy between Countywide Targets and Existing Trends**

An apparent discrepancy exists between Seattle's low-income targets under the Countywide Policies and the City's own estimate of future households unable to afford new market rate housing under existing trends (see Housing Appendix A: Future Needs). As a result of the Countywide Affordable Housing Policies, the City of Seattle's target of producing housing affordable to households with income below 50 percent of median income, the equivalent of 20 percent of future household growth, does not match up with the approximate percentage of net new households predicted to be unable to afford new market-rate housing under existing trends, which is about 25 percent of the net new households. This anomaly occurs because the intent of the Countywide Policies is to gradually redistribute low-income housing in the County to produce a more "rational and equitable" distribution. Some households that under existing trends would probably have been housed in Seattle, because no other options would have been available, will be housed elsewhere in the County under the new Countywide Policies. Also note that the 25 percent figure in Housing Appendix A is an estimate, and strictly speaking is an estimate of those households that would be unable to afford new market-rate housing. Some of these households would be able to afford existing older units that may be available within the city's existing housing stock.

#### **Evaluation of City of Seattle's Ability to Meet the Countywide Targets**

This section demonstrates the ability of the City of Seattle to meet the Countywide low-income housing targets. In order to provide a conservative analysis, this evaluation is based on the higher end of the range for projected household growth established in the City's comprehensive plan. Housing Figure A-36 shows the anticipated range of annual funding available for funding the production of low-income housing. Funding for low-income housing comes from a number of federal, state and local sources. Programs and appropriation levels change frequently, resulting in funding levels that are relatively unpredictable over time. Funding could range from \$17 million to \$43.5 million per year

(1993 dollars). The high end of the range would require voter approval of a series of local housing levies over the next twenty years.

Housing Figure A-37 shows the number of low-income housing units that could be produced if the resources available were allocated to different income groups below 80 percent of median income. Subsidy costs increase as household incomes decrease. While capital development subsidies are needed for households between 30 and 50 percent of median, housing serving households below 30 percent of median requires operating subsidies in addition to the initial development subsidies, resulting in very high subsidy costs per unit. If all resources were targeted to the 30 to 50 percent of median income group and the medium funding scenario occurs then there would be sufficient financial resources available to build 628 units low-income units per year, or about 12,560 units over the life of the plan. The actual number of units the City will produce could be higher or lower than this depending on the level of funding the City receives, and the degree to which funds are used to target production of housing for households with incomes lower or higher than the 30 to 50 percent of median income group.

Housing Figure A-38 illustrates the cost of producing low-income housing equivalent to 20 percent of residential growth if all very-low-income housing were produced through public subsidy. The figure also illustrates how the cost of producing low-income housing varies depending on how resources are allocated to households with incomes between 0 and 30 percent of median income and between 30 and 50 percent of median income. If all housing below 50 percent of median were produced through public subsidy then the cost would range from \$36 million per year to \$40 million per year, close to the high end of the range of expected funding.

Housing Figure A-39 illustrates an estimate of housing likely to be produced over the next twenty years under Seattle's Comprehensive Plan. The primary purpose of this chart is to illustrate the likely production of housing affordable to households below 80 percent of median income through private development. The Planning Department expects that a substantial portion of new market-rate housing would be affordable to households below 80 percent of median. All accessory apartment production is assumed to be affordable to households below 80 percent of median, with a portion affordable to households at 50 percent of median. A key assumption in developing these figures was that real land costs, development costs and housing prices would not change appreciably in relation to incomes over the life of the Comprehensive Plan. If housing costs increase faster than incomes then less affordable housing would be supplied by the private market.

To ensure a conservative estimate in the price range most susceptible to inflationary forces in the housing market, the 50 to 80 percent of median income category, estimates for rental housing affordable to 50 to 80 percent of median income were based on the proportion of rental housing developed in the last five years affordable to the 50 to 70 percent of median income category.

Housing Figure A-40 illustrates how Seattle could meet the Countywide low-income housing goals. The Countywide goals are based on the amount of household growth

each jurisdiction expects to accommodate. Seattle is planning for a range of household growth of between 50,000 and 60,000 additional households over the next twenty years. Again, in order to provide a conservative analysis, the high end of the growth range is assumed in the analysis for Housing Figure A-40.

Based on the analysis presented in Housing Figure A-39, more than enough privately developed rental housing affordable to the 50 to 80 percent of median income group would likely be developed to meet the Countywide goal. Units affordable to households between 0 and 50 percent of median income would be produced through: direct public development subsidies; additional public subsidies in the form of rent certificates and vouchers; low-income units produced and preserved by private developers through existing incentive zoning mechanisms; and through private development of small accessory apartment units within existing single-family homes. Assuming that subsidies available for the production and preservation of low-income housing are \$30.25 million per year (1993 dollars), which is the midpoint of the potential range of funding presented in Housing Figure A-36, then it is likely that sufficient housing would be developed in the 0 to 30 percent and 30 to 50 percent of median income ranges to meet the Countywide goal. Approximately 12,480 additional units of housing affordable to households between 0 and 50 percent of median would be developed or provided through rent subsidies over twenty years.

This analysis leads to the conclusion that the City will be successful in meeting the Countywide low-income housing goals.

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Housing Figure A-36

**ESTIMATED RANGES  
OF ANNUAL FUNDING SUBSIDIES AVAILABLE FOR HOUSING PRODUCTION  
IN THE CITY OF SEATTLE (1993 DOLLARS)**

Category	Fund Source	Low Estimate (\$ million)	High Estimate (\$ million)
City Funding Sources	Housing Levy	0	6
	Growth Related Fund	1	1
	REET	2	3
	Downtown Housing Bonus/TDR	2	4
	Subtotal	5	14
Other Local Funds	King County HOF	0	1
	Private Funding	1	3
	Subtotal	1	4
State Funding Sources	Housing Assistance Program	2	4
	Subtotal	2	4
Federal Funding Sources	HOME (entitlement)	2	4
	Community Development Block Grant (rehab. only) (entitlement)	0.5	1
	202/811 (competitive)	1	2
	Tax Credits (competitive)	3	6
	Public Housing Development (competitive)	0.5	1.5
	McKinney (competitive)	1	4
	Other Federal (competitive)	1	3
	Subtotal	9	21.5
<b>TOTAL</b>		<b>17</b>	<b>43.5</b>

Note: These are estimates of funds available for housing production only. They do not include ongoing direct rent subsidies, weatherization funds, operating subsidies for existing housing, or other housing support funds. Sources for above estimates include the 1992 and 1993 CHAS, DHHS memorandums and consultations with DHHS.

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Housing Figure A-37

**CITY OF SEATTLE POTENTIAL ANNUAL LOW-INCOME HOUSING PRODUCTION**

Income Range (% of median)	Low Estimate \$17 million	Medium Estimate \$30.25 million	High Estimate \$43.5 million
0% - 30%	215 units	384 units	552 units
31% - 50%	353 units	628 units	903 units
51% - 80%	1,399 units	2,490 units	3,582 units

Estimates are based on the following assumptions about production and operating subsidy costs for each income category:

0% - 30% = \$78,144 capital requirement for production and operating costs, including capital fund share for operating cost shortfall. Rents affordable to this group do not even cover basic operating costs of the unit.

31% - 50% = \$48,144 capital requirement to reduce production costs.

51% - 80% = \$12,144 capital requirement to reduce production costs.

Additional Assumptions: Unit Size = 700 square feet; Interest Rate = 8%.  
Source: City of Seattle Planning Department - 1992

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Housing Figure A-38

**ESTIMATED COST OF ACHIEVING LOW-INCOME HOUSING PRODUCTION GOALS**

A. Units Produced

Alternatives	0-30% of Median Income	30-50% of Median Income	Totals
1. 50% of units allocated to 0-30% of median income	6,000	6,000	12,000 (1)
2. 50% of funds allocated to 0-30% of median income	4,593	7,407	12,000
3. Funds allocated based on need(2)	7,560	4,440	12,000

B. Funds Required over 20 years

Alternatives	0-30% of Median Income	30-50% of Median Income	Totals
1. 50% of units allocated to 0-30% of median income	\$469 million	\$289 million	\$758 million
2. 50% of funds allocated to 0-30% of median income	\$358 million	\$358 Million	\$716 million
3. Funds allocated based on need(2)	\$591 Million	\$214 Million	\$805 million

C. Funds Required Annually

Alternatives	0-30% of Median Income	30-50% of Median Income	Totals
1. 50% of units allocated to 0-30% of median income	\$23 million	\$14 million	\$37 million
2. 50% of funds allocated to 0-50% of median income	\$18 million	\$18 million	\$36 million
3. Funds allocated based on need(2)	\$29 million	\$11 million	\$40 million

(1) The City is planning for net growth of 60,000 housing units. The Countywide goal is "...that 20% be affordable to 0-50% of median income."

(2) Based on 1990 Census which indicates that 63% of households between 0% and 50% of median income are at less than 30% of median income.

Note: See Housing Figure A-37 for unit subsidy costs by income category.

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Housing Figure A-39

**ESTIMATED HOUSING PRODUCTION IN THE CITY OF SEATTLE, 1994-2014**

Estimated net housing unit growth of 63,108 units  
 Estimated gross housing unit growth of 70,556 units  
 Estimated replacement/redevelopment/demolition of 7,445 units

Housing Type	Number of Gross New Housing Units By Affordability (as percentage of median income)			
	0-50%	50-80%	80-120%	120% +
Single Family Homes	---	---	---	6,000
Condominiums/Townhouses	---	1,239	5,268	8,986
Multifamily Market-Rate Rental Units	---	18,172	19,349	3,042
Accessory Apartments	625	1,875	---	---
Publicly-Subsidized Housing	6,000	---	---	---
<b>Total</b>	<b>6,625</b>	<b>21,286</b>	<b>24,617</b>	<b>18,028</b>

Housing Type	Estimated Number of Units Replaced/Redeveloped/Demolished	
	Number of Units	Affordability Range
Single Family	3,463	80 - 150% median
Multifamily	3,694	40 - 80% median

Notes:

1. This table shows gross new housing units needed to accommodate 60,000 additional households.
2. Affordability of future condominiums and townhouses is based on current available information about new sales of condominiums. The number of condominiums and townhouses estimated assumes an increased share of multifamily construction in the future will be condominiums and townhouses (source: Property Dynamics, 1993).
3. Affordability of multifamily rental apartments is based on available data on rents for newly constructed rental units within Seattle, by neighborhood. The percentage of units likely to be affordable to the 50 to 80 percent group is based on the current percentage of units affordable to households with incomes below 70 percent of median (source: Cain and Scott, 1993).
4. Twenty-five percent of accessory apartments are assumed to be affordable to households earning between zero and 50 percent of median income, with the remaining units affordable to households earning between 50 and 80 percent of median. The number of accessory apartments is based on the 2,500 new unit threshold established in the accessory apartment ordinance which triggers an evaluation process and necessitates reauthorization of the legislation if more accessory units are to be permitted.
5. The estimate of redeveloped units is based on the City's zoned development capacity analysis and is only an estimate of potential, not planned demolitions.

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Housing Figure A-40

**COMPARISON OF COUNTYWIDE HOUSING PRODUCTION GOALS AND  
PROJECTED SEATTLE HOUSING PRODUCTION BY TYPE AND SOURCE  
1994 - 2014**

Production Estimates by Source	Income Groups		
	0-30%	30%-50%	50%-80%
Countywide Goal	6,000(3)	6,000	10,200
<b>Public Subsidy</b>			
Estimated Publicly Subsidized(1)	4,500	5,356	-
Certificates and Vouchers(2)	1,500	500	-
Subtotal	6,000	5,856	-
<b>Private Production</b>			
Accessory Units	-	625	1,875
Condos/Townhouses/Cottages	-	-	1,239
Rental Apartments	-	-	18,172
Subtotal	-	625	21,286
<b>Totals</b>	<b>6,000</b>	<b>6,481</b>	<b>21,286</b>

- (1) Assuming annual funding of \$30.25 million, the midpoint of the range in Housing Appendix Figure A-36. Based on production costs shown in Housing Appendix Figure A-37 of \$78,144 per unit in the 0-30% of median income category and \$48,144 per unit in the 30-50% of median income category. Figures include likely production from existing incentive zoning mechanisms.
- (2) Funding for certificates and vouchers is not included in public subsidy totals for low-income housing production.
- (3) The countywide goal for Seattle at the high end of the range of expected household growth is 12,000 units affordable to households with incomes between 0 and 50 percent of median income. Because the Comprehensive Plan encourages housing production for a range of low-income households, this goal has been subdivided, for the purposes of this analysis, into equal shares for the 0 - 30 and 30 - 50 percent of median groups.

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## CAPITAL FACILITIES APPENDICES

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## APPENDICES OF THE CAPITAL FACILITIES ELEMENT

### Appendix A: Inventory of Existing Facilities and Supplemental Capacity Information

#### 1. Parks and Recreation Facilities

The City maintains a system of parks and open areas that includes 6,189 acres, or about 10% of the City's total land area. This includes 5,343 developed acres. Over 6,000 acres of parks and open space are deemed adequate capacity to serve a population of at least 600,000. Planned open space capacity will increase by 210 acres over the next six years and will include natural areas, greenbelts, and parks expansions. Parks and open areas owned by the City and their capacities are summarized below:

<u>Parks and Open Space</u>	<u>Size of Facility</u>
61 Local Parks	834.0 acres
17 Major urban or regional parks	2,554.0 acres
62 Squares, places, triangles	27.0 acres
33 Playfields	413.0 acres
38 Neighborhood playgrounds	135.0 acres
8 Shorelines (including 11 swimming beaches)	24.0 miles
Biking and pedestrian trails	8.2 miles
18 Boulevards	22.0 miles, 396.0 acres
20 Green spaces	421.0 acres
18 Natural areas	69.0 acres

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The City also owns a number of recreational facilities within the parks system. These structures total over a million square feet of building space. Five new community centers will expand the capacity by over 70,000 sq ft. Following is a list of park system structures:

- 24 Community centers
- 9 Swimming pools (including 1 outdoor), 27 wading pools
- 1 Waterfront aquarium
- 1 Zoo: 90 acres, 45 major exhibits and buildings
- 1 Stadium
- 1 Indoor tennis center (10 indoor courts and 4 outdoor courts)
- 151 Outdoor tennis courts (71 with lights)
- 185 Athletic fields
- 33 Playfields
- 5 Golf courses, including pitch/putt (449 acres)
- 2 Boating and sailing centers
- 2 Nature interpretive centers (Discovery Park and Camp Long)
- 6 Performing and visual art facilities
- 7 Historic buildings
- 90 Comfort stations
- 16 Residences and cabins
- 80 Picnic shelters and houses
- 12 Concession facilities
- 22 Administrative offices and headquarters
- 2 Museums
- 2 Amphitheaters
- 52 Miscellaneous facilities (including storage, maintenance, warehouses, chapel, visitor centers, beach/bath facilities, a rifle/pistol range and a police horse patrol barn, viewpoints and nature trails)

Parks facilities are shown in Capital Facilities Figure A-1 and most recreation facilities are included within the areas of the parks.

## 2. Seattle Public Library

The Seattle Public Library (SPL) operates the downtown library, 22 neighborhood libraries and a fleet of five bookmobiles. The State-funded Washington Library for the Blind and Physically Handicapped (WLBPH) is also administered by the SPL. The SPL rents space for three of the five facilities it does not own, and is provided with free space by the Seattle Housing Authority for two facilities. Locations of library facilities and their capacities are shown in Capital Facilities Figure A-2 and in the location list of Library facilities provided below.

### Locations and Capacities of Library Facilities

LIBRARY NAME	ADDRESS	CAPACITY SQ. FEET
BROADVIEW	12755 GREENWOOD AV N 12501	8,405
LAKE CITY	28TH AV NE	9,013
BALLARD	5711 24TH AV NW	7,296
MAGNOLIA	2801 34TH AV W	5,859
QUEEN ANNE	400 W GARFIELD ST	7,931
FREMONT	731 N 35TH	8,060
GREEN LAKE	7364 E GREEN LAKE DR N 016	8,690
GREENWOOD	GREENWOOD AV N 425 HARVARD	7,094
HENRY	AV E	4,904
UNIVERSITY	5009 ROOSEVELT WY NE 1000 4TH	8,140
DOWNTOWN	AV	166,092
MOBILE SERVICES	425 HARVARD AV E	5,056
WA LIB FOR BLIND PHYS	821 LENORA ST	10,000
HANDCP	1134 33RD AV	1,701
MADRONA-SALLY GOLDMARK	2300 24TH AV E	1,535
MONTLAKE	000 35TH AV NE	8,690
NORTH EAST	6338 32ND AV SW	2,067
HIGH POINT	9010 35TH AV SW	7,557
SOUTHWEST	2306 42ND AV SW	10,007
WEST SEATTLE	2519 15TH AV S	3,328
BEACON HILL	4721 RAINIER AV S	5,838
COLUMBIA	23RD AV / E YESLER WY 6805	8,008
DOUGLASS-TRUTH	32ND AV S	1,924
HOLLY PARK	9125 RAINIER AV S	9,006
RAINIER BEACH	N 45TH ST / DENSMORE	2,147
WALLINGFORD-WILMOT		

### 3. General Government

The City of Seattle currently owns six primary buildings with a capacity of 1.3 million square feet (sq ft) in the downtown core: the Municipal Building (238,000 sq ft), Public Safety Building (291,000 sq ft), City Light Building (200,000 sq ft), Dexter-Horton Building (350,000 sq ft), Arctic Building (101,000 sq ft) and Alaska Building (147,000 sq ft). The City also leases about 80,000 square feet in nearby buildings downtown. In addition, the City owns more than 100 other facilities located outside of downtown. The major general government facilities are shown in Capital Facilities Figure A-3.

The City also leases 10 storefront Neighborhood Service Centers located throughout the city. These offices range in size from 750 square feet to 2,000 square feet and serve as City information and community contact points, as well as bill payment depositories. These are shown in Capital Facilities Figure A-4.

#### 4. Fire Department

The Seattle Fire Department provides fire protection and emergency medical services throughout the city from 33 fire stations and Harborview Medical Center. Headquarters for the department are located at Fire Station 10 in Pioneer Square. Fire Department facilities and capacities are shown in Capital Facilities Figure A-5 and the location list provided below.

**Locations and Capacities of Fire Department Facilities**

Station	Address	Capacity (Equipment)	Medic & Spec. Units
SED 2	2334 4th Ave	1 Engine, 1 Ladder	Aid 2
SED 5	025 Alaskan Way	2 Engines	
SED 6	101 23rd Ave S	1 Engine, 1 Ladder	
SED 8	110 Lee St	1 Engine, 1 Ladder	
SED 9	3329 Linden Ave N	1 Engine	Air 9
SED 10	301 2nd Ave S	1 Engine, 1 Ladder	Aid-5, Haz-Mat Van
SED 11	1514 SW Holden St	1 Engine	
SED 13	3601 Beacon Ave S	1 Engine	
SED 14	3224 4th Ave S	1 Ladder	Aid-14, Gas Truck
SED 16	6846 Oswego Pl NE	1 Engine	Medic 16
SED 17	1050 NE 50th St	1 Engine, 1 Ladder	Aid-17
SED 18	1521 NW Market St	1 Engine, 1 Ladder	Aid-18, Salvage-18
SED 20	3205 13th Ave W	1 Engine	
SED 21	7304 Greenwood Ave N	1 Engine	
SED 22	901 E Roanoke St	1 Engine	Communications Van
SED 24	401 N 130th St	1 Engine	
SED 25	1300 E Pine St	1 Engine, 1 Ladder	Aid-25, Power-25
SED 26	800 S Cloverdale St	1 Engine	Air-26
SED 27	1000 S Myrtle St	1 Engine	Foam-1
SED 28	5968 Rainier Ave S	1 Engine, 1 Ladder	Medic/Aid-28
SED 29	2139 Ferry Ave SW	1 Engine	
SED 30	2931 S Mount Baker Blvd	1 Engine	
SED 31	1319 N Northgate Way	1 Engine, 1 Ladder	Medic/Aid-31
SED 32	3715 SW Alaska St	1 Engine, 1 Ladder	Medic/Aid-32, Air-32
SED 33	9045 Renton Ave S	1 Engine	
SED 34	633 32nd Ave E	1 Engine	Power-34A
SED 35	8729 15th Ave NW	1 Engine	
SED 36	3600 23rd Ave SW	1 Engine	Unit 99
SED 37	7300 35th Ave SW	1 Engine	
SED 38	5503 33rd Ave NE	1 Engine	
SED 39	12705 30th Ave NE	1 Engine	
SED 40	9401 35th Ave NE	1 Engine	
SED 41	2416 34th Ave W	1 Engine	Medic 1, Medic 10

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Each station provides a full range of fire protective services including fire suppression, emergency medical and salvage. While each station is equipped with at least one fire engine (except Fire Station 14, which has limited space), other equipment varies by facility. The Fire Department has 33 engine companies, 11 ladder truck companies, six medical units, six paramedic units and other specialized units distributed to serve existing development.

## 5. Police Department

The Seattle Police Department currently provides law enforcement to the city from four precincts, each with its own police station. The locations and capacities of these precincts are shown in Figure A-30 and the list below:

1. North Precinct, at 10049 College Way North, serves the area north of the Ship Canal and has capacity of 16,770 square feet (sq ft).
2. West Precinct, located in the Public Safety Building, serves Queen Anne, Magnolia, the downtown core, and the area west of I-5 and north of Spokane Street has capacity of 15,000 sq ft for headquarters, 94,500 sq ft for other administrative storage space.
3. East Precinct, located at 1519 12th Avenue, serves the area north of I-90 and east of I-5, plus the Eastlake Community has a capacity of 40,000 sq ft.
4. South Precinct, at 3001 South Myrtle Street, serves the Duwamish Waterway area, West Seattle, and in Southeast Seattle, the area south of I-90 has a capacity of 13,688 sq ft.

Other facilities owned and/or operated by SPD or the City's Department of Administrative Services include:

1. Facility for Mounted Patrol Unit at Discovery Park has a capacity of 12 full-time stalls and 5 temporary stalls and the space for housing other related equipment and supplies.
2. Kennel for the K-9 Unit of Police dogs, located at the SPD pistol range in south Seattle near Boeing Field has a capacity of housing 6 dogs and 2 pups and related equipment and supplies.
3. Harbor Unit facility on the north shore of Lake Union has a capacity of 4,000 square feet for housing nine Patrol boats. The facility also has extra dock areas to moor temporary boats.

SPD offices at the Seattle Center, which make up the Special Activities Section for events at the Center, as well as the Police Reserve Unit. The Police Department facilities are shown in Capital Facilities Figure A-6.

## 6. Seattle Center

There are 24 buildings on the 74 acre Center grounds with a capacity of over 250,000 square feet of meeting and exhibition space in three dozen separate facilities that meet the cultural, educational, and recreational needs of the region. The Center House Conference Center, Mercer Forum, and Northwest Rooms host gatherings up to 800, and the Opera House has seating for 3,100. The Coliseum is currently under construction and its capacity will be expanded from approximately 15,000 to 17,000 seats.

The Fun Forest Amusement Park is located on the grounds, along with the International Fountain, Pottery Northwest, Northwest Crafts Center and various gardens. The Center has seven parking lots and a parking garage with a combined parking capacity of 2,800 stalls. Seattle Center facilities are shown in Capital Facilities Figure A-7.

## 7. Public Health

The Health Department is a joint enterprise of the City of Seattle and the Metropolitan King County and is responsible for the supervision and control of all public health and sanitation affairs in Seattle/King County. The Seattle Division maintains a system of personal health services through seven health centers/clinics located in downtown, north and south Seattle. These health care facilities have a total capacity of 73,735 square feet. The capacity and ownership of individual facilities are listed below.

<u>Health Facility</u>	<u>Size</u>	<u>Tenancy</u>
Columbia Health Center	28,094 sf	own
Odessa Brown Building	3,810 sf	own
Downtown Public Health Center	19,078 sf	lease
North District Health Center	11,953 sf	owned by King Co.
Northwest Family Center	5,426 sf	owned by King Co.
Prefontaine Building	5,374 sf	owned by King Co.

Public Health facilities are shown in Capital Facilities Figure A-8.

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## 8. Publicly-Assisted Housing

The following summary describes the publicly-assisted housing inventory of low- and moderate-income rental units that were built or preserved within the City of Seattle through 1992. The Comprehensive Plan Housing Element estimates that there were 25,744 publicly assisted housing units with a capacity for 25,744 households in the city. Of these units, 86% receive project-based assistance, where the subsidy is linked to a specific project and unit, regardless of the tenant. The remaining 14% receive tenant-based assistance, where the subsidy is linked to a specific tenant, not a specific unit.

<u>Publicly Assisted Housing Facility</u>	<u>Number of Unit</u>
Project-Based Assistance:	
SHA Public Housing	6,927
SHA Other Housing	1,493
Federally Subsidized Housing*	4,942
DHHS Multifamily**	4,593
State Housing Program (HAP)	582
State Housing Bonds (WSHFC)	290
Federal Tax Credits (WSHFC)	3,436
Tenant-Based Assistance:	
Section 8 Certificates	2,590
Section 8 Vouchers	891
Total Units Assisted	25,744

\* Federally subsidized projects include Section 8 (project based) Certificates, Section 202 Elderly, Section 811 Disabled, 221(d)(3), and 221(d)(4) projects.

\*\* Levy Trust Fund assistance is included in the DHHS project based assistance count above.

The housing units tabulated above include both publicly and privately-owned units. The existing public housing facilities operated by the Seattle Housing Authority are shown in Capital Facilities Figure A-9.

## 9. Public Schools

District facilities include 10 high schools, 10 middle schools, 62 elementary schools, 10 alternative schools and Memorial Stadium. The capacity for school facilities varies by school type as follows: 380-535 students for elementary schools; 700-900 students for middle schools; and 1,000-1,200 students for high schools. Memorial stadium has a seating capacity of 12,000.

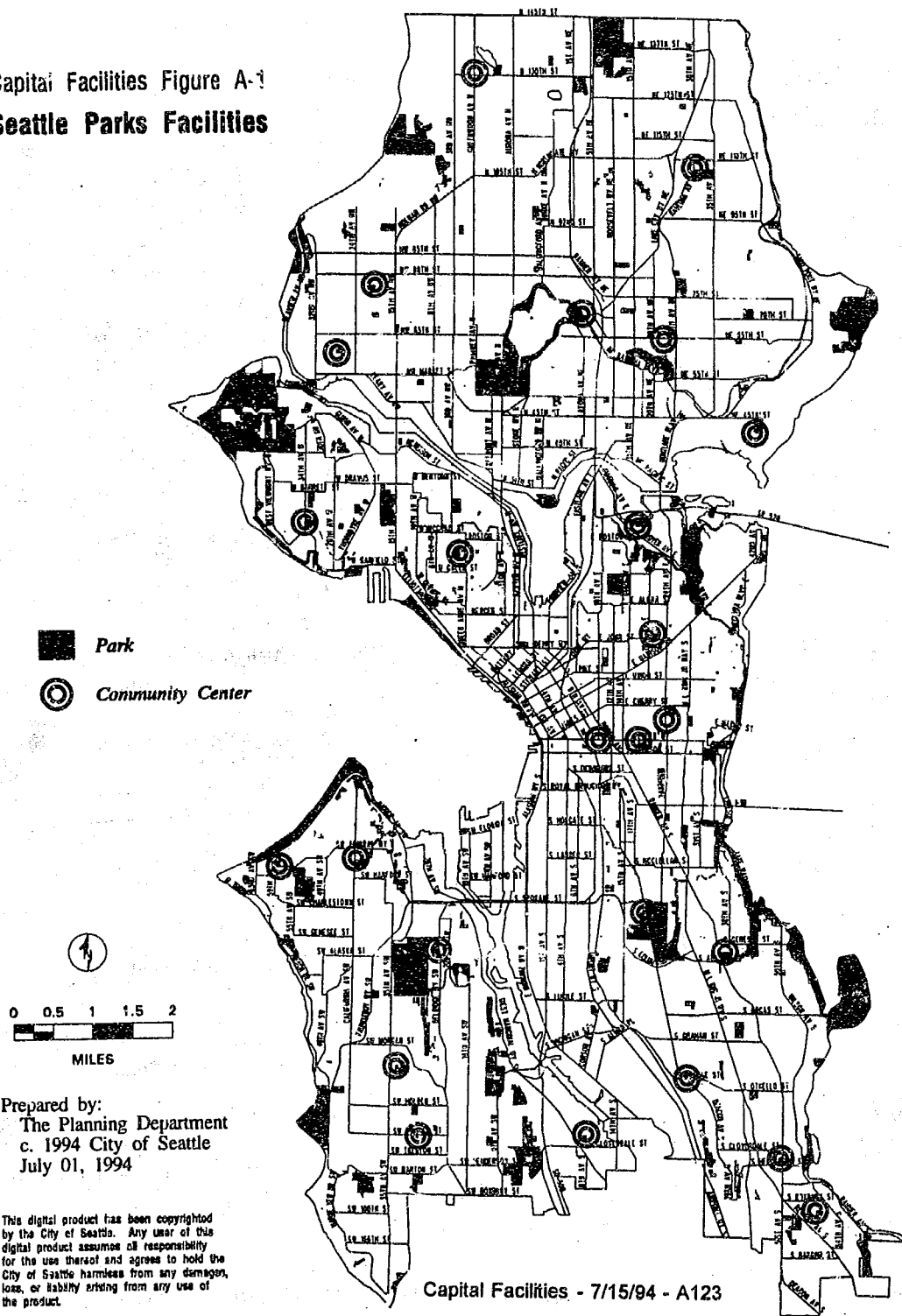
In addition, the District has six buildings used primarily for administration and a number of closed schools. Many of the school closures occurred during the 1970s and 1980s as a result of low enrollments. The closed schools are used for administration, as temporary schools during remodeling construction, leased to other organizations on a short- or long-term basis or remain unused. School locations are shown in Capital Facilities Figure A-10.

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Capital Facilities Figure A-1  
Seattle Parks Facilities



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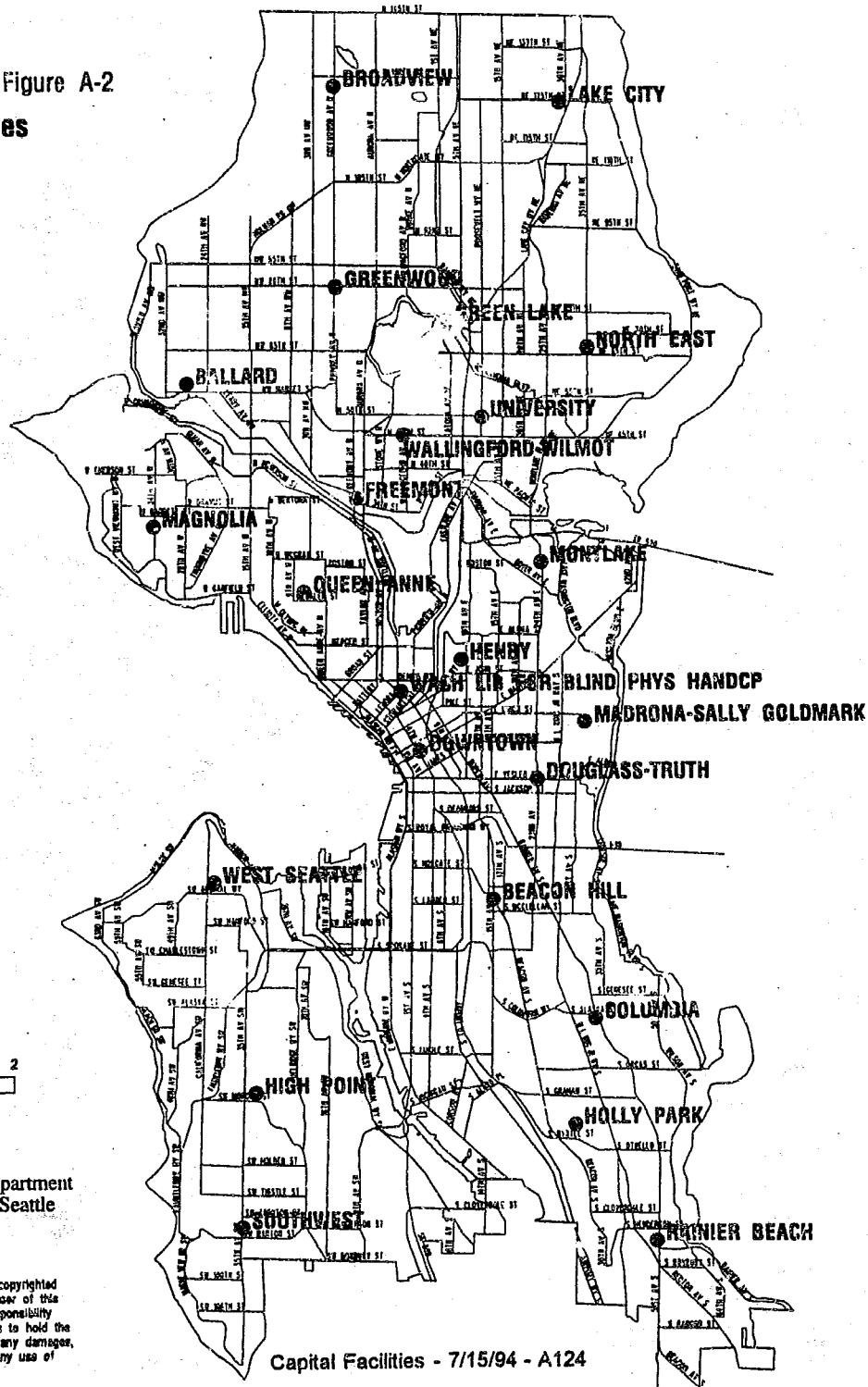
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**Capital Facilities Figure A-2  
Seattle Libraries**



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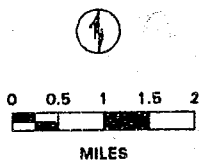
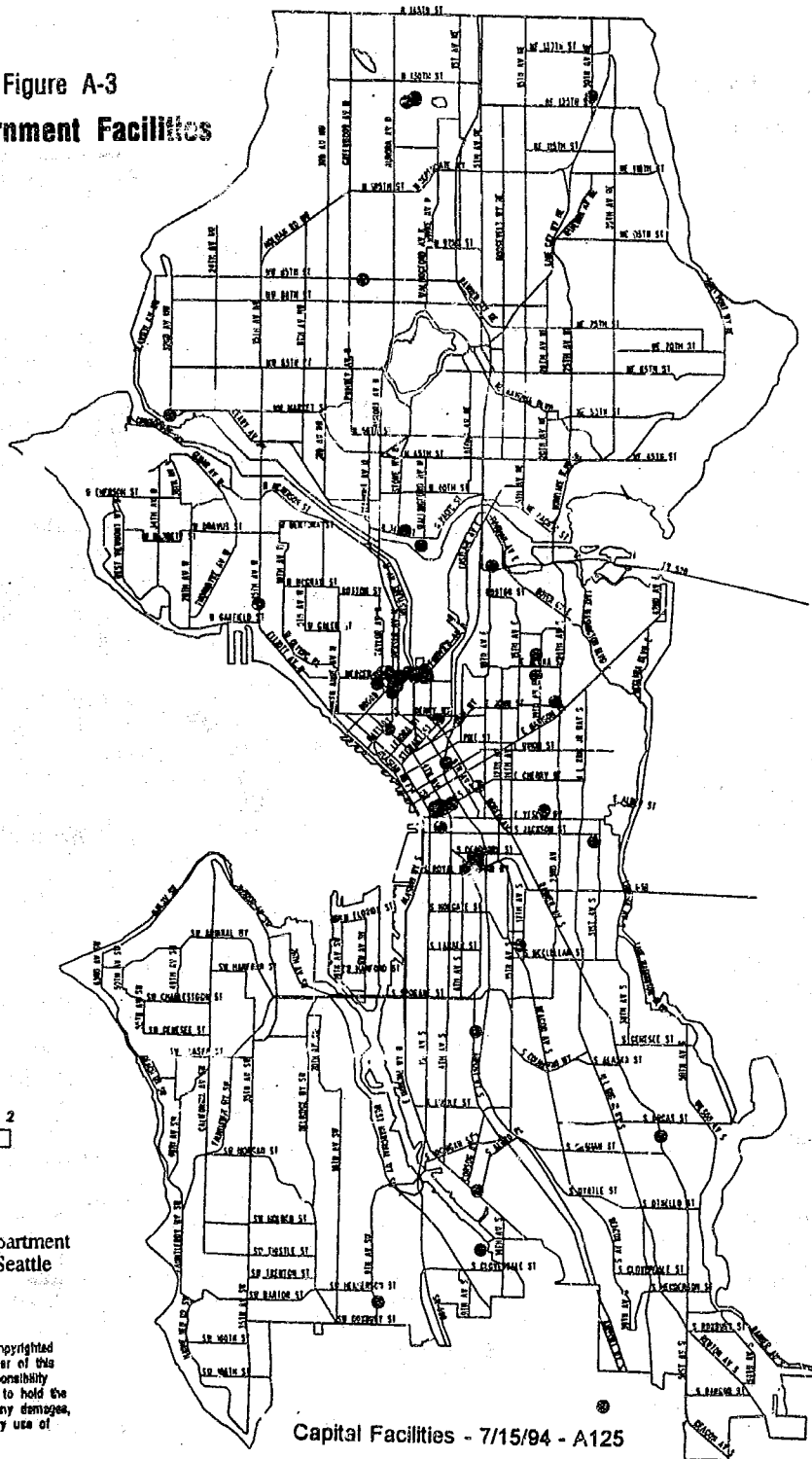
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**Capital Facilities Figure A-3  
General Government Facilities**



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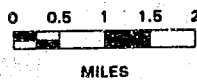
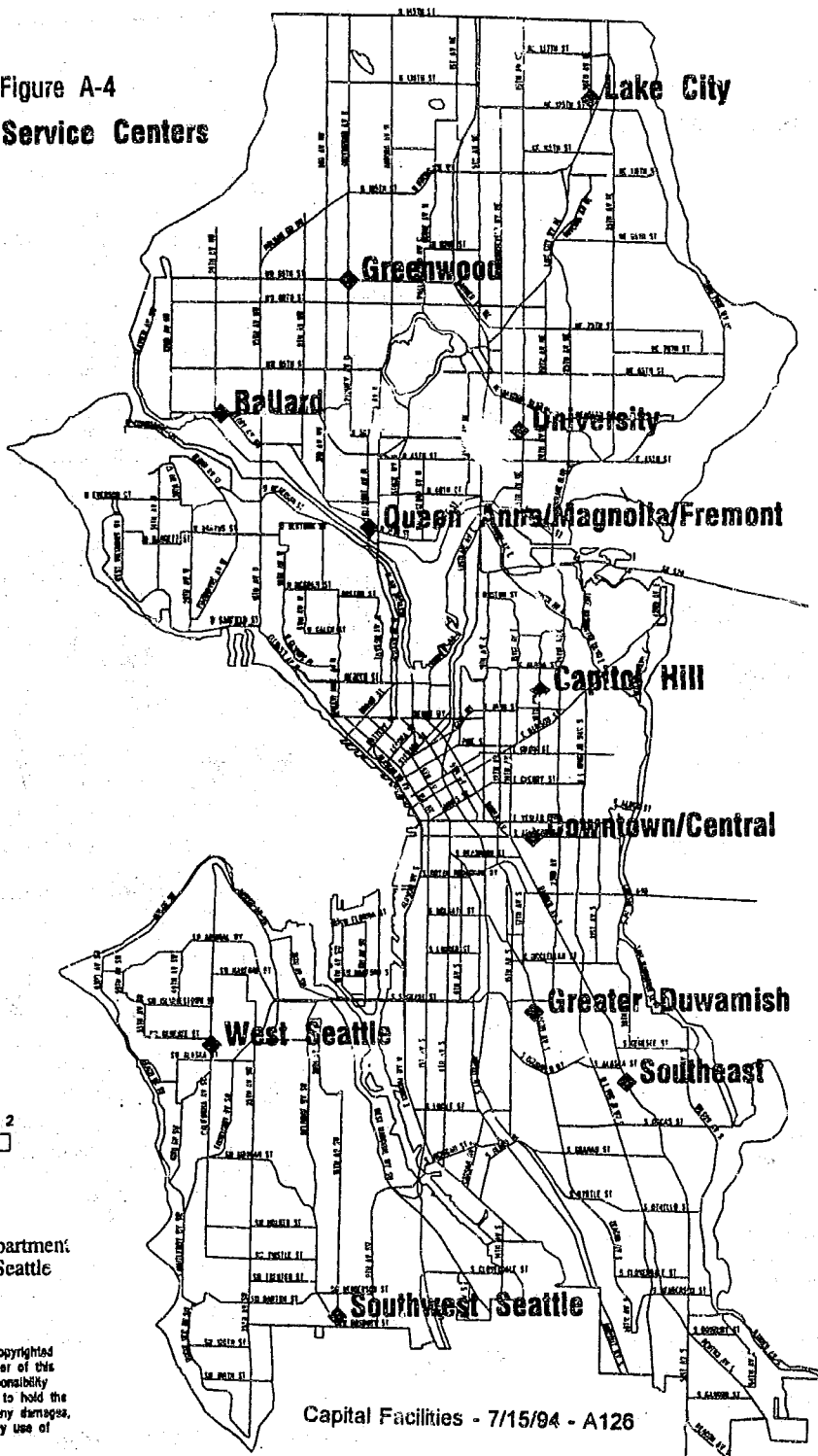
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**Capital Facilities Figure A-4  
Neighborhood Service Centers**



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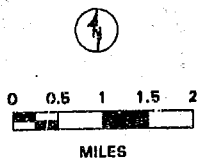
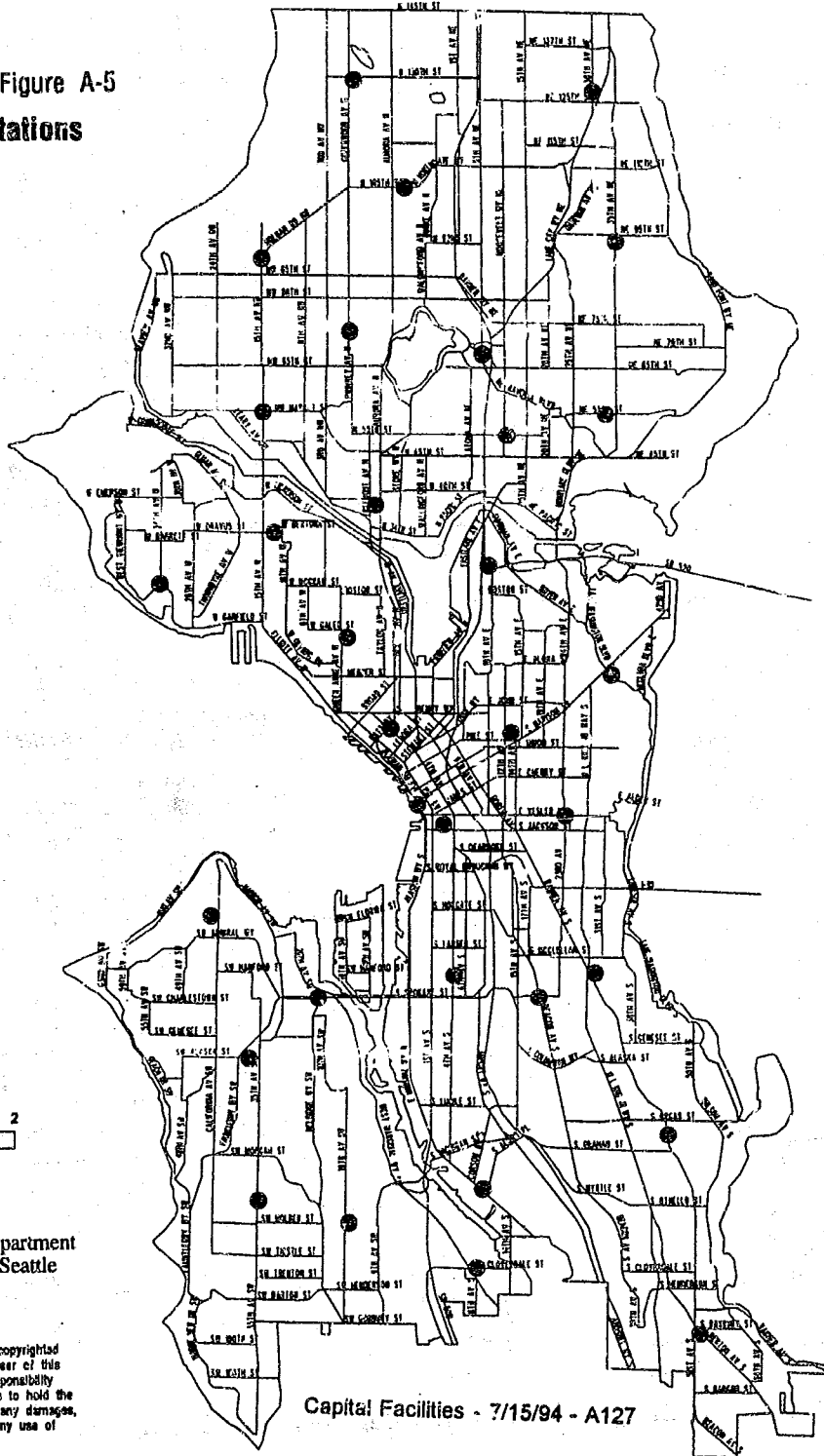
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**Capital Facilities Figure A-5  
Seattle Fire Stations**



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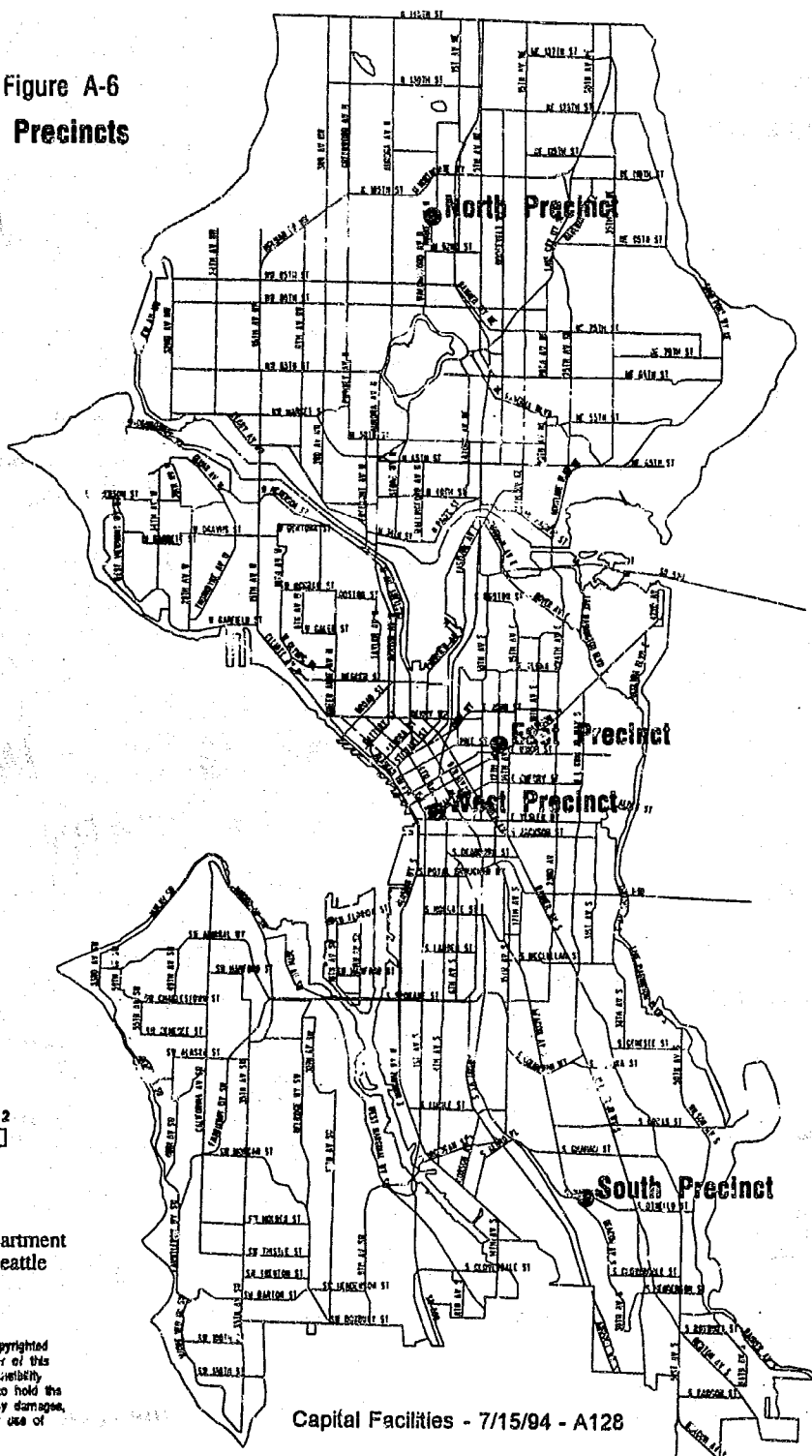
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**Capital Facilities Figure A-6  
Seattle Police Precincts**



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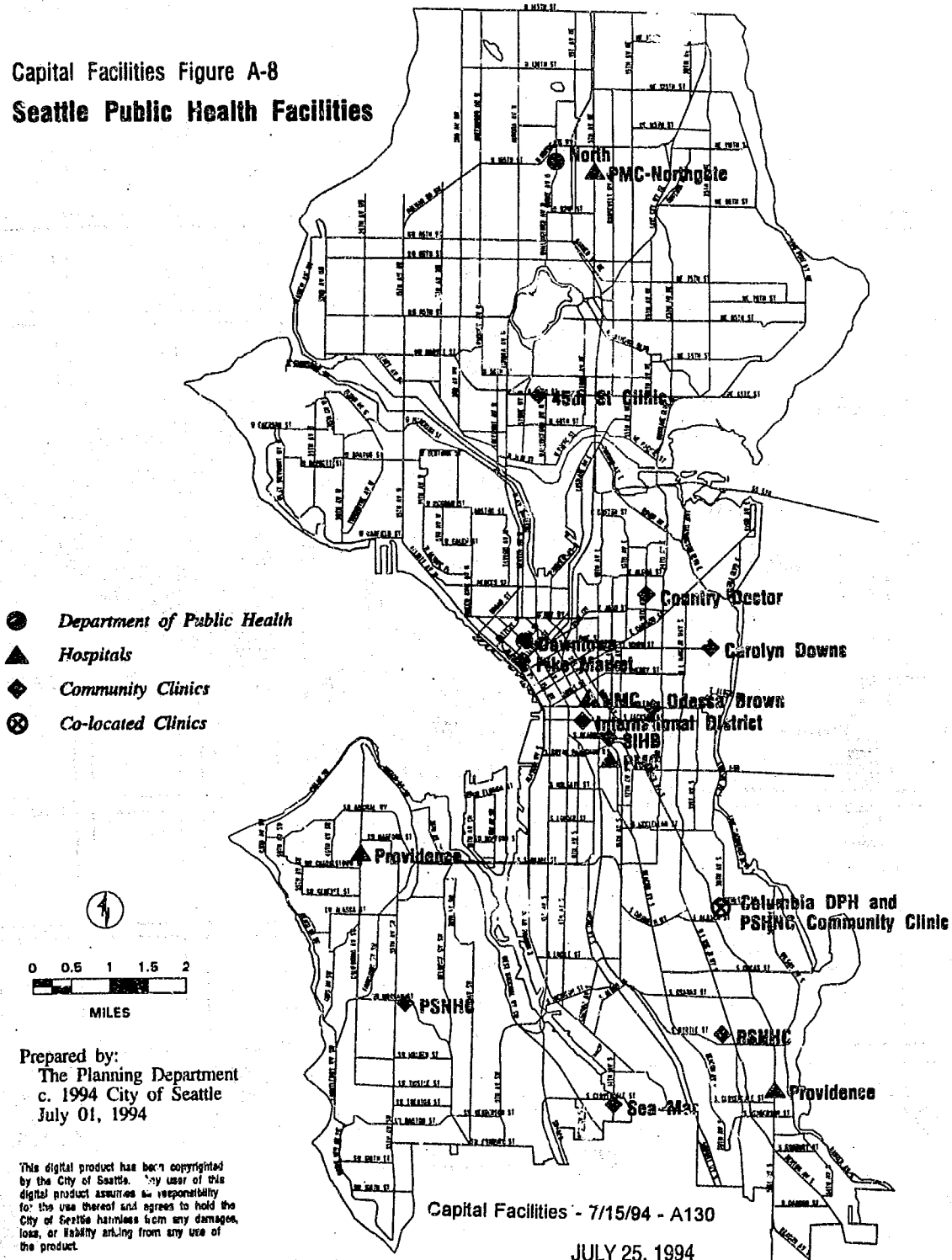
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**Capital Facilities Figure A-8  
Seattle Public Health Facilities**



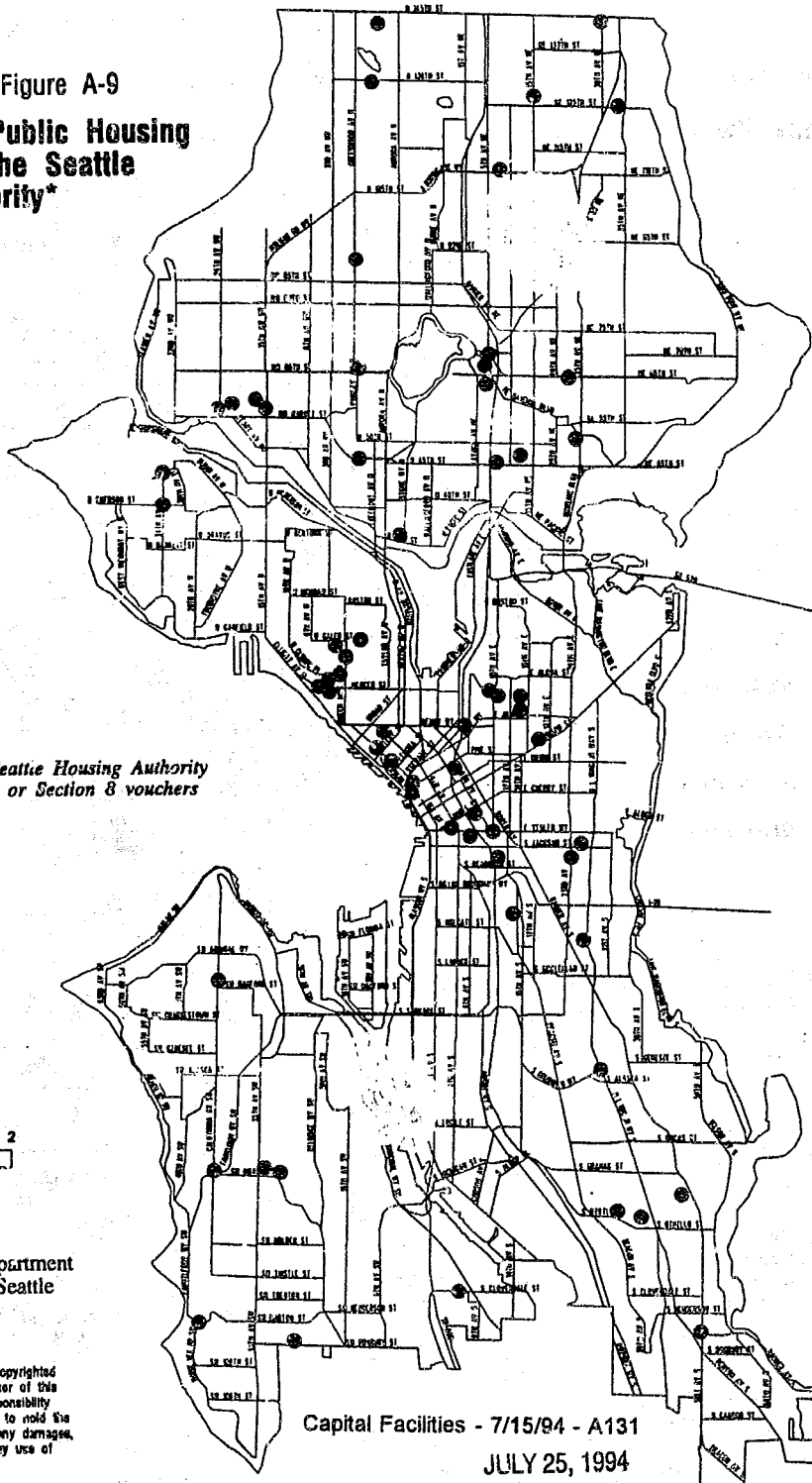
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**Capital Facilities Figure A-9  
Locations of Public Housing  
Operated by the Seattle  
Housing Authority\***



*\* Does not include Seattle Housing Authority scattered site housing or Section 8 vouchers or certificates*

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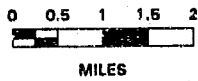
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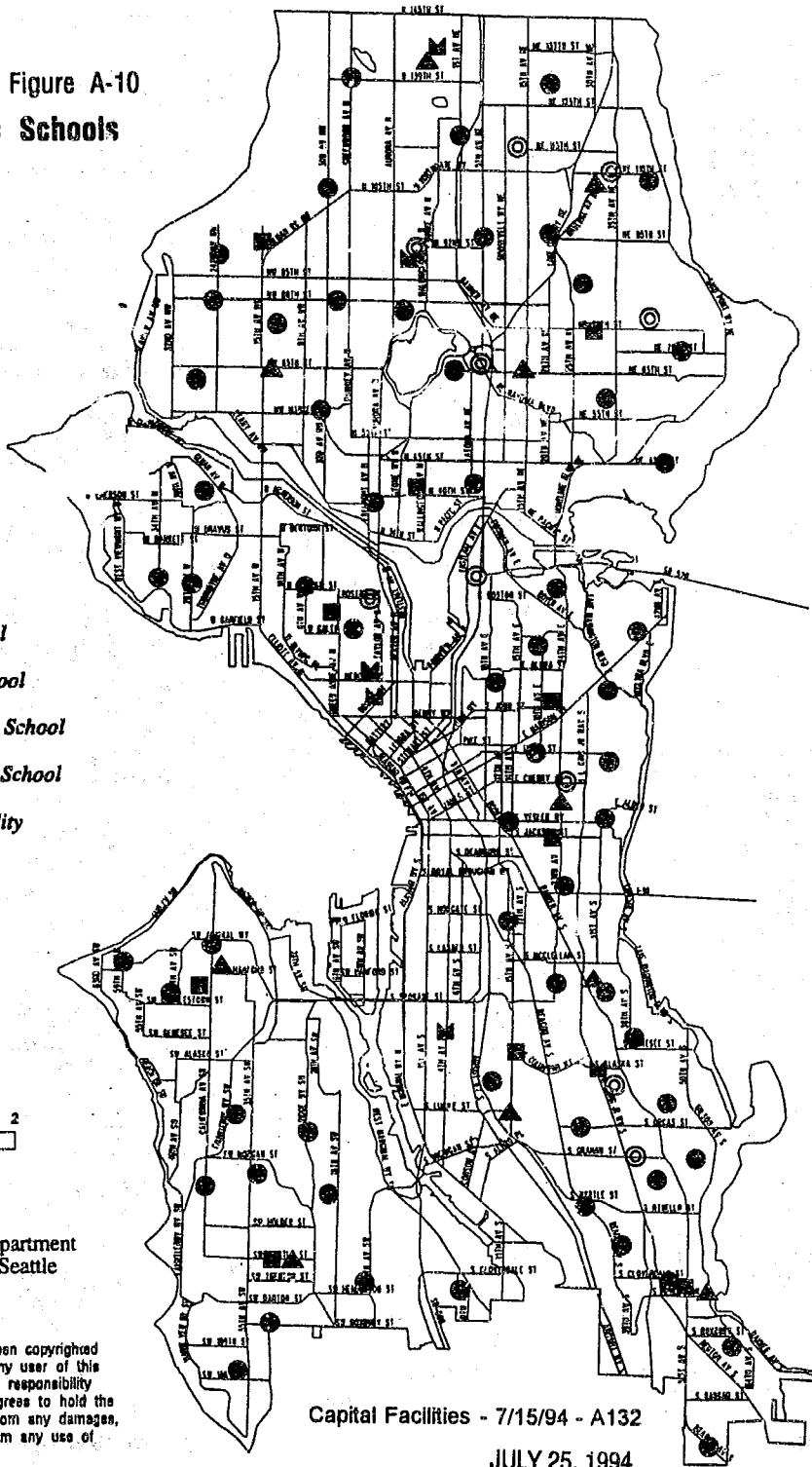
**Capital Facilities Figure A-10  
Seattle Public Schools**

- ▲ High School
- Middle School
- Elementary School
- ⊙ Alternative School
- ▣ Other Facility



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**Appendix B: Addition Capital Projects Funded with revenues from the Real Estate Excise Tax (REET)**

In addition to REET funded capital projects listed in the 1994-1999 CIP, the following housing, park and recreation, and transportation projects are also funded with REET revenues or the Capital Facilities Bonds which are debt financed with REET revenues. Funds are expected to be spent on these projects in 1994.

**1. Housing Projects**

Project Number and Title	Project Address	Sponsor	Units	1994 REET Funding**
HA26101 410 Apartment	410 11th Ave E	CHHIP	6	\$ 220
HA262146 Boylston/Howell	1729 Boylston Ave	CHHIP	30	\$ 1,619
HA26147 Brewster Apartments	133 Portins Ave N	CHHIP	35	\$ 1,138
HA26152 Bush Asia Center/Hotel	409 Maynard Ave S	SCIDPA	110	\$ 3,928
HA26161 Coach House	3512 Albion Place N	CHHIP	32	\$ 189
HA26192 Early Childhood Center	Burke Gilman	CHHIP	8	\$ 355
HA 26218 Gilman Court	Ballard	CHHIP	27	\$ 1,000
HA 26309 Mobile Home Park	Lake City/Aurora	TBD*		\$ 1,000
HA26164, TBD*	Commons Area	TBD*		\$ 5,762
HA26262, TBD*	ID Village Sq Housing	TBD*		\$ 1,000
HA26263, TBD*	ID Village Sq Medical	TBD*		\$ 1,000
HA26368, TBD*	Sand Point	TBD*		\$ 1,000
HA26159, TBD*	City-Wide Projects	TBD*		\$ 5,000
HA26351, TBD*	P-Patches	TBD*		\$ 6,196

\*TBD: to be determined in the project selection process.

\*\* in \$1,000

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## 2. Parks and Recreation Projects

<u>Project Number/Location</u>	<u>94/95 REET Funding Level</u>
72210 City-Wide Parks and Recreation	\$642,000
72215 South Lake Union Parks	\$868,000
72218 Sand Point Parks and Recreation	\$500,000
72890 Webster School Playground	\$108,000

## 3. Transportation Projects

<u>Project Number/Location</u>	<u>1994 REET Funding Level</u>
32752 Boren Ave/Madison St - UATA Signal Improvement	\$3,000

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## UTILITIES APPENDIX

### Seattle City Light

Seattle City Light (SCL) is the City-owned electric utility serving approximately 131 square miles, including all of Seattle and some portions of King County north and south of the City limits.

SCL generates 70% of the energy that it sells to retail customers from its own facilities. The largest facilities are the Skagit Project (which includes three dams on the Skagit River), Newhalem Dam on Newhalem Creek in the northwest part of the state, and Boundary Dam on the Pend Oreille River in northeast Washington. The Cedar Falls Dam on the Cedar River is a smaller generating facility. City Light also holds an 8% interest in the Centralia coal-fired generating plant in southwest Washington. In addition to these power sources, SCL purchases power from the Bonneville Power Administration (BPA) and holds firm power purchase contracts with a number of other suppliers in the Pacific Northwest.

SCL owns and maintains approximately 649 miles of transmission lines which carry power from the Skagit and Cedar Falls generating facilities to 14 principal substations. Power is distributed from these principal substations via high voltage feeder lines to numerous smaller distribution substations and pole transformers which reduce voltage to required levels for customers. SCL owns and maintains 2,750 circuit-miles of distribution lines within Seattle that deliver power from the 11 principal substations to 265,732 customers. A capacity addition is in progress at City Light's Canal substation. (See Utilities Figures A-1 and A-2).

### Seattle Water Department

The Seattle Water Department (SWD) serves retail customers of Seattle and portions of King County. In addition, SWD sells wholesale water to more than two dozen suburban water districts, municipalities, and nonprofit water associations ("purveyors") which serve retail water customers in most of the urban areas in north, east, and south King County, and a small part of southwest Snohomish county. (See Utilities Figures A-3 and A-4).

SWD supplies drinking water from three water supply sources--the Cedar River Watershed, the South Fork of the Tolt River Watershed, and the Highline Well Field. The Cedar River and South Fork of the Tolt River Watersheds are in the Cascade Mountains, while the Highline Well Field is located north of Seattle-Tacoma International Airport. Transmission pipelines carry the water to various reservoirs, standpipes, and tanks for further distribution.

### **Seattle Drainage and Wastewater Utility**

Seattle's Drainage and Wastewater Utility (DWU) was created in 1987 as a division of the Seattle Engineering Department (SED), adding drainage responsibilities to the existing SED sewer utility. DWU is charged with managing drainage, surface runoff, and sewer systems to meet public safety, water quality, and resource protection goals. DWU's service area includes Seattle and some areas north of the city limits.

Although a few small areas are still served by septic systems, almost all areas of the city are served by sanitary sewers. Three types of drainage and waste water systems are used in Seattle: combined sanitary/storm water sewer, partially separated sanitary/storm water sewer, and separate sanitary and storm water sewer systems. The DWU system collects residential, commercial, and industrial waste water and delivers it to interceptor lines operated by the regional sewage treatment agency. The sewage is then treated at three major sewage treatment plants in the city before being discharged into Puget Sound. (See Utilities Figure A-5).

### **Seattle Solid Waste Utility**

The Solid Waste Utility (SWU) was created in 1961 as a division of the Seattle Engineering Department (SED). SWU contracts with private firms for the collection of residential garbage, recyclables, and yard waste within the city. Collection of commercial solid waste is handled by private carriers and facilities; however, SWU provides for disposal of all garbage generated in the city.

The solid waste transfer system consists of four transfer stations. The two City-owned transfer stations receive residential solid waste, while the two privately-owned transfer stations receive both in-city commercial solid waste and solid waste from outside Seattle. Garbage is compacted into containers which are trucked to the Argo Intermodal Facility; from there, the containers are loaded onto trains for long-haul transport to the landfill in Gilliam County, Oregon. Recyclable materials are handled by two privately-owned facilities. Household hazardous wastes can be brought to one of two facilities operated by SWU. (See Utilities Figure A-6).

### **Washington Natural Gas**

Washington Natural Gas Company (WNG) is an investor-owned natural gas utility serving more than 400,000 customers in five Western Washington counties--Snohomish, King, Pierce, Thurston, and Lewis. WNG is the largest of five subsidiaries that comprise Washington Energy Company. WNG's distribution of natural gas involves system pressure regulation and the development and maintenance of a network of gas mains to serve the utility's customers.



WNG is supplied by Northwest Pipeline Corporation, a natural gas wholesaler with interstate pipeline facilities extending from Canada to New Mexico. Two underground transmission lines branch off from the pipeline to serve the 108,942 customers in the Seattle area via 1,345 miles of underground gas mains. (See Utilities Figure A-7).

### **US WEST Communications**

US WEST Communications (US WEST) is the telephone company subsidiary of US WEST, Incorporated--one of the seven regional holding companies resulting from the divestiture of AT&T. US WEST is the principal provider of local telephone and related services in Seattle.

Of the 11 central switching offices (COs) serving Seattle, 10 are located within the city limits (see Utilities Figure A-8). For local exchange, the COs switch calls in and between the line exchange groupings (these groupings are addressed uniquely by an area code and the first three digits of a phone number). For long distance, the COs switch calls and mediate between the long-distance network and the local originating/terminating network. Due to advances in technology, additional capacity is easily and quickly added to the system.

Four main cable routes emanate from each CO, running north, south, east, and west. Connected to these main feeder routes are branch feeder routes which support thousands of local loops providing dial tone service to individual subscribers. The COs are connected by inter-exchange trunk lines that may be aerial or buried, and copper or fiber optic line.

### **Cellular Communications**

Seattle is served by two cellular telephone companies: Cellular One and US WEST/New Vector. Cellular telephones are radios which send and receive signals from low-power, ultra-high frequency antennas positioned at several cellular communication ("cell") sites. The "cellular" name is derived from the manner in which coverage is provided by the cell sites. Each cell site has a signal radius, or coverage area, of only a few miles (depending upon terrain and capacity demand for service). As a cellular telephone user passes from one cell to the next, the call is transferred to an available channel at an adjacent cell site.

Cellular One currently has 22 cell sites in Seattle and US WEST/New Vector has 16 cell sites (see Utilities Figures A-9 and A-10). The cell sites are linked to a Mobile Telephone Switching Office which ties the cellular network into the conventional telephone system.

## **Cable Television**

Three cable communications companies hold City franchises for serving Seattle residents--Viacom Cablevision, TCI Cablevision of Washington, Inc., and Summit Cablevision. The City has begun a franchise renewal process with Viacom and TCI involving negotiations over future capacity, number of channels, construction schedules, and other criteria. The Summit franchise expires in February 1998. (See Utilities Figure A-11).

One of the primary components of a cable system is the head-end site--an electronic control center where the information signal is processed for distribution through the cable system. This signal can be received off a hard line (cable), a satellite dish, microwave antennae, and/or a TV antenna. Viacom has three head-end sites in Seattle and 545 miles of distribution lines serving 55,374 households. TCI has one head-end site in Seattle, along with 541 miles of coaxial cable plant and 21 miles of fiber-optic cable serving 76,054 households. Summit has one receive site/head-end site in Seattle, along with 110 miles of coaxial cable and 15 miles of fiber-optic cable serving 9,200 households.

## **Seattle Steam**

Seattle Steam is a district heating utility franchised by the City. Its service area encompasses roughly a square-mile area of the Central Business District, extending from Blanchard Street to King Street and from the waterfront to 14th Avenue, crossing over First Hill (see Utilities Figure A-12). The company provides steam to commercial, residential, and institutional customers for space and hot water heating, along with other uses.

Two steam-generating plants supply the network. The primary plant is located on Western Avenue at University Street. The secondary plant is located on Western Avenue near Yesler Way--the site of the original plant built in 1893. Total steam generation capacity is 850,000 pounds per hour, with boilers designed to burn either natural gas or residual oil. The network of insulated steel pipe encompasses a total length of over 18 miles beneath city streets and currently serves 240 customers.

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# City of Seattle

## Seattle City Light Transmission Lines and Substations

230KV and 115KV  
Transmission Lines

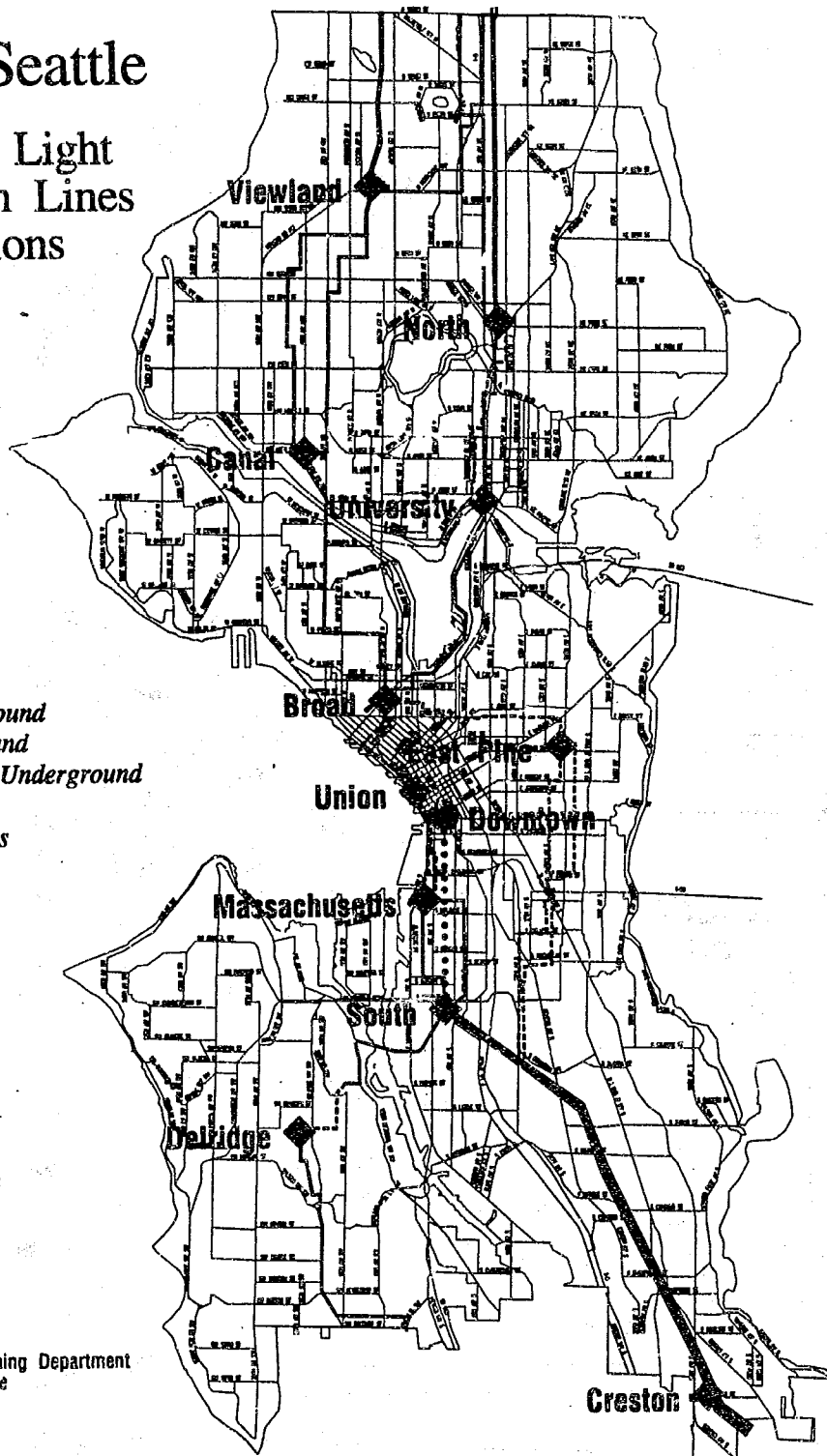
- Above Ground
- - - - Underground
- Proposed Underground

Principal Substations

- ◆ Existing
- Proposed

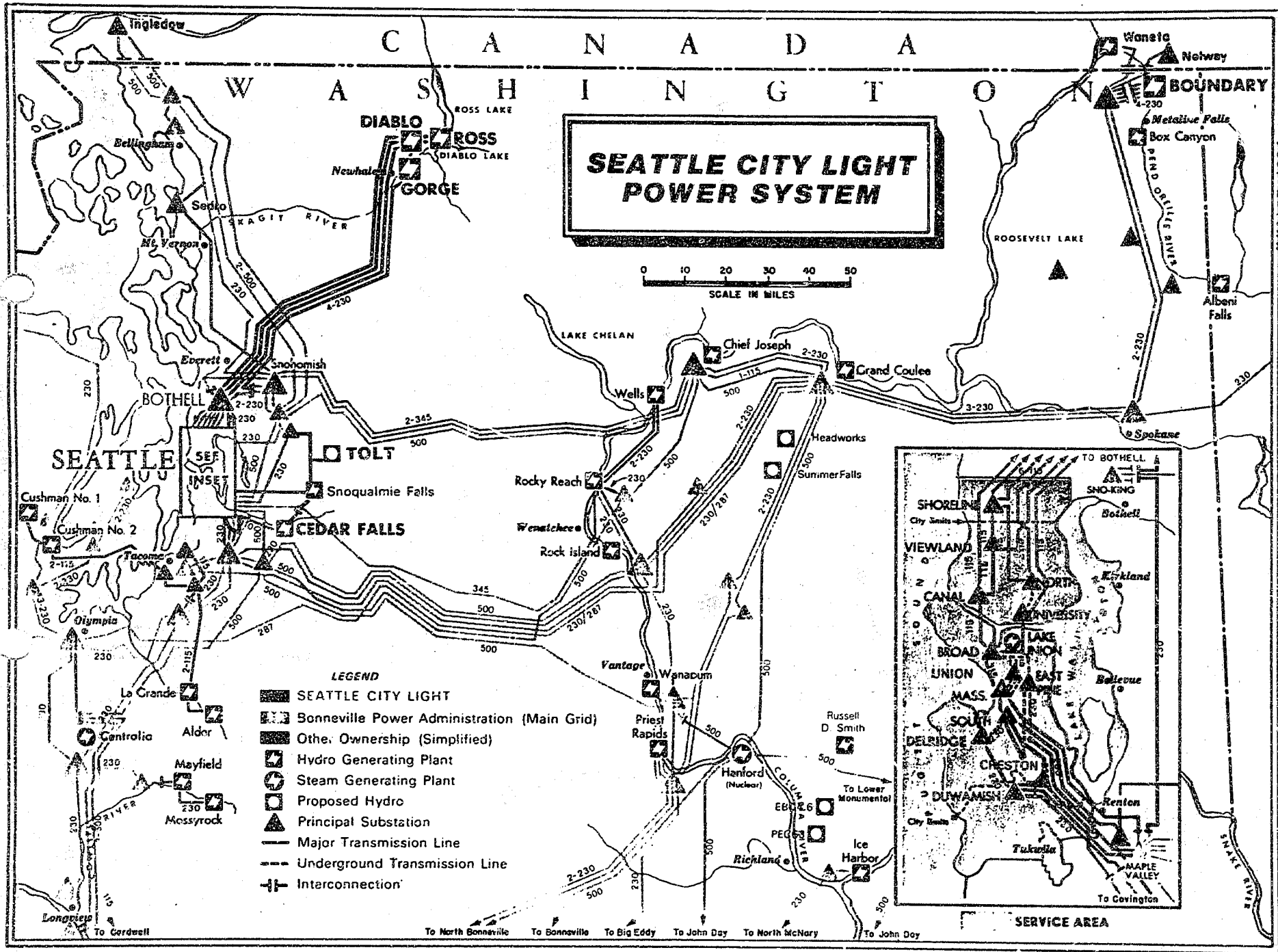


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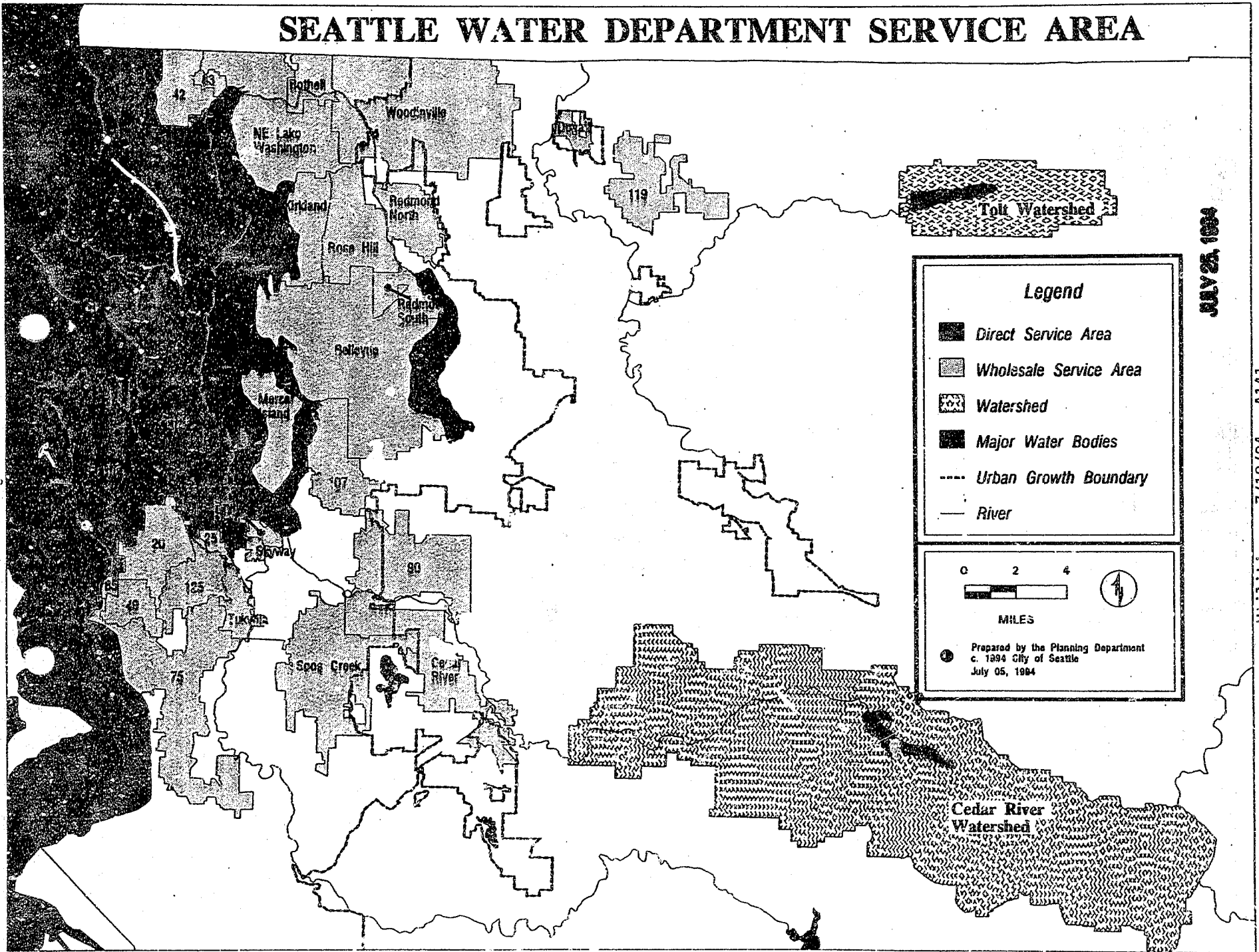
Utilities Figure A-2



JULY 25, 1994

Utilities - 7/18/94 - A140

# SEATTLE WATER DEPARTMENT SERVICE AREA



**Legend**

- Direct Service Area
- Wholesale Service Area
- Watershed
- Major Water Bodies
- Urban Growth Boundary
- River

0 2 4  
  
 MILES

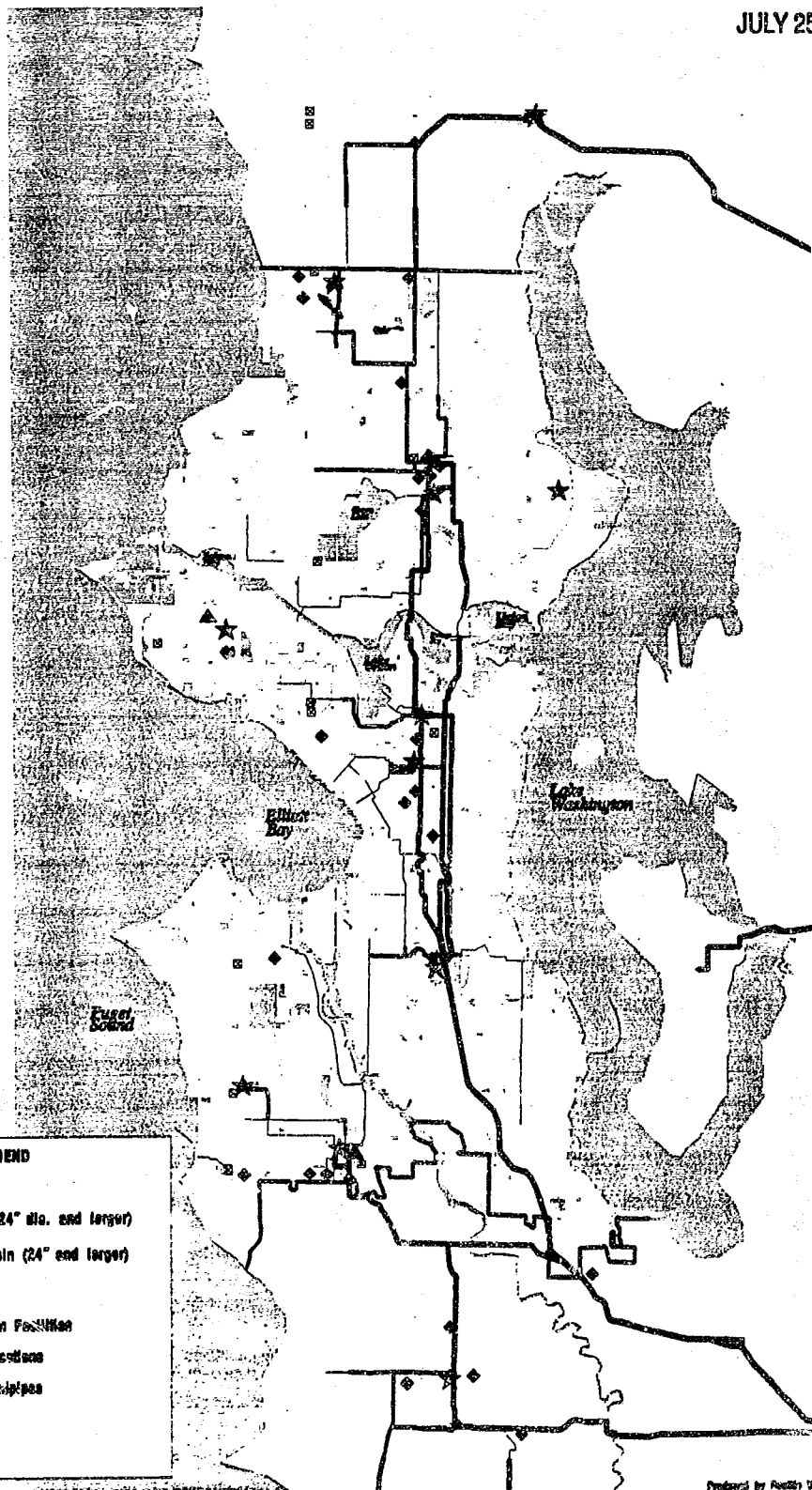
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JULY 25, 1994

Utilities - 7/18/94 - A141

# MAJOR WATER FACILITIES - CITY OF SEATTLE

JULY 25, 1994



## LEGEND

- Supply lines
- Feeder main (24" dia. and larger)
- Distribution main (24" and larger)
- City Boundary
- Gas Chlorination Facilities
- Pump Station Locations
- Tanks and Reservoirs
- Reservoirs
- Parks

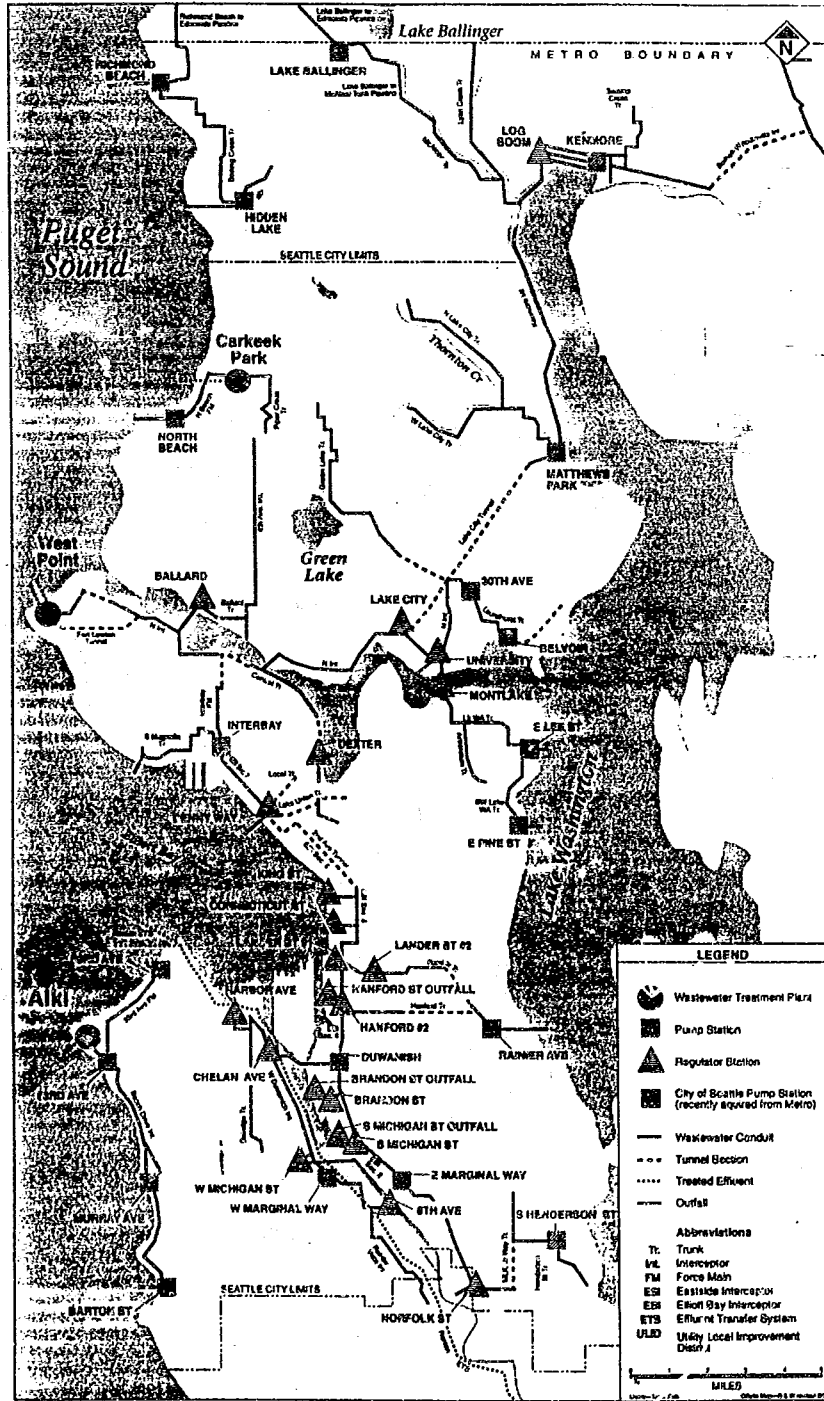
Date printed: July 29, 1994

Produced by Pacific Data Mapping

Utilities - 7/13/94 - A142

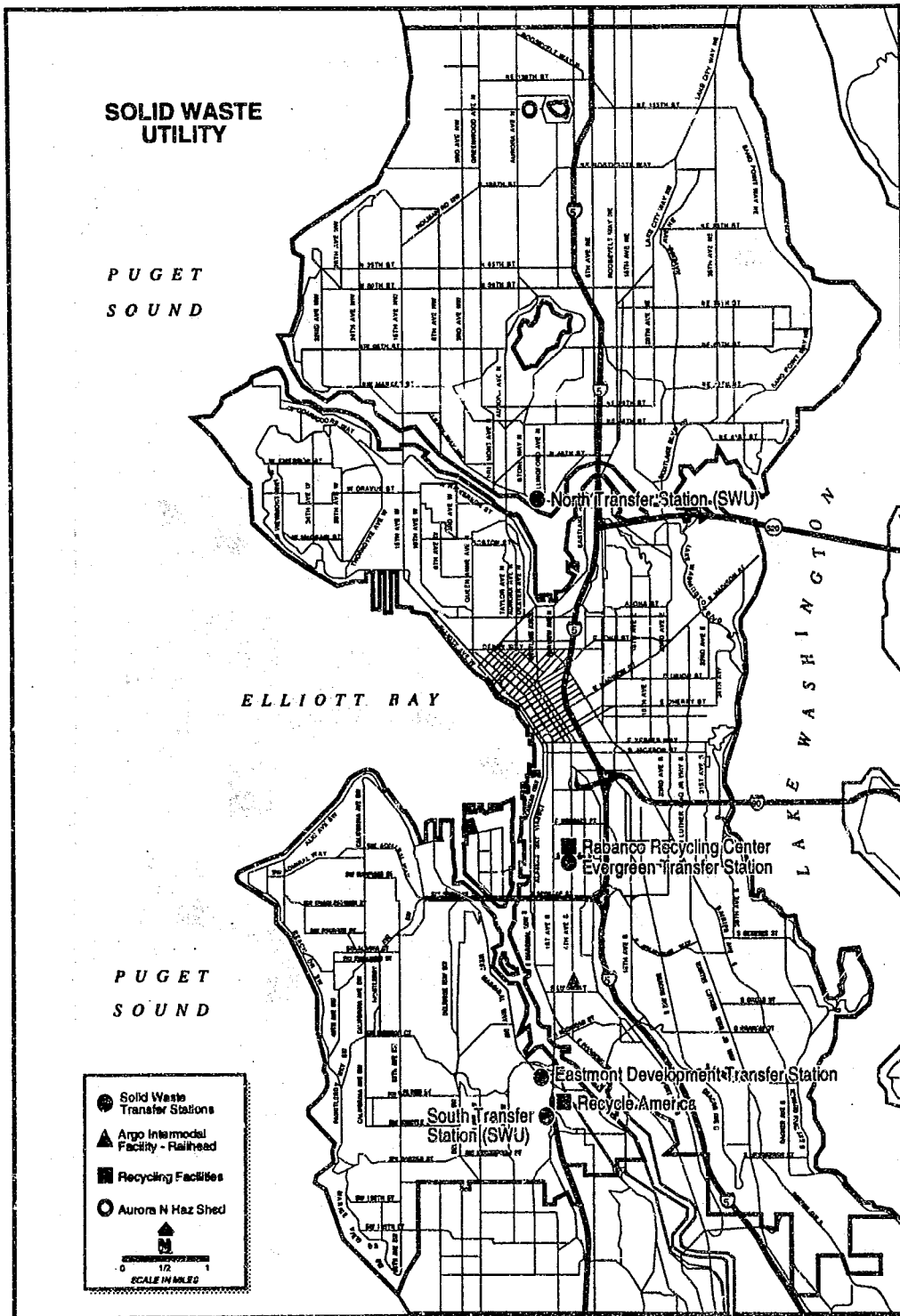
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METRO FACILITIES MAP



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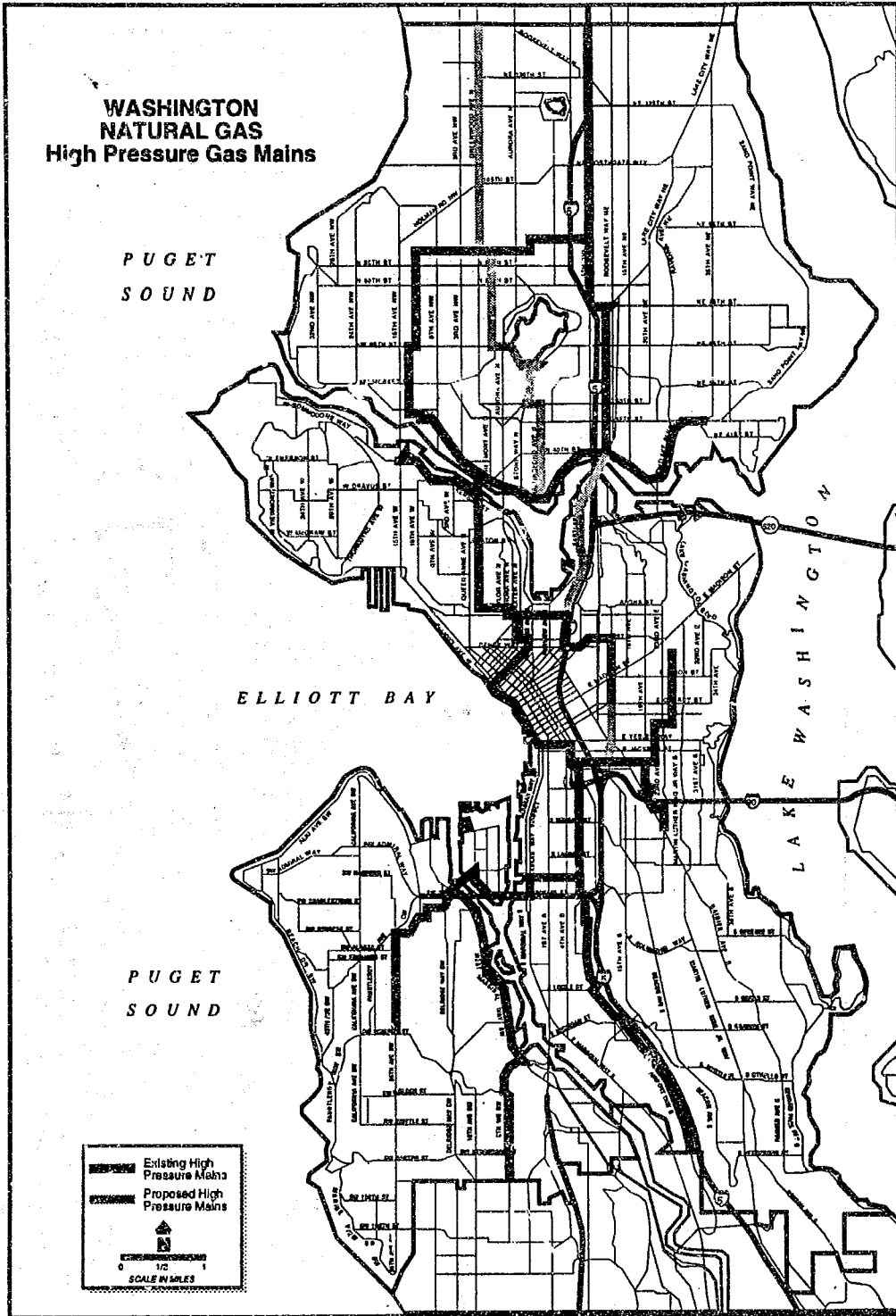
Utilities Figure A-6



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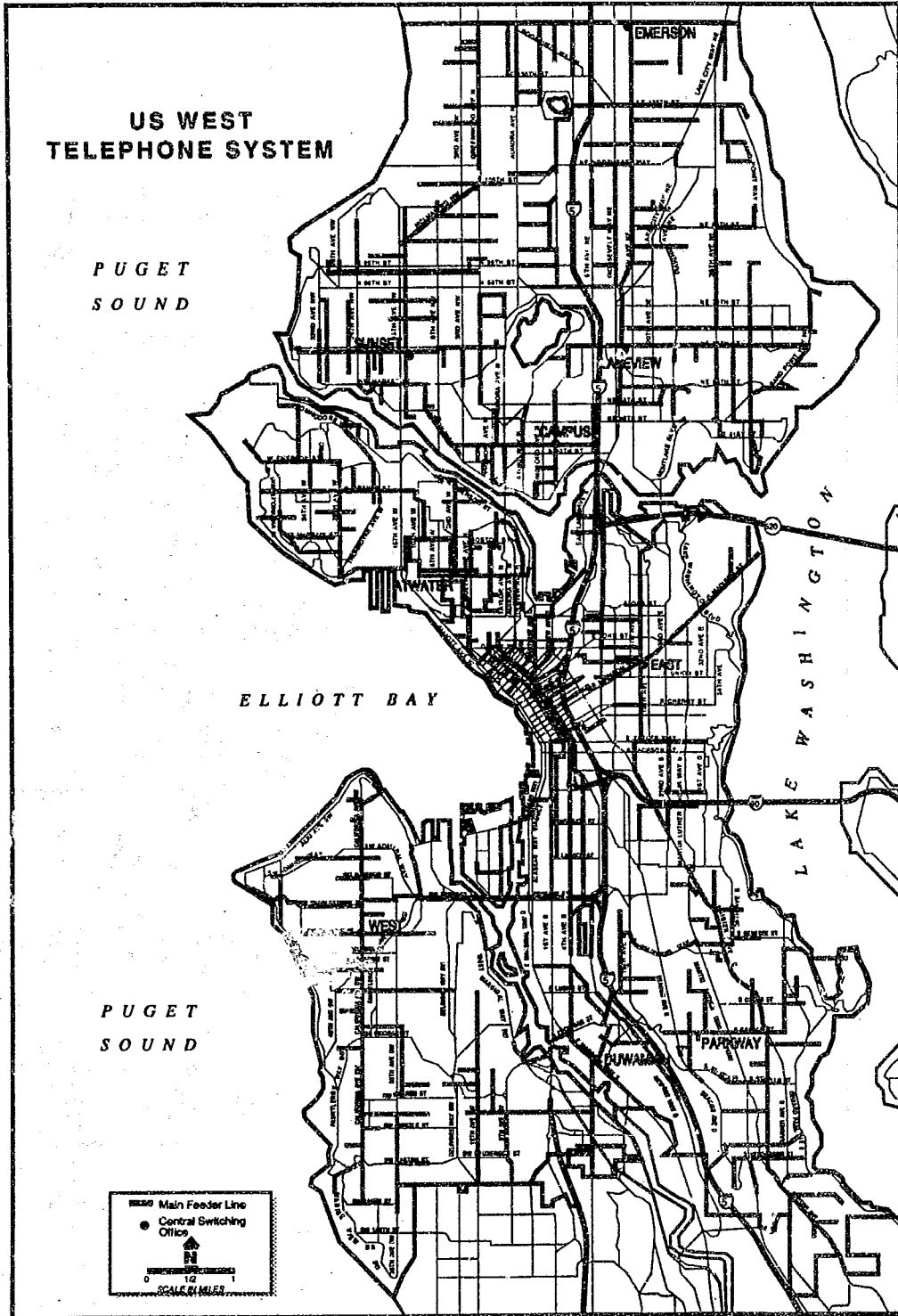


Utilities Figure A-7



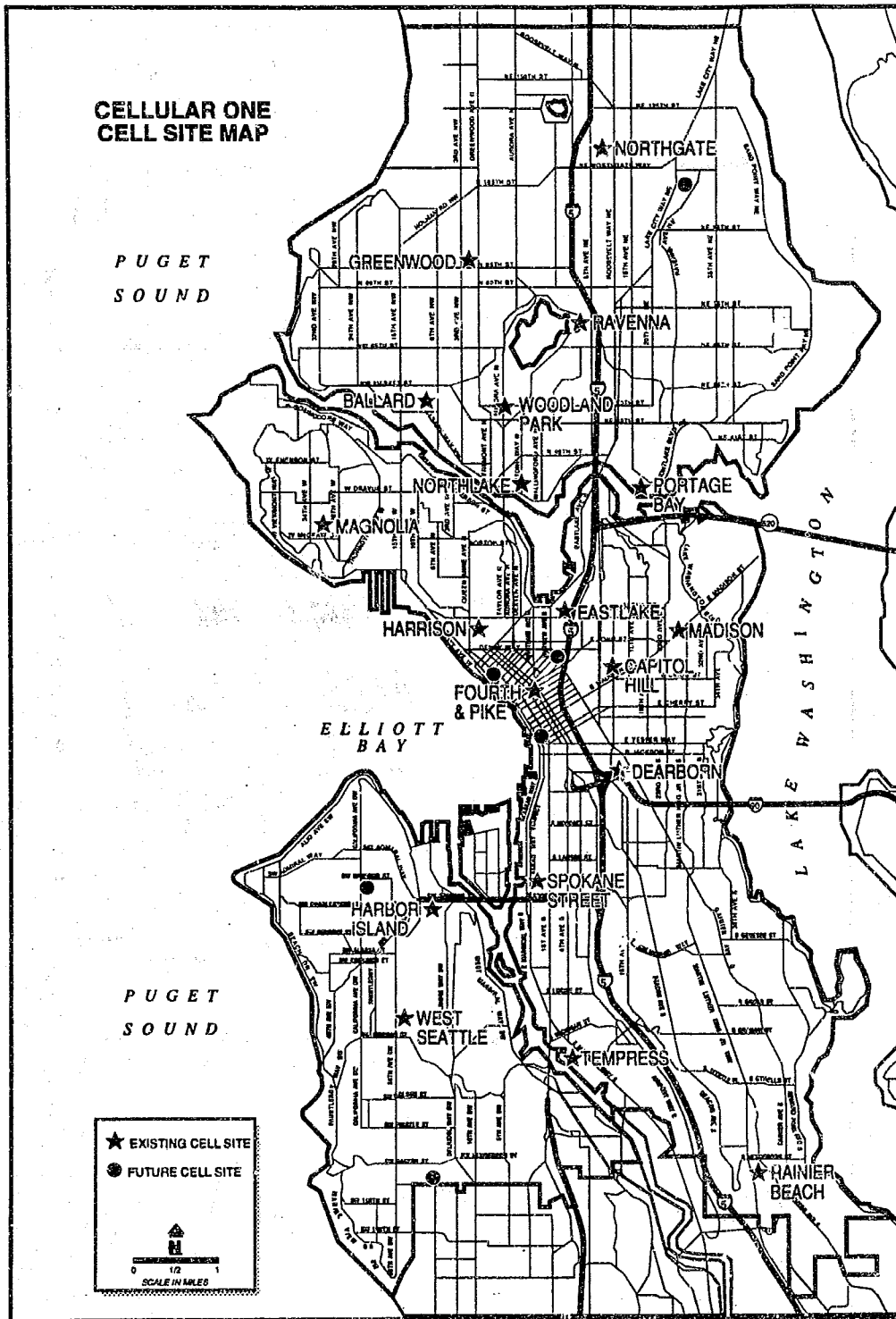
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Utilities Figure A-8



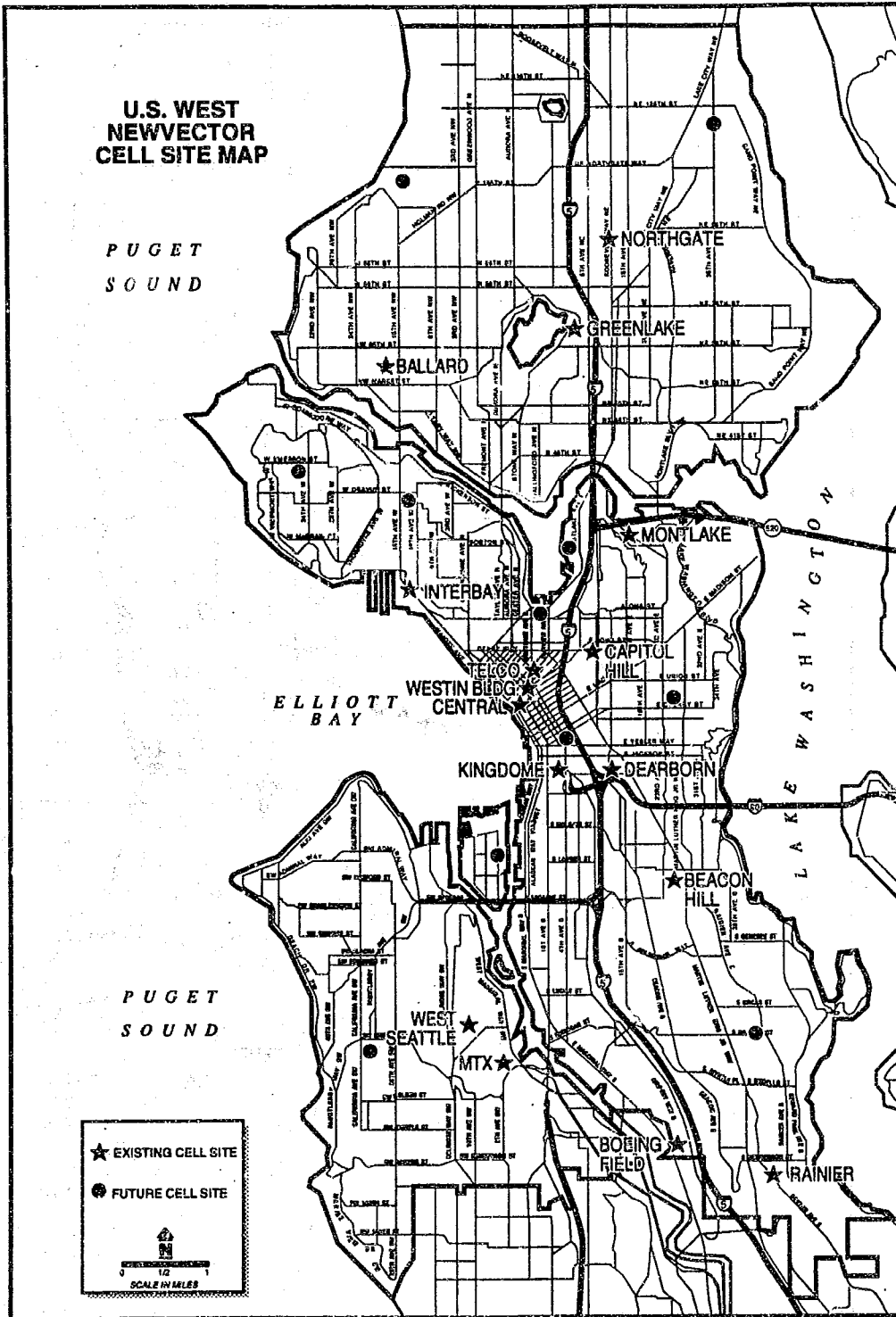
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Utilities Figure A-9



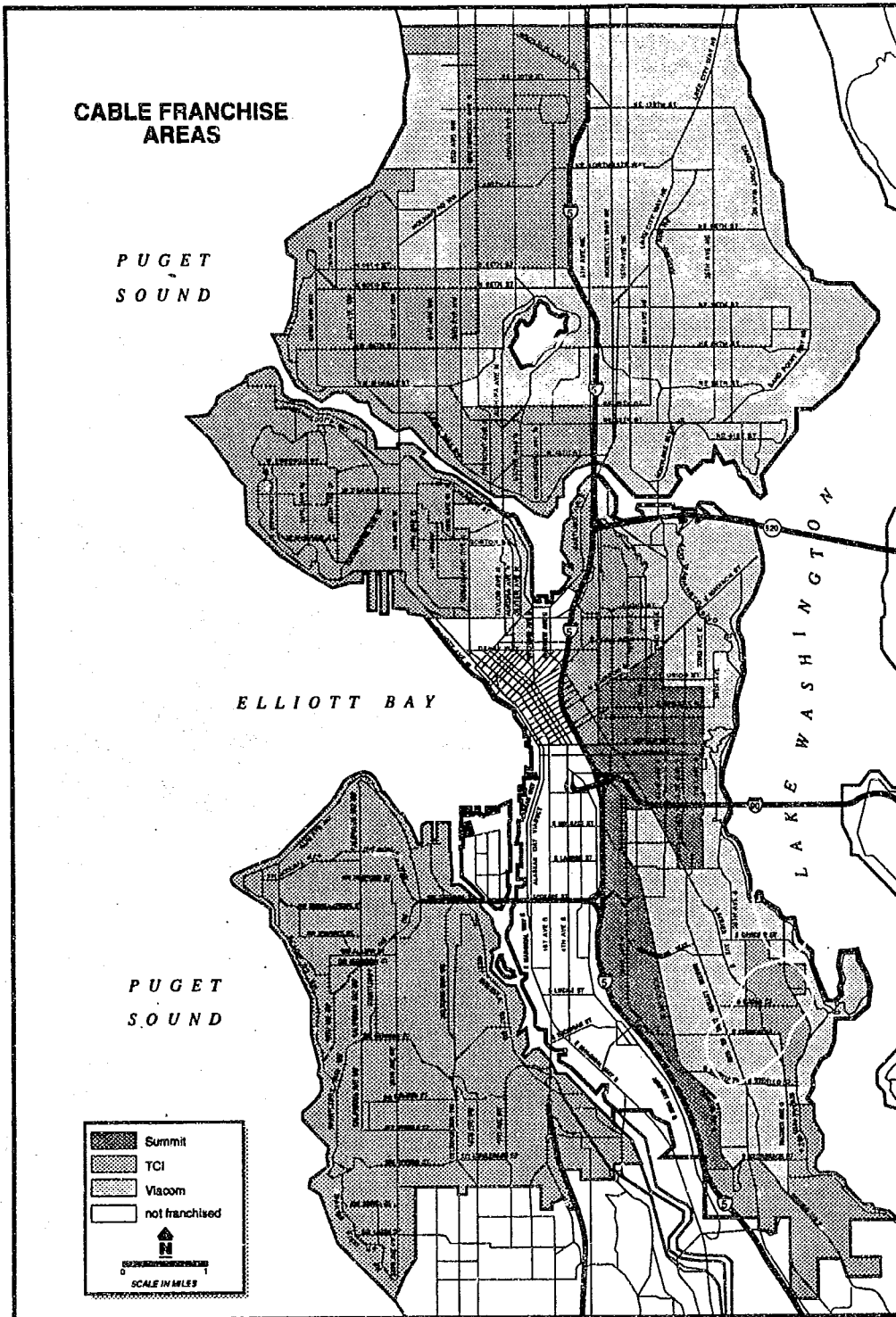
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Utilities Figure A-10



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Utilities Figure A-11

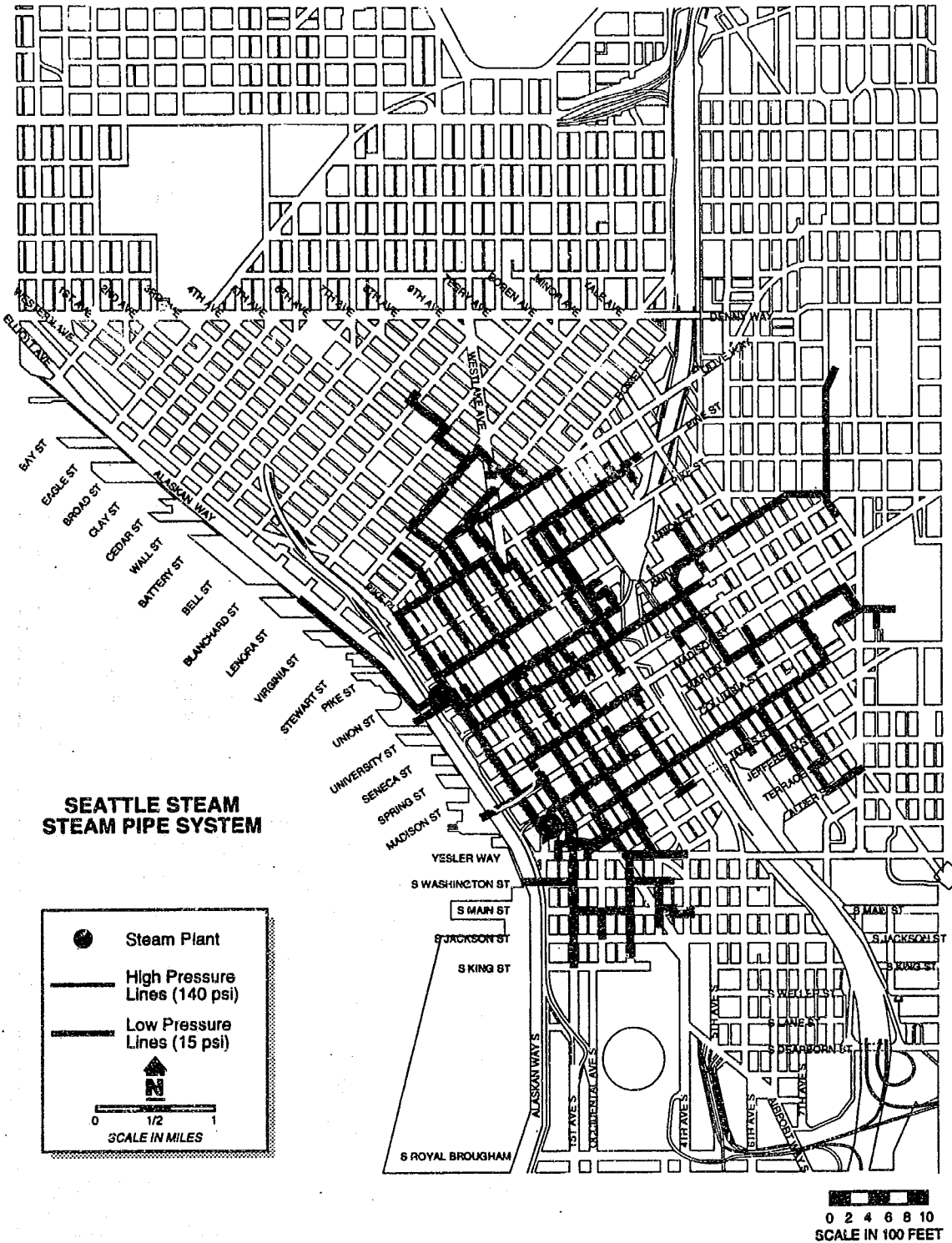


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JULY 25, 1994

Utilities - 7/18/94 - A149

Utilities Figure A-12



Utilities - 7/18/94 - A150

JULY 25, 1994

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## ECONOMIC DEVELOPMENT APPENDIX

While the Growth Management Act does not require a comprehensive plan to include an economic development element, the King County Countywide Planning Policies do. The adopted Countywide Planning Policies includes the following provision:

- Each jurisdictions' comprehensive plan shall include an economic development element which will include an estimate of the type and number of jobs to be accommodated in the jurisdiction during the next 20 years.

As required by the Countywide Planning Policies, Economic Development Figure A-1 presents in table form the estimated number of jobs, by industry, Seattle expects to accommodate between 1990 and 2010. As Seattle's Comprehensive Plan shows a target range of job growth between 131,400 and 146,000 the estimates below also include a range.

Economic Development Figure A-1

### ESTIMATED NUMBER OF JOBS BY INDUSTRY IN GROWTH TARGET RANGE TO BE ACCOMMODATED IN SEATTLE, 1990-20

	Estimated <u>1990</u>	Estimated Change <u>1990-2010</u>	Range
Retail	64,813	17,646 - 19,687	84,500
F.I.R.E.S.	204,277	88,175 - 98,375	292,452 - 302,652
Government/ Education/	83,615	21,276 - 23,737	104,891 - 107,352
W.T.C.U.	69,258	11,005 - 12,278	80,263 - 81,536
Manufacturing	<u>47,839</u>	<u>(6,702) - (7,477)</u>	<u>41,137 - 40,362</u>
<b>TOTAL</b>	<b>469,802</b>	<b>131,400 - 146,600</b>	<b>601,202 - 616,402</b>

F.I.R.E.S. includes Finance, Insurance, Real Estate, and Services

W.T.C.U. includes Wholesale Trade, Transportation, Communications and Utilities

Source: Estimated 1990 is from the Puget Sound Regional Council November 1993 electronic data files.  
Change 1990-2010 was calculated by the Planning Department based on PSRC Vision 1 projections February 1993

JULY 25, 1994

Economic Development - 7/25/94 - A151

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2  
3  
4 ORDINANCE \_\_\_\_\_

5 AN ORDINANCE adopting the City of Seattle Comprehensive Plan.

6 WHEREAS, the Seattle City Council ("Council") believes that Seattle will benefit from  
7 the adoption of a new comprehensive plan to manage urban growth; and

8 WHEREAS, the Washington State Growth Management Act requires counties and  
9 cities, including Seattle, to adopt a comprehensive plan that helps achieve the  
10 growth management goals set forth in that Act; and

11 WHEREAS, in 1990 the City of Seattle embarked upon a thorough planning process to  
12 develop a new comprehensive plan meeting Seattle, regional and state needs;  
and

13 WHEREAS, that process involved extensive citizen involvement in development of the  
14 plan, including approximately 10 public hearings, 325 public meetings, the  
15 creation of 4 citizen advisory committees comprised of 165 citizen volunteers,  
and the distribution and review of numerous drafts of the evolving plan over the  
course of 4 years; Now Therefore,

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

17 Section 1. The Seattle City Council finds that adoption of the Seattle  
18 Comprehensive Plan will protect and promote the health, safety and welfare of the  
19 general public, and is not intended to recognize or establish any particular person or  
20 class or group of persons who will or should be especially protected or benefitted by  
21 the Plan.

22 Section 2. The City of Seattle Comprehensive Plan (July, 1994), a copy of  
23 which is attached as Appendix 1, is hereby adopted pursuant to the authority granted  
24 by RCW 36.70A (Growth Management Act), and the direct grant of police power under  
25 Article 11, Section 11 of the Washington Constitution. (Nelson v. Seattle, 64 Wn. 2d  
26 862, 395 P.2d 82 (1964)).

27 Section 3. This ordinance shall not be construed as affecting any existing right  
28 acquired or obligation incurred pursuant to laws in effect before the effective date of  
29 this ordinance.  
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Section 4. If any provision of this ordinance or the Comprehensive Plan or their application to any person or circumstance is held invalid, the remainder of the ordinance or Plan or the application of the ordinance or Plan to other persons or circumstances is not affected.

Section 5. Any acts made consistent with the authority and prior to the effective date of this ordinance are hereby ratified and confirmed.

Section 6. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the City Charter.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 1994, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 1994.

\_\_\_\_\_  
President of the City Council

Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 1994.

\_\_\_\_\_  
Norman B. Rice, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 1994.

\_\_\_\_\_  
Deputy Clerk

(SEAL)  
Published \_\_\_\_\_

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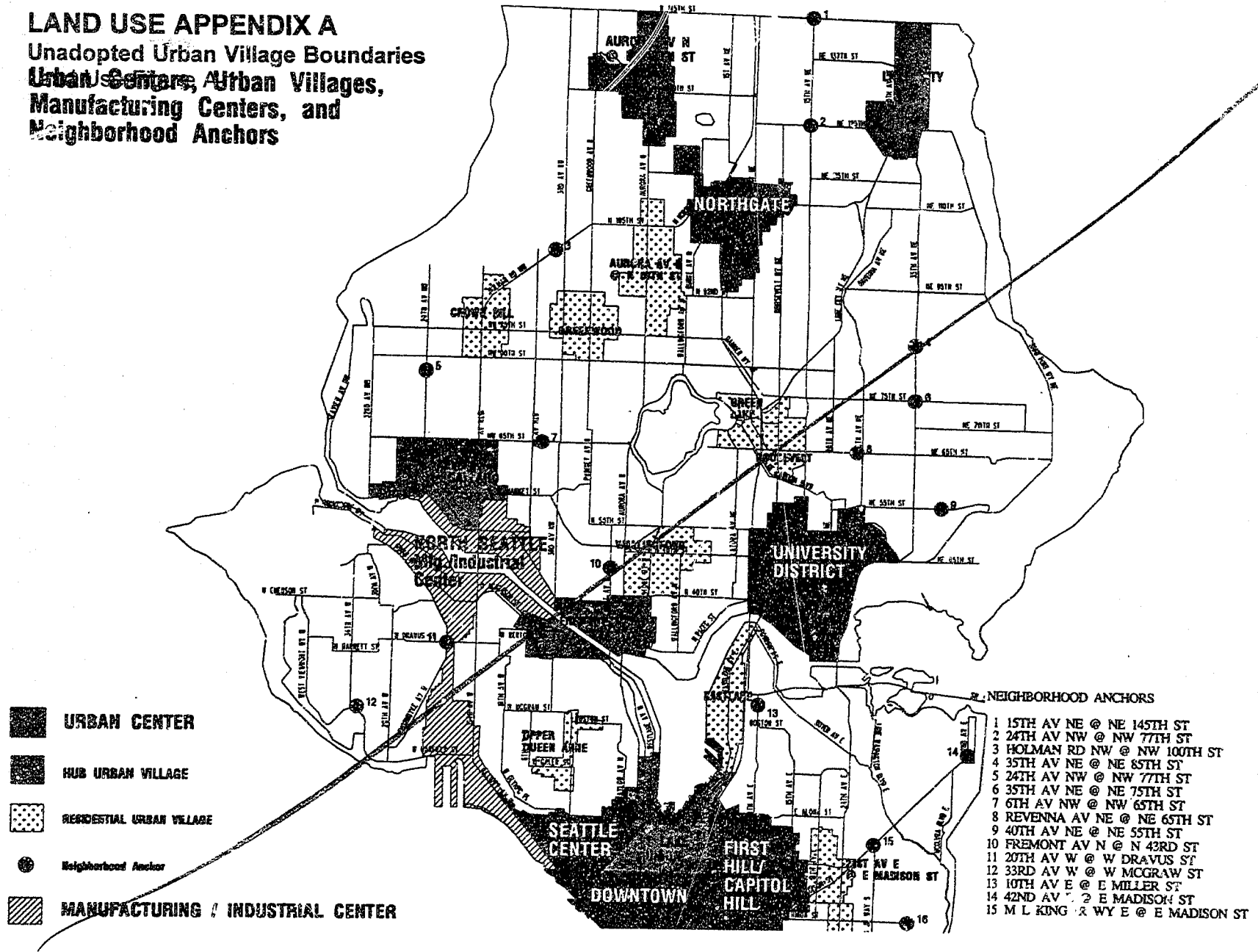
## Land Use Appendices

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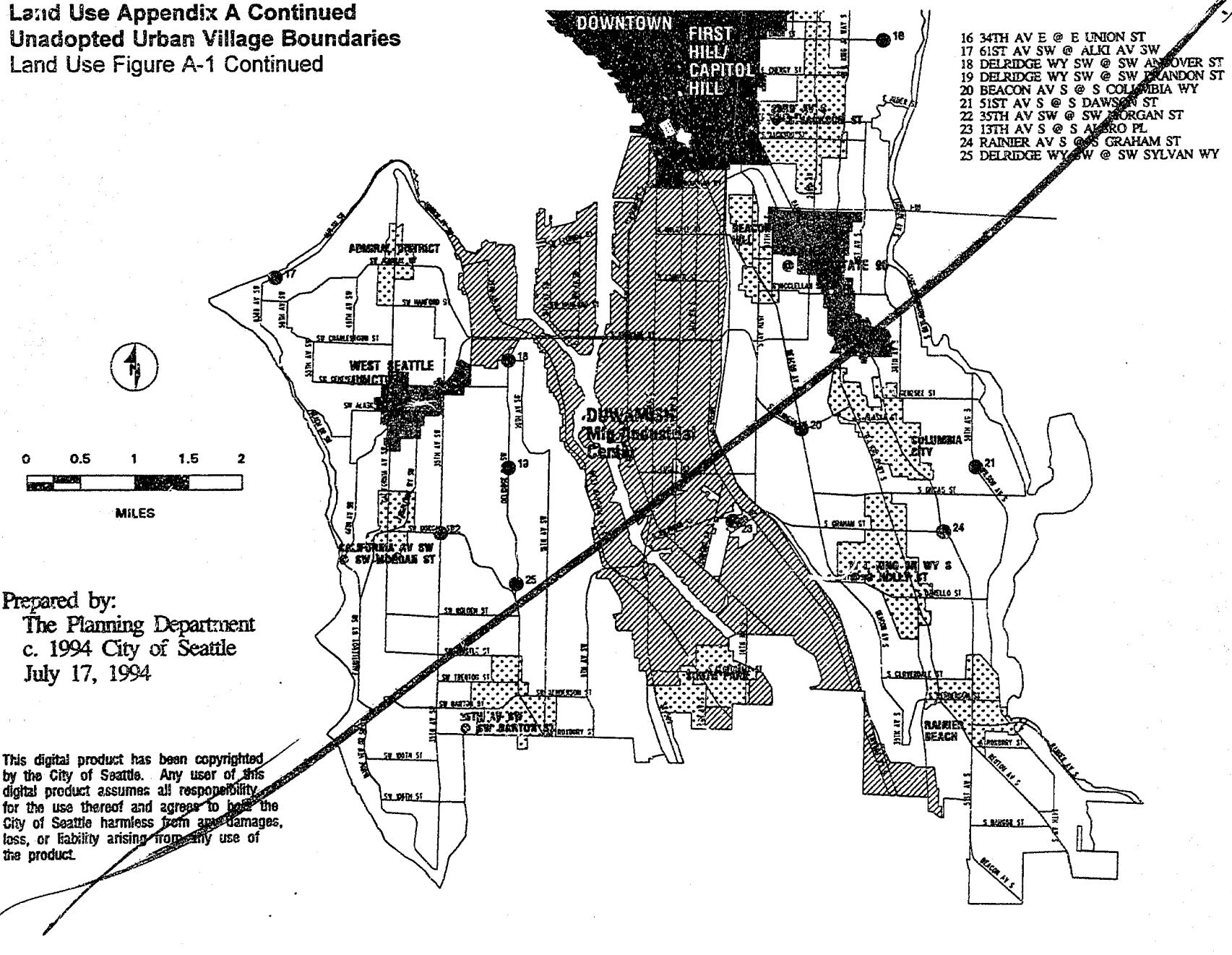
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**LAND USE APPENDIX A**  
**Unadopted Urban Village Boundaries**  
**Urban Centers, Urban Villages,**  
**Manufacturing Centers, and**  
**Neighborhood Anchors**



**Land Use Appendix A Continued**  
**Unadopted Urban Village Boundaries**  
**Land Use Figure A-1 Continued**



Prepared by:  
 The Planning Department  
 c. 1994 City of Seattle  
 July 17, 1994

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## LAND USE APPENDIX B

### Growth Planning Estimates for Urban Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Planning Estimate (Job Growth)	Estimated 2010 Density
<b>Urban Center Villages</b>									
Downtown Urb. Center	945	7421	7.9	NA <sup>1</sup>	23.4	145119	154	NA <sup>1</sup>	220
Denny Regrade	216	3492	16.2	6500	46.3	22699	105	4500	126
Westlake	143	514	3.6	3500	28.1	2010	14	23600	179
Commercial Core	275	1435	5.2	1300	9.9	10682	388	27000	487
Pioneer Square	142	376	2.6	2100 <sup>2</sup>	17.4	1113	64	4800 <sup>2</sup>	98
International District	169	1604	9.5	1300	17.2	4474	26	2800	43
First Hill/Cap. Hill Center	910	19773	21.7	NA <sup>1</sup>	27.5	33393	37	NA <sup>1</sup>	50
First Hill	241	5631	23.3	2400	33.3	20626	85	6100	111
Capitol Hill	218	6616	30.3	3000	34.9	3193	15	3400	2
Pike/Pine	290	6420	22.1	3100	27.6	6054	21	3000	2
South Capitol Hill	160	1107	6.9	540	10.3	3520	22	1200	30
Univ. Dist. Urb Center	780	11675	15.0	NA <sup>1</sup>	17.7	31550	40	NA <sup>1</sup>	51
University Dist. NW	289	4327	14.9	1520	20.2	8625	30	3000	40
University Village	132	1037	7.9	590	12.3	21222	161	700	165

<sup>1</sup> Urban centers are not assigned planning estimates. Growth targets for urban centers are established in land use element section C.

**LAND USE APPENDIX B (Continued)**  
**Growth Planning Estimates for Urban Center Villages, Hub Urban Villages, and Residential Urban Villages**

Village	Land Area Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Planning Estimate (Job Growth)	Estimated 2010 Density
University Campus	359	6313	17.6	0 <sup>3</sup>	17.6	1703	5	4800	18
Northgate Urb. Center	416	3355	8.1	NA <sup>1</sup>	15.3	11366	27	NA <sup>1</sup>	50
Sea. Center Urb. Center	300	3376	11.3	NA <sup>1</sup>	15.3	19,000	63	NA <sup>1</sup>	80
<b>Hub Urban Villages<sup>6</sup></b>									
Ballard	323	4279	13.2	1520	17.9	3778	11	3700	22
Fremont	339	3766	11.1	820	13.5	6937	20	1700	25
Lake City	310	2740	8.8	1400	13.3	2827	9	2900	18
W. Seattle Junction	225	1835	8.2	1100	5.0	3108	14	2300	24
Aurora Ave N @ 130th St	344	2271	6.6	1260	10.3	4027	12	2800	20
Rainier Ave @ I-90	415	2043	4.9	2200	7.8	3371	8	3500	17
South Lake Union	446	461	1.0	1700 <sup>5</sup>	4.8	15230	34	4500	44
<b>Residential Urban Villages<sup>6</sup></b>									
Aurora N @ 97th St	288	2196	7.3	900	10.4	NA	NA	NA	NA
Greenwood	202	1283	6.4	350	8.1	NA	NA	NA	NA
Upper Queen Anne	105	1358	9.6	300	11.7	NA	NA	NA	NA
Eastlake	205	2423	11.8	380	13.6	NA	NA	NA	NA

LAND USE APPENDIX B (Continued)									
Growth Planning Estimates for Urban Center Villages, Hub Urban Villages, and Residential Urban Villages									
Village	Land Area Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Planning Estimate (Job Growth)	Estimated 2010 Density
23rd Ave S @ S Jackson St	363	2292	6.3	900	8.8	NA	NA	NA	NA
Admiral District	103	798	7.8	340	11.1	NA	NA	NA	NA
Green Lake	267	2107	7.9	740	10.7	NA	NA	NA	NA
Roosevelt	2	2	2	2	2	NA	NA	NA	NA
Wallingford	245	1973	8.1	200	8.9	NA	NA	NA	NA
Rainier Beach	227	1482	6.5	740	9.8	NA	NA	NA	NA
Columbia City	313	1639	5.2	740	7.6	NA	NA	NA	NA
SW Barton St @ 25th Ave S	278	1654	6.0	700	8.5	NA	NA	NA	NA
Beacon Hill	171	1844	10.8	550	14.0	NA	NA	NA	NA
Crown Hill	173	929	5.4	310	7.2	NA	NA	NA	NA
MLK Jr Wy S @ Holly St	380	1247	3.3	800 <sup>a</sup>	5.4	NA	NA	NA	NA
South Park	264	997	3.8	350	5.1	NA	NA	NA	NA
21st Ave E @ E Madison St	145	1486	10.3	400	13.0	NA	NA	NA	NA
California @ SW Morgan St	139	1104	8.0	300	10.1	NA	NA	NA	NA

See next page for additional footnotes.

## LAND USE ELEMENT APPENDIX B (Continued)

- <sup>2</sup> Assumes north Kingdome parking lot and vacant floor area in existing structures is available to accommodate a substantial share of household and employment growth.
- <sup>3</sup> No additional student housing growth according to UW General Physical Development Plan.
- <sup>4</sup> Because of the potential for redevelopment of the Holly Park Garden Community according to a neighborhood plan currently underway, a greater growth planning estimate is established for this area relative to other similar residential urban villages.
- <sup>5</sup> Eighty percent of the current zoning in South Lake Union can accommodate 1,700 households. To guide the Seattle Commons planning effort, the long-term residential planning estimate for the area is a total of 4,900 households. It is assumed that the 3,200 households that presently cannot be accommodated in the area will be accommodated elsewhere in the city where there is available zoning capacity until necessary zoning changes can be made under the Seattle Commons Plan.
- <sup>6</sup> The areas to which numbers for land area, existing households and jobs, planning estimates and existing and planned densities for each hub and residential urban village apply are the unadopted village boundaries shown in Land Use Appendix A, above.

### Growth Planning Estimates for Areas Outside of Urban Villages as follows:

1. **Residential growth:**
  - A. In areas within a quarter mile radius surrounding all neighborhood anchors: 6,000 households
  - B. In the areas beyond a quarter mile radius surrounding all neighborhood anchors: 9,000 households
2. **Employment growth:** No specific planning estimate. Areas outside of villages are to share some portion of the 14,660 jobs not estimated for center or hub urban villages, at appropriate development intensities, where current zoning allows, including existing major institutions, industrial areas located outside designated Manufacturing/Industrial Centers, and commercial areas.



**LAND USE APPENDIX C**  
**Cumulative Limits on Upzoning Land Zoned Single-family**

Note: Underlined acres for villages amended by Council are being calculated

<b>Village/Center</b>	<b>Acres</b>
Northgate	<u>Approximately 5</u>
University District	<u>5.4</u>
Northwest	5
University village	0
UW Campus	0
Seattle Center	0
Downtown	1
Denny Regrade	0
Westlake	0
Commercial Core	0
Pioneer Square	0
International District	1
First Hill/Capitol Hill	0
Capitol Hill	0
Pike/Pine	0
First Hill	0
South Capitol Hill	0
Aurora 130th	31.9
Lake City	77.5
West Seattle Junction	108.2
Fremont	9.2
Ballard	0
Rainier/I90	126.5
South Lake Union	0
Aurora 97th	57.8
Greenwood	131.6
Crown Hill	106.9
Upper Queen Anne	<u>Approximately 20</u>
Eastlake	19.5
23rd Ave. S/S Jackson	<u>Approximately 120</u>
Beacon Hill	56.4
Columbia City	84.5
Admiral @ California	57.1
MLK & S Holly	116.6
SW Barton St @ 25th SW	141.9
South Park	209.3
21st Ave E./ E Madison	38.1
Green Lake	<u>107.1</u>
Roosevelt	??
Wallingford	132.3
Rainier Beach	69.2
California/ SW Morgan	88.3

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## **LAND USE APPENDIX D**

### **Summary of Existing Land Use, Population, and Employment Characteristics**

This section describes the existing arrangement and concentration of uses and activities such as housing, businesses, parks and industries. Detailed discussion of the natural features, platting pattern, transportation facilities and the development pattern is provided in the Draft Comprehensive Plan Land Use Element, published in April 1993.

#### **Land Uses**

Seattle encompasses approximately 53,813 acres or about 84 square miles. Land Use Figure A-2 illustrates how the city's land area is distributed among different types of uses. About 40% of the total land area is occupied by residential uses, most of which is single-family development. Street rights-of-way take up the next largest amount of land - almost 26%. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 10%, while public parks account for approximately 9%.

Land Use Figure A-3 illustrates how these various activities are distributed within the city. With the exception of the downtown area and its immediate surroundings, Seattle is predominantly covered by single-family houses and street right-of-way. Most multifamily residences are concentrated in core areas such as First Hill/Capitol Hill and the University District. Jobs are located primarily in commercial and industrial areas such as Downtown, Duwamish, Northgate and the University District.

#### **Types of Housing**

Slightly over half of the city's households are living in detached, single-family houses that occupy 34% of the city's total land area. Most of these dwellings are located in areas devoted exclusively to low-density development (Land Use Figure A-3). The other half of the city's households live in some type of multifamily development concentrated in 6% of the city's land area. These multifamily dwellings are in buildings of varying sizes, including small buildings of two to four units (duplexes, triplexes and fourplexes), medium-sized buildings (apartment buildings and condominiums with 10 to 19 units), and large buildings (apartment buildings and condominiums with 20 units or more). Citywide, small multifamily buildings account for very little of Seattle's housing. Most of the city's multifamily units are in large buildings.

#### **HOUSING AND POPULATION DENSITY**

Land Use Figure A-4 shows the distribution of household density in the city expressed as the number of households per gross acre. (Gross acre includes nonresidential uses such as street rights-of-way and parks.) Areas with the highest density of households (hh) are located north of the I-90 freeway. Portions of First Hill/Capitol Hill contain the highest density of households -- in some areas well over 13 hh/gross acre. The next densest areas (11-13 hh/gross acre) include portions of the Denny Regrade, the south slope of Queen Anne Hill and a portion of the University District. Areas of more moderate housing unit density (8-10 hh per gross acre) include West Seattle Junction,

Ballard, Wallingford, Eastlake and Madison Park. A population density map (Land Use Figure A-5) is another way of presenting information where people live. This figure shows a concentration of residents similar to that of the household density map. In addition, it shows isolated areas where a significant concentration of people occur, such as the Highpoint and Holly Park communities.

RENUMBER FIGURE ONLY

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Land Use Figure A-2  
 AMOUNT OF LAND AREA BY LAND USE BY DISTRICTS

(in Acres)









DISTRICT	Single Family	Multi-family	Commercial	Industrial	Transport/Comm/Util*	Parks **	Other ***	Rights-of-Way ****	Vacant	Total
Ballard	1,544.8	249.3	259.6	147.1	38.6	117.3	175.5	958.0	132.1	3,622.3
Capitol Hill	661.7	272.9	144.1	14.8	12.8	333.3	240.7	654.8	90.0	2,425.1
Central	697.5	246.0	86.9	26.0	4.0	143.2	191.7	570.0	179.6	2,142.9
Downtown	0.4	42.9	383.4	27.7	25.4	18.1	207.2	302.7	13.1	1,021.0
Duwamish	1,299.3	153.5	510.8	1,247.3	691.3	312.9	860.5	2,137.1	702.4	7,915.2
Lake Union	495.3	230.3	148.4	73.2	17.7	472.8	113.8	592.7	51.3	2,195.0
North	1,803.7	242.5	265.4	14.8	16.4	233.2	170.8	924.0	110.1	3,780.9
Northeast	2,365.8	333.5	200.0	13.6	12.6	371.5	537.3	1,760.4	113.4	5,708.1
Northwest	2,602.2	388.4	258.8	13.7	13.2	307.5	347.3	1,571.9	229.0	5,732.0
Queen Anne	1,415.3	389.8	232.6	191.4	398.0	870.1	67.0	1,142.2	147.5	4,853.9
Southeast	1,951.4	181.1	122.0	48.4	10.9	658.3	200.0	1,121.5	337.4	4,629.0
West Seattle	3,627.9	445.2	217.9	795.9	199.9	973.4	200.0	2,296.3	1,031.6	9,788.1
Citywide Totals	18,465.3	3,173.4	2,829.9	2,611.9	1,440.8	4,811.1	3,312.0	14,031.6	3,137.5	53,813.5

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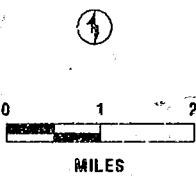
Sources: King County Assessors Files, 1981; Seattle Planning Department GIS, 1993

\*Transportation, Communications, and Utilities      \*\*\* e.g., Cemeteries and Reservoirs  
 \*\*Publicly-owned parks and dedicated open space      \*\*\*\* Platted Streets and Sidewalks


Land Use Figure A-3  
**GENERALIZED\***  
**EXISTING LAND USE**

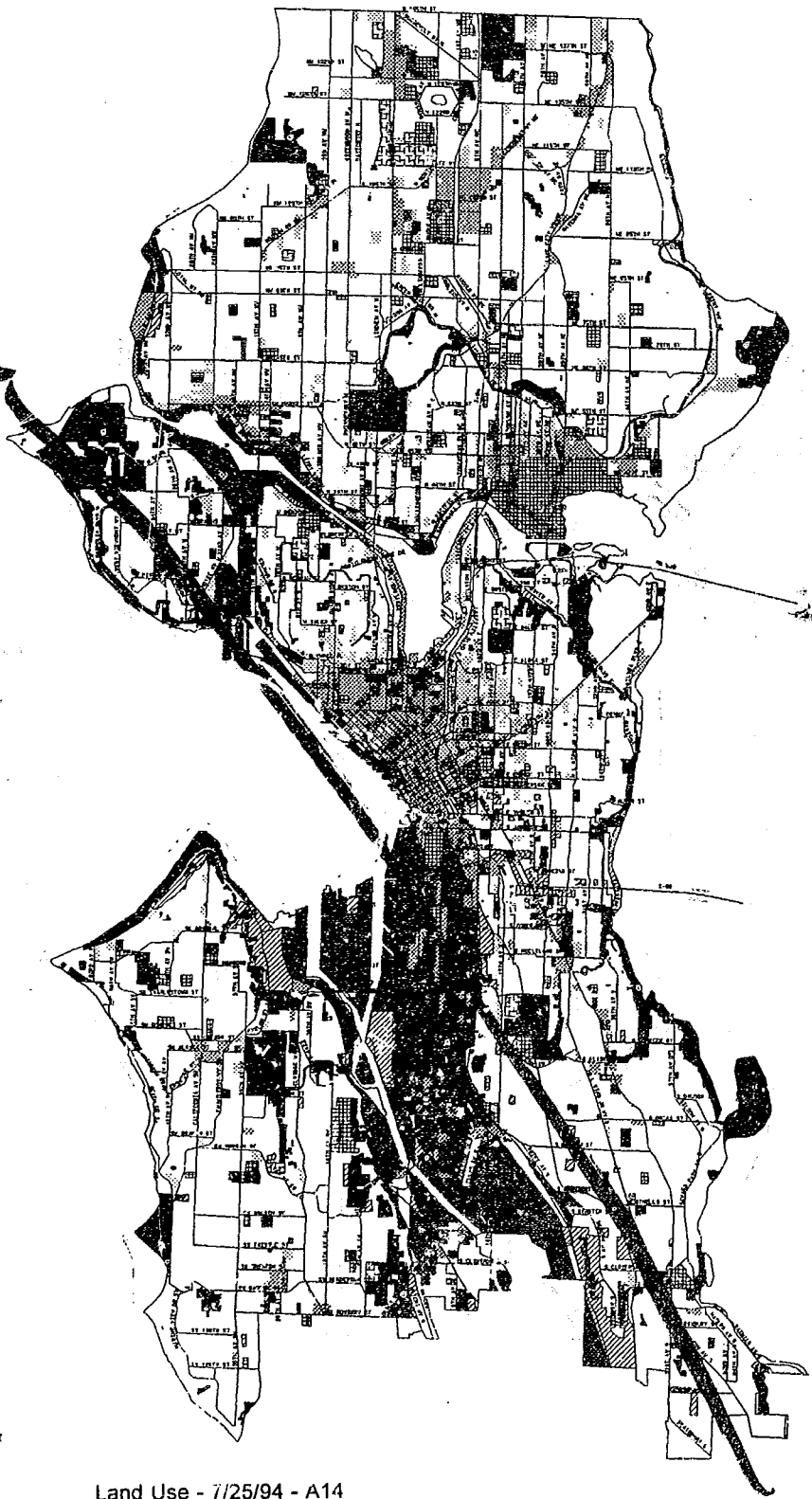
-  Single Family
-  Multi-Family
-  Commercial
-  Major Institution and Public Facilities/Utilities
-  Industrial
-  Parks/Open Space
-  Cemeteries/Reservoirs
-  Vacant

\* Generalized Land Use indicates where 50% or more of block area is occupied by one type of activity



Source: King County Files,  
 March 1991

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 March 17, 1993



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Land Use Figure A-4

NUMBER OF UNITS BY HOUSING TYPE BY DISTRICTS

(in Dwelling Units)

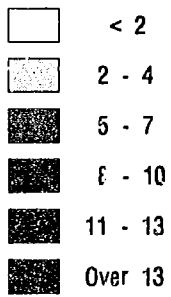
DISTRICT	Single Family	Duplex	Triplex/ Fourplex	5 to 9 unit Building	10 to 19 unit Building	20 to 49 unit Building	50 or more units	Mobile Home	Other	Total Units
Ballard	12,990	1,433	1,346	1,939	1,461	1,080	310	8	273	20,567
Capitol Hill	5,393	550	910	1,696	4,439	7,349	5,027	3	283	25,640
Central	6,621	1,029	922	952	1,307	1,529	610	16	135	13,269
Downtown	56	32	80	236	524	2,554	5,237	3	210	8,857
Duwamish	9,396	1,002	853	605	1,037	700	302	57	143	14,162
Lake Union	5,580	1,041	1,180	2,273	2,377	1,113	69	8	471	13,784
North	9,881	271	433	855	1,264	1,704	2,421	35	146	17,335
Northeast	17,376	874	1,348	1,675	2,573	2,901	1,239	80	244	28,212
Northwest	17,594	1,149	1,231	1,727	2,796	2,382	1,494	442	237	29,059
Queen Anne	11,510	1,235	1,614	2,405	3,525	5,391	1,268	13	334	27,198
Southeast	12,134	555	550	651	994	930	699	9	166	16,856
West Seattle	23,799	1,320	1,683	1,622	2,123	2,596	544	20	220	33,873
Citywide Totals	132,300	10,491	12,150	16,636	24,420	30,229	19,220	694	2,862	249,032

PORT CHASE CITY

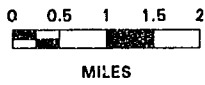
Source: 1990 US Census

Land Use Figure A-5  
**1990 Household Density**

Households per Acre

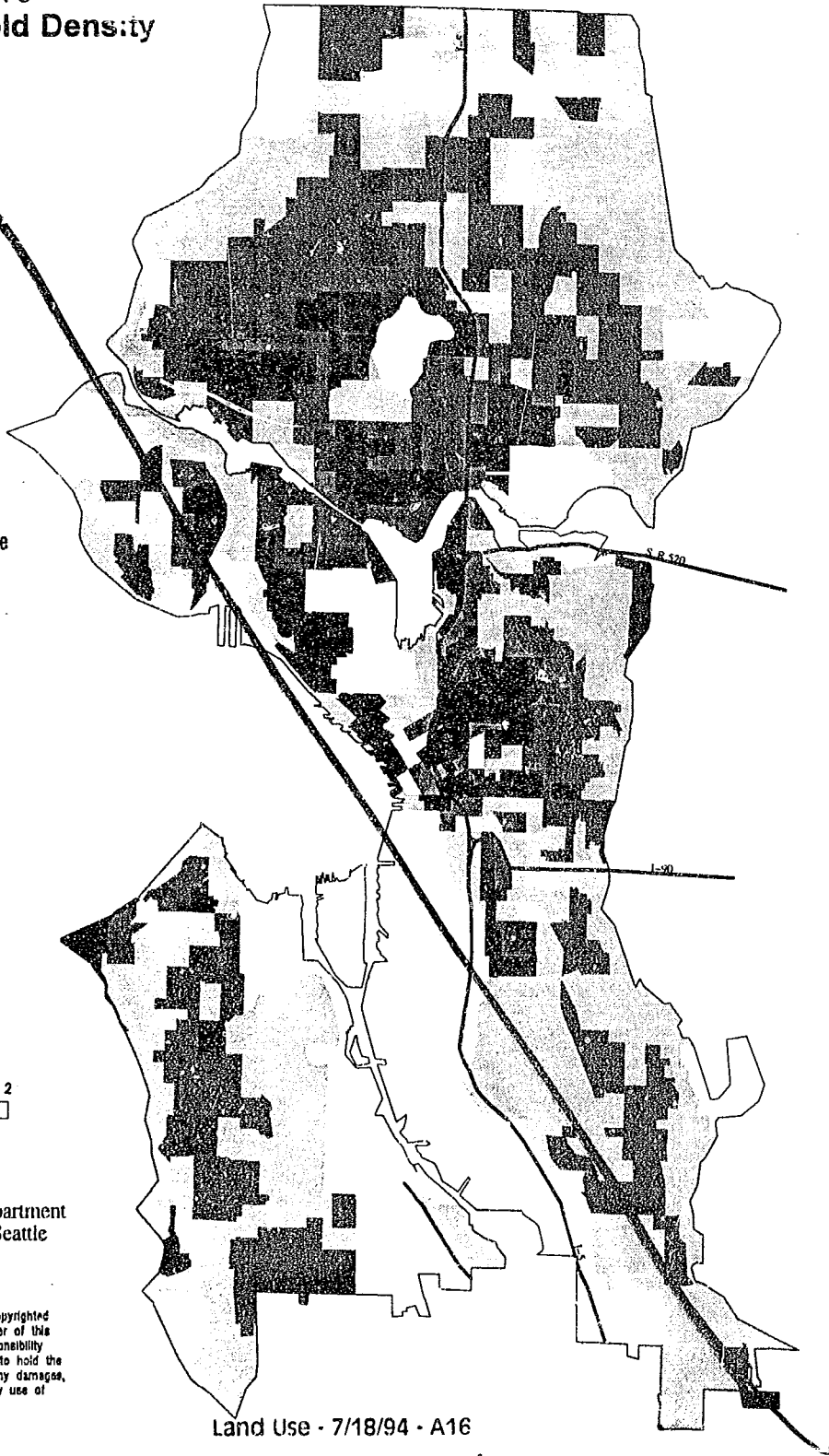


Source: 1990 U.S. Census



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Land Use Figure A-6  
**1990 Population Density**

Persons per Acre



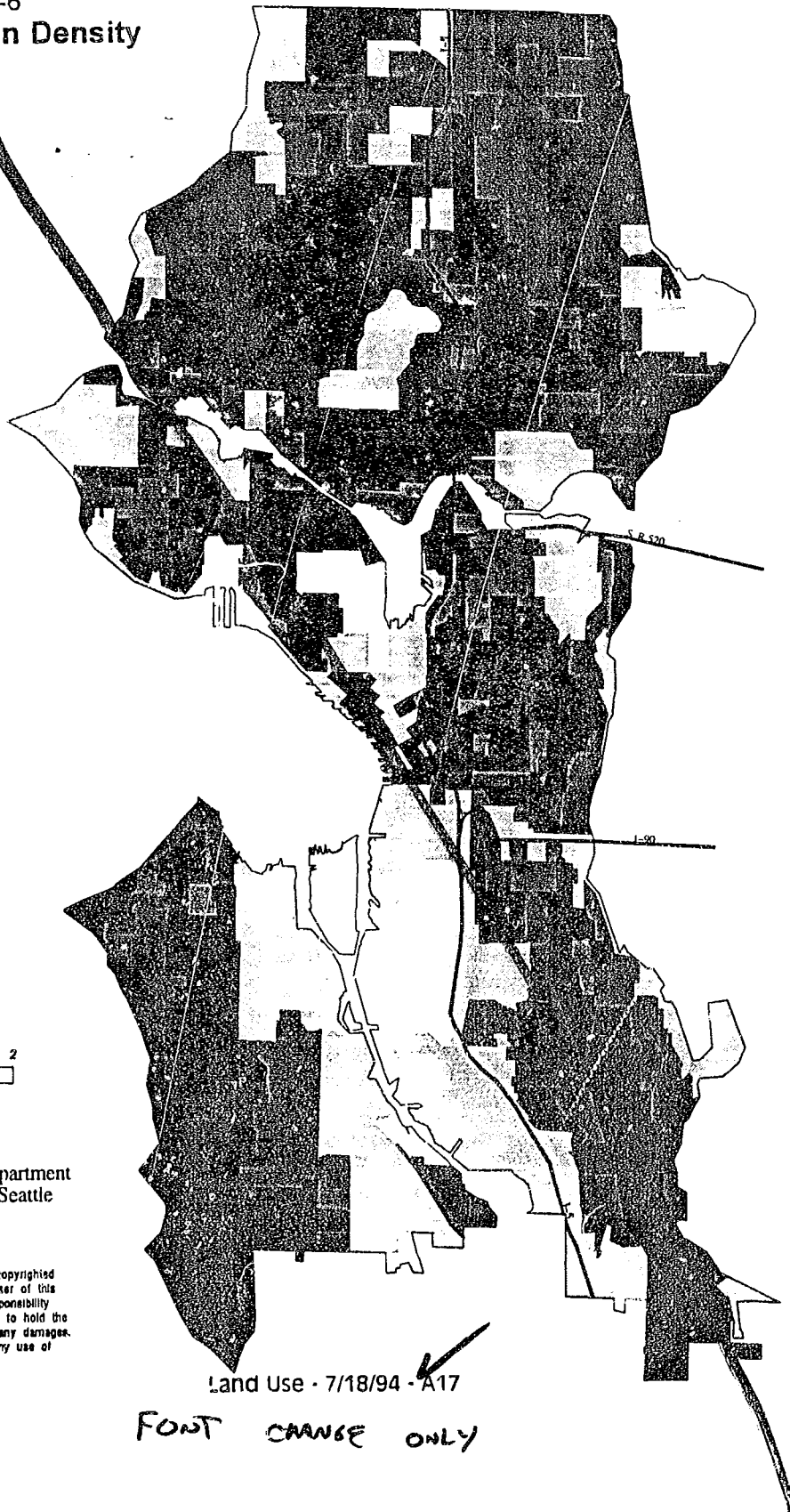
Source 1990 U.S. Census



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## Employment Activity

Seattle is a regional employment center providing a great variety of jobs. Based on PSRC 1990 data, Seattle contains about 469,802 jobs in businesses occupying about 5,442 commercial and industrial acres, or 10% of the total city land area. Land Use Land Use Figure A-7 shows the distribution of these jobs according to standard classifications by neighborhood districts.

## Employment Densities

Land Use Figure A-8 illustrates the distribution of employment density as number of jobs per gross acre. Areas with the highest job densities (greater than 50 jobs/gross acre) include Downtown, First Hill, Seattle Center and South Lake Union communities. Areas with a fairly high density (26 to 50 jobs/gross acre) are the University District, Ballard and Central areas. Predominantly residential areas of the city have employment densities as low as 1 to 15 jobs per acre.

## Major Employment Concentrations

Employment activity is much more concentrated than housing. Most of the jobs in the city are located in the areas described below. These areas are unique because they attract people daily from all over the city and region.

Downtown. Downtown Seattle, with about 175,000 jobs at an average density of almost 174 jobs per gross acre, supports the largest concentration of jobs in the Pacific Northwest. In some parts of the office core, job densities exceed 300 jobs per acre. Almost 37% of the total number of jobs in the city are located downtown.

University District. University District, with over 31,500 jobs, has the second greatest concentration of employment within the city. While much of this employment is associated with the University of Washington, the largest single employer in the city, the area also has significant amounts of both service and retail employment. Employment density in the University District is about 40 jobs per acre.

Northgate. In addition to Northgate Mall, the city's principal regional shopping facility outside of downtown, several major employers are clustered in the Northgate area, including Northwest Hospital, North Seattle Community College and a relatively large concentration of service employment. This area has a total employment of about 11,366 jobs, at a density of slightly over 27 jobs per acre.

Seattle Center. Another substantial concentration of employment located immediately north of downtown is the area around Seattle Center between Denny Way and the base of Queen Anne Hill. Providing backup office and service activity for downtown, as well as other retail and service uses, the area accommodates over 33,000 jobs at a job density of around 37 jobs per acre.

First Hill/Capitol Hill. A very specialized concentration of medical facilities has developed on

First Hill east of downtown, lending the area the nickname "Pill Hill." With Swedish Hospital Medical Center, Virginia Mason Medical Center, Harborview Medical Center and related support facilities, this area has one of the greatest employment concentrations in the city, with around 20,000 jobs at an average employment density of about 85 jobs per acre.

Major Institutions. A number of major institutions located throughout the city also provide significant concentrations of employment for the whole region, such as the University of Washington. Others are somewhat isolated concentrations of employment in otherwise low-density areas, such as Veterans Administration Medical Center and South Seattle Community College.

Neighborhood Commercial. Seattle's neighborhood business areas provide locations for services needed by the surrounding low- to moderate-residential populations, such as food from restaurants or grocery stores; entertainment; professional, personal or business services. These neighborhood businesses are dispersed and the range of services they provide varies throughout the city. They generally are in locations with fair accessibility to both the transportation network and concentrations of people.

A number of the city's larger, more-established neighborhood commercial areas also provide concentrations of employment. Ballard, Fremont, and West Seattle Junction are all areas with between 3,000 and 6,000 jobs and employment densities averaging in the 15 to 20 jobs per acre range. Other commercial areas with notable job concentrations include Lake City, the Aurora strip between N. 125th and N. 145th Streets and the area around Rainier Avenue and Interstate 90. The employment populations of these areas range between 3,000 and 4,000, with average job densities of between 8 to 12 jobs per acre. South Lake Union, in close proximity to Downtown, has over 15,000 jobs, reaching an employment density of 34 jobs per acre.

Industrial Areas. Citywide, industrial uses are concentrated in the Duwamish Valley, North Seattle (also known as the Interbay) and the shoreline area between Ballard and Fremont. Some manufacturing and industrial activity also occurs around the shores of Lake Union and along Rainier Avenue, near Interstate 90. Two of these areas, North Seattle and the Duwamish Valley, are major areas of employment. The North Seattle area has roughly 15,000 jobs, while the Duwamish accounts for over 65,000. Combined, they contain roughly 17% of the city's total employment population. Given the land-intensive nature of employment activities in these areas, the job densities are comparatively low, seldom exceeding 14 jobs per acre.

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Land Use Figure A-7

1990 EMPLOYMENT BY DISTRICTS

DISTRICT	Retail	F.I.R.E.*	Government	Education	W.C.T.U.**	Manufacturing	Total
Ballard	3,837	4,480	757	216	2,127	3,110	14,527
Capitol Hill	3,716	23,100	6,063	111	931	701	34,622
Central	971	12,219	1,039	214	897	1,934	17,271
Downtown	21,427	91,004	30,261	0	24,525	7,819	175,036
Duwamish	5,054	11,453	11,720	223	24,426	17,868	70,744
Lake Union	2,758	9,307	441	52	1,368	2,666	16,592
North	5,239	7,839	380	215	649	302	14,623
Northeast	6,421	11,681	22,318	242	698	610	41,970
Northwest	4,614	9,324	1,748	255	1,078	697	17,716
Queen Anne	4,762	17,048	4,149	437	8,654	4,658	39,708
Southeast	1,803	2,266	1,022	379	778	1,566	7,814
West Seattle	4,211	4,557	997	376	3,127	5,911	19,179
Citywide Totals	64,813	204,277	80,895	2,720	69,258	47,839	469,802

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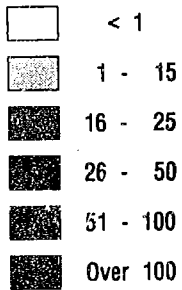
Source: Puget Sound Regional Council, Nov. 1993

\*F.I.R.E. - Finance, Insurance, and Real Estate

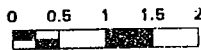
\*\*W.C.T.U. - Wholesale, Communications, Transportation, and Utilities

Land Use Figure A-8  
**Employment Density by  
 1990 Census Tract**

Number of Jobs  
 per Acre



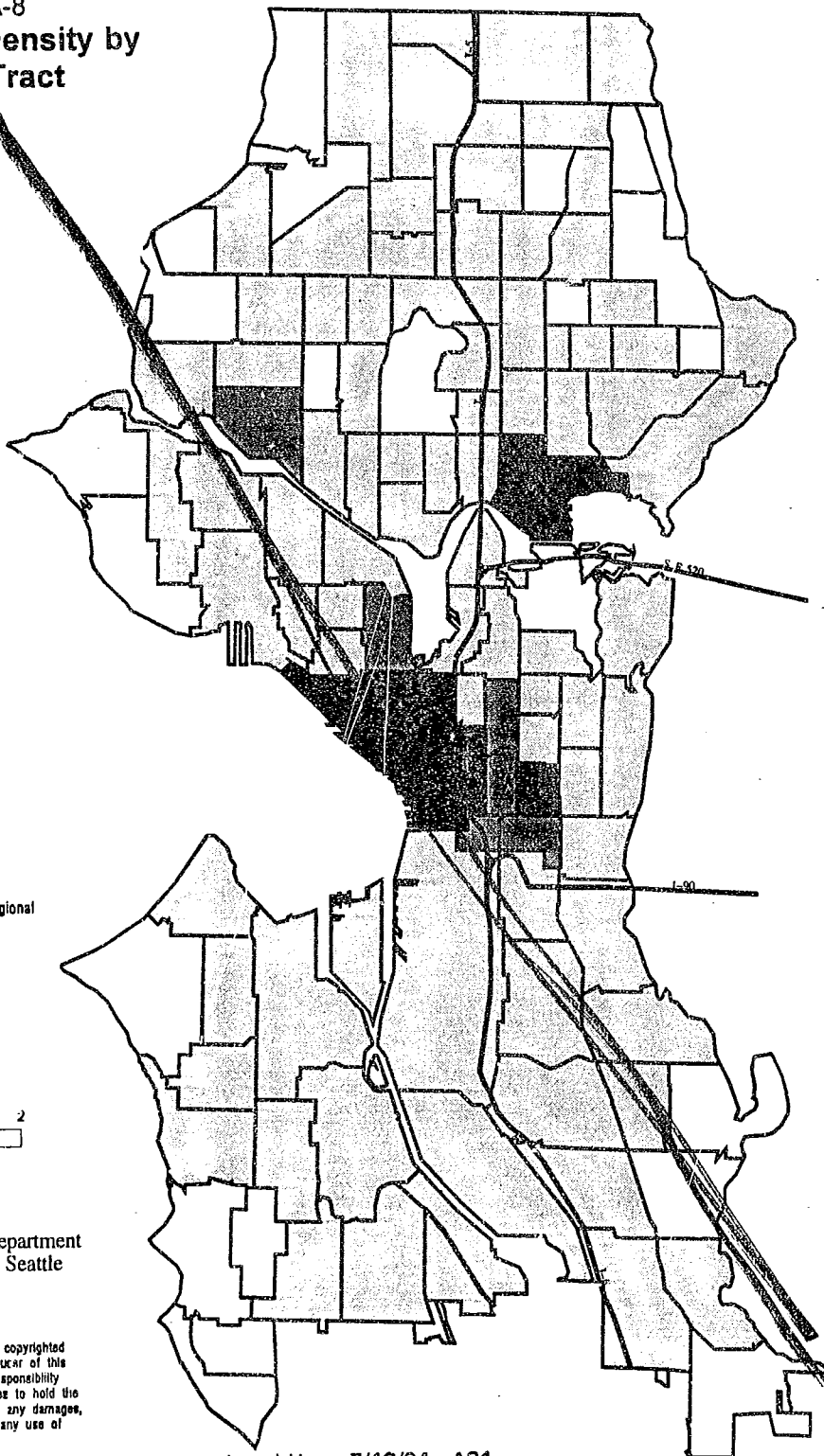
Source: Puget Sound Regional  
 Council, November 1993



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**Employment Distribution by Employment Sector**

The distribution of jobs by employment sector in Seattle is shown in Land Use Figure A-9. Between 1980 and 1990, the number of jobs in Seattle increased by 21%, (83,118 new jobs). Service jobs accounted for the biggest increases, while manufacturing jobs have decreased by more than 5% (Land Use Figure A-9).

**LAND USE FIGURE A-9: DISTRIBUTION OF JOBS BY EMPLOYMENT SECTOR**

EMPLOYMENT SECTOR*	1980	% SHARE	1990	% SHARE	% CHANGE
Mfg	50,536	13.1	47,839	10.0	-5
Retail	61,218	15.8	64,813	13.8	+6
WCTU	60,326	15.6	69,258	14.7	+15
FIRE/Serv	137,358	35.5	204,277	43.5	+49
Govt/Educ	77,246	20.0	83,615	17.8	+8
<b>TOTAL</b>	<b>386,684</b>		<b>469,802</b>		<b>21</b>

Source: Forecasts of Seattle's Population, Household, and Employment Characteristics for the Comprehensive Plan EIS Analysis, Seattle Planning Department, September 1992.

- \* Mfg = Manufacturing
- WCTU = Wholesale, trade, transportation, communications, utilities
- FIRE/Serv = Finance, insurance, real estate, services
- Govt/Educ = Government, Education

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## APPENDIX E: Existing and Proposed Zoned Development Capacity

### Summary

This appendix is an update of the Zoned Development Capacity report published by the Planning Department (formerly Office for Long-range Planning) in November 1991. Basic assumptions developed for the 1991 Capacity report are incorporated into this updated capacity analysis. This analysis provides a current calculation of zoned development capacity by using current existing conditions data and updated zoning.

Two sets of residential and non-residential estimated capacity calculations are presented. The first capacity calculations present the estimated development potential under existing zoning (Capacity I). A second set of capacity calculations (Capacity II) presents changes to estimated development capacity to reflect the proposed changes to zoning and development standards required to implement the Urban Village Strategy.

Definition. Development capacity is an amount of residential development (number of dwelling units) and non-residential development (building floor area) that could be built based on the zoning of the land. Generally, capacity is calculated by assuming a certain development is permitted based on allowable density requirements as defined by the zoning. By this method, the capacity estimates may be much higher than what may actually be built because site specific factors, such as access, existing development conditions, slope and market demand are not considered.

Data Source. The primary data source for calculating capacity is the King County Department of Assessor's property records on existing conditions including number of units and assessed valuation. City of Seattle Geographic Information System data were used for land area and zoning data. Estimates do not take into account many factors which will influence actual development decisions, such as site constraints, availability of financing, and consumer demand or the capacity of the infrastructure, including roads and utilities. However, consideration has been given to the likelihood of redevelopment based on existing improvements to the site.

### CAPACITY METHODOLOGY

Capacity is a two-step process. First, parcels were selected for development if they are either *vacant* (where the assessed value of site improvements was negligible compared to the assessed value of the land) or *redevelopable* (where the parcel was under-utilized). The second step was to calculate the amount of potential residential and non-residential development based on allowable density provisions.

Selection of Parcels. The following assumptions were applied to select vacant parcels for potential development:

- Parcels were assumed to be vacant if the ratio of the assessed valuation of the improvements to the assessed valuation of the land was less than or equal to .001. For

example, a parcel with a building valued at \$10,000 and the land valued at \$10,000,000 was identified as vacant ( $\$10,000/\$10,000,000 = .001$ ).

Redevelopable parcels were selected if they met the following conditions:

- Parcels in Midrise, Highrise, Neighborhood Commercial, Commercial and Downtown zones were assumed as redevelopable if the assessed improvement valuation was 50 percent or less of the assessed land valuation.
- Buildings in Lowrise multifamily zones were assumed redevelopable if a structure's existing units were significantly lower than buildout capacity (the maximum number of units possible under zoning). For parcels in Lowrise Duplex/Triplex and Lowrise 1 zones, if the ratio of existing to potential units (E/P ratio) was less than .67, the parcels were assumed redevelopable. Parcels in Lowrise 2, Lowrise 3 and Lowrise 4 zones with an E/P ratio of .4 or less were assumed available for redevelopment.
- In Industrial zones and Pioneer Square Mix, additional capacity was calculated on vacant parcels only. No redevelopment was assumed to occur in these zones.
- Master Plans for designated Major Institutions represent the development potential on those sites, and the Major Institutions are not included in this estimate.

Parcels assumed *unavailable* for any development met the following conditions:

- Special uses including boarding houses, sororities, fraternities, rest homes, parks, public facilities, utilities, hospitals, cemeteries and tidelands.
- Public ownership including City of Seattle, Seattle Housing Authority, State of Washington, United States, or University of Washington.
- Buildings containing a number of units or non-residential floor area exceeding the amount allowed under current zoning.
- No demolition was allowed in Single-family zones. Additional single-family housing was permitted if the parcel size was large enough to subdivide.
- Areas formerly designated as "greenbelt";
- No additional housing development was assumed in C2 zones, where it currently is restricted as a conditional use and permitted only in mixed residential/commercial projects.

#### Density Assumptions.

The next step calculated how much development could occur on an available parcel using current zoning to determine the type and amount of development that can occur. For zones in which the Land Use Code does not provide a maximum density, densities are assigned

based on development standards specified in the code and on observed densities typically achieved in projects built under existing conditions. Under the Urban Village Strategy, density provisions were applied according to the land use element.

Commercial zones allow both residential and non-residential development. Under the existing conditions capacity, development in Commercial and Neighborhood Commercial zones is split 50/50 between residential and non-residential capacity. In Downtown zones, the ratio between residential and non-residential development reflects the intent of adopted policies. Multifamily and Single-Family zones are assumed to have no capacity for non residential development.

Detailed descriptions of the methodology and existing allowable densities are presented in the Zoned Development Capacity Report, November 1991.

**Estimated Existing Zoned Development Capacity (Capacity I)**

**Estimated Residential Zoned Development Capacity.** Land Use Figure A-10 shows that, under current zoning, the city has an estimated capacity to add 113,640 dwelling units in zones that permit housing. The estimated potential units accounts for subtracting demolished units as a result of redevelopment. A significant amount of the total capacity could be accommodated in Commercial and Downtown zones (53,800 units or 48%). In Multifamily zones, 46,860 units (40%) could be added and 13,160 units (12%) could be accommodated in Single-Family Zones.

Land Use Figure A-10. Distribution of Land Area and Potential Dwelling Units by Zoning Category under Existing Conditions

Zoning Category	Land Area * (acres)	% of Total	Estimated # of Potential Units	% of Total
Single-Family	34,712	65	13,160	12
Multifamily	5,665	10	46,860	40
Commercial	4,444	8	29,780	26
Downtown	819	2	24,340	22
Industrial	6,501	12	0	0
Major Institution Overlay	1,024	2	0	0
Title 24 (former zoning code)	648	1	0	0
<b>Total</b>	<b>53,813</b>	<b>100%</b>	<b>113,640</b>	<b>100%</b>

Source: Calculated by Seattle Planning Department, 1994

Land Use Figure A-11 shows the estimated total units by adding existing and potential units as well as the ratio between existing and estimated potential units. Based on existing conditions, Downtown development has utilized an estimated 23% of its total residential potential. In Commercial zones, an estimated 38% of its total residential potential.

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Land Use Figure A-11. Current and Estimated Potential Dwelling Units by Zoning Category under Existing Conditions

Zoning Category	A Existing # of Units	B Estimated Potential # of Units	A+B (Total Estimated Potential)	A/B (% utilized)
Single-Family	137,408	13,160	150,568	91%
Multifamily	88,620	46,680	135,300	65
Commercial	18,319	29,360	47,679	38
Downtown	7,139	24,440	31,579	23
Industrial	588	na	na	na
Total	252,074	113,640	365,714	69

Source: King County Assessor's Files, March 1993; Computed by Seattle Planning Department, 1994

**Population and Units.** If all the housing units represented were built, they may be expected to accommodate an increased population of between 183,500 and 226,700, depending on the size of households that would occupy those units. The lower number assumes that since most of the units would be in multifamily structures, those households would have an average of 1.7 persons, the current multifamily average. The higher end of the range assumes that the average household would have 2.1 persons, the current average for the city as a whole.

**Estimated Non-residential Zoned Development Capacity (floor area and jobs).**

Land Use Figure A-12 shows that the city has capacity to add an estimated 113 million additional square feet of building space in Commercial and Industrial Zones, including Downtown. Of the total potential non-residential development, 35% (or 39 million square feet) is possible in Industrial zones, while the remaining 40% and 25% could be added in Commercial and Downtown zones respectively. The estimated 113 million square feet is a potential 40% increase over the existing amount of commercial and industrial space.

Land Use Figure A-12. Distribution of Land Area and Potential Floor Area by Zoning Category under Existing Conditions

Zoning Category	Gross Land Area * (acres)	% of Total	Estimated Amount of Potential Floor Area (millions)	% of Total
Single Family	34,995	65	na	na
Multifamily	5,915	10	na	na
Commercial	4,451	8	46.2	40%
Downtown	832	2	28.0	25
Industrial	6,691	12	39.2	35
Major Inst Overlay	1,042	2	master plans	master plans
Title 24 (former zoning code)	648	1	0	0
Total	53,927	100%	113.4	100%

Source: Calculated by the Seattle Planning Department, 1994

**Urban Village Strategy Estimated Zoned Development Capacity (Capacity II)**

The difference between the estimated Existing Zoning Capacity I and Urban Village Strategy Estimated Development Capacity II is in the allowable densities under the Urban Village Strategy. The methodology of selecting parcels is the same. The following lists the areas with different assumptions incorporated as part of the Capacity II Analysis.

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- Applied proposed residential densities to mixed-use development in commercial zones located outside Urban Villages, and conditionally to general commercial zones inside of Villages;
- Applied proposed floor area ratio to office uses in all commercial zones located outside Urban Villages, and conditionally to general commercial zones inside of villages;
- Housing in parcels with the C-2 designation were split 50 percent to housing and 50 percent to non-residential square footage;
- Approximately 57 acres were rezoned from Lowrise 3 to [redacted] and in one case to other lesser zones;
- Parcels in the Northgate Comprehensive Plan area and [redacted] Seattle Redevelopment Area were assumed to develop according to provisions in those plans;
- In the Pike/Pine area, some NC3 zoned land was assumed to be rezoned to the new NC/R classification, which would increase the amount of residential development allowed in single use residential buildings and decrease the amount of non-residential capacity. Three-quarters of such parcels were assigned residential uses and one-quarter non-residential.

Land Use Figure A-13 compares the estimated existing housing capacity (Capacity I) with the estimated housing capacity (Capacity II) reflecting the Urban Village strategy. Capacity II estimates show the revised capacity assuming regulations anticipated to implement the comprehensive plan. Capacity II shows an estimated increase of 8% a potential addition of about 8,980 housing units.

Land Use Figure A-13 Comparison of Estimated Potential Units Under Existing and Proposed Urban Village Strategy by Zoning Category

Zoning Category	Capacity I (Existing Zoning)	Capacity II (Comprehensive Plan Zoning)
Single-Family	13,160	13,160
Multifamily	46,680	48,750
Commercial	29,360	30,370
Downtown	24,440	24,440
Total	113,640	122,620

Source: Calculations by Seattle Planning Department, 1994

Land Use Figure A-14 compares the estimated Capacity I non-residential floor area with the estimated adjusted and Capacity II floor area reflecting the Urban Village strategy. As above Capacity II estimates show the revised capacity assuming regulations anticipated under the comprehensive plan. An estimated increase of about 8.7 million square feet could be added under the Capacity II assumptions, in commercial zones.

Land Use Figure A-14 Comparison of Estimated Potential Floor Area (jobs) Under Existing and Proposed Urban Village Strategy by Zoning Category

Zoning Category	Capacity I (Existing Zoning)	Capacity II (Comprehensive Plan Zoning)
Commercial	46.2 (154,000 jobs)	36.6 (122,000 jobs)
Downtown	28.0 (101,700 jobs)	28.0 (101,700 jobs)
Industrial	39.2 (87,000 jobs)	39.2 (87,000 jobs)
Total	113.4 (342,700 jobs)	103.8 (310,700 jobs)

\* Number of potential jobs is calculated using the following floor area to employees ratio: Commercial zones at 300 sq ft/employee, Downtown zoned at 275 sq ft/employee, and Industrial zones at 450 sq ft/employee.

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## APPENDICES OF THE CAPITAL FACILITIES ELEMENT

### Appendix A: Inventory of Existing Facilities and Supplemental Capacity Information

#### 1. Parks and Recreation Facilities

The City maintains a system of parks and open areas that includes 6,189 acres, or about 10% of the City's total land area. This includes 5,343 developed acres. Over 6,000 acres of parks and open space are deemed adequate capacities to serve a population of least of 600,000. Planned open space capacity will increase by 210 acres over the next six years and will include natural areas, greenbelts, and parks expansions. Parks and open areas owned by the City and their capacities are summarized below:

<u>Parks and Open Space</u>	<u>Size of Facility</u>
61 Local Parks	834.0 acres
17 Major urban or regional parks	2,554.0 acres
62 Squares, places, triangles	27.0 acres
33 Playfields	413.0 acres
38 Neighborhood playgrounds	135.0 acres
8 Shorelines (including 11 swimming beaches)	24.0 miles
Biking and pedestrian trails	8.2 miles
18 Boulevards	22.0 miles, 336.0 acres
20 Green spaces	421.0 acres
18 Natural areas	69.0 acres

The City also owns a number of recreational facilities within the parks system. These structures total over a million square feet of building space. Five new community centers will expand the capacity by over 70,000 sq ft. Following is a list of park system structures:

- 24 Community centers
- 9 Swimming pools (including 1 outdoor), 27 wading pools
- 1 Waterfront aquarium
- 1 Zoo: 90 acres, 45 major exhibits and buildings
- 1 Stadium
- 1 Indoor tennis center (10 indoor courts and 4 outdoor courts)
- 151 Outdoor tennis courts (71 with lights)
- 185 Athletic fields
- 33 Playfields
- 5 Golf courses, including pitch/putt (449 acres)
- 2 Boating and sailing centers
- 2 Nature interpretive centers (Discovery Park and Camp Long)
- 6 Performing and visual art facilities
- 7 Historic buildings
- 90 Comfort stations
- 16 Residences and cabins
- 80 Picnic shelters and houses
- 12 Concession facilities
- 22 Administrative offices and headquarters
- 2 Museums
- 2 Amphitheaters
- 52 Miscellaneous facilities (including storage, maintenance, warehouses, chapel, visitor centers, beach/bath facilities, a rifle/pistol range and a police horse patrol barn, viewpoints and nature trails)

Parks and recreation facilities are shown in Capital Facilities Figure A-1.

## 2. Seattle Public Library

The Seattle Public Library (SPL) operates the downtown library, 22 neighborhood libraries and a fleet of five bookmobiles. The State-funded Washington Library for the Blind and Physically Handicapped (WLBPH) is also administered by the SPL. The SPL rents space for three of the five facilities it does not own, and is provided with free space by the Seattle Housing Authority for two facilities. Locations of library facilities and their capacities are shown in Capital Facilities Figure A-2 and in the location list of Library facilities provided below.

### Locations and Capacities of Library Facilities

LIBRARY NAME	ADDRESS	CAPACITY SQ. FEET
BROADVIEW	12755 GREENWOOD AV N 12501	8,405
LAKE CITY	28TH AV NE	9,013
BALLARD	5711 24TH AV NW	7,296
MAGNOLIA	2801 34TH AV W	5,859
QUEEN ANNE	400 W GARFIELD ST	7,931
FREMONT	731 N 35TH	6,060
GREEN LAKE	7364 E GREEN LAKE DR N 8016	8,690
GREENWOOD	GREENWOOD AV N 425 HARVARD	7,094
HENRY	AV E	4,904
UNIVERSITY	5009 ROOSEVELT WY NE 1000 4TH	8,140
DOWNTOWN	AV	166,092
MOBILE SERVICES	425 HARVARD AV E	5,056
WA LIB FOR BLIND PHYS	821 LENORA ST	10,000
HANDCP	1134 33RD AV	1,701
MADRONA-SALLY GOLDMARK	2300 24TH AV E	1,535
MONTLAKE	6801 35TH AV NE	8,690
NORTH EAST	6338 32ND AV SW	2,067
HIGH POINT	3010 35TH AV SW	7,557
SOUTHWEST	2306 42ND AV SW	10,007
WEST SEATTLE	2515 15TH AV S	3,328
BEACON HILL	4721 RAINIER AV S	5,838
COLUMBIA	23RD AV / E YESLER WY 6805	8,008
DOUGLASS-TRUTH	32ND AV S	1,924
HOLLY PARK	9125 RAINIER AV S	9,006
RAINIER BEACH	N 45TH ST / DENSMORE	2,147
WALLINGFORD-WILMOT		

### 3. General Government

The City of Seattle currently owns six primary buildings with a capacity of 1.3 million square feet (sq ft) in the downtown core: the Municipal Building (238,000 sq ft), Public Safety Building (291,000 sq ft), City Light Building (200,000 sq ft), Dexter-Horton Building (350,000 sq ft), Arctic Building (101,000 sq ft) and Alaska Building (147,000 sq ft). The City also leases about 80,000 square feet in nearby buildings downtown. In addition, the City owns more than 100 other facilities located outside of downtown. These facilities are shown in Capital Facilities Figure A-3.

The City also leases 10 storefront Neighborhood Service Centers located throughout the city. These offices range in size from 750 square feet to 2,000 square feet and serve as City information and community contact points, as well as bill payment depositories. These are shown in Capital Facilities Figure A-4.

Each station provides a full range of fire protective services including fire suppression, emergency medical and salvage. While each station is equipped with at least one fire engine (except Fire Station 14, which has limited space), other equipment varies by facility. The Fire Department has 33 engine companies, 11 ladder truck companies, six medical units, six paramedic units and other specialized units distributed to serve existing development.

## 5. Police Department

The Seattle Police Department currently provides law enforcement to the city from four precincts, each with its own police station. The locations and capacities of these precincts are shown in Figure A-30 and the list below:

1. North Precinct, at 10049 College Way North, serves the area north of the Ship Canal and has capacity of 16,770 square feet (sq ft).
2. West Precinct, located in the Public Safety Building, serves Queen Anne, Magnolia, the downtown core, and the area west of I-5 and north of Spokane Street has capacity of 15,000 sq ft for headquarters, 94,500 sq ft for other administrative storage space.
3. East Precinct, located at 1519 12th Avenue, serves the area north of I-90 and east of I-5, plus the Eastlake Community has a capacity of 40,000 sq ft.
4. South Precinct, at 3001 South Myrtle Street, serves the Duwamish Waterway area, West Seattle, and in Southeast Seattle, the area south of I-90 has a capacity of 13,688 sq ft.

Other facilities owned and/or operated by SPD or the City's Department of Administrative Services include:

1. Facility for Mounted Patrol Unit at Discovery Park has a capacity of 12 full-time stalls and 5 temporary stalls and the space for housing other related equipment and supplies.
2. Kennel for the K-9 Unit of Police dogs, located at the SPD pistol range in south Seattle near Boeing Field has a capacity of housing 6 dogs and 2 pups and related equipment and supplies.
3. Harbor Unit facility on the north shore of Lake Union has a capacity of 4,000 square feet for housing nine Patrol boats. The facility also has extra dock areas to moor temporary boats.

## 2. Parks and Recreation Projects

<u>Project Number/Location</u>	<u>94/95 Funding Level</u>
72210 City-Wide Parks and Recreation	\$642,000
72215 South Lake Union Parks	\$868,000
72218 Sand Point Parks and Recreation	\$500,000
72890 Webster School Playground	\$108,000

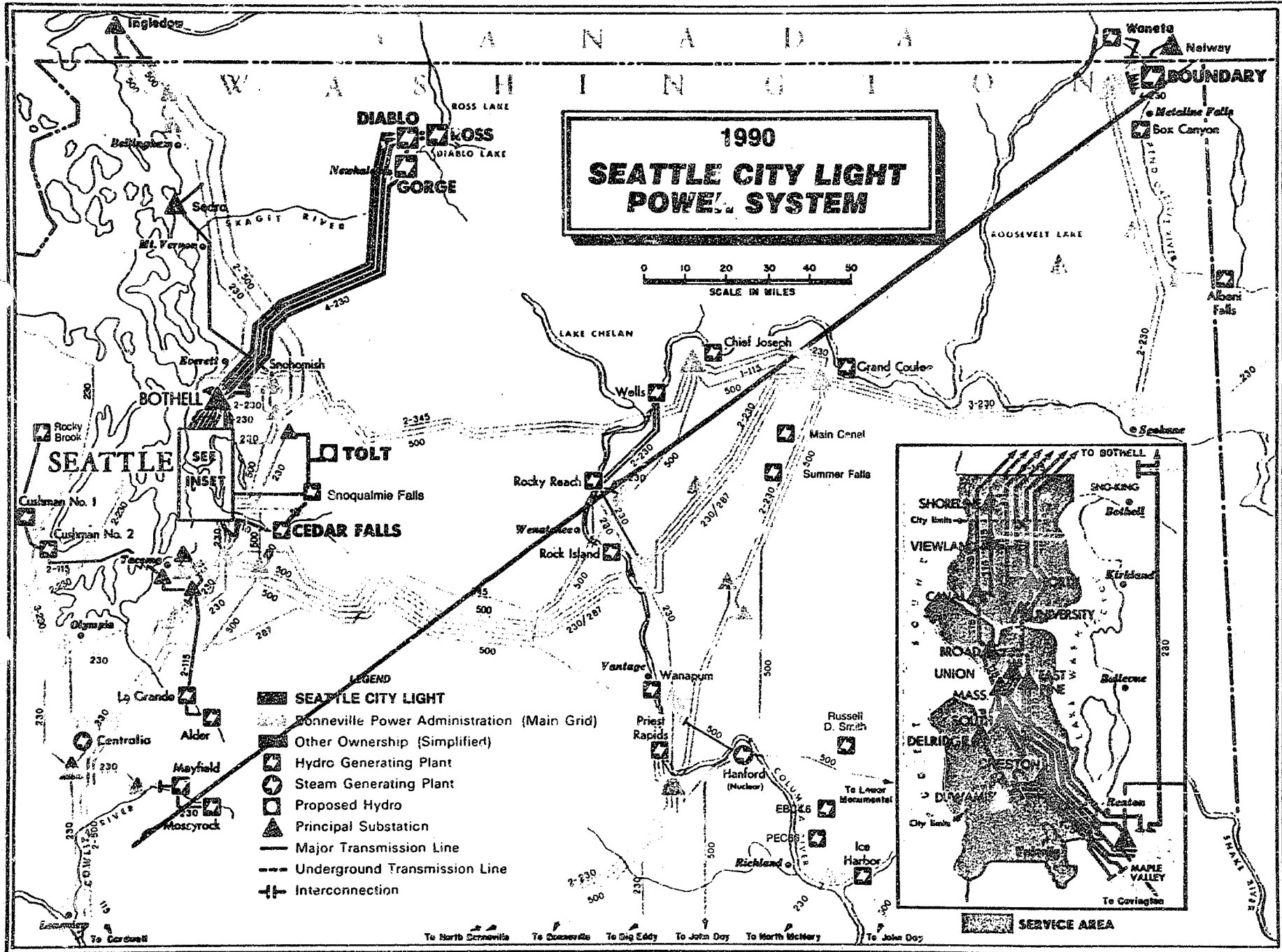
## 3. Transportation Projects

<u>Project Number/Location</u>	<u>1994 Funding Level</u>
32752 Boren Ave/Madison St - UATA Signal Improvement	\$3,000

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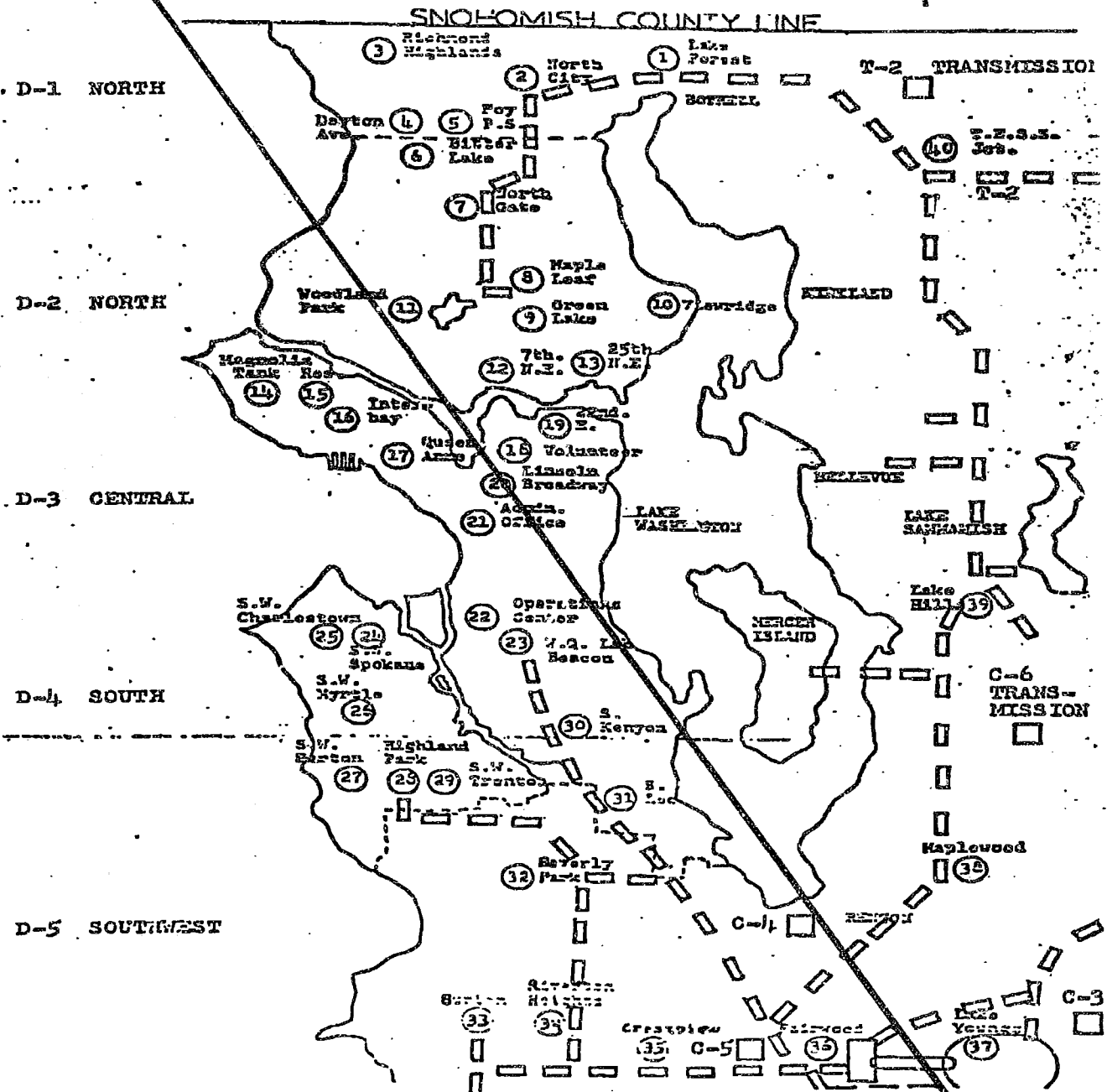
Utilities Figure A-2



Utilities - 7/18/94 - A140

Utilities Figure A-4

**SEATTLE WATER DEPT. FACILITY LOCATIONS 1979**



JULY 25, 1994

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## ECONOMIC DEVELOPMENT APPENDIX

While the Growth Management Act does not require a comprehensive plan to include an economic development element, the King County Countywide Planning Policies do. The adopted Countywide Planning Policies includes the following provision:

- Each jurisdictions' comprehensive plan shall include an economic development element which will include an estimate of the type and number of jobs to be accommodated in the jurisdiction during the next 20 years.

As required by the Countywide Planning Policies, Economic Development Figure A-1 presents in table form the estimated number of jobs, by industry, Seattle expects to accommodate between 1990 and 2010. As Seattle's Comprehensive Plan shows a range of job growth between 131,400 and 146,000 the estimates below also include a range.

Economic Development Figure A-1

### ESTIMATED NUMBER OF JOBS BY INDUSTRY TO BE ACCOMMODATED IN SEATTLE, 1990-2010

	Estimated 1990	Estimated Change 1990-2010	Estimated 2010
Retail	64,813	17,646 - 19,687	82,459 - 84,500
F.I.R.E.S.	204,277	88,175 - 98,375	292,452 - 302,652
Government/ Education/	83,615	21,276 - 28,737	104,891 - 107,352
W.T.C.U.	69,258	11,005 - 12,278	80,263 - 81,536
Manufacturing	<u>47,839</u>	<u>(6,702) - (7,477)</u>	<u>41,137 - 40,362</u>
<b>TOTAL</b>	<b>469,802</b>	<b>131,400 - 146,600</b>	<b>601,202 - 616,402</b>

F.I.R.E.S. includes Finance, Insurance, Real Estate, and Services

W.T.C.U. includes Wholesale Trade, Transportation, Communications and Utilities

Source: Estimated 1990 is from the Puget Sound Regional Council November 1993 electronic data files. Change 1990-2010 was calculated by the Planning Department based on PSRC Vision 1 projections February 1993

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C.B. 110265

APPENDIX 1

THE CITY OF SEATTLE  
COMPREHENSIVE PLAN

*Toward A Sustainable Seattle*

A Plan for Managing Growth  
1994-2014

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## USING THE COMPREHENSIVE PLAN

The principal purpose of this Comprehensive Plan is to provide policies that guide the development of the City in the context of regional growth management. These policies can be looked to by citizens and by all levels of government in planning for growth. Specifically, the plan will be used by the City of Seattle to help make decisions about proposed ordinances, policies, and programs. Although the plan will be used to direct the development of regulations which govern land use and development, the plan will not be used to review applications for specific development projects except when reference to this Comprehensive Plan is expressly required by an applicable development regulation.

The plan format generally presents a plan "goal", followed by "policies" related to the goal, and may include a "discussion" about the goals and policies. Each of these components is defined as follows:

Goals represent the results that the City hopes to realize over time, perhaps within the twenty-year life of the plan, except where interim time periods are stated. Whether expressed in terms of numbers or only as directions for future change, goals are not guarantees or mandates.

Policies should be read as if preceded by the words "it is the City's general policy to"... A policy helps to guide the creation or change of specific rules or strategies (such as development regulations, budgets or program area plans). City officials will generally make decisions on specific City actions by following ordinances, resolutions, budgets or program area plans that themselves reflect relevant plan policies, rather than by referring directly to this plan. Implementation of most policies involves a range of City actions over time, so one cannot simply ask whether a specific action or project would fulfill a particular plan policy. For example, a policy that the City will "give priority to" a particular need indicates that need will be treated as important, not that it will take precedence in every City decision.

Some policies use the words "shall" or "should", "ensure" or "encourage", and so forth. In general, these words should be read to describe the relative degree of emphasis that the policy imparts, but not to establish a specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result.

Some policies may appear to conflict, particularly in the context of a specific fact situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. A classic example is the oft-referenced "conflict" between policies calling for "preservation of the environment" and policies that "promote economic development." Because plan policies do not exist in isolation, and must be viewed in the context of all potentially relevant policies, it is largely in the application of those policies that the interests which they embody are reconciled and balanced by the Legislative and

Executive branches of city government.

Before this plan was adopted, the City of Seattle had many policies in place which were approved over the course of many years, and which affect the full range of programs and services provided by the City. Where policies being changed by this plan are reflected in currently effective ordinances, the City will amend or repeal those ordinances. The plan does not itself change existing policies, but it does supersede inconsistent policies, except those policies which are contained in development regulations and which will be amended within the time period established by RCW 36.70A.040. To the extent that a conflict may arise between existing policies and this plan, the policies in this plan shall prevail.

Discussion is provided to explain the context in which decisions on goals and policies have been made, the reasons for those decisions, and how the goals and policies are related. The discussion portions of the plan do not establish or modify policies, but they may help to interpret policies.

Appendices to the plan contain certain required maps, inventories and other information required by the GMA, and in some cases further data and discussion or analysis. The appendices are not to be read as establishing or modifying policies or requirements unless specified for such purposes in the plan policies. For example, descriptions of current programs in an appendix do not require that the same program be continued, and detailed estimates of how the City may expect to achieve certain goals do not establish additional goals or requirements.

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# LAND USE ELEMENT

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## LAND USE ELEMENT

### INTRODUCTION

**Discussion:** The policies in this element describe where, how and under what circumstances growth should occur within the 20-year timeframe of this Comprehensive Plan.

### A. PREFERRED DEVELOPMENT PATTERN

#### GOALS

- G1 Maintain and enhance Seattle's character. Seattle's character includes large single family areas of detached houses both inside and outside of villages, many thriving multifamily areas, neighborhood commercial areas, industrial areas, major institutions and a densely developed downtown with surrounding high density neighborhoods.
- G2 Respect the city's human scale, history, aesthetics, natural environment, and sense of community identity.
- G4 Promote densities and mixes of uses that support walking and use of public transportation. Urban centers are intended to identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system. Hub urban villages and residential urban villages are intended to support densities that support transit use.
- G5 Reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use and cohesive community development.
- G6 Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses. This is the intent of the several types of urban villages.
- ◆ Urban centers are intended to be the densest areas with the widest range of land uses. Functional designations of urban center villages indicate which uses are intended to be emphasized in the mix.
  - ◆ Hub urban villages are also intended to accommodate a broad mix of uses, but at lower densities than center villages, at intensities appropriate to the stage of development of the area.

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Residential urban villages are intended for concentrations of low to moderate densities of predominantly residential development with a compatible mix of support services and employment.

In some instances, the urban village designation is intended to transform automobile-oriented environments into more cohesive, mixed-use pedestrian environments, or within economically distressed communities to focus economic reinvestment to benefit the existing population.

- G7 More efficiently use limited land resources.
- G8 Support regional growth management and the countywide centers concept.
- G9 Accommodate planned levels of household and employment growth.
- G10 Maximize the benefit of public investment in infrastructure and services.
- G11 Deliver services more equitably, pursue a development pattern that is more economically sound, and collaborate with the community in planning for the future.
- G12 Increase public safety by making villages "people places" at all times of the day.
- G13 Increase opportunities for detached single family dwellings attractive to many residents, including families with children.
- G14 Develop of ground-related housing types including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units and single-family homes.
- G15 Provide open space to enhance the village environment, to help shape the overall development pattern, and to refine the character of each village.
- G16 Promote physical environments of the highest quality throughout the city, and particularly within urban centers and villages while emphasizing the special identity of each area.
- G17 Preserve developments of historic, architectural or social significance that contribute to the identity of an area.
- G18 Maintain and enhance retail commercial services throughout the city with special emphasis on serving urban villages.

## **POICIES**

- L1 Promote development in compact mixed-use neighborhoods, which shall be designated as urban villages.
- L2 Promote high quality conditions throughout the city, including those conducive to helping urban village, mixed-use communities thrive.
- L3 Promote industrial development in manufacturing/industrial centers.
- L4 Permit areas outside of urban villages to accommodate some growth in a less dense development pattern consisting primarily of single family neighborhoods, limited multifamily and commercial areas and industrial areas.
- L5 Consider suitable for an urban village designation areas where: 1) natural conditions, the existing development pattern, and current zoning are conducive to supporting denser, mixed-use pedestrian environments where public amenities and services can be efficiently and effectively provided, 2) access to transportation facilities is good or can be improved, 3) public and private facilities, services and amenities, such as parks, schools, commercial services, and other community services, are available, or can be provided over time and 4) existing public infrastructure has capacity or potential to accommodate growth.
- L6 Consider the following characteristics appropriate to all urban village categories:
  - A. Zoning sufficient to accommodate the residential and employment growth targets established for that village.
  - B. The ability to accommodate a range of employment activity compatible with the overall function, character and intensity of development specified for the village.
  - C. Zoning that provides locations for commercial services convenient to residents and workers, and, depending on the village designation, serving a citywide and regional clientele.
  - D. Zoning sufficient to allow a diversity of housing to accommodate a broad range of households.
  - E. Zoning regulations that restrict those public facilities that are incompatible with the type of environment provided for in centers and villages.

- F. Most future households accommodated in multifamily housing.
  - G. Additional opportunities for housing in existing single family areas, to the extent provided through neighborhood planning, and within other constraints consistent with this plan.
  - H. Public facilities and human services that reflect the role of each village category as the focus of housing and employment and as the service center for surrounding areas.
  - I. Open space.
  - J. A place, amenities or activities that serve as a community focus.
  - K. A design review process, supplemented by neighborhood design guidelines.
  - L. Preservation of development having historic, architectural, or social significance within centers and villages.
- L7 Indicate whether residential or employment related activities are to be emphasized in the mix of uses by the urban village designation.
- L8 Adopt the designations for hub urban villages, residential urban villages and neighborhood anchors as indicated in Land Use Figure 1. Consider the designations to be preliminary, subject to further objective analysis in neighborhood planning. Develop objective criteria including:
- a. existing zoned capacity;
  - b. existing and planned density;
  - c. growth targets;
  - d. population;
  - e. amount of neighborhood commercial land;
  - f. public transportation investments and access; and
  - g. other characteristics of hub or residential urban villages and neighborhood anchors as provided in this plan, or further refined.
- Additional criteria consistent with this plan may be established.

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- L9 Permit, through neighborhood planning processes, recommendations for the revision of zoning to better reflect community preferences for the development character of an area, provided that consistency between the zoning and this plan is maintained.
- L10 As part of neighborhood planning designate and define the extent of principal commercial streets for each urban village. Principal commercial streets are those streets in the commercial area of each urban village which are accessible both to automobiles and to transit and which have or are planned to have sufficient quantity and variety of commercial uses, in sufficiently close proximity to provide the opportunity to meet a variety of residential needs and thereby constitute opportunities and incentives to using non-motorized modes of travel for work or shopping trips.

## **B. CATEGORIES OF URBAN VILLAGES**

### **GOAL**

- G19 Provide for the intended function, character, amount of growth, intensity of activity, and scale of development appropriate for each urban village neighborhood.

### **POLICIES**

- L11 Establish categories of urban villages, in addition to the urban center and manufacturing/industrial center designations of the Countywide Planning Policies as follows:
- 1) urban center villages within urban centers
  - 2) hub urban villages
  - 3) residential urban villages.
- L12 Establish goals or planning estimates for the mix of uses, target densities for employment and housing, the scale and intensity of development, and the types of public improvements desired to make each village category function as intended.
- L13 Establish preliminary urban center village boundaries within urban centers as part of the Future Land Use Map. Establish permanent urban center village boundaries as part of neighborhood planning.

- L14 Establish boundaries for hub urban villages or residential urban villages as each new or revised neighborhood plan is adopted by the city council; provided, that: if at the end of the neighborhood planning cycle, a village boundary has not been established for a hub or residential urban village, the boundary shown in Land Use Appendix A of this plan shall become the boundary for that urban village.

## URBAN CENTERS

### GOALS

- G20 Identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system.

### POLICIES

- L15 Establish urban centers as regional centers.
- L16 Establish requirements for urban centers as follows:
- A. Area not exceeding one and one-half square miles (960 acres).
  - B. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area and recognized neighborhood boundaries.
  - C. Accessibility to the existing regional transportation network, with access to the regional high capacity transit system to be provided in the future.
  - D. Zoning that permits the amount of new development needed to meet the following minimum density targets:
    1. A minimum of 15,000 jobs located within a half mile of an possible future high capacity transit station.
    2. An overall employment density of 50 jobs per acre; and
    3. An overall residential density of 15 households per acre.
- L17 Designate the following five locations as urban centers as shown in Land Use Figures 1-6 below:

- 1) Downtown Seattle
- 2) First Hill/Capitol Hill
- 3) Seattle Center
- 4) University District
- 5) Northgate

L18 Designate urban center villages within the larger urban centers to acknowledge differences in neighborhoods. Plan for such villages within the context of planning for the urban center as a whole.

L19 Designate urban center villages within the Downtown, First Hill/Capitol Hill and University District urban centers as shown in Land Use Figures 2, 3 and 5. The boundaries and names used to identify these urban villages are provided for planning guidance and subject to change under future neighborhood plans. While the Seattle Center and Northgate centers are presently considered to be too small to be subdivided into center villages, this shall not preclude the designation of urban villages within those urban centers in future neighborhood planning processes.

L20 Provide zoning in urban center villages, in aggregate, to accommodate a broad mix of activity, and the densities of employment and housing necessary meet the urban center density standards of the Countywide Policies.

L21 Promote the balance of uses in each urban center village indicated by one of the following functional designations, assigned as follows:

Functional Designation	Urban Center Village
1. Primarily residential.	Denny Regrade Capitol Hill
2. Mixed, with a residential emphasis.	Pike/Pine
3. Mixed residential and employment.	Westlake Pioneer Square International District First Hill South Capitol Hill University District Northwest University Village Northgate
4. Mixed, with an employment emphasis.	Seattle Center Downtown Commercial Core University Campus

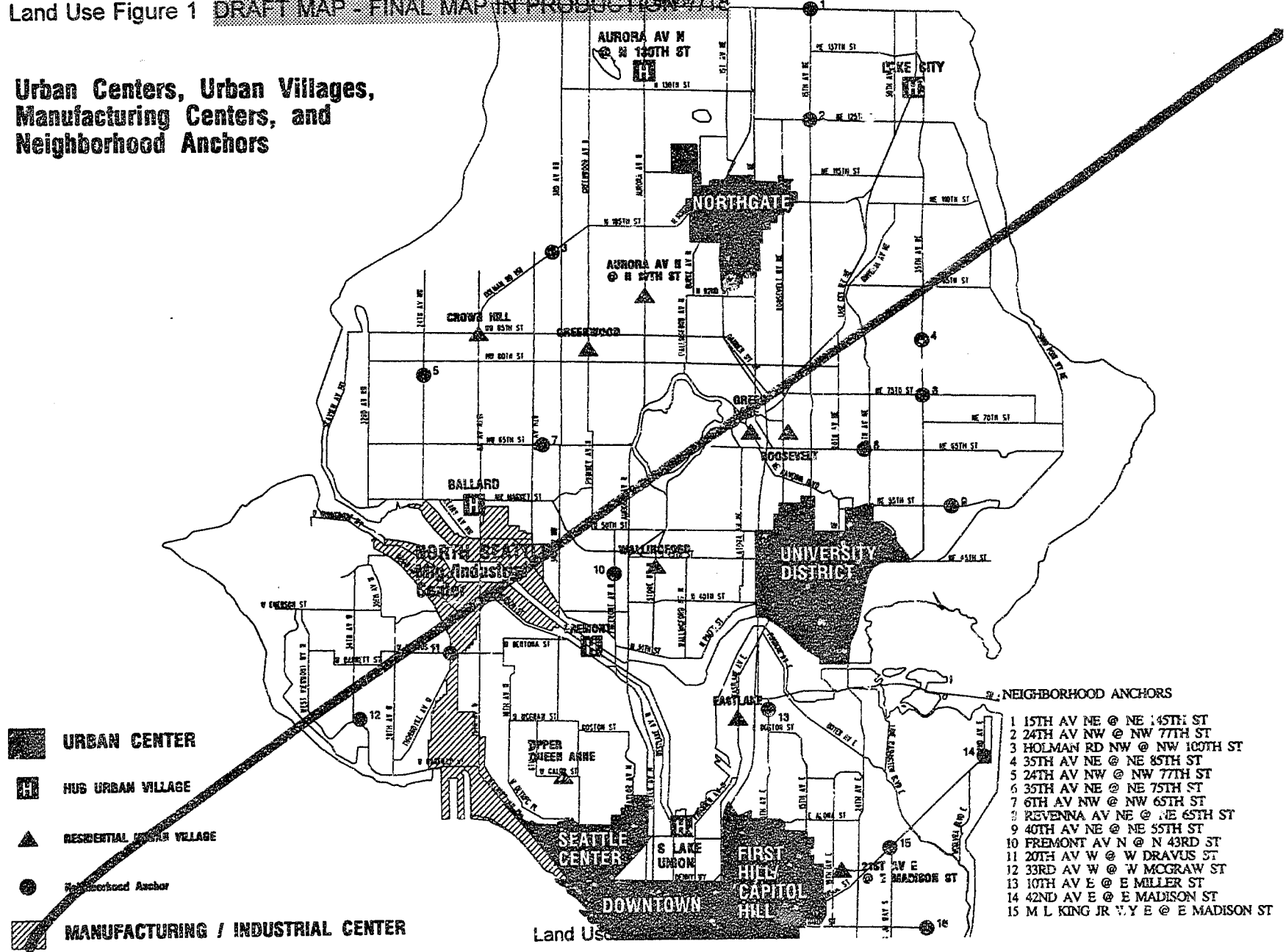
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- L22 Permit employment and/or housing densities in zoning consistent with the designated functions of each urban center village.
- L23 Designate residential development emphasis areas within urban centers where the City has a long-term commitment to promote residential development and where the response of the private market in providing housing has been inadequate to attract the planned amount of residential growth.
- L24 Work with affected neighborhoods, property owners and the development community to establish action and funding strategies to promote housing development for all incomes in residential development emphasis areas.

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Land Use Figure 1 DRAFT MAP - FINAL MAP IN PRODUCTION 7/18

**Urban Centers, Urban Villages,  
Manufacturing Centers, and  
Neighborhood Anchors**



-  **URBAN CENTER**
-  **HUG URBAN VILLAGE**
-  **RESIDENTIAL URBAN VILLAGE**
-  **Neighborhood Anchor**
-  **MANUFACTURING / INDUSTRIAL CENTER**

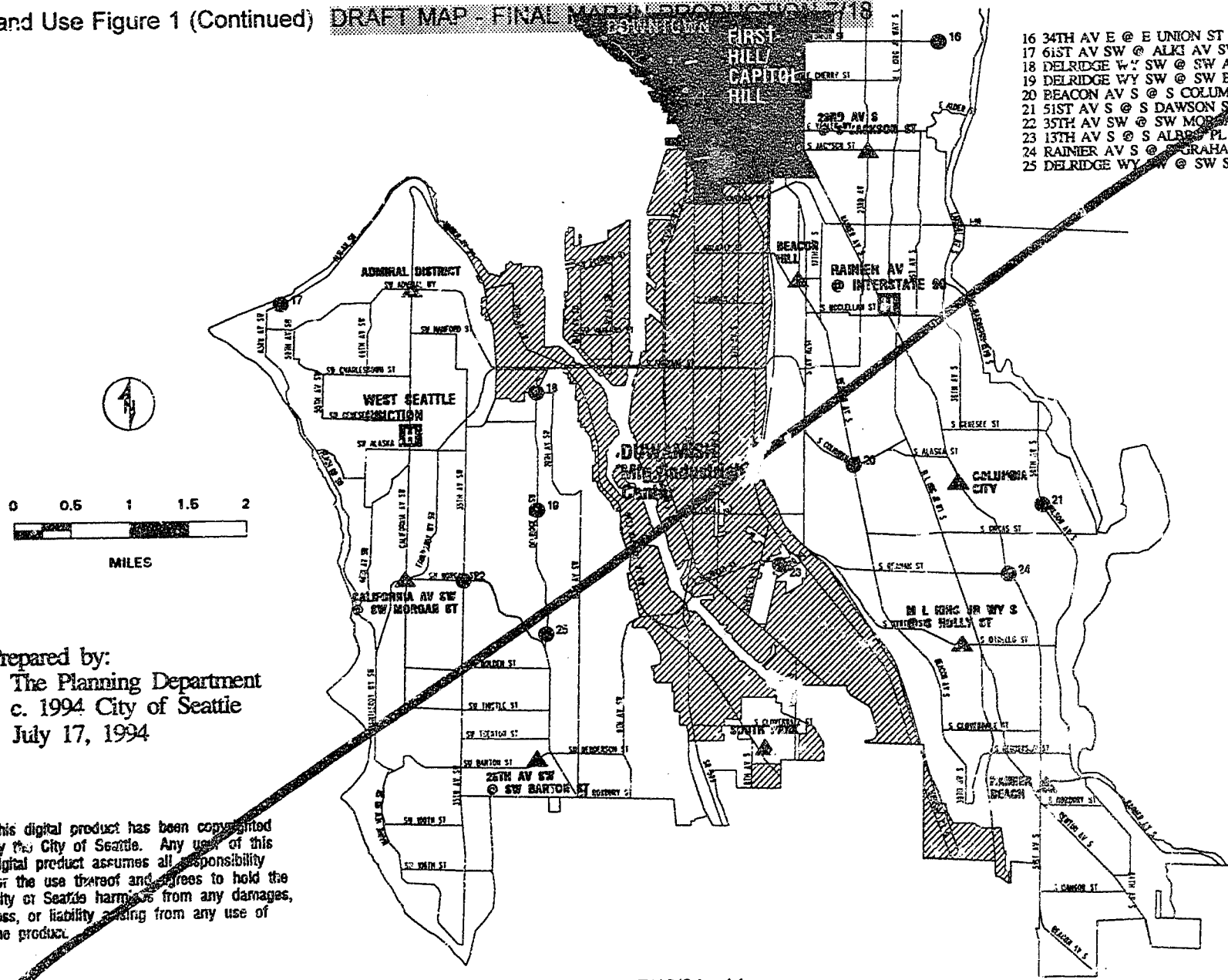
- NEIGHBORHOOD ANCHORS**
- 1 15TH AV NE @ NE 145TH ST
  - 2 24TH AV NW @ NW 77TH ST
  - 3 HOLMAN RD NW @ NW 100TH ST
  - 4 35TH AV NE @ NE 85TH ST
  - 5 24TH AV NW @ NW 77TH ST
  - 6 35TH AV NE @ NE 75TH ST
  - 7 6TH AV NW @ NW 65TH ST
  - 8 REVENNA AV NE @ NE 65TH ST
  - 9 40TH AV NE @ NE 55TH ST
  - 10 FREMONT AV N @ N 43RD ST
  - 11 20TH AV W @ W DRAVUS ST
  - 12 33RD AV W @ W MCGRAW ST
  - 13 10TH AV E @ E MILLER ST
  - 14 42ND AV E @ E MADISON ST
  - 15 M L KING JR W Y E @ E MADISON ST

Land Use



Land Use Figure 1 (Continued) DRAFT MAP - FINAL MAP IN PRODUCTION 7/18

- 16 34TH AV E @ E UNION ST
- 17 61ST AV SW @ ALKI AV SW
- 18 DELRIDGE WY SW @ SW ANDOVER ST
- 19 DELRIDGE WY SW @ SW BRANDON ST
- 20 BEACON AV S @ S COLUMBIA WY
- 21 51ST AV S @ S DAWSON ST
- 22 35TH AV SW @ SW MORGAN ST
- 23 13TH AV S @ S ALBERTA PL
- 24 RAINIER AV S @ S GRAHAM ST
- 25 DELRIDGE WY SW @ SW SYLVAN WY



Prepared by:  
 The Planning Department  
 c. 1994 City of Seattle  
 July 17, 1994

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## MANUFACTURING/INDUSTRIAL CENTERS

### GOAL

- G21 Ensure that adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional high-growth job growth.

### POLICIES

- L25 Promote manufacturing and industrial employment growth including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities in manufacturing/industrial centers.
- L26 Strive to expand existing manufacturing and industrial activity. Particular emphasis shall be given to maintaining industrial land that is uniquely accessible to water, rail, and regional highways for continued industrial use.
- L27 Limit in industrial/manufacturing areas commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses. Establish new size of use limits for retail uses in the Industrial Commercial zone. Permit legally established non-industrial uses to continue or be expanded within existing structures predominantly dedicated to such uses as of December 31, 1994, and permit limited expansion of such structures.
- L28 Establish manufacturing/industrial centers consistent with the Countywide Planning Policies, as follows:
- A. Clearly defined geographic boundaries;
  - B. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (such buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones);
  - C. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs;
  - D. Large, assembled parcels suitable for industrial activity;
  - E. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.
- L29 Designate the following locations as manufacturing/industrial centers as shown in Land Use Figure 1, above):

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## HUB URBAN VILLAGES

### GOALS

- G22 Promote employment and commercial services that serve the populations of the village, the city and the region. Allow for concentrations of employment at locations convenient to the city's residential population.
- G23 Support densities that support transit use.
- G24 Provide locations for employment and commercial services that serve the surrounding city and region, in addition to the village population.
- G25 Allow for concentrations of employment at locations convenient to the city's residential population to improve transportation by reducing work trip commutes.

### POLICIES

- L32 Designate as hub urban villages areas generally characterized by the following:
- A. One or more high density, mixed-use core areas that either exist, or can be accommodated under current zoning, provided that it may be appropriate to limit the mix of uses in some areas, to provide for concentrations of either employment or housing.
  - B. Being surrounded by primarily residential areas that allow a mix of densities, and non-residential activities that support residential use.
  - C. Having at least one-third of the land area currently zoned to accommodate employment activity and/or mixed-use.
  - D. Having a broad range of commercial and retail support services either existing or allowed under current zoning to serve a local, a citywide or regional market.
  - E. Having a strategic location in relation to both the local and regional transportation network, including: 1) a high level of transit service, with the possibility of improved connections to future high capacity transit stations, 2) connections to regional transportation facilities, 3) routes accommodating goods movement, and 4) connections to adjacent areas by pedestrian and/or bicycle facilities.
  - F. Having:
    - 1. Direct access to either existing or potential public open spaces in the immediate vicinity, and
    - 2. Accessibility to major open space resources in the general area via either existing or potential urban trails, boulevards, or other

open space links, or anticipated major public investment in open space.

- G. Having a substantial amount of vacant or under-utilized land with sufficient development capacity under current zoning to allow for redevelopment.

L33 Preliminarily designate the following seven locations as hub urban villages (Land Use Figure 1, above), subject to further objective analysis in the neighborhood planning process:

1. Ballard
2. West Seattle Junction
3. Lake City
4. Fremont
5. Aurora at N. 130th Street
6. Rainier Avenue - 90
7. South Lake Union

L34 Permit the size of hub urban villages to vary according to local conditions, but limit it to allow most areas within village boundaries to be accessible on foot.

L35 Consider it generally desirable for the mixed-use core of a hub urban village to encompass an area within approximately a one quarter mile of the center of activity.

L36 Provide zoning to accommodate a wide range of housing types and retail and commercial services to support the business and residential population in the village, the surrounding community, and beyond.

L37 Permit employment densities of approximately 20 jobs per gross acre or more, and residential densities of approximately 15 dwelling units per gross acre or more, in hub urban village core areas.

L38 Permit a variety of residential densities, between 8 and 12 dwelling units per gross acre in areas outside of the core areas, consistent with the policies of this plan and the Land Use Code for the location of land use zones.

L39 Designate as hub urban villages areas ranging from those able to accommodate growth with minor changes and public investment to those requiring more extensive public investment.

L40 Establish planning estimates and, subsequently, growth targets for hub urban villages according to accessibility to transit, existing zoning, including capacity for commercial and residential development, existing densities and development conditions, the density goals for hub urban villages, plans for

infrastructure and public amenities and services and the relationship of the villages to the regional transportation network.

- L41 Consider, for sub urban villages located on the periphery of downtown, promoting a greater intensity of development over a broader area than for other hub urban villages. In such a village, a development pattern characterized by more extensive mixed-use areas at relatively high development intensities may be accommodated, while also allowing for concentrations of either employment activity or housing at appropriate locations.

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- L45 Require that a residential urban village surround one or more centers of activity and services.
- L46 Consider it desirable that any location within the village be within easy walking distance of at least one center of activity and services.
- L47 Permit residential urban villages to include those areas that possess the desired characteristics and infrastructure to support a moderately dense residential population and those areas that, while lacking infrastructure or other characteristics of a residential urban village, warrant public investment in order to promote a transition to a higher density residential neighborhood.
- L48 Base growth planning estimates, and subsequently growth targets, for residential urban villages on the existence of or plans for infrastructure, public amenities and services necessary to support additional growth, existing zoning including capacity for residential and commercial development, existing residential densities and development conditions, the accessibility of transit and the density goals for residential urban villages.

#### **AREAS OUTSIDE OF URBAN VILLAGES**

##### **GOALS**

- G28 Allow limited amounts of development in areas of the city outside centers and urban villages to maintain the general intensity of development that already characterizes these areas, and to direct the greatest share of growth to village and center locations.

##### **POLICIES**

- L49 Provide that the area of the city outside urban villages remain primarily as low density residential and commercial areas, or industrial areas, or major institutions.
- L50 Single family areas shall continue to be protected, both inside and outside of urban villages. However, through neighborhood planning, individual neighborhoods may consider ways of increasing housing opportunities in single-family areas that are brought into an urban village's boundary through the neighborhood planning process and are within easy walking distance (five minutes or five blocks whichever is less) of the designated principal commercial streets of the village, to provide additional alternatives to accommodating residential growth in multifamily and commercial areas. Such consideration shall be subject to further limitations provided in comprehensive plan policies for single-family areas, below, and in the land use code.

**C. DISTRIBUTION OF GROWTH**

**GOALS**

G31 Distribute the additional 50,000 - 60,000 households (52,500 - 63,000 dwelling units) and 131,400 - 146,600 jobs called for in this plan among the various areas of the city as follows:

Land Use Figure 7

**DISTRIBUTION OF GROWTH INSIDE AND OUTSIDE CENTERS AND VILLAGES**

Category	% of Citywide Residential Growth	% of Citywide Employment Growth
Urban Centers	49% (22,500 - 26,500 hshlds)	65% (85,410 - 95,290 jobs)
Manufacturing/Industrial Centers	No housing target	10% (13,140 - 14,660 jobs)
Urban Villages	30% (15,000 - 18,000 hshlds)	No Target for Residential Urban villages Hub Urban Villages Only 15% (19,700 - 21,990 jobs)
Remainder of City	26% (12,500 - 15,500 hshlds)	No Specific Target
Totals	50,000 - 60,000 hshlds	131,400 - 146,600 jobs

G32 Achieve growth in urban centers sufficient to:

- A. Meet the minimum density criteria established for urban centers by the King County Countywide Planning Policies, reflected in policy L16D.
- B. Meet growth targets contained in existing comprehensive subarea plans, such as the Northgate Area Comprehensive Plan and the Downtown Plan.
- C. Recognize existing plans for major projects in specific urban centers that will result in significant increases in jobs and/or housing, such as the plans of major medical and educational institutions.

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G33 Achieve the following 20 year growth targets in Seattle's urban centers:

Urban Center	Residential Growth	Employment Growth
1. Downtown: Total	approx. 14,700 households	approx. 62,700 jobs
2. First Hill/Capitol Hill: Total	approx. 5,540 households	approx. 11,700 jobs
3. University District: Total	approx. 2,110 households	approx. 9,300 Jobs
4. Northgate	approx. 3,000 households	approx. 9,300 jobs
5. Seattle Center	approx. 1,225 households	approx. 3,300 jobs

G34 Achieve the following 20 year employment growth targets in manufacturing/industrial centers:

1. North Seattle Manufacturing/Industrial Center 3,800 jobs
2. Duwamish Manufacturing/Industrial Center 10,860 jobs

(Manufacturing/Industrial Centers are not targeted for additional household growth, because new residential development is generally incompatible with the desired industrial function.)

G35 Achieve a distribution of growth to each urban village that accomplishes the goals of the urban village strategy.

G36 Achieve growth in each urban village according to growth targets that are established subsequent to the recommendation of a neighborhood planning process, that reviews and confirms or amends planning estimates.

G37 Guide the increase in density over the life of the plan so that each type of area progresses towards full development as an urban village at a pace appropriate to current conditions in the area.

#### POLICIES

L55 Promote the number of additional households and jobs called for by the growth targets within each targeted area, within the 20 year timeframe of this plan, by:

- A. Establishing targets that do not exceed 80% of zoned capacity for development, as calculated by the City;
- B. Maintaining the 80% capacity margin whenever zoning is modified, in each targeted area; and

C. Making reasonable effort to provide services, facilities, and incentives to accommodate the targeted growth, consistent with the Countywide Planning Policies.

- L56 Plan for the higher end of the citywide households and employment growth target ranges and consider growth at least equal to the lower end to be within plan expectations.
- L57 Consider adjusting household targets, after the year 2000 census to be consistent with actual household size and expected growth up to 72,000 people.
- L58 Failure to meet targets at any point during the 20 year timeframe of this plan, that reflects circumstances beyond the control of the City, shall not constitute inconsistency with this plan.
- L59 Establish growth targets for each urban village following completion of neighborhood planning processes for all designated urban villages.
- L60 Establish planning estimates of growth for each urban village, and areas outside of villages as shown in Land Use Appendix B, which shall constitute preliminary estimates of how growth might be distributed throughout the city, to further the objectives of the urban village strategy. These planning estimates shall be starting points from which neighborhood plans for growth in each urban village shall be developed.
- L61 Review planning estimates, and the definition of the area to which they apply, through the neighborhood planning process to assess the appropriateness of the area and estimate for each village in light of local circumstances, community preferences, the need for equitable distribution of growth across the city, and specific plans for how the estimated amount, and alternative amounts of growth could be accommodated in each village.
- L62 Monitor development activity annually to identify situations where the rate of growth is different from that anticipated by growth targets, either because: 1) it is occurring too rapidly and may be disruptive; or 2) there is insufficient growth to achieve planned conditions in designated villages.

Establish percentage threshold criteria to identify growth conditions over an extended period of time that are unacceptably at variance with growth targets, which indicate the duration over which such variance need exist before a special review process is triggered. Permit, as part of the development of neighborhood plans for urban centers and urban villages, adjustment of growth monitoring thresholds.

Initiate the special review procedure to determine an appropriate course of action if conditions identified by these threshold criteria are realized. The procedure should include a review process with the affected community, in areas where the rate of growth varies from growth targets by more than established threshold criteria, to determine whether or not City or community action to more effectively achieve growth goals is warranted. Consider, as part of this assessment, factors such as:

- A. Whether regional economic growth is consistent with that assumed when growth targets were established;
- B. Whether the proportion of growth in the region locating in King County is consistent with that assumed when growth targets were established;
- C. Whether other jurisdictions within King County have established effective means to stop sprawl and encourage displacement of growth to urban centers; and
- D. Whether further City or community actions are likely to be effective.

Consider the following, or other appropriate actions, if a determination is made that action is needed to address the rate of growth:

- A. Provide resources to ensure rapid completion or revision of a neighborhood plan to better address how growth is to be attracted or discouraged;
- B. Propose rezone actions or changes to development standards to reduce development activity or, depending on the circumstances, increase development opportunities
- C. Make commitments for specific public improvements to mitigate the impacts of added growth or as incentives to attract desired growth; and
- D. Establish annual development targets to more closely monitor the rate of growth in the affected area.

#### **D. THE SYSTEM OF LAND USE REGULATION**

##### **GOALS**

G38 Provide the framework for distinguishing within the city where the various types of land use activities and intensities of development are appropriate and provide for a development pattern consistent with the urban village strategy.

G39 Promote public health, safety, and welfare.

##### **POLICIES**

- L63 Establish and identify on the attached Future Land Use Map, the following areas: 1) residential areas, including a) single-family residential areas and b) multifamily residential areas, 2) commercial/mixed-use areas, 3) industrial areas, 4) downtown areas, 5) urban center and manufacturing/industrial center boundaries 6) preliminary urban center village boundaries, 7) preliminary residential and hub urban village designations, 8) preliminary neighborhood anchor designations, and 8) major institutions.
- L64 Establish the mix of uses and character and intensity of development desired within each of these general areas through the zoning designations applied to them.
- L65 Identify on the future land use map where each general area designation shall apply, as an indication of the proposed physical distribution of land uses, and types of development.
- L66 Boundaries on the future land use map are general indications of the locations of general area designations and may not precisely correspond to land use zone boundaries. Land use zone boundaries may be adjusted so long as they remain in keeping with comprehensive plan policies, and the locational criteria established in the Land Use Code.

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## **RESIDENTIAL AREAS**

### **GOALS**

- G40 Maintain existing residential neighborhoods and create new residential neighborhoods to accommodate the city's existing and future housing needs.
- G41 Allow for a variety of residential environments accommodating different types and intensities of development.

### **POLICIES**

- L67 Apply the residential area designation to areas intended primarily for residential use.
- L68 Distinguish between single-family and multifamily areas.
- L69 Allow non-residential uses that are either necessary to the function of residential neighborhoods, are permitted under special circumstances, such as in historic structures, or are highly compatible with residential activity as appropriate to each zone.

## **SINGLE-FAMILY RESIDENTIAL AREAS**

### **GOALS**

- G42 Maintain the character of areas that are predominantly developed with single family structures, including the use, development and density characteristics of existing single-family areas.
- G43 Allow new development that is generally consistent with the level of infrastructure development, and environmental conditions in each area.
- G44 Provide single-family housing in close proximity to employment and services available in urban villages.
- G45 Provide flexibility to maintain and improve existing structures.

### **POLICIES**

- L70 Establish as single-family areas those areas that are predominantly in single-family residential use, and are large enough to maintain a low-density

- development pattern, with detached single-family dwellings establishing the predominant development character.
- L71 Establish a range of single-family zones which vary according to minimum lot sizes.
- L72 Designate single family zones within single family areas identified on the Future Land Use Map, according to the purpose of the zone and the locational criteria established in the Land Use Code.
- L73 Allow the development of detached single family dwellings in single-family areas compatible with the existing pattern of development and the character of each single-family neighborhood.
- L74 Reflect in development standards the character of existing low-density development in terms of scale, siting, structure orientation, and setbacks.
- L75 Permit consideration of rezoning areas currently zoned single-family and meeting land use code locational criteria for a single family designation to zoning more intense than SF 5000, only when all of the following conditions are met:
- 1) the land is within an urban village boundary provided for in a neighborhood plan adopted by the City Council and the rezoning is provided for in a neighborhood plan adopted by the City Council;
  - 2) the area is within easy walking distance (five minutes or five blocks whichever is less) of designated principal commercial streets of an urban village;
  - 3) the quantity of land of such rezones, on a cumulative basis, does not exceed the quantity of land shown in Land Use Appendix C below;
  - 4) a. the rezone is to the small-lot zone, Lowrise Duplex Triplex zone, or Lowrise-1 zone designations only; or  
b. the land to be rezoned is contiguous to an urban village commercial zone and the rezone is to a Neighborhood Commercial 30' zone designation with residential uses limited to Lowrise-1 density limits or to a Lowrise-1/RC zone designation only; and
  - 5) the change is made through a rezone procedure.
- L76 Permit accessory housing units in single-family zones, subject to restrictions designed to limit impacts and protect neighborhood character.
- L77 Permit as council or administrative conditional uses planned developments designed to enhance and preserve natural features, encourage the

construction of affordable housing, allow for development and design flexibility and protect and prevent harm in environmentally critical areas.

#### **LOW-DENSITY SINGLE-FAMILY ZONES**

##### **GOAL**

G46 Protect areas which are currently in predominantly single-family residential use in areas of the lowest intensity of development, such as environmentally critical areas.

##### **POLICIES**

L78 Include among low density single family zones the Single-Family 9600 and Single-Family 7200 zones.

L79 Low-density single family zones are most appropriate and may be expanded or newly established only in existing single-family residential areas outside easy walking distances of urban villages. Existing low-density single-family zones may remain in other areas.

#### **HIGH-DENSITY SINGLE FAMILY AREAS**

##### **GOAL**

G47 Protect areas which are currently in predominantly single-family residential use.

##### **POLICIES**

L80 Include among high density single family zones the Single-Family 5000 Zone.

L81 Consider the Single-Family 5000 Zone most appropriate for and permit its expansion or new establishment in existing single-family areas which are not designated environmentally critical.

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## **SMALL LOT ZONE**

### **GOALS**

- G48 Provide opportunities within or adjacent to urban villages for the development of homes on small lots that may be attractive and affordable to households with children and other households which might otherwise choose existing family housing.
- G49 Maintain compatibility with single-family development and adjacent single-family zones.

### **POLICIES**

- L82 Providing for the development of ground related housing, of greater density than the Single Family 5000 zone.
- L83 Permit the customization of the small lot zone to the specific needs of an area, to permit housing options such as but not limited to, detached accessory units, carriage houses, or tandem houses pursuant to a neighborhood plan adopted by the City Council.
- L84 The small lot zone may be applied to single-family zoned property meeting Land Use Code locational criteria for a single-family designation only where all of the following conditions are met:
- 1) the land is within an urban village boundary provided for in a neighborhood plan adopted by the City Council, and the rezoning is provided for in a neighborhood plan adopted by the City Council;
  - 2) the area is within easy walking distance (five minutes or five blocks whichever is less) of designated principal commercial streets of an urban village;
  - 3) the quantity of land of such rezones, on a cumulative basis, does not exceed the quantity of land shown in Land Use Appendix C; and
  - 4) the change is made through a rezone procedure.

## **MULTIFAMILY RESIDENTIAL AREAS**

### **GOALS**

- G50 Encourage a diversity of multi-family housing types to meet the diverse needs of Seattle's present and future populations.



- G5 Support a residential development pattern consistent with the urban village strategy, by increasing the availability of housing within and/or near employment concentrations and residential services and amenities, and allowing for densities that promote walking and transit use.

## **POLICIES**

- L85 Designate as multifamily residential areas on the Future Land Use Map existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the urban village strategy.
- L86 Establish residential use as the predominant use in multifamily areas.
- L87 Permit limited amounts of non-residential activity in some higher-density multifamily areas in order to increase opportunities for residents to walk to neighborhood services and to promote more active street environments.
- L88 Maintain a variety of multifamily zoning classifications to permit development at low, moderate and high densities with a variety of scales and configurations appropriate for the specific conditions and development objectives of each area within the city.
- L89 Within the multifamily areas indicated on the Future Land Use Map, multifamily zones shall be located according to the intended purpose of the zone and the locational criteria established in the Land Use Code.
- L90 Provide zoning classifications that permit limited amounts of commercial use in what are otherwise residential zones.
- L91 If approved through a neighborhood plan adopted by the City Council, provide flexibility in rezone criteria for rezoning of multi-family residential to compatible neighborhood commercial zones, subject to environmental review criteria, and any adopted neighborhood plans.

## **LOW DENSITY MULTIFAMILY AREAS**

### **GOALS**

- G52 Maintain opportunities for infill development in areas already characterized by low density multifamily development ; 2) establish increased opportunities for housing in lower density areas by allowing for modest increases in

development intensity; and 3) establish areas to provide for a desirable transition in development intensity between single family zones and more intensive multifamily or commercial areas, through the application of low density multifamily zoning.

#### **POLICIES**

- L92 Include among low density multifamily zones the Lowrise Duplex/Triplex, Lowrise-1, and Lowrise-2 zones.
- L93 Provide opportunities for attached housing at slightly higher densities than single family areas in low density multifamily zones.
- L94 Establish limits on the permitted height and bulk of new development in low density multifamily zones for compatibility with single family development.
- L95 Low-density multifamily zones are most appropriate to, and may be expanded or newly established only in circumstances and areas that are both:
- consistent with policies for consideration of rezoning single family areas to more intensive use ; and
  - either in areas already characterized by multi-family development of this intensity, or where the scale and intensity of use must be compatible with or provide a transition to adjacent less intensive residential zones.
- Existing low-density multifamily zones may also remain in areas not meeting the circumstances described above.

#### **MODERATE DENSITY MULTIFAMILY AREAS**

##### **GOAL**

- G53 Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible on foot.

##### **POLICIES**

- L96 Include among moderate density multifamily zones the Lowrise 3 and Lowrise 4 zones.
- L97 Unless otherwise indicated by a neighborhood plan adopted by the City Council moderate density multifamily zones are generally appropriate and may be expanded or newly established only in areas that are either already developed to the intensity permitted in these zones, or where consistent with residential densities contemplated in this plan. Existing moderate density

multifamily zones in other areas may remain, except in environmentally critical areas that have not already been predominantly developed to the intensity of these zones. Moderate density multifamily designations are incompatible with environmentally critical areas that have not already been predominantly developed to the intensity of these zones.

- L98 Emphasize a strong residential character in the development standards for moderate density multifamily zones and provide for a scale of development and building types which differ from those of single family and low density multifamily areas in order to accommodate increased residential densities.
- L99 Permit building types which allow for the stacking of units above each other, in moderate density multifamily zones. However, height limits and development standards are intended to promote a strong relationship between individual dwellings and the ground level.
- L100 Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services, in moderate density multifamily zones.

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## **HIGH DENSITY MULTIFAMILY AREAS**

### **GOALS**

- G54 Promote the greatest concentration of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

### **POLICIES**

- L101 Include among high density multifamily zones the Midrise, and Highrise Zones.
- L102 High density multifamily zones are generally appropriate and may be expanded or newly established only in locations in Urban Centers, in the village cores of Hub Urban Villages when consistent with the urban village strategy, and within any boundary established for the village, and, when consistent with neighborhood plans adopted by the City Council, in Residential Urban Villages. Within such areas, high density multifamily designation is appropriate and may be expanded or established in the future only in areas that are characterized by development at this intensity, or where it is desirable to establish concentrations of residential development at the greatest densities permitted in the city. High density multifamily zones shall not be considered appropriate outside of the areas described above, except for those areas already predominantly built to this intensity, to allow for limited infill development. Existing high density multifamily zones in other areas may remain.
- L103 Permit commercial uses serving the needs of the residential population at the street level of residential structures in specified areas to promote an active street environment and greater convenience to services in high density neighborhoods.

## **MIXED-USE COMMERCIAL AREAS OUTSIDE OF DOWNTOWN**

### **GOALS**

- G55 Provide for a diversity of uses that contribute to the city's total employment base and provide the services needed by the city's residents and businesses.
- G56 Encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.

G58 Provide locations for serving the employment, service, retail and housing needs of Seattle's existing and future population, in zones with a wide range of character and function.

## **POLICIES**

L104 Establish a range of commercial zone classifications, which allow for different mixes and intensities of activity, varying scales of development, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas, in order to accommodate desired development while maintaining compatibility with adjacent neighborhoods.

## **PEDESTRIAN ORIENTED COMMERCIAL ZONES**

### **GOALS**

- G58
- ◆ Maintain an active, attractive, accessible pedestrian environment;
  - ◆ Provide for strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services, and livelihoods for the residents of the city;
  - ◆ Integrate mixed activity in commercial areas with development in adjacent areas;
  - ◆ Provide for an appropriate transition in the scale and intensity of development between areas; and
  - ◆ Promote residential development that is both livable for residents and compatible with the desired commercial function of the area.

### **POLICIES**

L105 Include among pedestrian oriented commercial zones Neighborhood Commercial 1 (NC-1), Neighborhood Commercial 2 (NC-2), Neighborhood Commercial 3 (NC3), Neighborhood Commercial 2/Residential (NC2/R), and Neighborhood Commercial 3/Residential (NC3/R).

L106 Establish use and development standards for pedestrian oriented commercial zones which promote an environment conducive to walking and a mix of commercial and residential uses that promote the goals for these zones.

L107 Pedestrian oriented commercial zones are generally appropriate both inside and outside of urban villages where residential uses either exist or are in close proximity, where the intensity of the particular zone designation conforms in size and scale to the community it serves. Establish land use code policies.

for determining the appropriate match between area characteristics and the various intensities of neighborhood commercial zones.

- L108 Neighborhood Commercial Residential (NC/R) Zones may be located only in urban center villages, in the village cores of hub urban villages when consistent with the urban village strategy and within any boundary established for the village and, in some instances, residential urban villages, where it is desirable to accommodate a concentrated mix of shopping activity and residential support services at appropriate intensities, while also promoting moderate and high density housing development, pursuant to a neighborhood plan adopted by the City Council.

## **GENERAL COMMERCIAL ZONES**

### **GOALS**

- G59 Accommodate activities highly dependent on automobile access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed use environments.

### **POLICIES**

- L109 Include among the general commercial zones (Commercial 1 (C-1) and Commercial 2 (C-2).
- L110 Accommodate in general commercial zones the broadest range of commercial activities of the commercial zones. Policy intended principally for NC commercial zones, mistakenly placed with general commercial zone policies.
- L111 Limit and in some circumstances prohibit housing and/or substantial amounts of office development in general commercial areas because: 1) the auto oriented nature of the area or development renders high auto commuter trip generating uses less appropriate; 2) these uses potentially conflict with the preferred commercial function of an area or with the activities in adjacent areas; or 3) the available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.
- L112 Include among appropriate new building types in general commercial zones, shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and moderate scale residential and mixed use structures.
- L113 General commercial zones are generally appropriate in auto oriented commercial areas serving a citywide clientele or adjacent to manufacturing or

industrial zones, and along major arterials with ready access from principal arterials, with buffers between the area and residential areas or commercial areas of lesser intensity, a predominance of large lots, and limited pedestrian access.

## **INDUSTRIAL AREAS**

### **GOALS**

- G60 Promote high-value-added economic development and support growth in the industrial and manufacturing employment base.
- G61 Preserve industrial land for industrial uses and protect viable marine and rail-related industries from uses competing for scarce land resources.
- G62 Allow existing businesses to expand, stabilize existing industrial areas, and encourage the siting of new businesses which are supportive of the goals for industrial areas.
- G63 Prevent incompatible activities from locating in close proximity to each other, while accommodating a mix of compatible employment activities in areas of diversified uses.

### **POLICIES**

- L114 Include among industrial zones the IG-1, IG-2, IB, IC and Manufacturing Center Overlay to accommodate a range of industrial characters and mixes of industrial and commercial uses.
- L115 Designate industrial areas on the Future Land Use Map where:
  - a. the primary function is industrial activity, including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities.
  - b. the basic infrastructure needed to support industrial uses already exists.
  - c. areas are large enough to allow the full range of industrial activities to function successfully.
  - d. there is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less intensive areas.
- L116 Include among appropriate activities manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions such as warehouse and distribution activities. Of the highest priority are high-value-added, high-wage industrial activities.

L117 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development, provided that legally established non-industrial uses may continue or be expanded within existing structures predominantly dedicated to such uses as of December 31, 1994, and limited expansion of such structures may be permitted. Establish new size of use limits for retail uses in the Industrial Commercial Zone.

L118 Generally do not permit new residential uses in industrial areas.

L119 Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

## **DOWNTOWN AREAS**

### **GOAL**

G64 Establish in downtown areas the broadest mix of activities and greatest intensity of development in the region.

### **POLICIES**

L120 Promote the continued vitality of the downtown with particular attention to the retail core, including encouragement of hospitality uses.

L121 Divide downtown into areas with one of the following primary land use functions: 1) office, 2) retail, 3) mixed use commercial, 4) mixed-use residential, and 5) harborfront.

L122 Maintain or establish land use zones to regulate uses and physical development throughout downtown, and establish special overlay regulations to specifically address the environmental, physical, historical, and cultural qualities in the special review districts.

L123 Include among the downtown land use zones the following:

- Downtown Office Core-1 (DOC-1)
- Downtown Office Core-2 (DOC-2)
- Downtown Retail Core (DRC)
- Downtown Mixed Commercial (DMC)
- Downtown Mixed Residential (DMR)



- Pike Market Mixed (PMM)
- Pioneer Square Mixed (PSM)
- International District Mixed (IDM)
- International District Residential (IDR)
- Downtown Harborfront-1 (DH-1)
- Downtown Harborfront-2 (DH-2)

L124 Allow increases from base densities through bonuses and transfer of development rights in downtown to increase development potential where it is desirable to accommodate growth, while providing for mitigation of impacts associated with higher densities.

L125 Provide for an open space requirement for development downtown in order to address the demand for new open space generated by employment and population growth. Require that public open space be both accessible and known to the public.

#### OVERLAY AREAS

#### GOALS

G65 Provide appropriate regulation where special circumstances warrant variation from or supplementation of standard zoning provisions.

G66 Provide for the particular requirements of the shoreline, airport height district, special review districts, major institutions, subarea plan districts, and any other appropriate location.

#### POLICIES

L126 Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single-family areas, provided in the policies for single family areas. An example of such a circumstance is giving special consideration to the treatment of the street frontage of development to improve the pedestrian environment. Overlays may be established through neighborhood planning.

L127 Land use zone designations and uses for the Sand Point Reuse area, which is indicated on the future land use map, may be according to the final approved reuse plan for the area, other provisions of this plan or the city's land use policies and regulations notwithstanding.

## MAJOR INSTITUTIONS OVERLAY AREAS

### GOALS

- G67 Maximize the public benefits of major institutions including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.
- G68 Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.
- G69 Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.
- G70 Promote the integration of institutional development in the overall planning for urban centers.

### POLICIES

- L128 Support the development of major medical and educational institutions as significant contributors to broad public benefits and to economic vitality while protecting the character of neighborhoods adjacent to those institutions, and substantially mitigating the transportation and other impacts of such development.
- L129 Permit exceptions to underlying zone provisions within the boundaries of major institutions pursuant to adopted major institution master plans to facilitate planned development.
- L130 Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones.
- L131 Require significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.
- L132 Provide procedures for considering the establishment of new major institutions.

## GENERAL PROVISIONS FOR LAND USE CODE DEVELOPMENT

### POLICIES

- L133 Establish a range of land use zones within each general land use area designation, to provide detail regarding the intensity of activity desired, and the types of uses and character of development to be accommodated.
- L134 Indicate the degree to which redevelopment or conservation will be emphasized to achieve the intended development of an area by its zoning designation and its urban village strategy designation.
- L135 Establish use provisions for each zone to specify the desired function and mix of activity to be accommodated within an area, and to avoid conflicts between incompatible uses and risks to public health, safety, and welfare.
- L136 Uses not otherwise allowed within a land use zone may be permitted in special circumstances subject to land use code provisions for such uses. Such uses include:
1. uses in structures designated as Seattle Landmarks, provided that the use furthers the intent of the landmark designation;
  2. uses of small institutions and public facilities; and
  3. uses in school buildings, including school uses, other public uses, and the shared or re-use of school facilities.
- L137 Generally retain existing densities of residential and non-residential uses in mixed-use commercial zones in urban villages, and reduce permitted densities of residential and office use outside of urban villages and in urban villages in zones where development standards are conducive to single-occupant-vehicle use.
- L138 Subject development in all areas of the city to height limits consistent with the goals of the urban village strategy and the type and scale of development intended for each zone classification. When called for by a neighborhood plan adopted by the City Council, zones with height limits different than the policy would otherwise allow may be established.
- L139 Permit modification of development standards in environmentally critical areas to emphasize the protection of fragile conditions.
- L140 Establish standards for screening and landscaping appropriate to each zone to minimizing the impact of new development.

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L14 Employ a design review process to promote new development that enhances the character of the City, respects the surrounding neighborhood context, allows for diversity and creativity in building design and site planning, furthers community design and development objectives, and allows desired intensities of development to be achieved.

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## E. OPEN SPACE NETWORK

### GOALS

- G71 Provide places for the people of Seattle to interact with others, and experience repose, recreation, and natural beauty. Provide healthy play space for children and their families. Support both passive and active uses such as strolling, sitting, viewing, picnicking, public gathering, and community gardening. Promote the health, safety and welfare of the people of the city.
- G72 Support the development patterns called for by this plan, enhance environmental quality, provide light, air, and visual relief, and offer community-building opportunities for the city's people.
- G73 Support the objectives of the urban village strategy through strategies to achieve the following:
- A. provide amenities in more densely populated areas;
  - B. provide recreational opportunities for daytime populations in urban centers.
  - C. mitigate the impacts of large scale development;
  - D. increase opportunities to walk regularly to open spaces by providing them close by;
  - E. create connections linking Urban Centers and Villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas;
  - F. establish a network of connections to the regional open space system, including the vision for the Mountains to Sound Greenway; and
  - G. protect environmentally critical areas.

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G74 Goals for the provision of open space and related facilities are as follows:

**CITY OPEN SPACE AND RECREATION FACILITY GOALS**

	GOAL	AREA
<b>BREATHING ROOM OPEN SPACE</b>	1 acre per 100 residents	City-wide
<b>USABLE OPEN SPACE</b>	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
<b>RECREATION FACILITIES</b>	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and athletic fields are contained in the Parks COMPLAN	City-wide, except as modified by Village Open Space and Recreation Goals

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(G74 Continued)

**URBAN VILLAGE OPEN SPACE AND RECREATION FACILITY GOALS**

	URBAN CENTER VILLAGES	HUB URBAN VILLAGES	RESIDENTIAL URBAN VILLAGES
<b>URBAN VILLAGE OPEN SPACE POPULATION BASED GOALS</b>	One acre of Village Open Space per 1,000 households.  For the downtown core one acre of Village Open Space per 10,000 jobs.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
<b>URBAN VILLAGE OPEN SPACE DISTRIBUTION GOALS</b>	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre.  For low density areas: All locations within 1/4 mile of any qualifying Village Open Space.
<b>QUALIFYING CRITERIA FOR VILLAGE OPEN SPACE</b>	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
<b>VILLAGE COMMONS, RECREATION FACILITY AND COMMUNITY GARDEN GOALS</b>	At least one usable open space of at least one acre in size (Village Commons) with growth target of more than 2,500 households.  One indoor, multiple-use recreation facility serving each Urban Center.  One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons).  One facility for indoor public assembly.  Same as for Urban Center Villages.	At least one usable open space of at least one acre in size (Village Commons) where overall residential density is 10 households per gross acre or more.  One facility for indoor public assembly in Villages with greater than 2,000 households.  Same as for Urban Center and Hub Villages.

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## POLICIES

- L142 Strive to accomplish goals for the amount, types, and distribution of open space.
- L143 Develop open space resources as a network.
- L144 Provide unstructured open play space for children in or near residential neighborhoods.
- L145 Guide development of shoreline public access, and recreation as important elements in the city's open space network.
- L146 Require that usable open space be provided by private development, in appropriate locations and circumstances.
- L147 Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.
- L148 Permit the modification of open space goals through the neighborhood planning process.
- L149 Develop the configuration, location, and distribution of urban village open space facilities as part of the village neighborhood planning process.
- L150 Endeavor to provide, through neighborhood planning for each urban village, at least one clearly defined community focus. The nature of this focus may vary according to different conditions in each village, as well as neighborhood preferences. Through siting and design emphasizing its public nature and function, the focus shall provide a place to be shared by the village population for informal public gathering and other community events.
- The focus may be created by activities, public functions, or amenities. It may incorporate components such as public open space, the center of commercial activity, a school, an historic district or landmark, the community center, transit center, public sidewalks or other publicly accessible places.
- L151 Permit designation through a neighborhood planning process of portions of existing, underutilized, or undeveloped rights-of-way as green streets, to be used to enhance public circulation, pedestrian activity, and street-level open space.
- L152 Maximize the potential of the street system for public use through the reclamation of portions of public right-of-way, where appropriate, for open space, waterfront access, tree planting and substantial landscaping, pedestrian amenities, recreation space, view corridors, and boulevards.



L153 Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities, and include P-Patch community gardening among priorities for use of City surplus property.

L154 Continue development of a system of urban trails that may include bikeways, bike routes, bike lanes, shoulders, multi-use trails, and pedestrian paths.

L155 Consider public lands such as street rights-of-way, abandoned railroad rights-of-way, and utility corridors for expanding the trail system.

L156 Designate and preserve important natural or ecological features in public ownership as greenspace for low-intensity open space uses.

L157 Consider open space provisions established in adopted subarea plans (e.g., Land Use and Transportation Plan for Downtown, Northgate Area Comprehensive Plan), including specific open space sites and features, in guiding the expansion of the open space network.

L158 Direct efforts to expand the open space network according to the following considerations:

A. Locations for new facilities:

- 1) Urban Villages targeted for large share of residential growth; especially those
  - a) Existing high density residential areas presently not served according to the population-based goals for urban village open space;
  - b) Existing high density residential areas presently not served according to the distribution goals for urban village open space;
- 2) Other urban village locations where an adopted subarea plan includes open space recommendations consistent with these policies; and
- 3) Specific locations enumerated in the Parks functional plan outside urban centers or villages.

B. Types of open space acquisitions and facility development:

- 1) Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;
- 2) Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban

villages, high density and/or high pedestrian, bicycle, or transit use areas;

- 3) Open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas;
- 4) Other types of open space within or adjacent to urban villages that is accessible from adjacent urban villages.

L159 Consider use of various means of providing open space including but not limited to:

- A. Use of existing public lands;
- B. Shared-use Agreements;
- C. Incorporating open space in major public projects;
- D. incentives for open space preservation in private ownership; and
- E. Use of the street system.

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## **F. ANNEXATION**

### **POLICIES**

- L160 Do not actively seek large-scale annexations of adjacent unincorporated areas.
- L161 Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.
- L162 Support annexations of unincorporated areas to surrounding jurisdictions by being involved in public participation efforts to determine local sentiment regarding annexations, participating in the development of interlocal agreements concerning final annexation plans with the goal of eventually eliminating any unincorporated island areas, and participating in the evaluation of any proposals to create new jurisdictions in these areas.
- L163 Consider it appropriate for Seattle to designate small areas that are not within another jurisdiction's Potential Annexation Area, for eventual annexation to the City. These areas might include parcels currently owned by a City utility or areas almost completely surrounded by land currently within Seattle's city limits.

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## TRANSPORTATION ELEMENT

### A. ENVIRONMENTAL STEWARDSHIP

#### Goals:

- G1 Improve environmental quality.
- G2 Reduce and/or mitigate air, water, and noise pollution from motor vehicles.
- G3 Promote energy-efficient transportation.

**Discussion:** Increased trips by motor vehicles, increased travel time, congestion, and longer trips all contribute to deteriorating environmental quality. Policies in other parts of the plan and elsewhere in the transportation element that reduce car use, support transit, and encourage walking and bicycling are key to reducing transportation-related environmental impacts. In addition, the policies below address specific air, water, and noise environmental impacts.

#### Policies:

- T1 Identify, evaluate, and fully consider environmental impacts of transportation investments and operating decisions. Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality, and water quality objectives.
- T2 Seek, recognize, and reward use of alternative fuels, energy-efficient modes, and other environmentally-sound technologies. Coordinate with the private sector and other public agencies to promote the use of low- and zero-emission vehicles by large fleet operators, including public transportation providers. Consider developing long-term goals for the use of zero-emission, alternative-fuel, and energy-efficient vehicles by the general public.
- T3 Coordinate with county, regional, state, and federal agencies with air quality responsibilities. Seek to ensure that the City's transportation projects and programs conform with state and federal law.
- T4 Work with county, regional, and state agencies to improve programs and management strategies designed to prevent and reduce contamination of street runoff and stormwater.
- T5 Work with the state Department of Transportation, public transportation providers, and the public to identify, design, and incorporate noise mitigation measures into existing and planned traffic and transit operations and capital improvements. Encourage air and rail transport operators to reduce and mitigate their noise impacts.

## **B. CHANGING AND MANAGING TRAVEL DEMAND AND TRAVEL BEHAVIOR**

### **Goals:**

- G4 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- G5 Provide a range of viable transportation alternatives, including transit, bicycling, and walking.
- G6 Reduce use of the car over time.

**Discussion:** To slow the trend of increasing car use, the City must provide alternatives and must change the way people think about and act upon travel choices. Transportation alternatives to the car need to respond to people's needs for mobility, privacy, comfort, safety, and convenience. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

### **Policies:**

- T6 Educate the public, especially youth, about the individual and societal benefits of alternatives to cars. Encourage incentives and support efforts to induce future generations to become regular users of transit and non-motorized modes.
- T7 Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Inform those who now commute by single-occupant vehicle about the economic, societal, and environmental costs of their choices. Support federal, state, and other efforts that increase the single-occupant vehicle driver's share of the true cost of car use.
- T8 Support and promote commute trip reduction (CTR) programs, telecommuting, electronic communications, variable work weeks, flextime, and a variety of travel demand management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system. Develop and implement a coordinated program of incentives, alternative travel options, land use measures, innovative design, regulations, services, and marketing strategies. Allow developers to choose among TDM strategies. Where appropriate, pursue TDM strategies at the regional level. Support implementation of advanced transportation and communications technologies, such as intelligent vehicle, highway, arterial, and transit systems.
- T9 Support the efforts of the state Department of Transportation to complete the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region.

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## D. USE OF STREETS

### Goals:

- G8 Make the best use of the City's limited street capacity, and seek to balance competing uses.
- G9 Ensure adequate capacity on the street system for transit and other important uses.
- G10 Support a shift towards transit, carpools and vanpools, bicycling, and walking.
- G11 Support efficient freight and goods movement.
- G12 Differentiate among the various functions of City streets.
- G13 Protect neighborhood streets from through traffic.

**Discussion:** The City has a limited amount of street space, and is unlikely to expand this space significantly. Thus this space must be carefully allocated among competing uses to further the City's goals.

### Policies:

- T15 Designate principal arterials, a transit priority network, and major truck streets as described in the policies in this and other sub-elements, to identify the key functions of these streets. Make operating, design, access, and/or service changes to enhance the key functions of these streets when congestion significantly hinders the key functions.
- T16 Designate principal arterials as shown in Transportation Figure 1. Design, operate, and regulate access along principal arterials to accommodate and facilitate through traffic and connect with regional facilities. Direct through traffic onto principal arterials and away from local streets. Continue to designate other classes of arterials in the Seattle Comprehensive Transportation Program.
- T17 Coordinate with the state Department of Transportation and adjacent jurisdictions to discourage diversion of traffic from regional roadways and principal arterials onto lesser arterials and local streets.
- T18 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.
- T19 Manage the street system safely and efficiently for all modes and users, and emphasize pedestrian safety. Accommodate emergency vehicles.

## F. PARKING

### Goals:

- G15 Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle.
- G16 Reduce use of cars over time, particularly for commute trips.
- G17 Make the best use of the City's limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking.

**Discussion:** Long- or short-term parking is part of every car trip, and is a key factor in the choice of mode for a trip. The availability and price of parking influences people's choices about where to live, work, shop, and conduct personal business. Parking policies can influence car use; the challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. In addition to these policies, policy H5 in the housing element provides guidance regarding parking.

### Policies:

- T24 Coordinate Seattle's parking policies with regional parking policies, and with those of adjacent jurisdictions, in part to preserve Seattle's competitive position in the region.
- T25 Consider imposing a commercial parking tax, but only if it is imposed regionally. Use revenues, at least in part, to enhance non-auto modes.
- T26 Consider establishing maximum parking limits for long- and short-term off-street parking to be provided by new non-residential development, tied to the changing availability of non-auto modes in a particular area. Review minimum parking requirements and maximum limits periodically as conditions change, such as land use mix, land use density, and the availability of transit and other non-auto modes.
- T27 Balance the removal of long- and short-term on-street parking over time with the availability of non-auto modes and with the availability of off-street parking, in part to preserve the vitality of commercial areas.
- T28 Allow long-term parking on most collector arterials and local streets, limited only by safety, street design, and property access needs. Use strategies such as parking duration and/or time-of-day limits, or restricted parking zones (RPZs), where appropriate to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.
- T29 Allow flexibility in meeting long-term parking needs in commercial areas, urban centers, and urban villages, such as discouraging long-term accessory parking for single-occupant vehicles, while allowing principal use parking.

T30 Emphasize short-term parking over long-term parking in commercial areas, both on-street and off-street.

T31 Establish or maintain minimum long-term and/or short-term off-street parking requirements for new development for special vehicles and purposes, where appropriate, such as carpools, vanpools, bicycles, zero-emission vehicles, and vehicles for persons with disabilities.

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## **G. TRANSIT AND PUBLIC TRANSPORTATION**

### **Goals:**

- G18 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- G19 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

**Discussion:** As streets get more congested, transit in its own lanes or with other priority treatment can help people move around the city and the region. The transit system will need to change to respond to people's behavior and travel needs. A major investment will be needed to provide more innovative transit service, along with related land use changes and capital facilities. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of other agencies that operate transit or ferries to, from, or within Seattle.

### **Policies:**

- T32 Designate the transit priority network as shown in Transportation Figure 4. Monitor bus speeds and operations along the transit priority network and, where needed, pursue measures to increase bus speeds and reliability.
- T33 Strive to maintain at least the minimum goals for bus speeds listed below, and higher speeds where possible, working with Metro and making changes as warranted to City street design and/or operations. Focus on designated segments of the transit priority network, monitoring average p.m. peak period directional bus speed, excluding dwell time (time stopped for loading/unloading passengers).
  - Outside urban centers: 40 percent of posted speed limit;
  - Inside urban centers: 6 mph.These are planning goals only, and are not level-of-service standards.
- T34 Support development of an integrated, multi-modal, regional transportation system that includes commuter rail, new rapid rail and/or light rail, interstate passenger rail, ferries, buses, community feeder/circulator services, taxis, carpools, vanpools, bicycles, pedestrians, and support facilities. Design and operate the facilities and services to make inter-modal transfers easy and convenient.
- T35 Pursue high-capacity transit service (rail and/or bus) linking urban centers with appropriate densities within the city and the region.

## H. PEDESTRIANS AND BICYCLES

### Goals:

G20 Increase walking and bicycling.

G21 Create desirable, safe, convenient environments that are conducive to walking and bicycling.

**Discussion:** With supportive land use and transportation policies, walking and bicycling can be practical alternatives to driving (especially for short trips), contribute greatly to the quality and vitality of the street scene, and help achieve environmental goals. Pedestrian and bike improvements to intersections, sidewalks, and other facilities can improve access and safety, and are particularly important for children, senior citizens, and people with disabilities.

### Policies:

T42 Designate the Urban Trails System as shown in Transportation Figure 5 to facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.

T43 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation.

T44 Integrate pedestrian and bike facilities, services, and programs into both citywide and regional transportation systems where appropriate. Encourage transit providers, the Washington State Ferry System, and others to provide:

- ▶ Pedestrian amenities and weather protection;
- ▶ Safe and convenient pedestrian and bike access to transit stops, centers, and stations, and ferry terminals;
- ▶ Adequate lighting, security, and other improvements for persons with disabilities and special needs;
- ▶ Bike capacity on buses, trains, and ferries; and
- ▶ Covered, secure bike parking at transit centers and stations, and at ferry terminals.

T45 Recognize the importance of walking in the city and the contribution walking makes to achieve personal mobility and environmental objectives. Enhance the pedestrian environment throughout the city.

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## I. MOVING GOODS AND SERVICES

### Goals:

- G22 Preserve and improve commercial transportation mobility and access.
- G23 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

**Discussion:** Commercial transportation mobility and access are critical to Seattle's and the region's economic development. Rail service, water transport, truck movement, and air transport are all important for the success of businesses and industries in Seattle and the region. These policies, and those in the economic development element, support existing businesses and industries, and promote Seattle as a place for economic expansion.

### Policies:

- T50 Designate major truck streets as shown in Transportation Figure 6. Monitor these streets and make operating, design, access, and/or service changes, as well as capital investments, to accommodate trucks and to preserve and improve commercial transportation mobility and access on these major truck streets. Continue to designate all other arterials as truck streets, as in the Seattle Comprehensive Transportation Program.
- T51 Support the establishment of a public/private freight access consortium to address land-side access needs of Seattle's marine port facilities and manufacturing/industrial centers. Include at least the City, other local jurisdictions, the Port of Seattle, the Washington State Department of Transportation, the Puget Sound Regional Council, private business and residential interests, the railroads, representatives of the trucking industry, and members of the general public.
- T52 Support efficient movement of commercial goods by rail where appropriate. Promote continued operation of existing rail lines.
- T53 Promote a multi-modal commercial transportation strategy, including rail, trucks, and air and water transport, and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, the waterfront, the Duwamish, Lake Union, Portage Bay, the ship canal, airports, and regional roadways.
- T54 Consider the needs for delivery and collection of goods at local businesses by truck when making street operating decisions, and when developing and implementing projects and programs for highways, streets, and bridges. Consider at least: access to freeways; street width, turning radii, and overhead clearance; railroad crossings; and traffic congestion and conflicts with cars, bicycles, and/or pedestrians.

- H3 Continue to permit residential development in all land use zones, but generally limit residential development in industrial zones and certain shoreline overlay zones; continue to encourage residential uses in mixed-use development in downtown and neighborhood commercial zones.
- H4 Provide most residential development capacity in land use zones, as described in more detail in the land use element, where wood-frame construction, or equivalent low-cost construction is the predominant residential construction type in order to help contain the cost of new housing.
- H5 Consider reductions in off-street parking requirements in the code for housing serving populations or located in areas for which it can be demonstrated that such housing will generate significantly lower car ownership and usage and thus a lower demand for parking, thereby reducing housing cost.
- H6 Strive to minimize the time taken to process land use and building permits, subject to the need to review projects in accordance with applicable land use regulations. Continue to give priority in the plan review process to permits for very low-income housing.
- H7 Periodically assess the effects of City policies and regulations on housing development costs and overall housing affordability, considering the balance between housing affordability and other objectives such as environmental quality, urban design quality, maintenance of neighborhood character and protection of public health, safety and welfare.

## **B. ENCOURAGING HOUSING DIVERSITY AND QUALITY**

### **GOALS**

- G4 Achieve a mix of housing types attractive and affordable to a diversity of ages, incomes, household types, household sizes, and cultural backgrounds.
- G5 Keep Seattle inviting to households with children and attract a greater share of the County's families with children.
- G6 Allow the elderly the opportunity to remain in their own neighborhood as their housing needs change.
- G7 Accommodate a variety of housing types that are attractive and affordable to potential home buyers.
- G8 Achieve a rate of owner-occupancy of housing no less than the county average owner-occupancy rate.

framework will apply standard criteria, including the consideration of issues such as a capital project's: consistency with the Comprehensive Plan and neighborhood plans, and effects on Seattle's quality of life, the environment, social equity, and economic opportunity.

- C3. Emphasize the maintenance of existing facilities. The City will budget sufficient funds to perform major and preventive maintenance of existing facilities that is considered cost effective. The City will adopt a maintenance plan for capital facilities by the end of 1995. Once such a plan is adopted, the City will not fund acquisition or construction of major new capital facilities unless the biennial appropriation for the maintenance of existing facilities is consistent with the then current maintenance plan.
- C4. Require fiscal impact analyses of all major capital projects considered for funding. Such analyses will include, but not be limited to, one-time capital costs, life-cycle operating and maintenance costs, revenues from the project, and costs of not doing the project.
- C5. Make major project specific capital decisions by the Mayor and the Council through the adoption of the City's operating and capital budgets, and the six-year Capital Improvement Program (CIP).

## 2. Facility Siting

- C6. Encourage the location of new community-based capital facilities, such as schools, libraries, little city halls, parks and playgrounds, community centers, clinics and human services facilities, in or adjacent to urban villages. Written justification will be provided for proposals to locate a major capital facility outside of an urban village. The City will consider providing capital facilities or amenities in urban villages as an incentive to attract both public and private investments to an area.
- C7. Seek to locate capital facilities where they are accessible to a majority of their expected users by walking, bicycling, car-pooling, and/or public transit. Other pedestrian or transit-oriented urban village strategies are included in the Transportation Element.
- C8. Consider the recommendations from the neighborhood planning process in making locational decisions for new or expanded facilities. The needs of facility users will also be considered in making these decisions.
- C9. Encourage quality development by requiring major City-funded capital improvement projects or projects proposed on City property located within the City of Seattle to be subject to a design review process of the Seattle Design Commission.

**3. Relations With Other Public Entities Including the Seattle School District, the Port of Seattle, the Regional Transit Authority, Metropolitan King County, and the State of Washington**

- C10. Work together with other public and non-profit entities toward coordinated capital investment planning, including coordinated debt financing strategies, to achieve the goals of Seattle's Comprehensive Plan.
- C11. Work together with other public and non-profit entities to include urban village location as a major criterion for selecting sites for new or expanded community-based facilities or public amenity related facilities.
- C12. Work together with the School District to encourage siting, renovation, and expansion of school facilities in areas that are best equipped to accommodate growth.
- C13. Work cooperatively with other public or non-profit agencies to identify and pursue new co-location and joint-use opportunities for the community's use of public facilities for programs, services, and community meetings.

**4. Regional Funding Policy**

- C14. The City will work with other jurisdictions in King, Snohomish, and Pierce Counties to explore regional funding strategies for capital facilities, particularly for those that serve or benefit citizens throughout the region.

**B. INVENTORY OF EXISTING PUBLIC CAPITAL FACILITIES**

The inventory of public capital facilities that is required by the Growth Management Act (GMA) is contained in appendix A to this element of the Plan and, for utilities and transportation, in the appendices to those elements of the Plan.

**C. FORECAST OF FUTURE NEEDS FOR CAPITAL FACILITIES**

This section does not apply to transportation capital facilities; please see that element of the Plan for pertinent discussion.

Seattle is already a well-built urban area. The basic infrastructure necessary to serve the current population and the small amount of growth expected in the next six years already exists. Significant major maintenance needs for our existing facilities have been identified, and the City is exploring ways to remedy the existing backlog over time. Forecasted future capital needs are listed by department in the 1994-1999 CIP, and those lists are incorporated into this plan element.

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### **C. UTILITY SERVICE**

**Discussion:** State law generally requires utilities to serve all customers requesting service. The following policies address utility service and recovery of the costs of meeting new growth.

#### **POLICIES**

- U1 Continue to provide service to existing and new customers in all areas of the city, consistent with the legal obligation of City utilities to provide service.
- U2 Consider financial mechanisms to recover from new growth, the costs of new City utility facilities necessitated by such service.

### **D. UTILITY INFRASTRUCTURE**

**Discussion:** Adequate utility service relies on sound facilities. The following policies address the reliability and maintenance of the City's utility infrastructure.

#### **POLICIES**

- U3 Maintain the reliability of the City's utility infrastructure as the first priority for utility capital expenditures.
- U4 Continue to provide for critical maintenance of and remedy existing deficiencies in City utility capital facilities.

### **E. UTILITY CAPITAL EXPENDITURE PLANNING**

**Discussion:** City utilities plan their own capital expenditures. The following policies address coordination and the inclusion of recurring costs in utility capital expenditure planning.

#### **POLICIES**

- U5 Coordinate City utility capital expenditure planning with capital investment planning by other City departments.
- U6 Consider the operation and maintenance costs of new City utility facilities in developing such facilities.

area boundaries:

- a. Areas defined by a strong historical, cultural, geographic, or business relationships.
- b. Appropriateness of area for the planning purpose (e.g., planning for drainage systems on a watershed basis).
- c. Natural or built barriers (e.g., I-5, major topography change).
- d. Manageable size of area, manageable complexity of issues for resources available.
- e. Generally agreed upon neighborhood boundaries.

N14 Ensure that all urban centers, urban villages and manufacturing/industrial centers are included in comprehensive neighborhood plans, which at a minimum do the following:

- a. Review and amend or confirm the preliminary urban center villages boundaries;
- b. Review and amend or confirm preliminary hub urban village, residential urban village and neighborhood anchor designations;
- c. Establish boundaries for hub urban villages and residential urban villages considering as an option the boundaries identified in Appendix A for each urban village.
- d. Establish growth targets in urban villages which either confirm or modify growth planning estimates and review or amend growth targets for urban centers and manufacturing/industrial centers;
- e. Confirm or amend other area-specific goals contained in other elements of the Comprehensive Plan;
- f. Address the concerns of people in surrounding neighborhoods;
- g. Include a programmatic environmental impact statement for each urban center and manufacturing/industrial center as required by the Countywide Planning Policies.
- h. Include in the scope of all plans for urban villages the following elements: the urban villages strategy, land use, transportation, housing, capital facilities, community economic development, urban design and open space.

N15 Encourage collaborative planning as defined in these policies when private or non-City public resources are used for neighborhood planning. Make every effort to work with neighborhood organizations in such efforts to incorporate the effort into City planning for the area. Neighborhoods that choose to plan without City input will have no guarantee of review, adoption or action by the City.

N16 Define by resolution after consultation with the public: 1) roles for the general public, community organizations, neighborhood district councils, business organizations, institutions, the Planning Commission and other City organizations; 2) procedures and structures for neighborhood planning; 3) neighborhood guidelines, toolbox, and template; 4) specific information that at a minimum the City will provide for the neighborhood planning process, and 5) the generic scope for comprehensive neighborhood plans.



- N17 Describe in detail how to create a neighborhood plan in the neighborhood planning guidelines.
- N18 Describe in a neighborhood planning "toolbox" City regulations, programs and capital facilities for growth management and community building that can be used in neighborhood plans.
- N19 Permit the addition of new tools through neighborhood plans. Evaluate proposed new regulations, programs or facilities to establish that no existing tools adequately meet the need to be addressed and to assess their legality and administrative feasibility, their costs to the City and others, and their effect on the full range of Comprehensive Plan goals and policies.
- N20 Assess biennially and refine annually, as part of the City's budget process, neighborhood planning needs and resources, taking into consideration the results of needs assessments prepared since the most recent neighborhood plan for each area and public input into the budget process.
- N21 Establish priorities to be considered in allocating neighborhood planning resources including:
- ◆ Where the greatest degree of change is expected;
  - ◆ Where existing conditions do not define a neighborhood identity, or where a new neighborhood is planned;
  - ◆ Interest among the residents and businesses in an area to participate in a neighborhood plan.
  - ◆ Evidence of disinvestment, deteriorating housing conditions, high vacancy rates in residential and/or commercial developments, high unemployment rate, high percentage of low-income residents, need for community facilities or neighborhood improvements, opportunities for redevelopment or business district revitalization.
  - ◆ Designation as a residential development emphasis area or an industrial development emphasis area.
  - ◆ Opportunity to influence the imminent site selection, development or major expansion of a single, large activity generator.
  - ◆ Opportunity to influence the imminent development of a regional transit station.
- N22. Provide for review and adoption of neighborhood plans in a timely manner.
- N23 Adopt into the comprehensive plan portions of any neighborhood or subarea plan that the City Council determines should be incorporated into the comprehensive plan and that are consistent with this plan.

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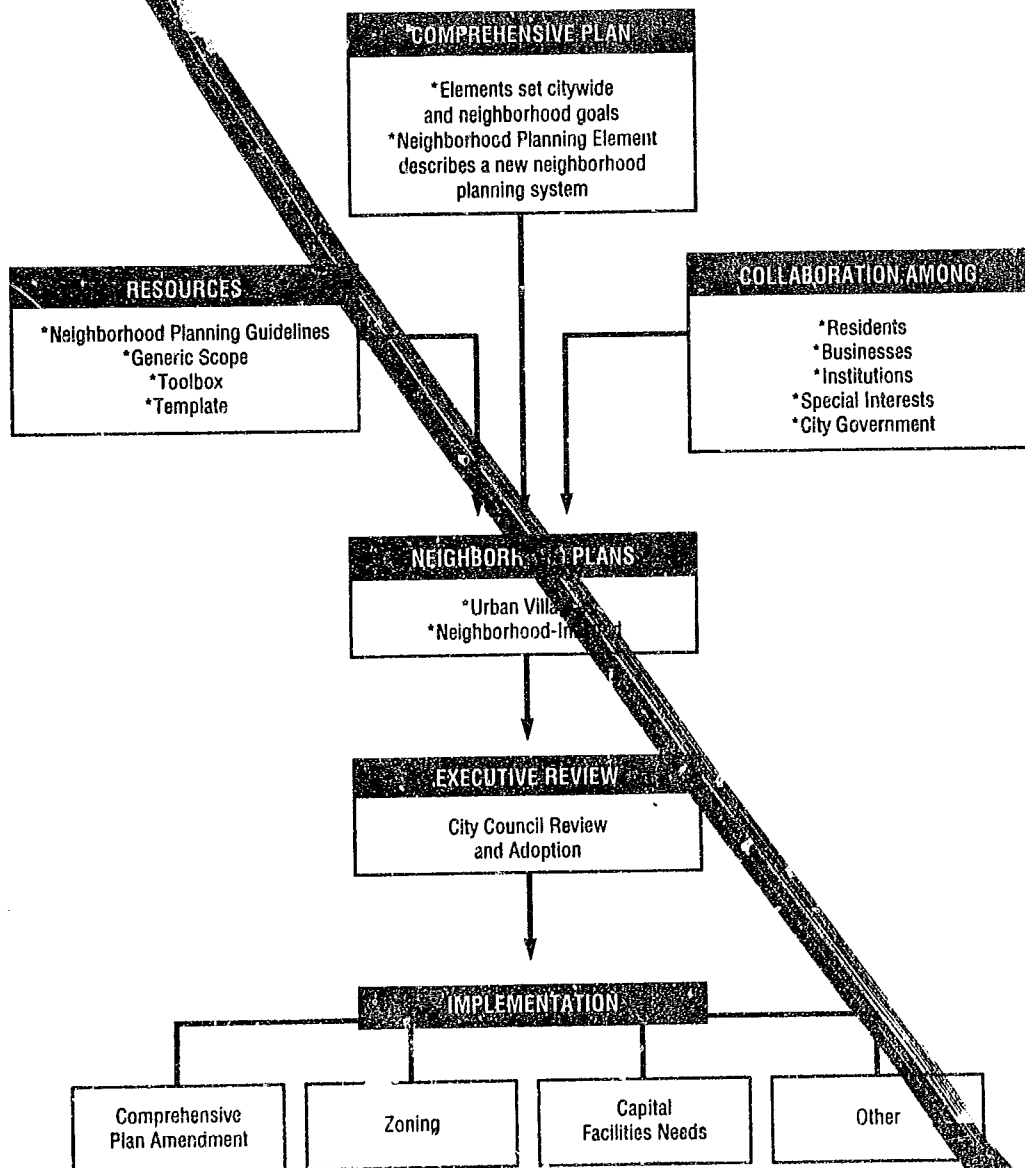
N24 Establish a firm and clear relationship between the City's budgeting processes and adopted neighborhood plans and, using the biennial budget, demonstrate how the urban village strategy is being carried out.

**Discussion:** The neighborhood planning process is illustrated in Neighborhood Planning Figure 1.

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Neighborhood Planning Figure 1

# Neighborhood Planning Process



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STATE OF WASHINGTON - KING COUNTY

46334 City of Seattle, City Clerk

--SS.

No. 117221

NOTICE RELATING TO ORDINANCE NO. 117221

Copies of the adopted Comprehensive Plan will be available for inspection at the Planning Department, Room 200 or the Clerk's Office, Room 104, both located in the Municipal Building, 600 Fourth Avenue, Seattle, Wa. 98104-1826 and at public libraries throughout the city. Copies of the Comprehensive Plan may be obtained free of charge for a year after publication at the Planning Department or Clerk's Office at the above addresses, to make other arrangements to obtain a free copy please call (206) 386-9040.

City of Seattle ORDINANCE 117221

AN ORDINANCE adopting the City of Seattle Comprehensive Plan.

WHEREAS, the Seattle City Council ("Council") believes that Seattle will benefit from the adoption of a new comprehensive plan to manage urban growth; and

WHEREAS, the Washington State Growth Management Act requires counties and cities, including Seattle, to adopt a comprehensive plan that helps achieve the growth management goals set forth in that Act; and

WHEREAS, in 1990 the City of Seattle embarked upon a thorough planning process to develop a new comprehensive plan meeting Seattle, regional and state needs; and

WHEREAS, that process involved extensive citizen involvement in development of the plan, including approximately 10 public hearings, 325 public meetings, the creation of 4 citizen advisory committees composed of 185 citizen volunteers, and the distribution and review of numerous drafts of the evolving plan over the course of 4 years. Now Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle City Council finds that adoption of the Seattle

Comprehensive Plan will protect and promote the health, safety and welfare of the general public, and is not intended to recognize or establish any particular person or class or group of persons who will or should be especially protected or benefited by the Plan.

Section 2. The City of Seattle Comprehensive Plan, July, 1994, a copy of which is Attachment 1 hereto, is hereby adopted pursuant to the authority granted by RCW 36.70A (Growth Management Act), and the direct grant of police power under Article 11, Section 11 of the Washington Constitution. (Nelson v. Seattle, 64 Wn. 2d 862, 395 P.2d 62 (1964)).

Section 3. This ordinance shall not be construed as affecting any existing right acquired or obligation incurred pursuant to law in effect before the effective date of this ordinance.

Section 4. If any provision of this ordinance or the Comprehensive Plan or their application to any person or circumstance is held invalid, the remainder of the ordinance or Plan or the application of the ordinance or Plan to other persons or circumstances is not affected.

Section 5. Any acts made consistent with the authority and prior to the effective date of this ordinance are hereby ratified and confirmed.

Section 6. The Clerk shall publish in the City's official newspaper the title and the text of all sections of this ordinance, along with the table of contents of Attachment 1 and a statement that copies of the adopted Comprehensive Plan will be available for inspection at the Planning Department, Room 200 or the Clerk's Office, Room 104, both located in the Municipal Building, 600 Fourth Avenue, Seattle, WA 98104-1826 and at public libraries throughout the city, and that single copies of the Comprehensive Plan may be obtained free of charge for a year after publication at the Planning Department or Clerk's Office at the above addresses, and that persons needing to make other arrangements to obtain a free copy may call (206) 386-9040.

Section 7. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the City Charter.

Passed by the City Council the 25th day of July, 1994, and signed by me in open session in substantiation of its passage this 26th day of July, 1994.

JIM STREET, President of the City Council. Approved by me this 27th day of July, 1994. NORMAN B. RICE, Mayor.

Filed by me this 27th day of July, 1994. (Seal) MARGARET CARTER, Deputy Clerk.

Publication ordered by JUDITH PIPPIN, City Clerk. Date of official publication in Daily Journal of Commerce, Seattle, August 9, 1994. 89(48334)

Statement of Publication

I, undersigned, on oath states that he is an active of The Daily Journal of Commerce, a rich newspaper is a legal newspaper of general now and has been for more than six months publication hereinafter referred to, published in continuously as a daily newspaper in Seattle, ngton, and it is now and during all of said time office maintained at the aforesaid place of newspaper. The Daily Journal of Commerce of June, 1941, approved as a legal newspaper rt of King County.

The exact form annexed, was published in regular Journal of Commerce, which was regularly subscribers during the below stated period. The

117221

The fee charged for the foregoing publication is which amount has been paid in full.

Subscribed and sworn to before me on

9/94

[Signature]

Notary Public for the State of Washington, residing in Seattle

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STATE OF WASHINGTON - KING COUNTY

46334

--ss.

City of Seattle, City Clerk

No. 117221

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

ORD: IN FULL 117221

was published on

08/09/94

The amount of the fee charged for the foregoing publication is the sum of \$ [Signature], which amount has been paid in full.

Subscribed and sworn to before me on

08/09/94

[Signature]
Notary Public for the State of Washington, residing in Seattle

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621. At-vice and filing. If you serve
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No. 94, the court, or by contacting
reditors, Office of the Administrator
the Courts at (206) 708-6328.

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This summons is issued in

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the State of Washington.

Dated: August 2, 1994

MARYALICE NORMA

#4749, of NORMAN

LOREEN, Attorneys for

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File original of your respon

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County Courthouse, Third s

James, Seattle, WA 981

Phone: (206) 293-9600.

Serve a copy of your respon

on: Petitioner's Lawyer, NG

MAN & LOREEN, 5700 Six

Ave. S., Ste. 201, P. O. B

80906, Seattle, WA 981

Phone: (206) 767-3210.

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Address: 07, Seat-

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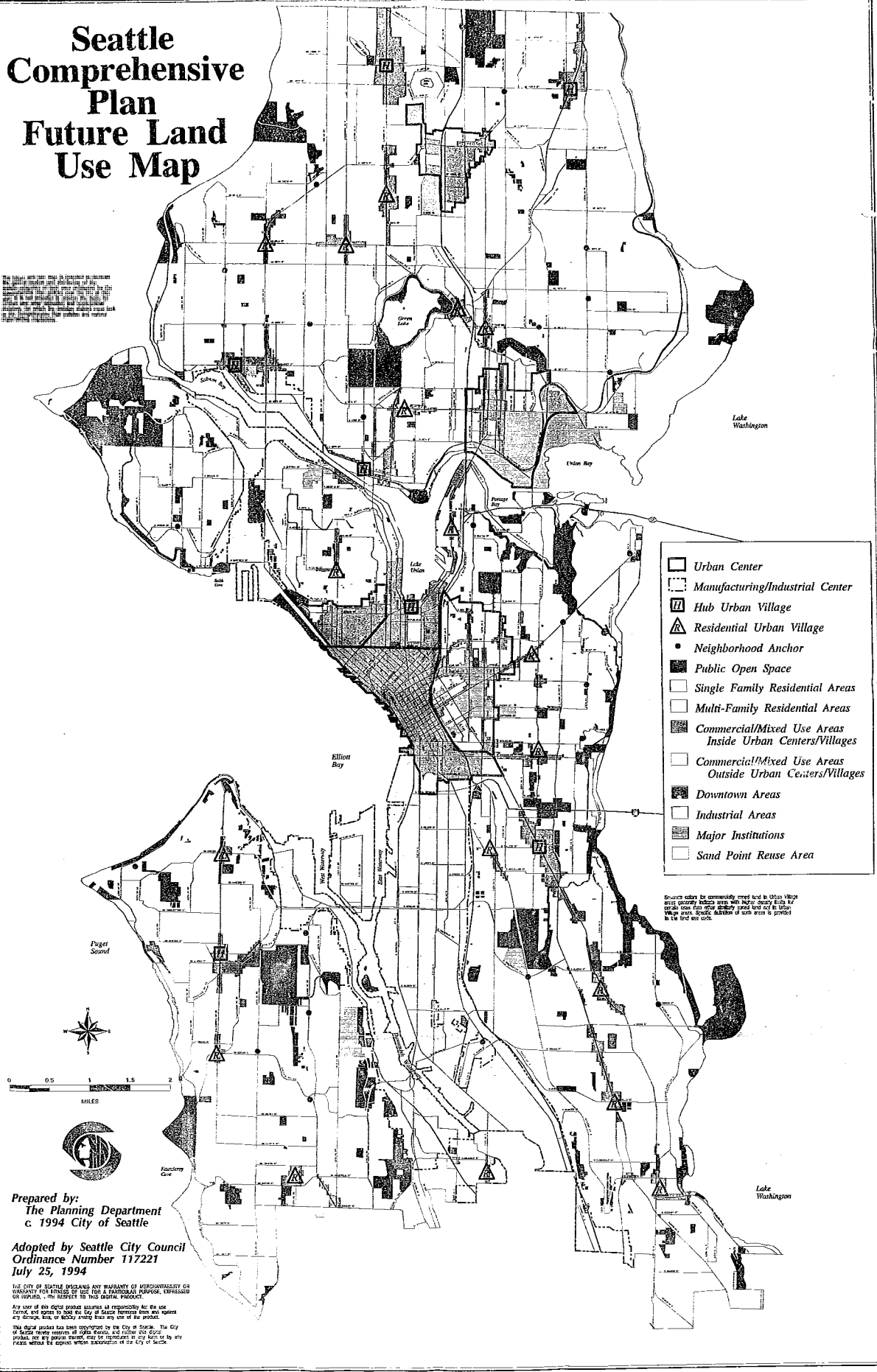
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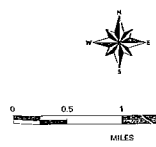
# Seattle Comprehensive Plan Future Land Use Map

The future land use map is prepared by the City of Seattle Planning Department. It is based on the Comprehensive Plan and the Future Land Use Map. The map shows the future land use for the City of Seattle. The map is a technical drawing and should not be used for any other purpose.



- Urban Center
- Manufacturing/Industrial Center
- Hub Urban Village
- Residential Urban Village
- Neighborhood Anchor
- Public Open Space
- Single Family Residential Areas
- Multi-Family Residential Areas
- Commercial/Mixed Use Areas Inside Urban Centers/Villages
- Commercial/Mixed Use Areas Outside Urban Centers/Villages
- Downtown Areas
- Industrial Areas
- Major Institutions
- Sand Point Reuse Area

Shaded areas by community area level in Urban Village areas generally indicate areas with higher density than the surrounding areas. The map shows the distribution of such areas is provided in the legend and scale.



Prepared by:  
The Planning Department  
c. 1994 City of Seattle

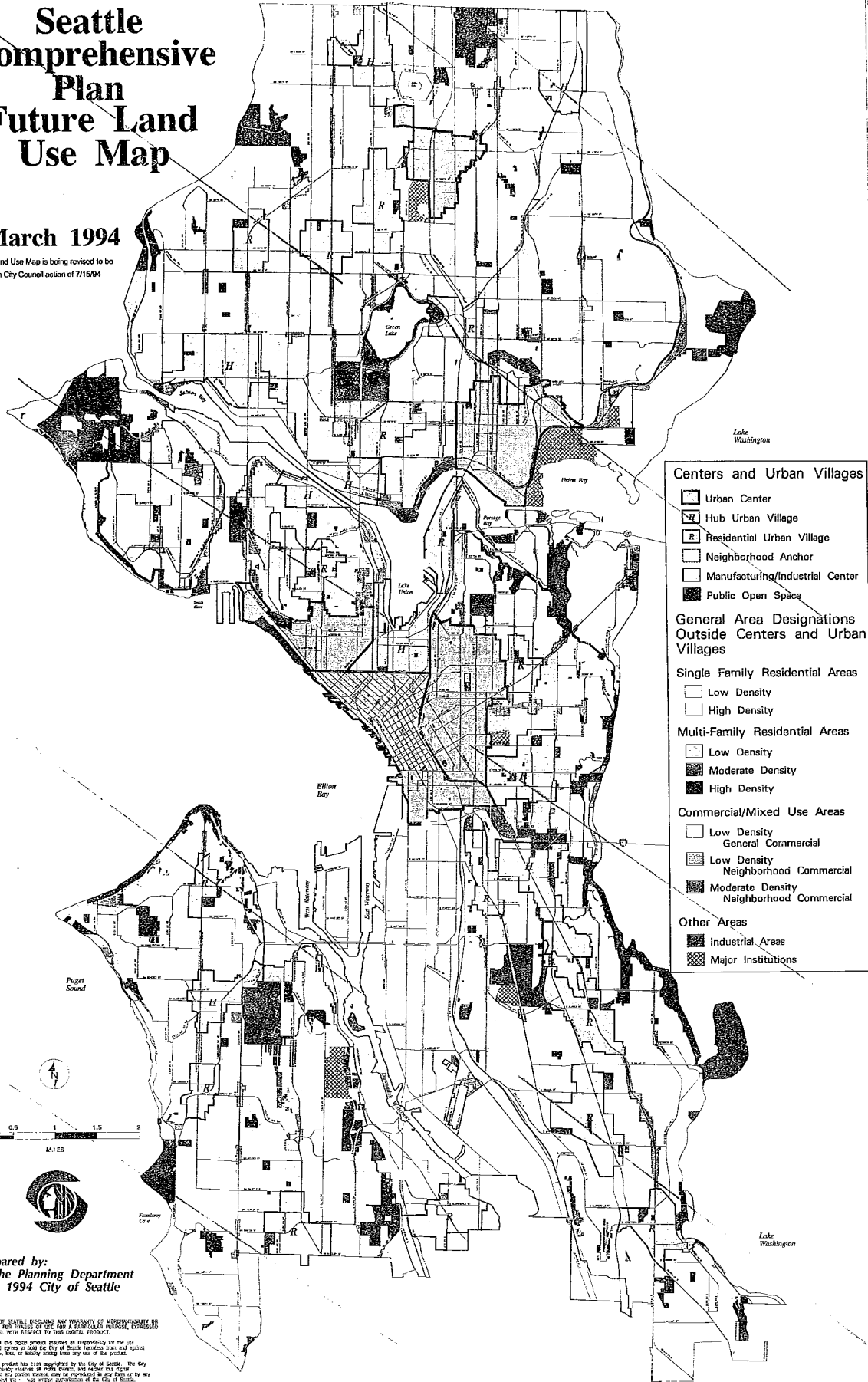
Adopted by Seattle City Council  
Ordinance Number 117221  
July 25, 1994

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# Seattle Comprehensive Plan Future Land Use Map

March 1994

The Future Land Use Map is being revised to be consistent with City Council action of 7/15/94



### Centers and Urban Villages

- Urban Center
- Hub Urban Village
- Residential Urban Village
- Neighborhood Anchor
- Manufacturing/Industrial Center
- Public Open Space

### General Area Designations Outside Centers and Urban Villages

#### Single Family Residential Areas

- Low Density
- High Density

#### Multi-Family Residential Areas

- Low Density
- Moderate Density
- High Density

#### Commercial/Mixed Use Areas

- Low Density General Commercial
- Low Density Neighborhood Commercial
- Moderate Density Neighborhood Commercial

#### Other Areas

- Industrial Areas
- Major Institutions

Prepared by:  
The Planning Department  
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