



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

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

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

**policies**

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

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

**LU3** Establish rezone evaluation criteria and procedures to guide decisions about which zone will provide the best match for the characteristics of an area and will most clearly further City goals.

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

- LU5**
1. Consider, through neighborhood planning processes, recommendations for the revision of zoning to better reflect community preferences for the development of an area, provided that consistency between the zoning and this Plan is maintained. Consider relevant goals and policies in adopted neighborhood plans when evaluating a rezone proposal.
  2. Seek opportunities in rezones or changes in development regulations to incorporate incentive programs for development of housing that is affordable for the longest term practicable.
  3. Consider development regulations that condition higher-density development on the provision of public benefits when such public benefits will help mitigate impacts of development attributable to increased development potential.

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



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

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

**A-2 Uses**

**discussion**

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

**policies**

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

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

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

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

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

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



**LU G7** Recognize the different ways that parking is used by residents, businesses, customers, and employees when determining parking regulations. Generally support short-term parking for customers of businesses and longer-term parking for residents, while discouraging longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.

**parking quantity policies**

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

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

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

**parking development standards policies**

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

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

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

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



## B-2 Multifamily Residential Areas

land use element

### goals

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

### policies

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

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

**LU75** Limit the multifamily zones to areas that do not meet the single-family zone criteria, except in circumstances where an adopted neighborhood plan indicates that a different zone is more appropriate.

**LU76** Provide flexibility in rezone criteria for rezoning multifamily residential areas to compatible neighborhood commercial zones, if approved in an adopted neighborhood plan.

### multifamily residential use policies

**LU77** Establish multifamily residential use as the predominant use in multifamily areas, to preserve the character of multifamily residential areas and preserve development opportunities for multifamily use.

**LU78** Limit the number and type of non-residential uses permitted in multifamily residential areas to protect these areas from negative impacts of incompatible uses.

**LU79** Provide zoning classifications that permit limited amounts of commercial use in what are otherwise residential zones in order to either provide retail and service uses in close proximity to residents in the densest multifamily environment or to create transitions between commercial and multifamily areas.

### density limits policy

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



**development standards policies**

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

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

**low density multifamily areas goals**

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

**low density multifamily areas policies**

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

land use element

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land use element

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

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

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

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

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**moderate density multifamily areas goal**

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

**moderate density multifamily areas policies**

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

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

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

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

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



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

**high density multifamily areas goal**

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

**high density multifamily areas policies**

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

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

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

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



**B-4 Industrial Areas**

**goals**

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

**policy**

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

**uses policies**

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

land use element

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land use element

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

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

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

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

**development standards policies**

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**Density**

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

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

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

**Landscaping & Street Standards**

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

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

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

**Shoreline View Corridor**

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



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

**Parking and Loading**

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

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

**Noise**

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

**general industrial zones policies**

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

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

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

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

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

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

**Uses**

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

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