

Director's Report
on the
Mayor's Recommended Comprehensive Plan



Managing Growth to become a more Equitable City

Office of Planning and Community Development
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May 2016

Introduction

The City's Comprehensive Plan is a roadmap that shows the way for the City deal with the growth of population and jobs in the city. The State Growth Management Act (GMA) requires that cities and counties prepare comprehensive plans. GMA directs that the comprehensive plans must show how jurisdictions will accommodate the growth expected over the subsequent 20 years. GMA also provides a list of "elements" (chapters) each comprehensive plan must include. These are land use, transportation, housing, capital facilities, utilities, and shoreline master program. Seattle and Tacoma are also required to have elements addressing container ports. State law describes the minimum content these elements need to include. Jurisdictions are allowed to add other elements to their plans.

Seattle first adopted its Comprehensive Plan in 1994 and updated it in 2004. The Plan contains all the state-required elements plus several optional elements – urban village, economic development, environment, cultural resources, human development and neighborhood planning. Each year since the initial adoption, the City has made amendments to the Plan. Seattle's Plan is a collection of policies that guide future City decisions and actions that will help to manage and serve the population and employment growth that is expected to occur.

This report describes a significant update to Seattle's Comprehensive Plan. In 2015 the City adopted a number of amendments to the Plan in order to comply with the GMA requirement for updating the Plan. Those amendments included new citywide growth estimates; updated technical information related to land use, transportation, housing, and capital facilities; revised housing policies; and changes to neighborhood plans.

In the course of preparing the 2015 update, the City identified a number of other ways it could make the Plan a more relevant and useful document. For instance, the City's heightened concern about the ongoing inequality in how the benefits and burdens of growth are shared by people of different races and incomes led to the conclusion that the Plan needs to provide more direction about how to deal with that inequality. The city has seen a large amount of housing growth over the past decade, a resurgence in employment since the great recession, and major public investments, such as in light rail and increased bus service, and these changes build on the concept of using the known transit service as one organizing principle for future growth.

Development and investments that have occurred since the Plan was first adopted have altered much about how the city looks and functions. Some of these changes were anticipated by earlier versions of the Comprehensive Plan, but the precise nature and timing of the changes is not always predictable. Planning is not about predicting the future, but about using our current knowledge and values to guide how we should deal with future changes – both expected and unexpected – when they come. The recommendations contained in the legislation described by this report represent updated policy guidance to address some of the issues that have confronted the City since the Plan's initial adoption, primarily where to accommodate growth, how to serve it, how to help everyone benefit from it, and how to leave a livable city for future generations.

This report provides information about the context in which the City prepares its Plan, including regionally adopted plans; cites background documents the City prepared that helped inform the recommended changes; summarizes the continuous public outreach conducted during the update process; and details the major changes recommended in the legislation, beginning with overall changes and then discussing changes made in each of the Plan's elements.

Changes to the Plan recommended in this legislation are extensive. In order to assist the reader track those changes, there is attached to this report is a "policy crosswalk." That attachment shows goals and policies in the current Comprehensive Plan and corresponding new language. In some cases, existing goals have become policies, existing policies have been combined or split into more than one new policy, deleted, or incorporated into discussions. In some cases, only minor changes to language have been made for clarity or to reflect a changed circumstance. There are also policies that are new in the recommended Plan.

Regional Context for Seattle's Comprehensive Plan

GMA requires that the City's Plan be consistent with the multi-county regional plan, as well as with the plan developed in King County. The multi-county Plan is Vision 2040, which was adopted by the Puget Sound Regional Council (PSRC) in 2008. It is a strategy for how to manage growth across four counties—King, Snohomish, Pierce and Kitsap. The overall strategy is to focus most of the region's population and employment growth into designated centers. There are two kinds of centers recognized in Vision 2040—regional growth centers and manufacturing/industrial centers. Regional growth centers are intended to be mixed-use areas that will receive growth in both residential and commercial development. Manufacturing/industrial centers are intended to be locations of employment only, primarily industrial activities. Vision 2040 calls for PSRC to give priority to transportation projects that serve the centers when it makes decisions about allocating transportation funds. It says that cities should plan for urban communities that allow mixed-use development that provides housing choices and encourages walking, bicycling and transit use.

The King County Countywide Planning Policies (CPPs) provide guidance to the comprehensive plans of the jurisdictions in the county. Similar to Vision 2040, the CPPs promote the designation of urban centers (essentially the same as PSRC's 'regional growth centers') and manufacturing/industrial centers as places in the county that should absorb significant portions of the expected growth. The CPPs describe conditions necessary for designating centers, including zoning that accommodates specific amounts and densities of development and plans for serving the areas with high-capacity transit. The CPPs further the approach of concentrated development by adopting an urban growth boundary that prohibits urban densities outside the boundary and by assigning housing and employment growth targets to each jurisdiction in the county. The CPPs also direct each city to assess the need for affordable housing and to devise strategies that will address that need.

Since it was first adopted, Seattle's Comprehensive Plan has embraced the centers approach of directing most expected growth to the city's designated urban centers. Seattle has six designated urban centers and two manufacturing/industrial centers. The recommended Plan assigns half of the residential growth

and two-thirds of the employment growth to centers over the next 20 years. In addition to regionally recognized centers, the City's Plan includes 24 smaller centers that the Plan identifies as urban villages. These are places centered on long-standing neighborhood business districts throughout the city. Most of these villages contain shops and services that nearby residents rely on, and the addition of more residents in or near these villages in the future will help strengthen the business districts and give more people easy access to services and transit. The Recommended Plan continues to rely on centers and villages to absorb most of the expected growth, and this approach will reinforce the City's commitment to both Vision 2040 and the CPPs, while making these places more compact and walkable urban environments. This approach also takes advantage of existing and planned transit service.

Related Documents

Prior to preparing the Recommended Plan, the executive published a variety of documents that provided information related to growth and development to help the public and the City's elected officials understand the implications of different ways the City could plan for the future. These reports included:

- Background Report that identifies changes in the city since adoption of the original Plan, such as total growth levels, village share of growth, transit ridership, environmental and equity effects of that growth. (February 2014)
- Development Capacity Report, which provided a description of the method that the City uses to estimate how many housing units and jobs the City's current zoning could allow, with estimates for individual urban centers and villages and by zoning type. (September 2014)
- Seattle Sustainable Neighborhoods Assessment (SSNAP) Report evaluated a subset of the city's urban centers and urban villages using 22 indicators related to conservation, healthy communities, open space, and shared prosperity. (September 2014)
- Draft Environmental Impact Statement (EIS), published in May 2015 to assess the impacts of four different ways the expected level of growth could be distributed in the city;
- Equity Analysis, published in May 2015, produced two indices – one showing the risk of displacement and the other showing access to opportunities for marginalized populations in various locations in the city. It also showed how EIS alternatives would affect displacement and access to opportunity.
- Urban Village Study provided land use and transportation data for each urban center and urban village and offered suggestions for potential village boundary changes to draw a transit walkshed for villages with very good transit; and suggested policy amendments related to urban villages. (August 2015)
- Final EIS looks at the growth distribution described in the Recommended Plan and considers the possibility of a faster rate of housing growth than considered in the other alternatives. (May 2016)
- Resolution 31599 identified four suggested changes to the Plan's Future Land Use map to be considered as part of the 2015-2016 annual Plan amendment process. (July 2015)

Public Engagement

The executive used a variety of methods to involve organizations and members of the public in development of the changes recommended for the comprehensive plan. The full extent of public outreach is detailed in the accompanying report, but some highlights are included here.

DPD held public meetings to discuss some of the key documents cited above, for instance, the Development Capacity Report and the SSNAP Report. Prior to preparing the Draft EIS, we conducted five public meetings in locations throughout the city to discuss the possible contents of the EIS and then conducted a public hearing on the Draft EIS after it had been published. We also had five public meetings at locations around the city to discuss the contents of the Draft Plan. Throughout the process, we maintained an active presence on social media (1,100 fans on Facebook and 760 Twitter followers, and 2,650 subscribers to our emails), alerting people to upcoming events and key dates related to the Plan and its related documents. We used an online tool to provide opportunity for the public to comment on key proposals in the Draft Plan. From the beginning of the 2035 outreach efforts, we met with communities at their meetings and participated in other organizations' events as presenters or by hosting information tables.

DPD sponsored 23 public meetings and met in person with approximately 2,600 people. We also made presentations or provided information about Seattle 2035 at 55 other events. Over 26,000 people viewed the website, and nearly 4,800 participated in an online open house. Another 412 people used ConsiderIT, an online community dialog about some of the key topics in the Draft Plan.

Recommended Changes to the Comprehensive Plan

- Overall

There is a series of changes that appear throughout the Recommended Plan.

The most important of these is the increased attention the Plan now gives to race and social equity. Following Resolution 31577 that the City Council adopted in 2015, the Plan has changed the name of one of the Plan's core values from "social equity" to "race and social equity" and has elevated the discussion of this value in all elements of the Plan. Each element now highlights in its discussion an example of a current racial disparity. Goals and policies have been added in all elements of the Plan, except the Container Port and Shoreline Areas Element, describing how the City can address race and social equity in its decisions, regulations and programs. These changes represent a significant new emphasis in the City's vision for how to manage growth, now using an equity lens to influence City actions related to development.

A second change in the Plan is the goal of building on transit. Since the Comprehensive Plan update Plan in 2004, Sound Transit has opened eleven light rail stations in the city. Following a 2014 Seattle ballot measure to fund additional bus service, Metro has added a significant amount of bus service to the city. Both the introduction of light rail and increased bus service to and within the City's designated urban centers and urban villages make these places even more viable locations for residential and commercial

development. The recommended growth strategy calls for continued growth in urban centers and urban villages, with particular emphasis on the villages with very good transit service. Very good transit for this purpose means either a light rail station or a Rapid Ride stop plus at least one other frequent bus route.

Other changes that have been made throughout the Plan are aimed at making the Plan more accessible. For instance, the discussions have all been revised to update their content and to be more relevant and readable to a broader audience. The Plan now contains just one goal per section, with policies following that goal, to make a more direct connection between policies and the goal they will help achieve. We have removed redundant goals and policies and tried to make the language of the remaining goals and policies more clear. We have updated the format of the Plan, so that it is more usable online and on mobile devices than the current version, with links to other places in the Plan and to other documents. We've also added a glossary to define terms used in the Plan.

- Growth Strategy Element

This Element consolidates policies formerly found in the Urban Village and Urban Design Elements. This is where the Plan identifies that the City is planning for 70,000 housing units and 115,000 jobs over the next 20 years. This recommended update of the Plan builds on the urban village strategy that has been a foundation of the Plan since it was first adopted. That strategy aims to locate most of the city's housing and employment growth in designated urban centers and urban villages, which are locations of existing neighborhood business districts, where zoning already is in place to allow more growth.

This element also contains the growth estimates for urban centers and urban villages. For each urban center, there are specific growth estimates for housing and jobs. Urban centers are the places that are recognized in the regional growth strategy for the important role they play in accommodating growth, and each is expected to take a significant amount of that growth. Together, Seattle's six urban centers are expected to absorb 50% of the city's added housing units and nearly 60% of the added jobs.

Estimated Urban Center Growth 2015–2035

	Housing Units	Jobs
Urban Centers		
Downtown	12,000	35,000
First Hill/Capitol Hill	6,000	3,000
University District	3,500	5,000
Northgate	3,000	6,000
South Lake Union	7,500	15,000
Uptown	3,000	2,500
Manufacturing/Industrial Centers		
Duwamish	0	6,000
Ballard-Interbay	0	3,000

For urban villages, the expected growth is shown as a rate of growth above current levels. The growth rate is tied to the category of village (hub or residential) and the village's access to transit. Hub urban villages are generally expect to have higher residential densities and more employment growth than

residential urban villages. More growth is expected in villages with very good transit service with the intention of building on investments made in transit service, particularly light rail. Hub urban villages are expected to grow more than residential villages, and villages with very good transit are expected to grow faster than other villages in the same category. Very good transit for this purpose means either a light rail station or a Rapid Ride line plus at least one other frequent bus route. The following tables are taken from the Recommended Plan to show the growth distribution.

Estimated Urban Village Growth Rates

	Expected Housing Growth Rate*	Expected Job Growth Rate*
Hub Urban Villages	40%	50%
With very good transit service**	60%	50%
With high displacement risk and low access to opportunity, regardless of the level of transit service	40%	50%
Residential Urban Villages	30%	N/A
With very good transit service**	50%	N/A
With high displacement risk and low access to opportunity, regardless of the level of transit service	30%	N/A

* Percentage growth above the actual number of housing units or jobs in 2015, except where limited by zoning capacity. No job growth rate is assigned to residential villages.

**Very good transit service means either a light rail station or a RapidRide bus service plus at least one other high-frequency bus route.

Assigning growth to urban villages in this way reinforces the concept of building on transit, as well as the Plan’s distinction among urban village categories. In urban villages where the Equity Analysis identified both a high risk of displacement and low access to opportunity, the village would be expected to grow at the lower rate for its category, even if it has very good bus service.

A new policy says that the location of very good transit service inside an urban village should influence the village boundary, by making the area generally within a 10-minute walk of the transit station a part of the village.

The guidelines that help identify urban centers and urban villages have been simplified to be more measurable and have been placed in a chart so that the criteria for different categories can be viewed side-by-side. The guidelines for urban centers are taken from the King County Countywide Planning Policies, and they are the same criteria all jurisdictions in King County follow in designating urban centers.

The recommendations include eliminating use of the term “urban center village.” In the current Plan, that term refers to subareas of three of the urban centers – Downtown, First Hill/Capitol Hill and University District – to designate smaller planning areas within these centers. The current Plan establishes separate growth targets for each urban center village, and some of these areas were the

subject of separate neighborhood plans in the 1990's. For instance, in Downtown the urban center villages are the Denny Triangle, Belltown, Commercial Core, Pioneer Square, and Chinatown/International District. While these areas are easily recognizable as distinct neighborhoods, they are also closely woven into Downtown. The City will continue to monitor growth for these individual places, but the Recommended Plan does not assign growth separately for them.

The Growth Strategy Appendix includes tables showing the housing and employment growth in the urban centers and urban villages over the past 20 years.

- Land Use Element

Policies related to the City's Shoreline Master Program have been removed from the Land Use Element and now constitute a new Shoreline Areas Element. While the shoreline policies are closely tied to how the City regulates uses of land, these policies are guided by the Shoreline Management Act. Therefore, it makes sense to separate these policies from the general land use policies.

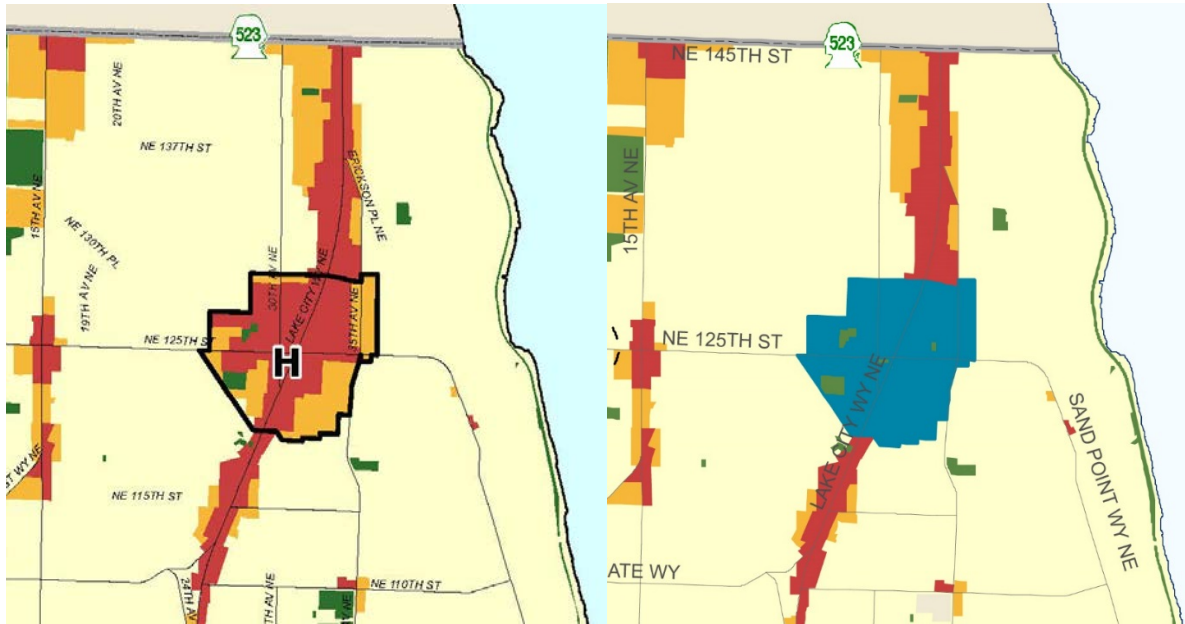
The recommendations include changes to the Future Land Use Map (FLUM). One change is to the way urban centers and urban villages are depicted on the map. Currently, the FLUM indicates the centers and villages with a black line delineating their borders, and a notation about the village category (urban center, hub urban village or residential urban village). Within those borders, the map displays the various generalized land use categories (single-family, multifamily, commercial/mixed-use) that represent the future zoning for each village. The FLUM is intended to provide a generalized view of how land in a particular area is intended to be used, and it does not necessarily show land use as it exists today. The recommendation is to "paint" each center or village with a single color that covers the geographic area of the village and denotes its category (urban center, hub or residential urban village).

The following new policy language would describe the general scales and densities expected in each category.

LU1.3 Provide for a wide range in the scale and density permitted for multifamily residential, commercial, and mixed use projects to generally achieve the following overall density and scale characteristics:

- In urban centers, a moderate to high density and scale of development
- In hub urban villages, a moderate density and scale of development
- In residential urban villages, a low to moderate density and scale of development

The maps below show a portion of the current FLUM on the left, with the recommended FLUM on the right. The “H” inside the village boundary on the current map indicates that this area (Lake City) is designated a Hub Urban Village. The map on the recommended map uses the blue color to indicate the Hub Urban Village designation; urban centers and residential urban villages show in different shades of blue.



The purpose of these changes is to more clearly indicate the City’s intention of creating mixed-use environments in all the centers and villages. One effect of these changes will be that an amendment to the FLUM would no longer be a prerequisite to rezone areas inside urban villages. Requests for rezones would be evaluated using the rezone criteria in the Land Use Code. This means that future rezones for areas inside villages would require only one City Council action – a vote on the rezone itself – rather than separate votes on a FLUM amendment and then on the rezone. Because the Plan may be amended only once a year, the current requirement for two Council actions can add significant time to the decision process.

Another change to the FLUM is the addition of dashed lines outside the boundaries of those urban villages that have very good transit service—either a light rail station or a Rapid Ride bus stop that intersects with another frequent bus route. The dashed lines are drawn to incorporate an area that is within approximately a 10-minute walk of the transit service. At this time, these dashed lines represent a general area for further study as part of the City’s work on the Housing Affordability and Livability Agenda. Future, more detailed review of each of those locations could result in revisions to the current urban village boundaries.

The recommended FLUM includes the location of a potential new urban village around the intersection of NE 130th St. and Interstate 5. This is the site of a possible light rail station that could be built before 2023 as part of the Lynnwood Link extension of light rail service north from Northgate. Development of an urban village at this location is contingent on Sound Transit and the voters approving a station there. At this writing, Sound Transit has not made a final decision about this station, although Sound Transit's draft plan issued in March 2016 does not include that station. The boundary and other aspects of a village at this location would be developed through a collaborative planning process involving the public in the vicinity and City departments.

Consistent with a requirement of the GMA, the recommended Land Use Element includes the following new policy to restrict incompatible uses from locating near airports.

LU2.6 Avoid introducing incompatible land uses adjacent to or within the Airport Influence Area of commercial service airports.

The recommended element has deleted two policies from the current plan that define criteria for changing the zoning of land currently zoned single-family. These criteria are the same as criteria found in the Land Use Code (SMC 23.34.010), which is the appropriate location for this detailed level of guidance. In the effort to make the Plan more accessible, the executive has identified redundancies that could be removed. These are the only policies in the current plan that repeat locational criteria found in the Land Use Code. These policies do not provide any different direction than the criteria in the Code.

A section in the current Land Use Element on transit communities has been eliminated from the recommended Plan because the concept behind that section has been more fully incorporated in other ways. For instance, designating certain urban villages where the village boundaries will be reviewed for possible expansion is a way of identifying the watershed that the transit communities section now refers to. Also, the growth distribution discussion in the Growth Strategy Element calls for higher levels of growth in villages that contain light rail station or very good bus service.

The Draft Plan included several policies establishing new directions for land use in the city that are not included in these recommendations. One policy would have limited the use of the City's industrial commercial zone inside the manufacturing/industrial centers, and there was a proposed new section that would have created a new stadium district around the location of the professional sports stadiums, taking land out of both the Downtown urban center and the Duwamish manufacturing/industrial center. Policies related to that stadium district would have allowed housing on some land currently zoned industrial, where housing is not permitted, and provided direction for designs that would make the area more conducive to large volumes of pedestrians. The industrial policy and the stadium district policies are linked because activities in these two areas can negatively affect each other, and both are important to the city's economy. These areas will be the subject of further study to begin in 2016 that will include analysis of industrial land use in the city and discussions with stakeholders. The executive may make recommendations about industrial areas and the stadium area as a future annual amendment to the Plan.

The Land Use Appendix contains updated information on the amount of land in different uses across the city, as well as tables and maps showing housing, population and employment densities.

- Transportation Element

The Recommended Plan includes a new section on transportation safety, with policies to reduce collisions for all travel modes with the goal of having zero fatalities and serious injuries. The element also includes maps showing priority locations for improvements in various travel modes – pedestrian, bicycle, transit, and freight. It also updates the transportation finance plan, reflecting the recent vote in the city approving the Move Seattle funding package.

There is a new recommended method for measuring transportation level-of-service (LOS). GMA requires that the Plan include “level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system.” The current Plan measures LOS along “screenlines.” A screenline is a line drawn perpendicular to one or more arterials. At the point(s) where that line intersects the arterials, the City calculates the combined vehicle capacity of all the arterials. The LOS standard is a ratio between the actual traffic volumes using the arterials and the capacity at each of the screenlines. Because buses operate on arterials, measuring LOS on arterials addresses the requirement to have LOS for transit routes.

The screenline method is becoming outdated with the increasing emphasis on consideration of multi-modal transportation. GMA says that LOS standards should be regionally coordinated. The Puget Sound Regional Council calls for jurisdictions in the region to adopt a multi-modal approach to setting transportation LOS, and City staff has consulted with PSRC staff in formulating this LOS method.

The proposed LOS standard is based on the concept of moving people, rather than vehicles. In this concept, the goal is to encourage modes of transportation that take up less of the right-of-way while moving more people. For instance, a bus uses roughly 97% less space per person trip than a single-occupant vehicle (SOV), and having more future trips by bus rather than SOVs will free up space on the existing roads. The new LOS standard sets a target for the percentage of trips made by SOVs for each of eight sectors in the city. Unlike the current LOS standard, the recommended standard has readily identifiable measures that individual development projects can employ to help meet the standard, such as reducing the amount of parking on the development site or providing transit passes to tenants.

The Transportation Appendix contains maps and tables displaying inventories of various transportation facilities. It also includes an analysis of the likely transportation impacts of the recommended growth distribution.

- Housing Element

The Recommended Housing Element takes a different approach to defining housing need than the current Plan. In the past, the King County Countywide Planning Policies (CPPs) not only assigned housing and job growth targets to each jurisdiction, but also assigned specific amounts of affordable housing that should be added over the life of the comprehensive plan. Since being revised in 2012, the CPPs no

longer assign affordable housing goals to each jurisdiction. Instead, the CPPs define the countywide need for affordable housing and direct each jurisdiction to prepare an assessment of its need for affordable housing and to identify strategies that will help that jurisdiction meet its need. The Housing Appendix contains Seattle’s assessment of need. It also includes demographic information and other information about the city’s housing stock and housing market.

The revised Element calls for expanding the types of housing that could be allowed in single-family zones that are located in urban villages. This recommendation is a departure from current Plan policies about single-family areas, which say that the City should “(p)reserve and protect low-density single-family neighborhoods...” and (a)ffirm and encourage residential use by one household as the principal use...” in these areas. The recommended amendment is part of the Housing Affordability and Livability Agenda (HALA), and it aims to increase the economic and demographic diversity in the single-family zones and to make more efficient use of the city’s finite land area. Consistent with the HALA recommendation, the recommended policy calls for respecting the existing bulk and scale of development in areas where this would be allowed. The specific types of housing that would be allowed under this policy will be determined through the public discussions being conducted as part of the HALA process.

The recommendations also include new policies stating a commitment to fair housing and to overcoming historic patterns of segregation, through education of tenants and landlords and through enforcement of fair housing provisions by the City and other agencies. Another recommended policy directs the City to monitor the supply, diversity, and affordability of the city’s housing supply and to use the information gathered in that monitoring to determine whether changes to City housing policies to improve housing affordability or to advance race and social equity.

- Parks and Open Space Element

The Recommended Plan contains a new Parks and Open Space Element. In the current plan, goals for parks are found in the Urban Village Appendix, but there are no policy statements articulating the rationale for these goals and no description of the City’s overall approach to providing parks and open space. The existing Comprehensive Plan recognizes in the Capital Facilities Element that the City’s parks and open space, which total approximately 10% of the city, are more than adequate to serve any future projected population, and this continues to be true through the 2035 planning period. In both the current and recommended versions of the Plan, the City has aspired for more parks and open space amenities for citizens and visitors to enjoy.

For a variety of reasons, the Recommended Plan no longer includes numeric goals for providing open space amenities. Some of those goals are not achievable with the expected growth, and at least one of them has already been met and is no longer necessary. One of the goals in the current Plan is to have 1 acre of open space for every 100 residents of the city. The over 6,000 acres of open space in the city now just about satisfies that goal for the current population of about 660,000 people. However, the City expects approximately 120,000 additional residents in the city in the next 20 years. That implies the need for an additional 1,200 acres of open space if the City were to maintain the goal of having an acre of open space for every 100 people. Seattle is a fully built city with very little vacant land and limited

opportunities to add substantial acreage to the open space system. At today's land prices, purchasing 1,200 acres would be cost prohibitive.

Another current goal calls for each urban village that contains 2,500 or more households to have a 1-acre usable open space. Currently all urban villages, except two, have such an open space. The two that do not – Greenwood/Phinney and Morgan Junction – also currently fall short of the 2,500 households. In place of the current numeric goals, the Mayor's Recommended Plan now defers to the Park Development Plan, a functional plan that Seattle Parks and Recreation will begin preparing in 2016 through a public process.

The recommended Element also describes open space more broadly than just City-owned parks; it recognizes open spaces provided by other public agencies, such as college campuses, the federal government's Chittenden Locks, as well as publicly accessible open space provided on private property.

- Economic Development

This element carries forward many of the concepts in the current Plan. It also adds a new focus on promoting business clusters. Building on the City's recently enacted minimum wage standard, the element calls for the City to encourage businesses to pay a living wage, provide employment benefits, and hire local residents. New policy language says the City should address the needs of culturally relevant businesses that can form the center of some marginalized communities and that can be vulnerable to displacement as the city grows.

- Community Well-Being Element

This element is the renamed Human Development Element. Recommended changes in this element are mostly related to clarifying language. There is additional emphasis on activities to increase local food production and access to healthy food, as well as a focus on preventing violence.

- Arts and Culture

This Element is called Cultural Resources in the current Plan. Recommended changes include some actions such as creating a list of cultural spaces and providing a toolkit to communities that will help them make their own art. Other recommendations call on the City to consider methods that could help provide affordable work space for artists and cultural organizations and to consider identifying cultural districts in places where there are existing clusters of cultural activities.

- Shoreline Areas

This is a new element in the Comprehensive Plan. The policies in this element are those adopted by the City in April 2015 and currently located in the Land Use Element. These policies and the accompanying development regulations found in the Land Use Code (23.60A SMC) constitute the City's Shoreline Master Program required by the State Shoreline Management Act.

- Neighborhood Planning

The Neighborhood Planning Element in the current Comprehensive Plan consists of two parts – general policies that guide the processes for developing and implementing neighborhood plans and the adopted neighborhood plans themselves. The Mayor’s Recommended Neighborhood Planning Element divides these two distinct parts. The neighborhood plans now constitute a complete, separate volume of the Plan, while the policies describing the neighborhood planning process remain an element in the Plan. The general policies have been simplified to reflect broad principles the City will use to guide future planning in neighborhoods, and they move away from descriptions of how neighborhood plans will be prepared. This recognizes that the City engages neighborhoods in a variety of ways to review and update existing plans for neighborhoods or to create new plans. Key principles cited in the recommended policies are tied to major themes of the overall Plan – focusing neighborhood plans in areas that are experiencing or expecting growth, especially those that have not benefited from the city’s growth. The policies also call for devising processes that include all the populations that make up the neighborhood. The neighborhood plan goals and policies in the new Neighborhood Plan Volume have not been changed.

2015-2016 Annual Amendments

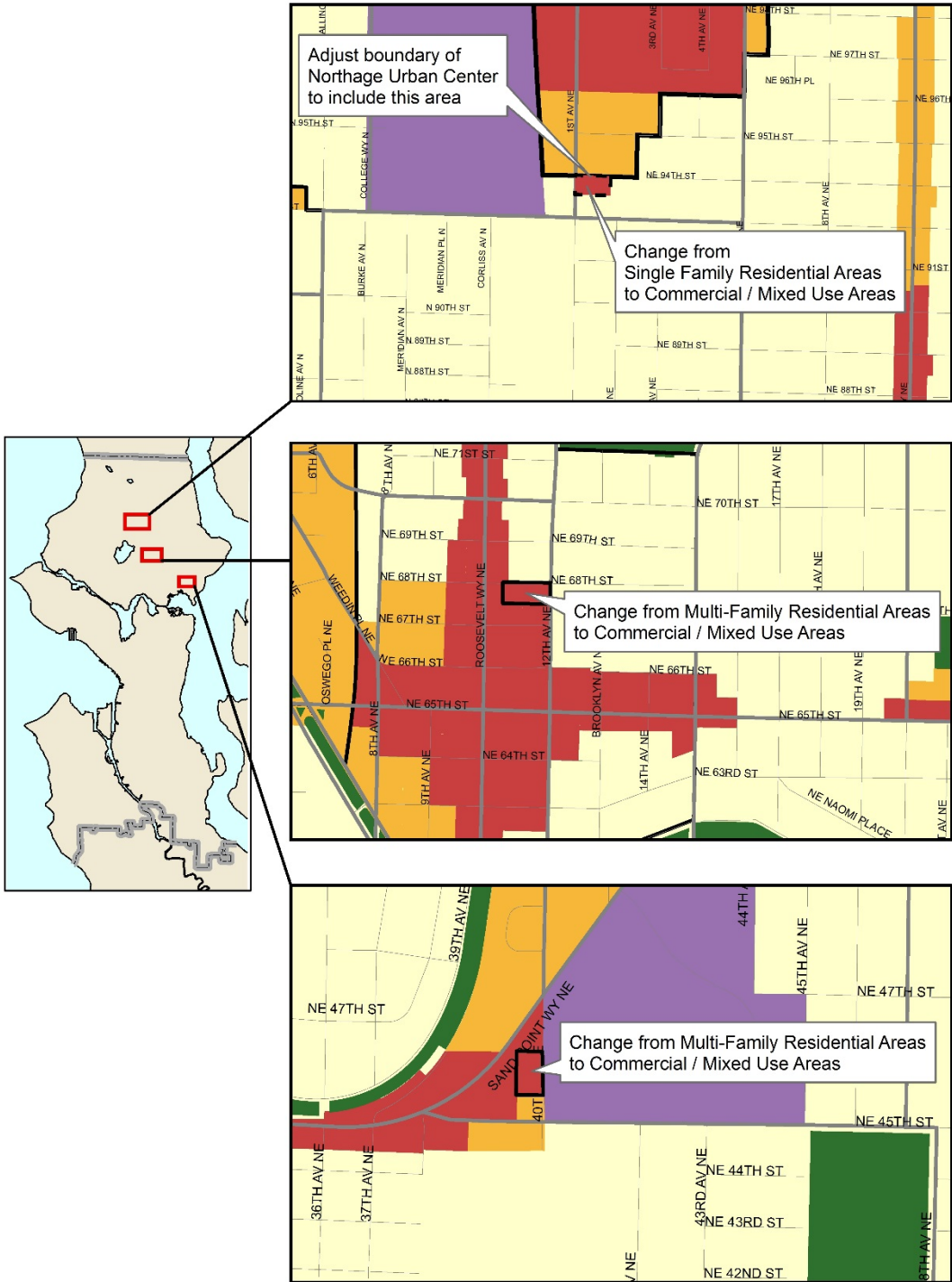
GMA limits the City to amending the Plan once a year. The City has a regular process for these annual amendments that involves the City Council receiving suggested amendments from the public and the executive, and then making a determination through a resolution as to which of those suggestions should be given further scrutiny for possible inclusion in the Plan. In July 2015, the City Council adopted Resolution 31599 identifying four such suggestions, and all of them would amend the FLUM. Because the City is limited to one amendment cycle each year, recommendations about the 2015-2016 amendments have been incorporated into this legislative package. The executive recommendation is that none of these amendments be incorporated in the Plan.

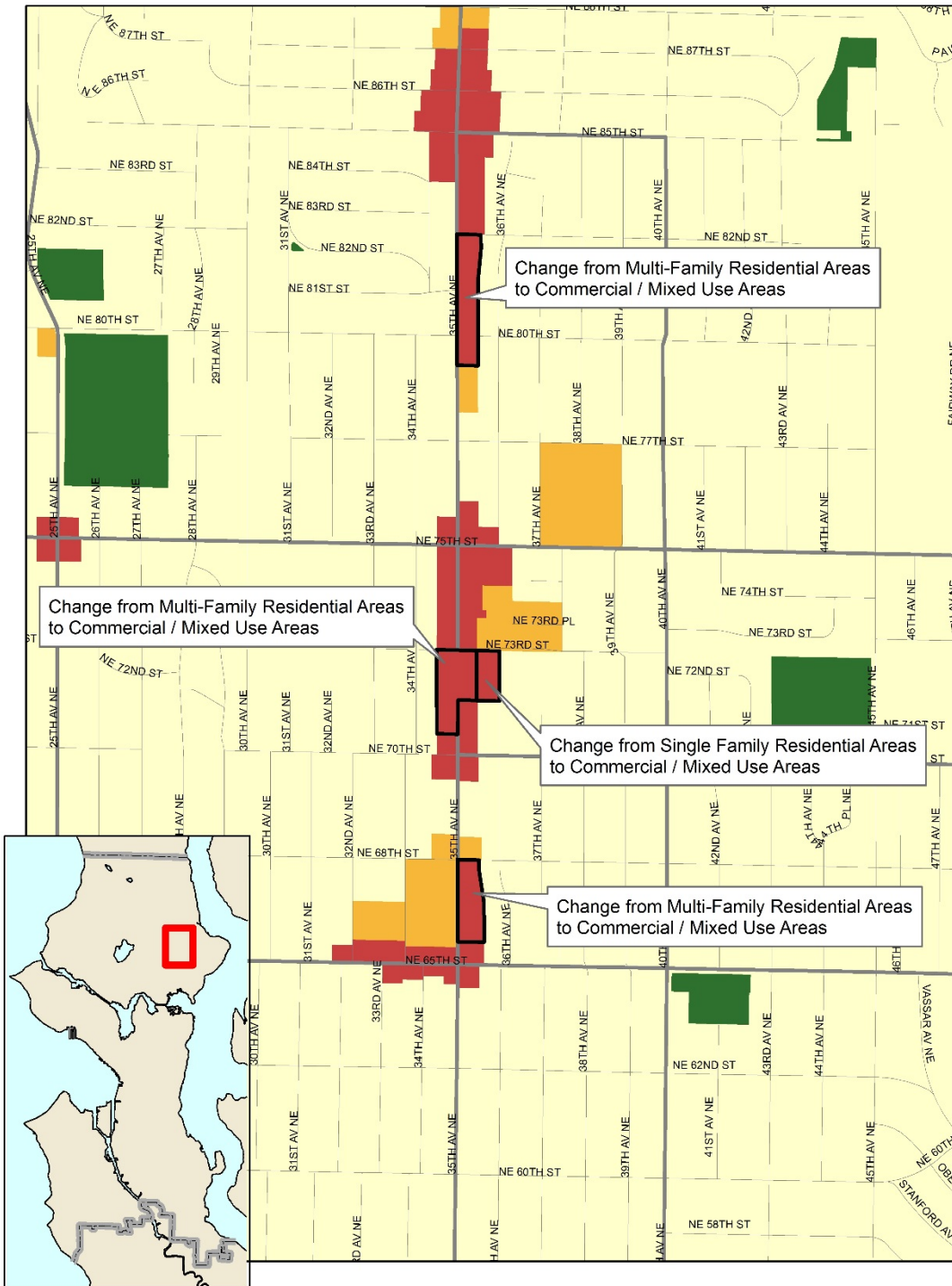
Below is a description of each of these suggested FLUM amendments and the executive recommendations for them. Maps showing the locations of the suggested amendments follow the descriptions.

- NE 94th Street. Redraw the Northgate Urban Center boundary to include property on the south side of NE 94th St., east of 1st Ave NE within the urban center and change designation of the property from single-family to multifamily. The original proposal involved three parcels, and the applicant later modified the proposal to cover only one parcel. The parcel is across NE 94th from the urban center boundary. Policy in the current Plan says that the City should “(e)stablish boundaries for urban centers ... that reflect existing development patterns, intended community characteristics, and recognized neighborhood areas.” The parcel for which a change is requested currently contains a single family house and does not fit the development pattern expected in an urban center. There has not been any community conversation about extending the urban boundary southward in this location, and the single parcel in the proposal does not constitute

part of a recognized neighborhood. That single parcel would appear as either an anomaly or as an intended precedent for further expansion of the urban center boundary.

- NE 68th Street. Change the designation for property at the southwest corner of the NE 68th St. and 12th Ave. NE from multifamily to commercial/mixed-use. This area includes approximately six parcels inside the Roosevelt Residential Urban Village. The recommended amendment described in the Land Use Element discussion above to “paint” the urban villages would mean that the FLUM would no longer show distinct land use categories for land within the villages. Instead, all residential villages would show as the same color, and development in them would be guided by new policy LU 1.3 and by the rezone criteria that are found in the Land Use Code. Adopting the recommendation to paint the villages on the FLUM would mean that the requested FLUM amendment is not necessary.
- 40th Ave. NE. Change the designation for property on the west side of 40th Ave. NE, south of Sand Point Way, from multifamily to commercial/mixed-use. This small area is less than half an acre in area and constitutes a portion of a block across 40th Ave. NE from the emergency entrance to Children’s Hospital. The applicants indicated they were requesting the FLUM change to facilitate a later rezone for the same property. Current and recommended policy in the Plan say that a FLUM change for small areas is not necessary. From the current Plan:
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.
Given that long-standing policy and the relatively small area of the request, and lacking any specific proposal to make a significant change to the function of this area, the proposed FLUM amendment is not necessary.
- 35th Ave. NE. Change the designation for three areas along 35th Ave. NE between approximately NE 67th St. and NE 82nd St. The City’s outreach regarding the HALA program and related rezones is currently underway, and decisions made through that process could affect the original proposal for zoning changes in this area. Deferring this FLUM amendment will provide time for the neighborhood and the City to determine the effect of the HALA process and whether the originally proposed rezones in this area are still appropriate. Deferring action on this proposal will also allow neighborhood supporters of the FLUM change to conduct outreach within the community to more fully define the level of support for the potential changes.





Sand Point Plan

With Ordinance 118622 in 1997 the City adopted a document titled “Sand Point Amendments” as part of the Comprehensive Plan. The ordinance says that document was to be bound or compiled separately from the Comprehensive Plan. Consequently since the adoption of this ordinance, the Sand Point Amendments have not been visible or easily known to readers of the Comprehensive Plan. The recommended update of the Comprehensive Plan does not include the Sand Point Amendments. It is recommended that those amendments continue to be used as a functional plan to guide City activities on the site of the former Sand Point Naval Air Station.

Code Amendments

The ordinance includes non-substantive amendments to a few sections of the Land Use Code (Title 23) to update references those sections make to the Comprehensive Plan. One set of amendments removes references to urban center villages because this designation is recommended for removal from the Plan. Urban center villages are subareas within three of the urban centers (Downtown, First Hill/Capitol Hill, and University District) to indicate separate identifiable areas in these centers. However, the designation has no specific regulatory function and has caused confusion. Because these areas are expected to absorb significant amounts of growth, the City will continue to report on the amount of growth occurring in them. Other Code amendments are recommended to recognize that various sections of the Plan have been renamed.

Appendix to the Director’s Report

Policy Crosswalk

Comparing Current Comprehensive Plan with Mayor’s Recommended Comprehensive Plan

May 2016

Urban Village and Urban Design Element (recommended to be the Growth Strategy Element)

Current	Current Language	New #	New Language	Notes
		GSG1	Continue to have meaningful opportunities for all people in Seattle to contribute their thoughts and aspirations to City processes that develop growth plans and related regulations.	New, carries forward some aspects of UV8 and UV G9
		GS1.1	Enlist Seattle residents and businesses to help prepare plans that guide growth, City government activities, and City services so that the outcomes reflect the public’s values and concerns.	New, carries forward some aspects of UV8 and UV G9
		GS1.2	Develop and implement practices to reach historically underrepresented communities and to aid their participation in decision-making processes.	New, emphasizes equity and carries forward some aspects of UV8 and UV G9
		GS1.3	Maintain an updating process for this Plan that is predictable and transparent to the public, with opportunities for public involvement.	New, carries forward some aspects of UV8 and UV G9
UVG1	Respect Seattle’s human scale, history, aesthetics, natural environment, and sense of community identity as the city changes.			

UVG2	Implement regional growth management strategies and the countywide centers concept through this Plan.			
UVG3	Promote densities, mixes of uses, and transportation improvements that support walking, use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages.	GS 2.7	Promote levels of density, mixed uses, and transit improvements in urban centers and villages that will support walking, biking, and use of public transportation.	
UVG4	Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.	GS G3	Accommodate a majority of the city’s expected household growth in urban centers and urban villages and a majority of employment growth in urban centers. (Figure 2 shows the estimated amount of growth for each urban center, and Figure 3 shows the estimated growth rate for different categories of urban villages.)	GS G3 and GS G4 carry forward aspects of existing UVG4 and UVG5.
		GS G4	Plan for a variety of uses and the highest densities of both housing and employment in Seattle’s urban centers, consistent with their role in the regional growth strategy.	
UVG5	Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses.			
UVG6	Accommodate a range of employment activity to ensure employment opportunities are available for the city’s diverse residential population, including maintaining healthy manufacturing and industrial areas.			
UVG7	Use limited land resources more efficiently and pursue a development	GS 2.5	Encourage infill development in under-	

	pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.		used sites, particularly in urban centers and villages.	
UVG8	Maximize the benefit of public investment in infrastructure and services, and deliver those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth.	GS 2.2	Encourage investments and activities in urban centers and urban villages that will enable those areas to flourish as compact mixed-use neighborhoods designed to accommodate the majority of the city’s new jobs and housing.	
		GS 2.9	Distribute public investments to address current inequities, recognizing the need to also serve growing communities.	
UVG9	Collaborate with the community in planning for the future.	GS G1	Continue to have meaningful opportunities for all people in Seattle to contribute their thoughts and aspirations to City processes that develop growth plans and related regulations.	GS G1, GS 1.1, 1.2 and 1.3 carry forward the intention of existing UV G9.
		GS 1.1	Enlist Seattle residents and businesses to help prepare plans that guide growth, City government activities, and City services so that the outcomes reflect the public’s values and concerns.	
		GS 1.2	Develop and implement practices to reach historically underrepresented communities and to aid their participation in decision-making processes.	

		GS 1.3	Maintain an updating process for this Plan that is predictable and transparent to the public, with opportunities for public involvement.	
UVG10	Increase public safety by making villages places that people will be drawn to at all times of the day.			
UVG11	Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.			
UVG12	Distribute urban villages around the city so that communities throughout the city have easy access to the range of goods and services that villages are intended to provide.			
UVG13	Encourage development of ground-related housing, which is attractive to many residents including families with children, including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units, and single-family homes.			
UVG14	Provide parks and open space that are accessible to urban villages to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.			
UV1	Promote the growth of urban villages as compact mixed-use neighborhoods in order to support walking and transit use, and to provide services and employment close to residences.	GS 2.6	Plan for development in urban centers and urban villages in ways that will provide all Seattle households, particularly marginalized populations, with better access to services, transit, and educational and employment opportunities.	
UV2	Promote conditions that support healthy neighborhoods throughout the city, including those conducive to	GS 2.9	Distribute public investments to address current inequities,	This new language carries forward some aspects of the existing

	helping mixed-use urban village communities thrive, such as focused transportation demand management strategies, vital business districts, a range of housing choices, a range of park and open space facilities, and investment and reinvestment in neighborhoods.		recognizing the need to also serve growing communities.	UV 2 and UV 2.5.
UV2.5	In areas surrounding major transit hubs, except in industrial zones, allow densities sufficient to take advantage of significant investment in public transportation infrastructure. Use incentive zoning programs and other strategies to help ensure the provision of affordable housing.			
		GS 2.1	Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support.	The new language in GS 2.1, 2.3, 2.10, 2.11, 2.12 and Figure 1 (see end of this Element Crosswalk) carries forward aspects of the existing UV3, UV 4, UV5, and UV6.
		GS 2.10	Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1.	
UV3	Consider the following characteristics appropriate to all urban village categories except Manufacturing and Industrial Centers: 1. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries. 2. Zoning sufficient to accommodate residential and employment growth appropriate for that village. 3. The ability to accommodate a range of employment or commercial activity compatible with the overall function, character, and intensity of development specified for the village.	GS 2.3	Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community characteristics; and recognized neighborhood areas.	

	<p>4. Zoning that provides locations for commercial services convenient to residents and workers and, depending on the village designation, serving a citywide and regional clientele.</p> <p>5. Zoning sufficient to allow a diversity of housing to accommodate a broad range of households.</p> <p>6. Zoning regulations that restrict those public facilities that are incompatible with the type of environment intended in centers and villages.</p> <p>7. Most future households are accommodated in multi-family housing.</p> <p>8. Additional opportunities for housing in existing single-family areas, to the extent provided through neighborhood planning, and within other constraints consistent with this Plan.</p> <p>9. 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.</p> <p>10. Parks, open spaces, street designs, and recreational facilities that enhance environmental quality, foster public health and attract residential and commercial development.</p> <p>11. A place, amenity, or activity that serves as a community focus.</p> <p>12. Neighborhood design guidelines for use in the City’s design review process.</p>			
		<p>GS 2.13</p>	<p>Provide opportunities for marginalized populations to live and work in urban centers and urban villages throughout the city by allowing a variety of housing types and affordable rent levels in these places.</p>	<p>This new language carries forward an aspect of the existing UV3.</p>

<p>UV4</p>	<p>Consider the following characteristics appropriate to Manufacturing and Industrial Centers:</p> <ol style="list-style-type: none"> 1. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries. 2. Zoning sufficient to accommodate the employment growth targets established for that center. 3. The ability to accommodate a range of industrial activity compatible with the overall function, character, and intensity of development specified for the center. 4. Zoning regulations that restrict those public facilities that are incompatible with the type of environment intended in manufacturing and industrial centers. 5. Public facilities and human services that reflect the role of each center as a focus of employment. 	<p>GS 2.15</p>	<p>Designate areas as manufacturing/industrial centers consistent with the following characteristics and with the Countywide Planning Policies:</p> <ul style="list-style-type: none"> • Existing zoning that promotes manufacturing, warehousing, and distribution uses • Zoning that discourages uses that pose short- or long-term conflicts with industrial uses, or that threaten to convert significant amounts of industrial land to nonindustrial uses • Zoning that strictly limits residential uses and discourages land uses that are not compatible with industrial uses • Buffers that protect neighboring, less intensive land uses from the impacts associated with industrial activity (provided by generally maintaining existing buffers, including existing industrial buffer zones) • Sufficient zoning capacity to accommodate a minimum of ten thousand jobs • Relatively flat terrain allowing for efficient industrial processes • Reasonable access to the regional highway, rail, air, and/or waterway systems for 	<p>Existing UV4 was edited to become GS 2.15 and GS 2.16.</p>
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			transportation of goods	
		GS 2.16	Use zoning and other tools to maintain and expand existing industrial activities within the manufacturing/industrial centers.	
UV5	Consider suitable for 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. 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; 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, Existing public infrastructure has capacity or potential to accommodate growth.	GS 2.11	Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within walking distance from employment and service areas in the village.	In addition to GS 2.11, see also Figure 1 at the end of this crosswalk.
		GS 2.12	Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries.	
UV6	Establish clearly defined boundaries for centers and urban villages that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries. Use boundaries to guide development activity, monitor growth and other development conditions, and evaluate performance towards meeting neighborhood and comprehensive plan	GS 2.1 GS 2.3	Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support. Establish boundaries for urban centers, urban	See the new language in GS 2.1, 2.3, 2.10 and 2.11 and also Figure 1 at the end of this crosswalk.

	goals for services and amenities.		villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community characteristics; and recognized neighborhood areas.	
		GS 2.10	Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1.	
		GS 2.11	Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within walking distance from employment and service areas in the village.	
UV7	In order to support the existing character of areas outside of urban villages, and to encourage continued investment in all of Seattle’s neighborhoods, permit areas outside of urban villages to accommodate some growth in a less dense development pattern consisting primarily of single-family neighborhoods and limited multifamily, commercial, and industrial areas.			
UV7.5	Coordinate public and private activities to address transportation, utilities, open space and other public services to accommodate the new growth associated with subarea rezones (e.g., in transit station areas) that result in significant increases in density.	GS 2.4	Coordinate planning for transportation, utilities, open space, libraries, and other public services to meet the anticipated growth and increased density in urban centers and villages.	
UV8	Involve the public in identifying needs for, planning, and designing public	GS 1.1	Enlist Seattle residents and businesses to help	GS 1.1, GS 1.2 and GS 1.3 carry forward some

	<p>facilities, programs, and services. Encourage and provide opportunities for extensive public involvement in City decisions, and encourage other agencies to provide similar opportunities.</p>	<p>GS 1.2</p> <p>prepare plans that guide growth, City government activities, and City services so that the outcomes reflect the public’s values and concerns.</p> <p>GS 1.3</p> <p>Develop and implement practices to reach historically underrepresented communities and to aid their participation in decision-making processes.</p> <p>Maintain an updating process for this Plan that is predictable and transparent to the public, with opportunities for public involvement.</p>	<p>aspects of UV8 and UVG9.</p>
UV9	<p>Preserve developments of historic, architectural, or social significance that contribute to the identity of an area.</p>		
UV10	<p>Maintain and enhance retail commercial services throughout the city, especially in areas attractive to pedestrians and transit riders, to support concentrations of residential and employment activity, with special emphasis on serving urban villages.</p>		
UV10.5	<p>Encourage the location of grocery stores, farmers markets, and community food gardens to support access to healthful food for all areas where people live.</p>	<p>GS 2.14</p>	<p>Support convenient access to healthful and culturally relevant food for all areas where people live by encouraging grocery stores, farmers’ markets, and community food gardens.</p>
UVG15	<p>Guide public and private activities to achieve the function, character, amount of growth, intensity of activity, and scale of development of each urban village consistent with its urban village designation and adopted neighborhood plan.</p>		

UV11	Based on the functions and densities they can support, designate categories of urban villages in order to guide planning for the mixed-use environments that are smaller or less dense than the urban center designations of the Countywide Planning Policies as follows: 1. Urban center villages within urban centers 2. Hub urban villages 3. Residential urban villages			
UV12	The intended functions of the urban village categories are generally: • Urban centers, and the urban villages within them, are intended to be the densest areas with the widest range of land uses. • Hub urban villages will also accommodate a broad mix of uses, but at lower densities, especially for employment, than urban centers. • Residential urban villages are intended for predominantly residential development around a core of commercial services. • Manufacturing/industrial centers are intended to maintain viable industrial activity and promote industrial development.			
UV13	Designations of areas as hub urban villages and residential urban villages, as indicated in Urban Village Figure 1, shall be consistent with criteria developed to address the following factors: • existing zoned capacity • existing and planned density • population • amount of neighborhood commercial land • public transportation investments and access • other characteristics of hub or residential urban villages as provided in this Plan, or further refined	GS 2.1 GS 2.3	Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support. Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community	See the new language in GS 2.1, 2.3, 2.10 and 2.11 and Figure 1 at the end of this crosswalk.

		<p>GS 2.10</p> <p>Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1.</p> <p>GS 2.11</p> <p>Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within walking distance from employment and service areas in the village.</p>	<p>characteristics; and recognized neighborhood areas.</p>	
UV14	Establish goals 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.			
UVG16	Designate as urban centers unique areas of concentrated employment and housing, with direct access to high-capacity transit, and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space.	<p>GS 2.1</p> <p>Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support.</p> <p>GS 2.3</p> <p>Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community characteristics; and recognized neighborhood areas.</p> <p>GS</p> <p>Establish urban centers</p>	<p>See the new language in GS 2.1, 2.3, 2.10 and 2.11 and Figure 1 at the end of this crosswalk.</p>	

		2.10	and urban villages using the guidelines described in Growth Strategy Figure 1.	
		GS 2.11	Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within walking distance from employment and service areas in the village.	
UVG17	Recognize areas that provide a regionally significant focus for housing and employment growth as urban centers. Enhance the unique character and collection of businesses and housing types of each center.			
UVG18	Designate urban center villages within larger urban centers to recognize different neighborhoods within a larger community.			This policy is deleted since urban center villages will no longer be designated, although the same geographical areas will be recognized as sub-areas for planning and monitoring purposes. See Figure 1 at the end of this crosswalk.
UV15	Designate as urban centers those areas of the city that are consistent with the following criteria and relevant Countywide Planning Policies: 1. Area not exceeding one and one-half square miles (960 acres). 2. Accessibility to the existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future. 3. Zoning that can accommodate a broad mix of activities, including commercial and residential activities, as appropriate to the planned balance of uses in the center. 4. The area is already connected to surrounding neighborhoods by bicycle	GS 2.1	Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support.	See the new language in GS 2.1, 2.3, 2.10 and 2.11 and Figure 1 at the end of this crosswalk.
		GS 2.3	Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community	

	<p>and/or pedestrian facilities or can be connected through planned extensions of existing facilities.</p> <p>5. 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.</p> <p>6. Zoning that permits the amount of new development needed to meet the following minimum density targets:</p> <p>a. A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station;</p> <p>b. An overall employment density of 50 jobs per acre; and</p> <p>c. An overall residential density of 15 households per acre.</p>		<p>characteristics; and recognized neighborhood areas.</p> <p>GS 2.10 Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1.</p> <p>GS 2.11 Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within walking distance from employment and service areas in the village.</p>	
UV16	<p>Designate the following locations as urban centers as shown in Urban Village Figures 2-7 below:</p> <ol style="list-style-type: none"> 1. Downtown Seattle 2. First Hill/Capitol Hill 3. Uptown Queen Anne 4. University Community 5. Northgate 6. South Lake Union 			
UV17	<p>Designate urban center villages within the Downtown, First Hill/Capitol Hill and University Community urban centers as shown in Urban Village Figures 2, 3 and 5. While the Uptown Queen Anne, South Lake Union, and Northgate centers are presently considered to be too small to be subdivided into center villages, this does not preclude the designation of urban center villages within those urban centers in future neighborhood planning processes. Goals and policies for urban center villages apply to all urban centers.</p>			<p>This policy is deleted since urban center villages will no longer be designated, although the same geographical areas will be recognized as sub-areas for planning and monitoring purposes.</p>
UV18	<p>Promote the balance of uses in each urban center or urban center village indicated by one of the following functional designations, assigned as follows: [TABLE: Function Designation/Urban Center Village]</p>			
UVG19	<p>Ensure that adequate accessible industrial land remains available to promote</p>			

	a diversified employment base and sustain Seattle’s contribution to regional high-wage job growth.			
UVG20	Promote the use of industrial land for industrial purposes.			
UVG21	Encourage economic activity and development in Seattle’s industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.			
UV19	<p>Designate as manufacturing/industrial centers areas that are generally consistent with the following criteria and relevant Countywide Planning Policies:</p> <ol style="list-style-type: none"> 1. Zoning that promotes manufacturing, industrial, and advanced technology uses and discourages uses that are not compatible with industrial areas. 2. 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). 3. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs. 4. Large, assembled parcels suitable for industrial activity. 5. Relatively flat terrain allowing efficient industrial processes. 6. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods. 	<p>GS 2.1</p> <p>GS 2.3</p>	<p>Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support.</p> <p>Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community characteristics; and recognized neighborhood areas.</p>	For UV 19 and UV 20, see the new language in GS 2.1 and 2.3
UV20	<p>designate the following locations as manufacturing/industrial centers as shown in Urban Village Figure 1:</p> <ol style="list-style-type: none"> 1. The Ballard Interbay Northend Manufacturing/Industrial Center; and 2. The Duwamish Manufacturing/Industrial Center. 			
UV21	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.			
UV22	Strive to retain and expand existing manufacturing and industrial activity.			
UV23	Maintain land that is uniquely accessible to water, rail, and regional highways for continued industrial use.			
UV24	Limit in manufacturing/industrial areas those 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.			
UV24.1	The City should limit its own uses on land in the manufacturing/industrial centers to uses that are not appropriate in other zones and should discourage other public entities from siting non industrial uses in manufacturing/industrial centers. An exception for essential public facilities should be provided.	GS 2.17	Limit City-owned land in the manufacturing/industrial centers to uses that are compatible with other industrial uses and that are inappropriate in other zones, and discourage other public entities from siting non-industrial uses in manufacturing/industrial centers.	
UVG22	Accommodate concentrations of housing and employment at strategic locations in the transportation system conveniently accessible to the city's residential population, thereby reducing the length of work-trip commutes.			
UVG23	Provide convenient locations for commercial services that serve the populations of the village, surrounding neighborhoods, the city, and the region.			
UVG24	Accommodate concentrations of employment and housing at densities that support pedestrian and transit use and increase opportunities within the city for people to live close to where they work.			

<p>UV25</p>	<p>Designate as hub urban villages areas that are consistent with the following criteria:</p> <ol style="list-style-type: none"> 1. Zoning that allows a mix of uses to accommodate concentrations of employment and housing. 2. Sufficient zoned capacity to accommodate a minimum of 25 jobs/acre and to accommodate a total of at least 2,500 jobs within 1/4 mile of the village center, and to accommodate at least 3,500 dwellings units within 1/2 mile of the village center. 3. The area presently supports, or can accommodate under current zoning, a concentration of residential development at 15 or more units/acre and a total of at least 1,800 housing units within 1/4 mile of the village center. 4. Surroundings comprised primarily of residential areas that allow a mix of densities, and non-residential activities that support residential use. 5. Within 1/2 mile of the village center a minimum of one-third (at least 20 acres) of the land area is currently zoned to accommodate mixed-use or commercial activity. 6. A broad range of housing types and commercial and retail support services either existing or allowed under current zoning to serve a local, citywide, or regional market. 7. A strategic location in relation to both the local and regional transportation network, including: <ol style="list-style-type: none"> a. Transit service with a frequency of 15 minutes or less during peak hours, and 30-minute transit headways in the off-peak hours, with direct access to at least one urban center, with the possibility of improved connections to future high capacity transit stations b. Located on the principal arterial network, with connections to regional transportation facilities c. Routes accommodating goods movement 	<p>GS 2.1</p> <p>GS 2.3</p> <p>GS 2.10</p> <p>GS 2.11</p>	<p>Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support.</p> <p>Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community characteristics; and recognized neighborhood areas.</p> <p>Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1.</p> <p>Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within walking distance from employment and service areas in the village.</p>	<p>See the new language in GS 2.1, 2.3, 2.10 and 2.11</p>
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	<p>d. Convenient and direct, connections to adjacent areas by pedestrians and bicyclists</p> <p>8. Open space amenities, including:</p> <p>a. Direct access to either existing or potential public open spaces in the immediate vicinity</p> <p>b. 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.</p> <p>9. Opportunities for redevelopment because of a substantial amount of vacant or under-used land within the village.</p>			
UV26	<p>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, where the potential exists to achieve desired village conditions through redevelopment over time.</p>			
UV27	<p>Designate the following locations as hub urban villages as shown on Urban Village Figure 1:</p> <ol style="list-style-type: none"> 1. Lake City 2. North Rainier 3. Bitter Lake Village 4. Ballard 5. West Seattle Junction 6. Fremont 			
UV28	<p>Permit the size of hub urban villages to vary according to local conditions, but limit their size so that most areas within the village are within a walkable distance of employment and service concentrations in the village.</p>			
UVG25	<p>Promote the development of residential</p>			

	<p>urban villages, which function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types and a mix of activities that support the residential population. Support densities in residential urban villages that support transit use.</p>			
UV29	<p>Designate as residential urban villages areas that are consistent with the following criteria: The area presently supports, or can accommodate under current zoning, a concentration of residential development at a density of at least 8 units per acre, with a capacity to accommodate a total of at least 1,000 housing units within 2,000 feet of the village center in small to moderate scale structures.</p> <p>2. The area includes one or more centers of activity that provide or could provide commercial and retail support services to the surrounding area, including at least 10 acres of commercial zoning within a radius of 2,000 feet.</p> <p>3. The area is generally surrounded by single-family and/or lower-density multifamily areas.</p> <p>4. 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 urban center or hub village, with a peak-hour transit frequency of 15 minutes or less and 30-minute transit headways in the off-peak.</p> <p>5. The area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.</p> <p>6. 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.</p>			
UV30	<p>Balance objectives for accommodating growth, supporting transit use and</p>			

	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.			
UV31	Allow employment activity in residential urban villages 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 an adopted neighborhood plan.			
UV32	Designate the following residential urban villages as shown on Urban Village Figure 1: 1. Crown Hill 2. 23 rd Avenue S @ S Jackson – Union 3. Madison-Miller 4. Wallingford 5. Eastlake 6. MLK@Holly Street 7. South Park 8. Upper Queen Anne 9. Roosevelt 10. Aurora-Licton 11. Green Lake 12. Rainier Beach 13. Morgan Junction 14. Admiral 15. North Beacon Hill 16. Greenwood/Phinney Ridge 17. Columbia City 18. Westwood/Highland Park	GS 2.1	Designate places as urban centers, urban villages, or manufacturing/industrial centers based on the functions they can perform and the densities they can support.	See the new language in GS 2.1, 2.3, 2.10 and 2.11 and Figure 1 at the end of this crosswalk.
		GS 2.3	Establish boundaries for urban centers, urban villages, and manufacturing/industrial centers that reflect existing development patterns; potential access to services, including transit; intended community characteristics; and recognized neighborhood areas.	
UV33	Permit the size of residential urban villages to vary according to local conditions, but consider it generally desirable that any location within the village be within easy walking distance of at least one center of activity and services.	GS 2.10	Establish urban centers and urban villages using the guidelines described in Growth Strategy Figure 1.	
		GS 2.11	Permit various sizes of urban villages based on local conditions, but limit sizes so that most places in the village are within	

			walking distance from employment and service areas in the village.	
UV34	Include among areas considered suitable for designation as residential urban villages 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 to address inadequacies in order to promote a transition to a higher density residential neighborhood.			
UVG26	Support and maintain the positive qualities of areas outside of urban centers and villages.	GS 2.18	Support healthy neighborhoods throughout the city so that all residents have access to a range of housing choices, as well as access to parks, open space, and services.	
UV35	Provide that the area of the city outside urban centers and villages remain primarily as residential and commercial areas with allowable densities similar to existing conditions, or as industrial areas, or major institutions.	GS 2.19	Allow limited multifamily, commercial, and industrial uses outside of urban villages to support the surrounding area or to maintain the existing character.	
UV36	Protect single-family areas, both inside and outside of urban villages. Allow limited multifamily, commercial, and industrial uses outside of villages to support the surrounding area or to permit the existing character to remain.			
UV37	Recognize neighborhood anchors designated in adopted neighborhood plans as important community resources that provide a transit and service focus for those areas outside of urban villages.			
UV38	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 outside of urban centers and villages and direct the greatest share of growth to the urban centers and villages.			
UVG39	Accommodate growth consistent with adopted master plans for designated major institutions located throughout the city.	GS 2.20	Plan for uses and densities on hospital and college campuses that are located outside urban centers and villages in ways that recognize the important contributions of these institutions and the generally low-scale development of their surroundings.	
		GS 3.4	Work toward a distribution of growth that eliminates racial and social disparities by growing great neighborhoods throughout the city, with equitable access for all and with community stability that reduces the potential for displacement.	new
UVG27	Encourage growth in locations within the city that support more compact and less land-consuming, high quality urban living.			
UVG28	Concentrate a greater share of employment growth in locations convenient to the city's residential population to promote walking and transit use and reduce the length of work trips.			
UVG29	Plan for urban centers to receive the most substantial share of Seattle's growth consistent with their role in shaping the regional growth pattern.	GS 3.3	Accommodate a substantial portion of the city's growth in hub and residential urban villages.	See See GSG3 and Figure 2 at the end of this crosswalk.
UVG30	Plan citywide for 70,000 additional housing units and 115,000 additional jobs between 2015 and 2035 and			See Figures and 3 at the end of this crosswalk.

	encourage growth in Seattle’s urban centers and manufacturing/ industrial centers to be distributed generally as shown in Urban Village Figure 8.			
UVG31	Plan for growth that accomplishes the goals of the urban village strategy, and recognizes local circumstances, community preferences as expressed in neighborhood plans, and the need for an equitable distribution of growth across the city.	GS 2.8	Use zoning and other planning tools to shape the amount and pace of growth in ways that will limit displacement of marginalized populations, community services, and culturally relevant institutions and businesses.	This new language carries forward some aspects of existing UVG31, UVG32, UVG33 and adds an emphasis on equity.
UVG32	Achieve development within urban villages at a pace appropriate to current conditions in the area.			
UVG33	Allow limited amounts of development in areas of the city outside urban centers and villages to maintain the general intensity of development that already characterizes these areas and to promote the level of growth estimated for centers.			
UV40	Base 20-year growth estimates for each urban center and manufacturing/industrial center on: <ol style="list-style-type: none"> 1. Citywide estimates for housing and job growth over 20 years from the Countywide Planning Policies 2. The center’s role in regional growth management planning 3. Accessibility to transit 4. Existing zoning, including capacity for employment and residential development 5. Existing densities 6. Current development conditions, recent development trends and plans for development by public or private sector developers, such as major institution plans 7. Density goals for each type of center 8. Plans for infrastructure and public amenities and services necessary to support additional growth 9. The relationship of the center to the 	GS 3.2	Base twenty-year growth estimates for each urban center and manufacturing/industrial center on the following criteria: <ul style="list-style-type: none"> • Citywide targets for housing and job growth adopted in the Countywide Planning Policies • The role of the center in regional growth management planning • The most recently adopted subarea plan for the center • Level of transit service • Existing zoning capacity for additional commercial and residential development 	

	regional transportation network		<ul style="list-style-type: none"> • Existing densities • Current development conditions, recent development trends, and plans for private or public development, such as by major institutions • Plans for infrastructure, public amenities, and services that could attract or support additional growth • Access to employment for, and potential displacement of, marginalized populations 	
UV41	<p>Promote the concentration of development within centers over the 20-year timeframe of this Plan, by:</p> <ol style="list-style-type: none"> 1. Establishing 20-year growth estimates that do not exceed 80 percent of zoned capacity for development, as calculated by the City 2. Maintaining the 80 percent capacity margin in each center whenever zoning is modified 3. Making reasonable efforts to provide services, facilities, and incentives to accommodate the estimated growth 			
UV42	<p>Review, monitor and publish the rate of growth in centers and villages along with other measures indicate changes in the center or village over an extended period of time. Evaluate the significance of the changes with center or village residents, business owners, and other community stakeholders in light of the expectations underlying the neighborhood plan for the area, the actual level of growth, progress toward neighborhood plan implementation, and the relative maturity (level of mixed-use development, the pedestrian environment, infrastructure, and public facilities) of the area as an urban center or village.</p> <p>Establish by resolution, percentage</p>	GS 1.4	<p>Monitor development activity in urban centers and villages to track changes in the number of housing units, jobs, and population and evaluate whether development is consistent with this Plan.</p>	<p>UV 42 was edited to become numerous new policies (GS 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, and 1.10) that provide more detail about outreach and also emphasize equity.</p>

	<p>threshold criteria to identify growth conditions over an extended period of time that indicate a need to initiate a neighborhood review process. In the neighborhood review process, identify appropriate responses to significant growth or changes, including but not limited to:</p> <ul style="list-style-type: none"> • community-led activities; • additional planning for, or re-prioritization of, City programs or infrastructure improvements; • partially or entirely updating a neighborhood plan; • amending growth estimates; or • working with other public agencies to address community goals. 			
		GS 3.5	Adjust urban center growth estimates periodically to reflect the most current policy guidance in regional and countywide growth management plans, or reexamine estimates as plans for the city’s urban centers are substantially amended.	This new language carries forward an aspect of the existing UV 40.
		GS 1.5	Use information collected about growth, along with other information, to make decisions for further planning or for making investments that will meet the needs of residents and businesses.	This new language carries forward an aspect of the existing UV 42.
		GS 1.6	Monitor development activity and other factors that will identify areas with high potential for displacement of marginalized populations and small businesses	This new language carries forward an aspect of the existing UV 42.
		GS 1.7	Develop and implement strategies that can limit displacement of marginalized populations.	

		GS 1.8	Engage local communities, particularly in neighborhoods with marginalized populations, to identify and jointly address unique housing and community amenity or service needs.	See also GSG1, GS 1.1, GS 1.2 and GS 1.3.
		GS 1.9	Use relevant, respectful, and innovative ways to encourage broad participation in neighborhood and community activities and events.	See also GSG1, GS 1.1, GS 1.2 and GS 1.3.
		GS 1.10	Partner with other governments, schools, institutions, and community-based organizations to involve people of all backgrounds meaningfully in planning and decision-making that impact their communities.	See also GSG1, GS 1.1, GS 1.2 and GS 1.3.
UVG34	Provide safe and welcoming places for the people of Seattle to play, learn, contemplate, and build community. Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running.			
UVG35	Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this Plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide spaces for sports and recreation; and protect environmentally sensitive areas.			
UVG36	Enhance the urban village strategy			Addressed by multiple

	<p>through the provision of:</p> <ol style="list-style-type: none"> 1. Amenities in more densely populated areas 2. Recreational opportunities for daytime populations in urban centers 3. Mitigation of the impacts of large scale development 4. Increased opportunities to walk regularly to open spaces by providing them close by 5. Connections linking urban centers and villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas 6. A network of connections to the regional open space system 7. Protected environmentally critical areas 8. Enhanced tree canopy and understory throughout the city 			policies in this and other Elements.
UV43	Strive to accomplish goals in Urban Village Appendix Figures A-1 and A-2 for the amount, types, and distribution of open space.			Urban Village Appendix Figures A1 and A2 and the goals in them have been removed from the Plan.
UV44	Designate and preserve important natural or ecological features in public ownership as green spaces for low-intensity open space uses.	P1.6	Provide areas to preserve important natural or ecological features in public ownership, and allow people access to these spaces.	
UV45	Identify City-owned open spaces on the Future Land Use Map.			
UV46	Consider open space provisions identified in adopted neighborhood plans, including specific open space sites and features, in guiding the expansion of the open space network.			
UV47	Establish, through the combined systems of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound region.	P1.3	Provide urban trails, green streets, and boulevards in public rights-of-way as recreation and transportation options and as ways to connect open spaces and parks to each other, to urban centers and villages, and	

			to the regional open space system.	
UV48	Provide unstructured open play space for children in or near residential neighborhoods.	P1.11	Create healthy places for children and adults to play, as well as areas for more passive strolling, viewing, and picnicking.	
UV49	Guide development of shoreline public access and recreation as important elements in the city’s open space network.			
UV50	<p>Direct efforts to expand the open space network according to the following considerations:</p> <p>1. Locations for new facilities:</p> <p>a. Urban centers and villages with the largest share of estimated residential growth; especially those existing high density residential areas presently not served according to the population-based or distribution goals for urban village open space;</p> <p>b. Other urban village locations where an adopted subarea plan or recognized neighborhood plan includes open space recommendations consistent with these policies; and</p> <p>c. Specific locations enumerated in the Parks functional plan outside urban centers or villages.</p> <p>2. Types of open space acquisitions and facility development:</p> <p>a. Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;</p> <p>b. 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;</p> <p>c. Open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas; and Other types of open space within or</p>	<p>P1.1</p> <p>Continue to expand the City’s park holdings and open space opportunities, with special emphasis on serving urban centers and urban villages that are home to marginalized populations and areas that have been traditionally underserved.</p> <p>P1.2</p> <p>Provide a variety of parks and open space to serve the city’s growing population consistent with the priorities and level-of-service standards identified in the City’s Park Development Plan.</p>		

	adjacent to urban villages that is accessible from adjacent urban villages.			
UV51	Promote sustainable management of public and private open spaces and landscaping including preserving or planting native and naturalized vegetation as appropriate to the landscape, removing invasive plants, protecting and enhancing wildlife habitat, and using an integrated pest management approach which favors natural over chemical pest management.	P3.3	Look for innovative ways to approach construction and major maintenance activities to limit water and energy use and to maximize environmental sustainability.	
UV52	Seek to provide public open space in conjunction with major public projects such as utility and transportation projects, with the amount of open space based on the size of the project, open space needs of the adjacent areas, and the opportunities provided by the particular project.			
UV 53	Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.			
UV54	Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.	P1.10	Use cooperative agreements with Seattle Public Schools and other public agencies to provide access to open spaces they control.	
UV54.5	Create opportunities for people to experience the natural environment by including parks, forested areas, urban agriculture (P-Patches, farms, orchards and community gardens), and viewpoints among the priority uses to be considered for the City's surplus properties.	P1.6	Provide areas to preserve important natural or ecological features in public ownership, and allow people access to these spaces.	
<p>The following goal and policies are currently found in the Plan's Urban Design Element, which has been merged into the Growth Strategy Element.</p>				
UDG1	Maintain and enhance Seattle's character and sense of place, including its built environment and how it respects	GSG4	Maintain and enhance Seattle's unique character and sense of place,	

	its natural setting, as the city grows and changes.		including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.	
UD 1	Encourage the preservation, protection, and restoration of natural features and land forms such as bluffs, beaches, streams, and remaining evergreen forests that give Seattle its unique sense of place.	GS 4.1	Encourage the preservation, protection, and restoration of Seattle’s distinctive natural features and landforms such as bluffs, beaches, streams, and remaining evergreen forests.	
UD 2	Encourage design that provides physical and visual connections to the natural environment surrounding Seattle, with an emphasis on shorelines and public views of the Olympic and Cascade Mountains.	GS 4.2	Design public facilities to emphasize physical and visual connections to Seattle’s natural surroundings, with special attention to public vistas of shorelines, the Olympic Mountains, and the Cascade Range.	
UD 3	Encourage design that recognizes natural systems and integrates ecological functions such as stormwater filtration or retention with other infrastructure and development projects.	GS 4.3	Encourage design that recognizes natural systems and integrates ecological functions such as stormwater filtration or retention with other infrastructure and development projects.	
UD 4	Respect topography, water and natural systems in the built environment, such as by using development regulations or design to “step up or down” hillsides to accommodate significant changes in elevation, or by siting tall buildings to harmonize with the city’s topography.	GS 4.4	Respect topography, water, and natural systems when siting tall buildings.	
UD 5	Increase public access to water---both physical and visual.	GS 4.5	Provide both physical and visual public access to streams, lakes, and Puget Sound.	
UD6	Encourage designs for buildings and public spaces that maximize access to sunlight and provide protection from inclement weather conditions.	GS 4.15	Encourage designs for buildings and public spaces that maximize use of natural light and	

			provide protection from inclement weather.	
UD 7	Extend landscape strategies to typically under-designed sites such as surface parking lots, rooftops and around freeways.	GS 4.6	Extend sustainable landscaping and an urban design approach to typically under-designed sites such as surface parking lots, rooftops, and freeway edges.	
UD 8	Look for ways to connect new developments to the public open space system.			
UD 9	Connect open spaces in a citywide network.			
UD 10	Design landscaping strategies that can contribute to urban food production.	GS 4.16	Encourage the use of land, rooftops, and other spaces to contribute to urban food production.	
UD 11	Promote the use of indigenous plants in landscaping to emphasize the region's natural identity.	GS 4.7	Promote the use of native plants for landscaping to emphasize the region's natural identity and foster environmental health.	
		GS 4.8	Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance.	
UD 12	Design public infrastructure and private developments to emphasize the positive aspects of existing block and street patterns.	GS 4.9	Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods.	
UD 13	Integrate new housing in single-family neighborhoods in ways that allow flexibility in the size and design of units, recognizing the character and scale of existing neighborhoods.	GS 4.10	Use zoning tools and natural features to ease the transitions from the building intensities of urban villages and commercial arterials to lower-density developments of surrounding areas.	

UD 14	Design streets to give them distinctive identities based on a citywide street hierarchy.	GS 4.11	Design streets with distinctive identities that are compatible with a citywide system that defines differences between types of streets and that allows for different design treatments to reflect a particular street's function, right-of-way width, and adjoining uses.	
UD 16	Develop a system of street designs that reflect a street's function, right-of-way width, adjoining uses and opportunities for providing open space and green infrastructure, such as storm water infiltration.			
UD 16	Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect various districts of the city.	GS 4.12	Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect areas of the city.	
UD 15	Design streets as public spaces by encouraging active, rich ground floor facades, especially along important walking routes.	GS 4.13	Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.	GS 4.13 combines aspects of existing UD 15 and UD 17.
UD 17	Design streets in urban villages to be pedestrian-friendly by means such as respecting street grids, providing connections between major activity centers, incorporating public open spaces, and having commercial buildings with retail and active uses that abut the sidewalk.			
UD 19	Design multifamily areas as attractive residential communities with high quality residential buildings, appropriately scaled landscaping, setbacks, street amenities, and limited commercial uses that support the local population.	GS 4.14	Design multifamily zones to be appealing residential communities with high-quality housing and development standards that promote privacy and livability, such as appropriately scaled landscaping, street	

			amenities, and, in appropriate locations, limited commercial uses targeted for the local population.	
UD 21	Use building forms and height to enhance desirable city patterns of attractive and walkable neighborhoods.	GS 4.17	Use varied building forms and heights to enhance attractive and walkable neighborhoods.	
UD 22	Use groupings of tall buildings, instead of solitary towers, to enhance topographic form or define districts.	GS 4.18	Use groupings of tall buildings, instead of lone towers, to enhance overall topography or to define districts.	
UD 23	Allow taller buildings in key locations, such as close to light rail transit stations, to provide visual focus and define activity centers.	GS 4.19	Consider taller building heights in key locations to provide visual focus and define activity centers , such as near light rail stations in urban centers and urban villages.	
UD 24	Design tall buildings with setbacks to provide sunlight to public streets, parks, or open spaces, and access to major public views or view corridors.	GS 4.20	Limit the negative impacts of tall buildings on public views and on sunlight in public streets and parks by defining upper-level building setbacks and lot coverage or by using other techniques.	
UD 25	Locate and site tall structures in ways that respect natural surroundings and key natural features, such as by having lower building heights near major water bodies.	GS 4.21	Locate tall buildings to respect natural surroundings and key natural features and to minimize obstructing views of these features, such as by having lower building heights near lakes or Puget Sound.	
UD 26	For buildings that are not tall, reduce setbacks from the street, while maintaining adequate sidewalk width for pedestrians, to encourage better scale relationships between horizontal width of streets and vertical walls of buildings.	GS 4.22	Encourage street widths and building heights that are in proportion with each other by reducing setbacks from the street and keeping reasonable sidewalk widths for lower buildings.	
UD 27	Encourage new approaches to street	GS	Encourage innovative	

	design that expand the role of streets as public spaces.	4.23	street design that expands the role of streets as public spaces and that could include use for markets, festivals, or street parks.	
UD 28	Encourage well-defined outdoor spaces that are of adequate size to serve potential users and that are well integrated with adjoining buildings and spaces.	GS 4.24	Promote well-defined outdoor spaces that can easily accommodate potential users and that are well integrated with adjoining buildings and spaces.	
UD 29	Consider the needs of growing demographic and ethnic groups in the design of public space.	GS 4.25	Design public spaces that consider the nearby physical context and the needs of the community.	New GS 4.25 combines aspects of UD 29 and UD 30.
UD 30	Connect large parks and open spaces to each other and to population concentrations, such as urban villages.			
		GS 4.26	Use the principles of crime prevention through environmental design for public spaces, where appropriate.	
UV55	Seek, through cooperative efforts with adjacent jurisdictions, an equitable and balanced resolution to jurisdictional boundaries of the remaining unincorporated areas adjacent to the city’s limits. Future annexations to Seattle and/or city boundary changes shall be based on the following: 1. The area has access or can easily be connected to areas already served by the City, allowing efficient delivery of services to the area; 2. The City can readily provide services to the area; and 3. The boundary changes or interjurisdictional agreements will result in a fair and equitable distribution of revenues, facilities development and maintenance and operating costs, and transfer of assets.	GS G5	Eliminate pockets of unincorporated land abutting Seattle.	UV 55 was edited to become a goal and policy (GS G5 and GS 5.1)
		GS 5.1	Cooperate with adjacent jurisdictions in order to reach equitable and balanced resolutions about jurisdictional boundaries for the remaining unincorporated areas abutting city limits.	
UV56	Designate as Potential Annexation Areas areas that include parcels	GS 5.2	Designate unincorporated land for potential annexation where	

	currently owned by the City or small areas almost completely surrounded by land currently within Seattle’s city limits. Areas meeting these conditions are designated as Potential Annexation Areas as shown in Urban Village Figure 9.		<ul style="list-style-type: none"> the area has access, or can easily be connected, to City services; and the boundary-change agreements will result in an equitable distribution of revenues and costs, including asset transfer and the development, maintenance, and operation of facilities. 	
UV57	Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.	GS 5.3	Consider annexation requests by the residents of unincorporated areas as a way for the City to meet regional growth management goals.	
UV58	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.	GS 5.4	Support annexations of unincorporated areas to surrounding jurisdictions by taking part in public engagement efforts to determine local sentiment and in developing interlocal agreements related to annexations.	

Growth Strategy Figure 1

Urban Center and Urban Village Guidelines

Characteristic	Urban Centers*	Hub Urban Villages	Residential Urban Villages
Land Area	Up to 1.5 square miles (960 acres)	At least 20 contiguous acres of land currently zoned	At least 10 acres of commercial zoning within a radius of 2,000 feet

		to accommodate commercial or mixed-use activities	
Public Transit Access	<p>Within 0.5 miles of the existing or planned high-capacity transit station</p> <p>Existing or planned connections to surrounding neighborhoods by bicycle lanes and/or sidewalks</p>	<p>Transit service with a frequency of 15 minutes or less during peak hours and 30 minutes or less during off-peak hours, with direct access to at least one urban center</p> <p>Connected to neighboring areas and nearby public amenities by existing or planned bicycle lanes and/or sidewalks</p>	<p>Transit service with a frequency of 15 minutes or less during peak hours and 30 minutes or less during off-peak hours, with direct access to at least one urban center</p> <p>Connected to neighboring areas and nearby public amenities by existing or planned bicycle lanes and/or sidewalks</p>
Zoning and Use	Zoning that allows for a diverse mix of commercial and residential activities	Zoning that allows a range of uses, including a variety of housing types as well as commercial and retail services serving a local, citywide, or regional market, generally at a lower scale than in urban centers	Zoning that emphasizes residential uses while allowing for commercial and retail services for the village and surrounding area, generally at a lower scale than in hub urban villages
Growth Accommodation	<p>Zoning that permits</p> <ul style="list-style-type: none"> • a minimum of 15,000 jobs within 0.5 miles of a high-capacity transit station • an overall employment density of 50 jobs per acre, and • an overall residential density of 15 households per acre 	<p>Zoning that permits at least</p> <ul style="list-style-type: none"> • 15 dwelling units per gross acre • 25 jobs per gross acre • 2,500 total jobs, and • 3,500 dwelling units 	Zoning that permits at least 12 dwelling units per gross acre

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*The urban center description was taken from King County Countywide Planning Policies

**Growth Strategy Figure 2
Estimated Urban Center Growth 2015–2035**

	Housing Units	Jobs
Urban Centers		
Downtown	12,000	35,000
First Hill/Capitol Hill	6,000	3,000
University District	3,500	5,000
Northgate	3,000	6,000
South Lake Union	7,500	15,000
Uptown	3,000	2,500
Manufacturing/Industrial Centers		
Duwamish	0	6,000
Ballard-Interbay	0	3,000

**Growth Strategy Figure 3
Estimated Urban Village Growth Rates**

	Expected Housing Growth Rate*	Expected Job Growth Rate*
Hub Urban Villages	40%	50%
With very good transit service**	60%	50%

With high displacement risk and low access to opportunity, regardless of the level of transit service***	40%	50%
Residential Urban Villages	30%	N/A
With very good transit service**	50%	N/A
With high displacement risk and low access to opportunity, regardless of the level of transit service	30%	N/A

** Percentage growth above the actual number of housing units or jobs in 2015, except where limited by zoning capacity. No job growth rate is assigned to residential villages.*

***Very good transit service means either a light rail station or a RapidRide bus service plus at least one other high-frequency bus route.*

Land Use Element

Current #	Current Language	New #	New Language	Notes
LUG1	Provide for a development pattern consistent with the urban village strategy by designating areas within the city where various types of land use activities, building forms and intensities of development are appropriate.	LUG1	Achieve a development pattern consistent with the urban village strategy, concentrating most new housing and employment in urban centers and villages, while also allowing some infill development compatible with the established context in areas outside centers and villages.	
		LU 1.2	<p>Promote this plan’s overall desired land use pattern through appropriate zoning that regulates the mix of uses as well as the size and density of development to</p> <ul style="list-style-type: none"> • focus new residential and commercial development in urban centers and urban villages and • integrate new projects outside of centers and villages into the established development context. 	New, carries forward some aspects of existing LU6
		LU 1.3	<p>Provide for a wide range in the scale and density permitted for multifamily residential, commercial, and mixed-use projects to generally achieve the following overall density and scale characteristics:</p> <ul style="list-style-type: none"> • In urban centers, a moderate to high density and scale of development • In hub urban villages, a moderate density and scale of development • In residential urban villages, a low to moderate density and 	New, carries forward some aspects of existing LU6

			scale of development	
		LU 1.4	Provide a gradual transition in building height and scale inside urban centers and urban villages where they border lower-scale residential areas.	New, carries forward some aspects of existing LU 81 and LU 120
LUG2	Foster neighborhoods in which current and future residents and business owners will want to live, shop, work, and locate their businesses. Provide for a range of housing types and commercial and industrial spaces in order to accommodate a broad range of families and individuals, income groups, and businesses.			
LUG3	Encourage, through the City's land use regulations, development that protects the public's health and maintains environmental quality.			
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.	LU 1.1	Use the Future Land Use Map to identify where different types of development may occur in support of the urban village strategy.	
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	LU 1.5	Require Future Land Use Map amendments only when needed to achieve a significant change to the intended function of a large area.	

	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	<p>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.</p> <p>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 practical.</p> <p>3. Consider development</p>			

	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.			
LU5.5	Seek opportunities to preserve active farms by employing mechanisms such as the transfer of development rights from regional farmland into the city.	LU 5.17	Help preserve active farms in the region through strategies such as offering incentives to developers who transfer development rights from regional farmland to sites in the city.	
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	LU 1.2 LU 1.3	Promote this plan’s overall desired land use pattern through appropriate zoning that regulates the mix of uses as well as the size and density of development to <ul style="list-style-type: none"> • focus new residential and commercial development in urban centers and urban villages and • integrate new projects outside of centers and villages into the established development context. Provide for a wide range in the scale and density permitted for multifamily residential, commercial, and mixed-use projects to generally achieve the following overall density and scale characteristics: In urban centers, a moderate to high density and scale of	

	map amendment, or other implementing measures.		development In hub urban villages, a moderate density and scale of development In residential urban villages, a low to moderate density and scale of development	
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.	LU 5.4	Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.	
		LU G2	Provide zoning and accompanying land use regulations that <ul style="list-style-type: none"> • allow a variety of housing types to accommodate housing choices for households of all types and income levels; • support a wide diversity of employment-generating activities to provide jobs for a diverse residential population, as well as a variety of services for residents and businesses; and • accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community. 	New, carries forward some aspects of existing LU8, LU 10 and LU 14

<p>LU8</p>	<p>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.</p>	<p>LU 2.1</p> <p>LU G2</p>	<p>Allow or prohibit uses in each zone based on the zone’s intended function as described in this Land Use element and on the expected impacts of a use on other properties in the zone and the surrounding area. Generally allow a broad mix of compatible uses in the urban centers and urban villages.</p> <p>Provide zoning and accompanying land use regulations that</p> <ul style="list-style-type: none"> • allow a variety of housing types to accommodate housing choices for households of all types and income levels; • support a wide diversity of employment-generating activities to provide jobs for a diverse residential population, as well as a variety of services for residents and businesses; and • accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community. 	
<p>LU9</p>	<p>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.</p>	<p>LU 2.2</p>	<p>Include provisions to potentially allow as conditional uses those activities that may be beneficial to an area but that also require additional measures to avoid potential impacts those activities could have on sensitive environments or on other permitted uses.</p>	

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.	LU 2.3 LU G2	Allow residential use outright or as a conditional use in all zones except industrial zones and those shoreline areas where residential uses may conflict with the intended function of the shoreline environment. Provide zoning and accompanying land use regulations that <ul style="list-style-type: none"> • allow a variety of housing types to accommodate housing choices for households of all types and income levels; • support a wide diversity of employment-generating activities to provide jobs for a diverse residential population, as well as a variety of services for residents and businesses; and • accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community.. 	
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	LU	Limit nonresidential uses in residential zones to those	

	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	2.4	necessary or highly compatible with the function of residential neighborhoods.	
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 2.5	Allow nonconforming uses to be maintained and enhanced, but generally not to be expanded or extended, and encourage them to become more conforming over time.	
		LU 2.6	Avoid introducing incompatible land uses adjacent to or within the Airport Influence Area of commercial service airports.	New
		LU 2.7	Review future legislative rezones to determine if they pose a risk of increasing the displacement of residents, especially marginalized populations, and the businesses and institutions that serve them.	New, emphasizing equity
		LU	Evaluate new land use regulations to determine if there	New, emphasizing

		2.8	are potential adverse outcomes that may affect marginalized populations or other groups or individuals unfairly, and seek to avoid or mitigate such potential outcomes.	equity
LU14	In recognition of the positive contribution many institutions and public facilities have made to the areas in which they are located, respecting community needs and providing necessary services, allow small institutions and public facilities that are determined to be compatible with the function, character and scale of the area in which they are located.	LU G3 LU G2	<p>Allow public facilities and small institutions to locate where they are generally compatible with the function, character, and scale of an area, even if some deviation from certain regulations is necessary.</p> <p>Provide zoning and accompanying land use regulations that</p> <ul style="list-style-type: none"> • allow a variety of housing types to accommodate housing choices for households of all types and income levels; • support a wide diversity of employment-generating activities to provide jobs for a diverse residential population, as well as a variety of services for residents and businesses; and • accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community. 	
LU15	Development standards for small institutions and public facilities affecting building height, bulk, setbacks, open space, landscaping, and screening shall be similar to	LU 3.1	Regulate public facilities and small institutions to promote compatibility with other developments in the area.	LU 15 and LU 16 were re-written to become LU 3.1 and LU 3.2.

	those required of other development, but should be allowed to vary somewhat because of the special structural requirements of some institutional and public facility uses. Establish criteria limiting variation, in order to achieve design compatibility with the scale and character of the surrounding area. Except for public schools and spires on religious institutions, do not permit small institutions or public facilities to vary from zoned height limits.			
		LU 3.2	Allow public facilities and small institutions to depart from development standards, if necessary to meet their particular functional requirements, while maintaining general design compatibility with the surrounding area’s scale and character. Require public facilities and small institutions to adhere to zoned height limits, except for schools and spires on religious institutions.	
LU16	Permit or prohibit public facilities similar to those provided by the private sector in all zones according to the use regulations and development standard for the particular type of use. Public facility uses not similar to those permitted for the private sector shall be permitted or prohibited depending on the intended function of the area. Evaluate parking and transportation	LU 3.1 LU 3.2	Regulate public facilities and small institutions to promote compatibility with other developments in the area. Allow public facilities and small institutions to depart from development standards, if necessary to meet their particular functional requirements, while maintaining general design compatibility with the surrounding area’s scale and	LU 15 and LU 16 were re-written to become LU 3.1 and LU 3.2.

	impacts and consider the relationship with surrounding uses in the design, siting, landscaping and screening of such facilities. Allow changes by the Council to development standards that cannot be met for reasons of public necessity.		character. Require public facilities and small institutions to adhere to zoned height limits, except for schools and spires on religious institutions.	
LU17	Establish additional development standards for small institutions and public facilities in residential zones regarding light, glare, noise, odors, and parking and transportation.			
LU18	Consider mitigating the negative impacts of traffic and parking by locating parking facilities to avoid traffic through residential streets, or establishing joint use of existing parking with adjacent uses.			
LU19	Allow modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on the surrounding community, information contained in the transportation plan, access to public transportation and carpools, and other considerations of need and impact.	LU 3.3	Allow standards to be modified for required off-street parking associated with public facilities and small institutions based on the expected use and characteristics of the facility and the likely impacts on surrounding parking and development conditions, and on existing and planned transportation facilities in the area.	
LU20	Allow small institutions and public facilities to not satisfy all parking demands they generate, if they demonstrate			

	how they will reduce traffic impacts. Do not permit the creation of a serious safety problem or blighting influence on the surrounding neighborhood.			
LU21	In residential areas, avoid the concentration of institutions and public facilities if that concentration creates or further aggravates parking shortages, traffic congestion, and noise in or near residential areas.	LU 3.4	Avoid clusters of public facilities and small institutions in residential areas if such concentrations would create or further aggravate parking shortages, traffic congestion, and noise in the area.	
LU22	Allow the continued use of non-conforming institutional facilities by allowing for expansion or structural changes, as long as such expansion does not increase the structure's non-conformity and is within the development standards of the zone.	LU 3.5	Allow nonconforming public facilities and small institutions to expand or make structural changes, provided these alterations comply with the zone's development standards and do not increase the structure's nonconformity.	
LU23	In order to encourage future school use of public school buildings that are no longer used as schools allow non-residential uses not otherwise permitted in the area to locate in school buildings as long as specific criteria for each such re-use are met.	LU 3.6	Allow buildings no longer used as schools to be put to other uses not otherwise permitted in the applicable zone. Base decisions about these uses on criteria that are established for each vacant school as the need arises, through a process that includes Seattle Public schools , the City, and the surrounding neighborhood.	LU 3.6 combines aspects of existing LU 23 and LU 24.
LU24	Determine criteria for judging the acceptability of proposed uses of school buildings for each school, which may differ from school to school. Address through the criteria the effects of the uses on students, teachers and residents of the			

	surrounding area, and traffic, parking and other land use impacts. Determine the specific criteria for each school through a process that ensures the participation of the Seattle School District, the City, and the neighborhood involved.			
LU25	Recognize the public benefits provided by radio and television broadcast utilities (major communications utilities), and provide opportunities for the location of these uses in Seattle in order to allow for continued and improved service to the public. However, due to their size and appearance, these utilities are incompatible with the character of residential areas, and they create adverse impacts beyond the immediate site. Therefore, allow these utilities only in locations where impacts can be mitigated, and in a manner that does not lead to an overall increase in new or expanded TV and radio towers.	LU G4	Provide opportunities for locating radio and television broadcast utilities (major communications utilities) to support continued and improved service to the public and to address potential impacts to public health.	
LU26	In order to protect public health and safety, the City should adopt standards to limit exposure to radio frequency radiation. In the event that standards or guidelines more stringent than those in City codes are established by the federal government, the City should take steps to adopt those			

	standards.			
LU27	Encourage the replacement of existing antennas with new antennas that result in lower levels of radio frequency radiation at ground level.	LU 4.2	Encourage replacing existing antennas with new antennas to achieve lower levels of radio-frequency radiation at ground level.	
LU28	Review the following activities for compliance with radio frequency radiation standards: the establishment of a new radio or television station transmitting from an existing utility, or any modification or replacement of existing radio or television antennas resulting in a significant increase in off-site radio frequency radiation.			
LU29	In order to protect the character and ensure the public safety of residential areas, do not permit new major communication utilities, such as radio and television transmission towers, in single-family, multifamily, or pedestrian-oriented commercial zones. Encourage the relocation of major communication utilities to nonresidential areas. Encourage co-location of major communication utilities in non-residential areas and the removal of existing single purpose major communications utilities in residential or pedestrian-oriented commercial areas. In these zones, expansion of existing towers or on-site replacement may be allowed	LU 4.1	Allow major communications utilities only where impacts of their size and appearance can be offset, and in a way that does not lead to an overall increase in TV and radio towers.	LU 29 and LU 30 are edited and split into new LU 4.1, LU 4.3 and LU 4.5.

	only after review by the City Council.			
		LU 4.5	Limit the intrusiveness minor communication utilities could impose on communities by encouraging collocation of facilities and by requiring mitigation of visual and noise impacts.	LU 29 and LU 30 are edited and split into new LU 4.1, LU 4.3 and LU 4.5.
LU30	Require major communication utilities to be developed in such a manner as to minimize impacts on nearby areas. Setbacks, screening and landscaping shall be required in order to minimize visual impacts on adjacent properties, and to provide an appearance as compatible as possible with the uses permitted in the zone. Establish continuity with key elements of typical uses within the surrounding area; for example, in or adjacent to single-family areas, design elements such as peaked roofs, painted metal surfaces, and wooden fences, should be provided.	LU 4.3	Prohibit new major communication utilities, such as radio and television transmission towers, in single-family and multifamily residential zones and in pedestrian-oriented commercial/mixed-use zones, and encourage existing major communication utilities to relocate to nonresidential areas.	LU 29 and LU 30 are edited and split into new LU 4.1, LU 4.3 and LU 4.5.
LU31	Provide for the location of minor communication utilities and accessory communication devices that provide telephone and other communication functions, generally consistent with the following order of preference: 1. industrial, 2. downtown,			

	<p>3. general commercial,</p> <p>4. pedestrian-oriented commercial, and</p> <p>5. residential.</p>			
LU32	<p>Impacts on nearby areas caused by minor communication utilities and accessory communication devices regulated by the City shall be limited. Allow minor communication utilities when they are developed in such a manner as to minimize impacts on nearby areas. Consider the following criteria: visual impacts, including antenna type, size and color, proximity to schools, neighborhood compatibility, land use and other impacts.</p>	LU 4.4	<p>Require major communication utilities to be developed in ways that limit impacts on nearby areas, including through development standards and design treatments that minimize visual impacts on neighboring properties and provide an overall appearance that is as compatible as possible with the uses permitted in the zone and the desired character of the area.</p>	
		LU G5	<p>Establish development standards that guide building design to serve each zone’s function and produce the scale and character desired, while addressing public health, safety, and welfare.</p>	
LU33	<p>In order to enhance current investments in the city, provide flexibility to maintain and improve existing structures.</p>	LU 5.1	<p>Allow for flexibility in development standards so existing structures can be maintained and improved and new development can better respond to site-specific conditions.</p>	
		LU 5.2	<p>Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.</p>	

LU34	Limit the maximum amount of lot area covered by a structure to maintain compatibility with the scale and character of an area, to provide an adequate proportion of open area on a site relative to the area occupied by structures, and to provide occupants with sufficient access to light and air, as appropriate to the intended character and use of an area.	LU 5.3	Control the massing of structures to make them compatible with the area's planned scale, provide a reasonable ratio of open to occupied space on a site, and allow the building to receive adequate natural light.	
		LU 5.4	Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.	
		LU 5.5	Provide for residents' recreational needs on development sites by establishing standards for private or shared amenity areas such as rooftop decks, balconies, ground-level open spaces, or enclosed spaces.	
LU35	Use setbacks in residential areas to provide for adequate light, air, and open space, to help ensure privacy, and to maintain compatibility with the existing development pattern. Setbacks should also be used to separate residential uses from more intensive residential, commercial and	LU 5.6	Establish setbacks in residential areas as needed to allow for adequate light, air, and ground-level open space; help provide privacy; promote compatibility with the existing development pattern; and separate residential uses from more intensive uses.	New policies LU 5.6, LU 5.7, LU 5.8 and LU 5.9 carries forward aspects of existing policies LU 35, LU 36, LU 37, LU 38

	industrial uses.			
LU36	Outside of Urban Centers, use requirements for onsite open space or required yards to help ensure that new development maintains existing patterns of landscaped front yards, to encourage permeable surfaces and vegetation, and to mitigate the cumulative effects of development.	LU 5.7	Employ development standards in residential zones that address the use of the ground level of new development sites to fit with existing patterns of landscaping, especially front yards in single-family residential areas, and to encourage permeable surfaces and vegetation.	
LU37	Explore setting limits on impervious surfaces or encouraging the use of other tools to increase storm water infiltration in appropriate areas.	LU 5.8	Use landscaping requirements and other tools to limit impacts on the natural environment, including increasing stormwater infiltration where appropriate.	
LU38	Establish standards for screening and landscaping appropriate to each zone to minimize the impact of new development on the surrounding neighborhood, on the streetscape, on the natural environment and on areas with less intensive zoning.	LU 5.9	Enhance the visual quality of an area through standards for screening and landscaping appropriate to each zone in order to limit the visual impact of new development on the surrounding neighborhood, the streetscape, and development in areas with less-intensive zoning.	
LU39	<p>Preserve and enhance the City’s physical and aesthetic character and environment by:</p> <ul style="list-style-type: none"> • Preventing untimely and indiscriminate removal or destruction of trees • Providing incentives to property owners for tree retention • Providing protection to large trees • Providing special protection to exceptional trees that, 	<p>ENG 1</p> <p>EN 1.1</p>	<p>Foster healthy trees, vegetation, and soils to improve human health, provide wildlife habitats, improve drainage, give residents across the city access to nature, provide fresh food, and increase the quality of life for all Seattleites.</p> <p>Seek to achieve an urban forest that contains a thriving and sustainable mix of tree species and ages, and that creates a contiguous and healthy</p>	

	<p>because of their unique historical, ecological, or aesthetic value, constitute an important community resource</p> <p>Use the following tools to protect trees, appropriate to the size, importance and location of a tree:</p> <ul style="list-style-type: none"> • Providing flexibility in development standards • Promoting tree retention through the design review process • Promoting site planning and horticultural practices that are consistent with the reasonable use of property • Educating the public and development community concerning the value of retaining trees • Restricting the removal of trees on undeveloped land prior to review of a specific development proposal 	<p>EN 1.2</p> <p>EN 1.3</p> <p>EN 1.4</p>	<p>ecosystem that is valued and cared for by the City and all Seattleites as an essential environmental, economic, and community asset.</p> <p>Strive to increase citywide tree canopy coverage to 30 percent by 2037 and to 40 percent over time.</p> <p>Use trees, vegetation, green stormwater infrastructure, amended soil, green roofs, and other low-impact development features to meet drainage needs and reduce the impacts of development.</p> <p>Increase the amount of permeable surface by reducing hardscape surfaces where possible and maximizing the use of permeable paving elsewhere.</p>	
LU40	<p>Use the following tools to protect trees, appropriate to the size, importance and location of a tree:</p> <ul style="list-style-type: none"> • Providing flexibility in development standards • Promoting tree retention through the design review process • Promoting site planning and horticultural practices that are consistent with the reasonable 			

	<p>use of property</p> <ul style="list-style-type: none"> • Educating the public and development community concerning the value of retaining trees • Restricting the removal of trees on undeveloped land prior to review of a specific development proposal 			
LU41	<p>Because of the many benefits that street trees provide to both property owners and the general public, encourage the preservation or planting of street trees as development occurs, except in locations where it is not possible to meet City standards intended to preserve public safety and utility networks.</p>			
LU42	<p>Regulate signs to facilitate adequate identification of businesses, reduce visual clutter, protect the public interest, provide opportunities for communicating information of community interest, and enhance the city's appearance and safety. Adapt provisions to correspond with the character and scale intended for each area.</p>	LU 5.10	<p>Regulate signage to encourage reasonable identification of businesses and to communicate information of community interest while limiting visual clutter, protecting the public interest, and enhancing the city's appearance and safety.</p>	
LU43	<p>Allow flexibility in the height or overall area of signs on existing or new buildings that use a comprehensive design plan to create visual harmony between the sign, the building and the site where it is located.</p>			

LU44	Establish maximum permitted noise levels to reduce health hazards and nuisance factors associated with noise generated by some uses. Set maximum permitted noise levels that take into account both the function of the area from which the noise emanates and the function of areas where the noise may be heard.	LU 5.11	Establish maximum permitted noise levels that account for both the function of the noise-producing area and the function of areas where the noise may be heard in order to reduce the health hazards and nuisance factors associated with some uses.	
LU45	Require uses identified as major noise generators, due to the type of equipment used or the nature of the activity, to take additional measures to reduce noise so that they can meet permitted noise levels.	LU 5.12	Identify uses as major noise generators based on the noise associated with certain equipment operations or the nature of a particular activity and regulate these uses to reduce noise to acceptable levels.	
LU46	Regulate uses and activities that have operations that generate air emissions such as dust, smoke, solvent fumes or odors, in order to maintain and encourage successful commercial and industrial activities while protecting employees, clients, nearby residents, the general public and the natural environment from the impacts that odors and airborne pollutants may cause.	LU 5.13	Regulate activities that generate air emissions such as dust, smoke, solvent fumes, or odors, in order to maintain and encourage successful commercial and industrial activities while protecting employees, clients, nearby residents, the general public, and the natural environment from the potential impacts.	
LU47	Establish controls on the direction and maximum height of lighting, and the glare from reflective materials used on the exterior of structures. The intent of this policy is to provide for the illumination of structures, parking areas, recreation areas and outdoor	LU 5.14	Establish controls on the placement, direction, and maximum height of lighting and on the glare from reflective materials used on the exterior of structures in order to limit impacts on surrounding uses, enhance the character of the city, and encourage energy	

	storage areas, while limiting light and glare on surrounding uses, enhancing the urban character of the city, and encouraging energy conservation.		conservation.	
LU48	<p>Seek to preserve views through:</p> <ul style="list-style-type: none"> • land use regulations that address view impacts with height, bulk, scale, view corridor and design review provisions; • zoning policy that considers the effect of zone designations on views, with special emphasis on protection of views related to shoreline areas; and • application of adopted environmental policy to protect public views, including views of mountains, major bodies of water, designated landmarks and the Downtown skyline, in review of development projects. 	LU 5.15	<p>Address view protection through</p> <ul style="list-style-type: none"> • zoning that considers views, with special emphasis on shoreline views; • development standards that help to reduce impacts on views, including height, bulk, scale, and view corridor provisions, as well as design review guidelines; and • environmental policies that protect specified public views, including views of mountains, major bodies of water, designated landmarks, and the Downtown skyline. 	
		LU 5.16	Require higher-density development to offset its impacts through mechanisms such as incentives for landmark preservation, open space amenities, and affordable housing.	new
LU G5	Regulate the location of off-street parking and the size and location of curbcuts to reduce parking and vehicle traffic impacts on pedestrians and residential and commercial streetscapes, and to prevent	LU G6	Regulate off-street parking to address parking demand in ways that reduce reliance on automobiles, lower construction costs, create attractive and walkable environments, and promote economic development	

	obstacles to commerce and traffic flow.		throughout the city.	
LUG4	Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.	LU 6.1	Establish parking requirements where appropriate for both single-occupant vehicles and their alternatives at levels that further this Plan’s goal to increase the use of public transit, car pools, walking, and bicycles as alternatives to the use of single-occupant vehicles.	Existing goals LUG4, LUG6, LUG7 and Policy LU 49 were edited and revised to become new policies LU 6.1, 6.2 and 6.3.
LUG6	Encourage the use of alternatives to single-occupant vehicles and the use of smaller, more energy efficient automobiles through the City’s regulation of parking, including the amount of parking required, design of parking, location of parking, and access to parking.	LU 6.2	Modify residential parking regulations, where parking is required, to recognize differences in the likely auto use and ownership of intended occupants of new developments, such as projects provided for low-income, elderly, or disabled residents.	
LUG7	Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.	LU 6.3	Rely on market forces to determine the amount of parking provided in areas of the city that are well-served by transit, such as urban centers and urban villages.	
LU49	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			

	<p>longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.</p> <p>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.</p>			
LU50	<p>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</p>	LU 6.4	<p>Consider setting parking maximums in urban centers and urban villages, where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.</p>	

	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.	LU 6.5	Establish bicycle parking requirements to encourage bicycle ownership and use.	

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.	LU 6.6	Limit the off-street impacts on pedestrians and surrounding areas by restricting the number and size of automobile curb cuts, and by generally requiring alley access to parking when there is an accessible, surfaced alley that is not used primarily for loading and when not prevented by topography.	LU 52 was revised and edited to become LU 6.6 and LU 6.7
		LU 6.7	Prohibit most street-level parking between buildings and the street in multifamily zones and pedestrian-oriented commercial zones in order to maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic, minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts.	
		LU6.12		

			Locate off-street parking facilities to minimize impacts on the pedestrian environment, especially in areas designated for active pedestrian use.	
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.	LU 6.8	Allow shared off-site parking facilities for more efficient use of parking and to provide the flexibility to develop parking on a site separate from the development site. Ensure that such parking is compatible with the existing or desired character of the area.	
		LU 6.9	Require parking in areas with limited transit access and set the requirements to discourage underused parking facilities, even if occasional spillover parking could result.	
		LU 6.10	Allow parking management provisions in select commercial and multifamily residential areas to include measures such as cooperative parking, shared parking, shared vehicles, restricted access, car pools, van pools, or transit pass subsidies.	
		LU 6.11	Achieve greater parking efficiency by allowing fewer parking spaces per business when several businesses share customer	

			parking, thereby enabling customers to park once and walk to numerous businesses.	
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.	LU 6.13	Limit parking in City parks to discourage auto use and to limit the use of parkland for parking private cars; where parking is needed, design parking facilities in ways that preserve open space, green space, and trees and other mature vegetation.	
LU54	Prohibit single-use parking in areas where it would be incompatible with the intended function of the area.	LU 6.14	Prohibit principal-use parking in places where that parking would be incompatible with the area's intended function.	
		LU 6.15		
LU55	Employ a design review process to promote development that: <ul style="list-style-type: none"> • Enhances the character of the city • Respects the surrounding neighborhood context, including historic resources • Enhances and protects the natural environment • Allows for diversity and creativity in building design and site planning • Furthers community design and development objectives • Allows desired intensities of development to be achieved 	LU 5.18	Seek excellence in new development through a design review process that encourages multiple perspectives on design issues and that complements development regulations, allowing for flexibility in the application of development standards to achieve quality design that <ul style="list-style-type: none"> • enhances the character of the city; • respects the surrounding neighborhood context, including historic resources; • enhances and 	

			<p>protects the natural environment;</p> <ul style="list-style-type: none"> • allows for variety and creativity in building design and site planning; • furthers community design and development objectives; • achieves desired intensities of development; and • responds to the increasingly diverse social and cultural character of the city. 	
LU56	<p>Permit, through Council or administrative conditional use approval, planned developments on large sites that allow variations from established standards to promote quality design compatible with the character of the area, enhance and preserve natural features and functions, encourage the construction of affordable housing, allow for development and design flexibility, and protect and prevent harm in environmentally critical areas. Do not consider such developments as sole evidence of changed circumstances to justify future rezones of the site or adjacent single-family zoned properties.</p>	LU 7.11	<p>Permit, through Council or administrative conditional use approval, variations from established standards for planned large developments in single-family areas, to promote high-quality design that</p> <ul style="list-style-type: none"> • is compatible with the character of the area, • enhances and preserves natural features and functions, • encourages the construction of affordable housing, • allows for development and design flexibility, and • protects environmentally critical 	

			<p>areas.</p> <p>Such developments should not be considered as sole evidence of changed circumstances to justify future rezones of the site or adjacent properties.</p>	
LUG8	<p>Preserve and protect low-density, single-family neighborhoods that provide opportunities for homeownership, that are attractive to households with children and other residents, that provide residents with privacy and open spaces immediately accessible to residents, and where the amount of impervious surface can be limited.</p>	LU G7	<p>Provide opportunities for detached single-family and other compatible housing options that have low height, bulk, and scale in order to serve a broad array of households and incomes and to maintain an intensity of development that is appropriate for areas with limited access to services, infrastructure constraints, fragile environmental conditions, or that are otherwise not conducive to more intensive development.</p>	
LUG9	<p>Preserve the character of single-family residential areas and discourage the demolition of single-family residences and displacement of residents, in a way that encourages rehabilitation and provides housing opportunities throughout the city. The character of single-family areas includes use, development, and density characteristics.</p>			
LUG10	<p>Provide for different intensities of single-family areas to reflect differences in the existing and desired character of single-family</p>			

	<p>areas across the city. Allow development that is generally consistent with the levels of infrastructure development and environmental conditions in each area. Include opportunities for low-cost subsidized housing in single-family areas.</p>			
LU57	<p>Designate as single-family residential areas, those areas that are predominantly developed with single-family structures and are large enough to maintain a low-density development pattern.</p>	LU 7.1	<p>Designate as single-family residential areas those portions of the city that are predominantly developed with single-family houses and that are large enough to maintain a consistent residential character of low height, bulk, and scale over several blocks.</p>	
LU58	<p>Use a range of single-family zones to:</p> <ul style="list-style-type: none"> • Maintain the current density and character of existing single-family areas; • Protect areas of the lowest intensity of development that are currently in predominantly single-family residential use, or that have environmental or infrastructure constraints, such as environmentally critical areas; or • Respond to neighborhood plan policies calling for opportunities for redevelopment or infill development that maintains the single-family character of an area, but allows for a greater range of residential housing types, such as carriage houses, tandem houses, or cottages. 	LU 7.2	<p>Use a range of single-family zones to</p> <ul style="list-style-type: none"> • maintain the current low-height and low-bulk character of designated single-family areas; • protect designated single-family areas that are predominantly in single-family residential use or that have environmental or infrastructure constraints; • allow different densities that reflect historical development patterns; and • respond to neighborhood plans calling 	

			for redevelopment or infill development that maintains the single-family character of the area but also allows for a greater range of housing types.	
		LU 7.3	Consider allowing redevelopment or infill development of single-family areas inside urban centers and villages, where new development would maintain the low height and bulk that characterize the single-family area, while allowing a wider range of housing types.	
LU59	Permit upzones of land designated single-family and meeting single-family rezone criteria, only when all of the following conditions are met: <ul style="list-style-type: none"> • The land is within an urban center or urban village boundary. • The rezone is provided for in an adopted neighborhood plan. • The rezone is to a low-scale single-family, multifamily or mixed-use zone, compatible with single-family areas. • The rezone procedures are followed. 			
LU60	Apply small lot single-family zones to single-family property meeting single-family rezone criteria only when all of the following conditions are met: <ul style="list-style-type: none"> • The land is within an urban center or urban village boundary. • The rezone is provided for in an 			

	<p>adopted neighborhood plan.</p> <ul style="list-style-type: none"> • The rezone procedures are followed. 			
LU61	Affirm and encourage residential use by one household as the principal use in single-family residential areas and the primary use permitted outright.		Allow detached single-family dwellings as the principal use permitted outright in single-family residential areas.	
LU62	Limit the number and types of non-residential uses permitted in single-family residential areas to protect those areas from the negative impacts of incompatible uses.	LU 7.6	Limit the number and types of nonresidential uses allowed in single-family residential areas and apply appropriate development standards in order to protect those areas from the negative impacts of incompatible uses.	
LU63	In order to maintain single-family areas in residential use, prohibit parking lots or other uses accessory to permitted uses in abutting higher intensity zones from expanding into single-family residential areas.	LU 7.7	Prohibit parking lots or other activities that are part of permitted uses in neighboring higher-intensity zones from locating or expanding in single-family residential areas.	
LU64	In order to create attractive and affordable rental opportunities and provide greater flexibility for homeowners, permit accessory dwelling units in single-family zones, subject to regulations designed to limit impacts and protect neighborhood character.	LU 7.5	Encourage accessory dwelling units and other housing types that are attractive and affordable to a broad range of households and incomes and that are compatible with the development pattern and building scale in single-family areas.	
LU65	Control the location, scale, access and development standards of institutions and facilities in single-family areas in order to reduce negative impacts such as noise,			See new LUG13 and corresponding new policies relating to

	<p>traffic and parking problems and protect Seattle’s single-family housing stock through a conditional use or master planning process that considers:</p> <ol style="list-style-type: none"> 1. Concentration of institutions of facilities 2. Bulk and siting 3. Traffic and parking 4. Demolition of residential structures 5. Height and scale 			Major Institutions.
LU66	Use minimum lot size requirements to maintain a low-density residential environment while reflecting differences in development conditions and the densities and scale of housing in various single-family residential areas.	LU 7.8	Use minimum lot size requirements to maintain the character of single-family residential areas and to reflect the differences in environmental and development conditions and densities found in various single-family areas throughout the city.	
LU67	Permit exceptions to minimum lot size requirements to recognize building sites created in the public records under previous codes, to allow the consolidation of very small lots into larger lots, to adjust lot lines to permit more orderly development patterns, and to provide housing opportunity through the creation of additional buildable sites which are compatible with surrounding lots and do not result in the demolition of existing housing.	LU 7.9	Allow exceptions to minimum lot size requirements to recognize building sites created under earlier regulations and historical platting patterns, to allow the consolidation of very small lots into larger lots, to adjust lot lines to permit more orderly development patterns, and to provide more housing opportunities by creating additional buildable sites that integrate well with surrounding lots and do	

			not result in the demolition of existing housing.	
LU68	Allow the development of detached single-family dwellings that are compatible with the existing pattern of development and the character of each single-family neighborhood.			
LU69	Reflect the character of existing low-density development through the regulation of scale, siting, structure orientation, and setbacks.	LU 8.0 LU 5.2	Reflect the character of existing low-density development through the regulation of scale, siting, structure orientation, and setbacks. Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.	
		LU 7.12	Emphasize measures that can increase housing choices for low-income individuals and families when considering changes to development standards in single-family areas.	New, emphasizes equity
		LU 5.1	Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development	New policies 5.1 to 5.6 provide general descriptions of how to regulate height, bulk

			types for each zone.	and other development standards, applicable across different zones.
LU70	Establish height limitations in single-family residential areas that establish predictable maximum heights, maintain a consistent height limit throughout the building envelope, maintain the scale relationship between a structure and its site, address varying topographic conditions, control view blockage and encourage pitched roofs.	LU 5.4	Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.	
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.	LU G8	Allow a variety of housing types and densities that is suitable for a wide range of households and income levels, including opportunities for both home ownership and renting, and that promotes walking and transit use near employment concentrations, residential services, and amenities.	Re-written to emphasize connection with urban village strategy
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.			
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.	LU 8.1	Designate as multifamily residential areas those places that either are predominantly occupied by multifamily development or are within urban centers or urban villages.	
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.	LU 8.2	Maintain a variety of multifamily zoning classifications that allow development at different densities, scales, and configurations and that are well suited to the variety of specific conditions and development goals in diverse areas of the city.	
		LU 8.3	Provide housing for Seattleites at all income levels in development that is compatible with the desired neighborhood character and that contributes to high-quality, livable urban neighborhoods.	New, emphasizing equity
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	LU 8.4	Establish evaluation criteria for rezoning land	

	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.		to multifamily designations that support the urban village strategy, create desirable multifamily residential neighborhoods, maintain compatible scale, respect views, enhance the streetscape and pedestrian environment, and achieve an efficient use of the land without major impact on 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.	LU 8.5	Allow multifamily areas to be reclassified to compatible pedestrian-friendly commercial/mixed-use areas, when such action is consistent with the urban village strategy or approved in an adopted neighborhood plan.	
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.	LU 8.6	Establish multifamily residential use as the predominant use in multifamily areas and limit the number and type of nonresidential uses to preserve the residential character of these areas, protect these areas from negative impacts of incompatible uses, and maintain development opportunities for residential use.	Existing LU 77 and LU 78 were combined into new LU 8.6

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			
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.	LU 5.2	Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.	
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.	LU 5.4	Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.	
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	LU 5.3	Control the massing of structures to make them	

	development for the applicable multifamily zone, to maintain compatibility with the surrounding areas, and to encourage infill and single lot development where appropriate.		compatible with the area’s planned scale, provide a reasonable ratio of open to occupied space on a site, and allow the building to receive adequate natural light.	
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.	LU 5.6	Establish setbacks in residential areas as needed to allow for adequate light, air, and ground-level open space; help provide privacy; promote compatibility with the existing development pattern; and separate residential uses from more intensive uses.	
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.	LU 8.7 LU 5.5	Encourage multifamily developments with units that have direct access to residential amenities, such as ground-level open space, to increase their appeal for families with children. Provide for residents’ recreational needs on development sites by establishing standards for private or shared amenity areas such as rooftop decks, balconies, ground-level open spaces, or enclosed spaces.	

		LU 8.8	Allow a variety of attached housing types to accommodate a wide diversity of households in multifamily zones.	
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.	LU 5.6	Establish setbacks in residential areas as needed to allow for adequate light, air, and ground-level open space; help provide privacy; promote compatibility with the existing development pattern; and separate residential uses from more intensive uses.	
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.			
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.			
LU90	Deleted (Ordinance 122610)			
LU91	Maintain compatibility with single-family development through limits on the permitted height and bulk of new development.	LU 5.2	Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of	

		<p>LU 5.3</p> <p>development and expected development types for each zone.</p> <p>Control the massing of structures to make them compatible with the area’s planned scale, provide a reasonable ratio of open to occupied space on a site, and allow the building to receive adequate natural light.</p> <p>LU 5.4</p> <p>Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.</p>	
LU92	<p>Establish a range of low-density multifamily zones to accommodate a range of housing choices that:</p> <ul style="list-style-type: none"> -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 	LU 8.9	<p>Establish low-rise multifamily zones to accommodate various housing choices in the low- to moderate-density range, including walk-up apartments, town houses, row houses, duplexes, triplexes, and cottage housing.</p>

	<p>existing structures; and</p> <p>-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.</p>	LU 5.5	<p>Provide for residents' recreational needs on development sites by establishing standards for private or shared amenity areas such as rooftop decks, balconies, ground-level open spaces, or enclosed spaces.</p>	
LU93	<p>Use low-density multifamily areas to provide for transitional densities between single-family neighborhoods and more intense commercial and residential uses.</p>	LU 8.10	<p>Designate low-rise multifamily zones in places where low-scale buildings can provide a gradual transition between single-family zones and more intensive multifamily or commercial areas.</p>	
LU94	<p>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.</p>	<p>LU G5</p> <p>LU 5.1</p>	<p>Establish development standards that guide building design to serve each zone's function and produce the scale and character desired, while addressing public health, safety, and welfare.</p> <p>Allow for flexibility in development standards so existing structures can be maintained and improved and new development can better respond to site-specific conditions.</p> <p>Develop and apply appropriate development standards that provide predictability regarding the</p>	

		LU 5.2	allowed intensity of development and expected development types for each zone.	
LU G15	Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible on foot.			
LU 95	Use moderate-density multifamily zones in multifamily areas to provide additional housing opportunities, by: <ul style="list-style-type: none"> • 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. 	LU 8.11	Use midrise multifamily zones to provide greater concentrations of housing in urban villages and urban centers.	
LU 96	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.	LU 8.12	Emphasize residential character in the development standards for midrise multifamily zones and allow for scale and building types that differ from those in less intensive residential areas to accommodate a greater density of development to support nearby businesses. Establish development	

		<p>LU G5</p> <p>standards that guide building design to serve each zone’s function and produce the scale and character desired, while addressing public health, safety, and welfare.</p> <p>LU 5.1</p> <p>Allow for flexibility in development standards so existing structures can be maintained and improved and new development can better respond to site-specific conditions.</p> <p>LU 5.2</p> <p>Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.</p>	
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.	<p>LU 5.4</p> <p>Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.</p>	

		LU 5.5	Provide for residents' recreational needs on development sites by establishing standards for private or shared amenity areas such as rooftop decks, balconies, ground-level open spaces, or enclosed spaces.	
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.			
LUG16	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.			
LU100	Use a range of high-density multifamily zones in desirable pedestrian-oriented urban neighborhoods with access to	LU 8.13	Use high-rise multifamily zoning designations only in urban centers, where the mix of activities offers	Existing LU 100 was edited to create two

	<p>regional transit, a broad range of services and amenities and access to employment to:</p> <ul style="list-style-type: none"> • 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. 		<p>convenient access to regional transit and to a full range of residential services and amenities, as well as to jobs.</p>	<p>new policies: LU 8.13 and LU 8.14</p>
LU101	<p>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.</p>	LU 8.15	<p>Permit street-level commercial uses in midrise and high-rise neighborhoods to allow residents greater access to services and to promote an active street environment without detracting from the overall residential character desired for high-density neighborhoods.</p>	
LU102	<p>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.</p>			
LUG17	<p>Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the</p>	LU G9	<p>Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that</p>	

	neighborhood-serving character of business districts, and the character of surrounding areas.		encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.	
LUG18	Support the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle’s existing and future population.			
LUG19	Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.			
LU103	Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.	LU 9.1	Prioritize the preservation, improvement, and expansion of existing commercial/mixed-use areas over the creation of new business districts in order to strengthen the existing areas.	
LU104	Consistent with the urban village strategy, prefer the development of compact concentrated commercial areas, or nodes, in which many businesses can be easily accessed by pedestrians, to the designation of diffuse, sprawling commercial areas along arterials, which often require driving from one business to another.	LU 9.2	Encourage the development of compact, concentrated commercial/mixed-use areas, in urban centers and urban villages, where pedestrians can easily access transit and a variety of businesses.	

LU105	Designate as mixed-use commercial areas, existing areas that provide locations for accommodating the employment, service, retail and housing needs of Seattle’s existing and future population. Allow for a wide range in the character and function of individual areas consistent with the urban village strategy.			
LU106	Provide a range of commercial zone classifications, which provide different mixes and intensities of activity, varying scales of development, varying degrees of residential or commercial orientation, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas depending on their role in the urban village strategy and community goals as voiced in adopted neighborhood plans.	LU 9.3	Provide a range of commercial-zone classifications to allow different mixes and intensities of activity, varying scales of development, varying degrees of residential or commercial orientation, and varying degrees of pedestrian or auto orientation.	
LU107	Distinguish between pedestrian-oriented commercial zones which are compatible with and easily accessible to their surrounding neighborhoods, and general commercial zones which are intended to accommodate commercial uses dependent on automobile or truck access.	LU 9.4 LU G5	Apply development standards that distinguish between pedestrian-oriented commercial zones, which are compatible with and easily accessible from their surrounding neighborhoods, and general commercial zones, which accommodate uses that are more dependent on automobile access. Establish development standards that guide building design to serve each zone’s function and produce the scale and	

			<p>character desired, while addressing public health, safety, and welfare.</p> <p>Allow for flexibility in development standards so existing structures can be maintained and improved and new development can better respond to site-specific conditions.</p> <p>Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.</p>	
		LU 5.1		
		LU 5.2		
LUG20	Encourage diverse uses that contribute to the city’s total employment base and provide the goods and services needed by the city’s residents and businesses to locate and remain in the city’s Commercial areas.			
LU108	Provide for a wide range of uses in commercial areas. Allow, prohibit or allow under specified conditions uses according to the intended pedestrian, automobile or residential orientation of the area, the area’s role in the urban village strategy and the impacts the uses can be expected to have on the commercial area and surrounding areas.	LU 9.5	Support a wide range of uses in commercial areas, taking into account the intended pedestrian, automobile, or residential orientation of the area, the area’s role in the urban village strategy, and the impacts that the uses could have on surrounding areas.	

<p>LU109</p>	<p>Consider limits on the size of specific uses in commercial areas when those limits would:</p> <ul style="list-style-type: none"> • Help ensure that the scale of uses is compatible with the character and function of the commercial area; • Encourage uses likely to draw significant traffic to an area to locate where traffic impacts can best be handled; • Promote compatible land use and transportation patterns; and • Foster healthy commercial development. 	<p>LU 9.7</p>	<p>Apply limits on the size of specific uses in commercial areas when those limits would</p> <ul style="list-style-type: none"> • help ensure that the scale of uses is compatible with the character and function of the commercial area; • discourage uses likely to attract significant vehicular traffic from locating in pedestrian-oriented commercial areas; • promote compatible land use and transportation patterns; • foster healthy commercial development; or • provide opportunities for small local businesses to locate, especially in ethnically relevant business districts throughout the city. 	
<p>LU110</p>	<p>Discourage establishment or expansion of uses identified as heavy traffic generators. Review proposals for such uses in order to control traffic impacts associated with such uses and ensure that the use is compatible with the character of the commercial area and its surroundings.</p>	<p>LU 9.8</p>	<p>Limit the creation or expansion of uses that generate high volumes of vehicle traffic by reviewing proposals for such uses in order to control the associated traffic impacts and ensure that the uses are compatible with the character of the commercial area and its surroundings.</p>	

LU111	Regulate drive-in businesses and accessory drive-in facilities through development standards that vary according to the function of the commercial area in order to minimize traffic impacts and pedestrian-vehicle conflicts, avoid disruption of an area’s business frontage, and improve the appearance of the commercial area.	LU 9.9	Limit new drive-in businesses and accessory drive-in facilities in pedestrian-oriented commercial/mixed-use areas and in other locations by using development standards that address the potential for traffic impacts, pedestrian-vehicle conflicts, and disruption of an area’s business frontage, as well as the overall appearance of the commercial area.	
LU112	Prohibit or limit the location and size of outdoor uses and activities in specified commercial areas according to the function of the area and proximity to residentially zoned lots, in order to maintain and improve the continuity of the commercial street front, reduce the visual and noise impacts associated with such outdoor activities, and maintain compatibility with adjacent residential areas.	LU 9.10	Prohibit or limit the location and size of outdoor uses and activities in certain commercial areas, according to the area’s function and its proximity to residentially zoned lots, in order to maintain and improve the continuity of the commercial street front, reduce the visual and noise impacts associated with such outdoor activities, and remain compatible with adjacent residential areas.	
LU113	Allow residential use in commercial areas to encourage housing in close proximity to shopping, services, and employment opportunities. Encourage residential uses in and near pedestrian-oriented commercial areas to provide housing close to employment and services.	LU 9.6	Encourage housing in mixed-use developments in pedestrian-oriented commercial/mixed-use areas to provide additional opportunities for residents to live in neighborhoods where they can walk to transit, services, and	

			employment.	
LU 115	Conserve commercially zoned land for commercial uses by limiting street-level residential uses in areas intended to function as concentrated commercial areas or nodes. Consider allowing street-level residential uses outside of those areas in order to reinforce the commercial nodes and accommodate fluctuating market conditions. When street-level residential uses are permitted, seek to provide privacy for ground floor tenants and visual interest along the street-front. Provide open space as part of residential development in commercial areas to ensure open space amenities are available to residents. Street level residential requirements should account for local conditions and planning objectives.	LU 9.11	Preserve active streetscapes in pedestrian-oriented commercial/mixed-use areas by limiting residential uses along the street frontage of the ground floor and by keeping those spaces available primarily for commercial uses and other uses that help activate the street, in order to strengthen business districts.	New. LU 115 was edited and the content moved into LU 9.11, LU 9.12 and LU 9.13.
		LU 9.12	Consider allowing street-level residential uses outside pedestrian-oriented areas and, when street-level residential uses are permitted, identify ways to give ground-floor tenants privacy and to create visual interest along the street front.	
		LU 9.13	Provide amenity areas for use by residents of housing in commercial/mixed-use areas.	
LU116	Seek to focus development in transit and pedestrian-friendly urban villages while maintaining compatibility between new	LU 9.17	Use a development pattern, mix of uses, and intensity of activity generally oriented to	New policy LU 9.17 combines aspects of

	<p>development and the surrounding area through standards regulating the size and density of development.</p>	<p>LU9.18</p>	<p>pedestrian and transit use in pedestrian-oriented commercial/mixed-use zones to achieve</p> <ul style="list-style-type: none"> • a compatible blend of commercial and residential uses; • strong, healthy business districts that reinforce a sense of place while providing essential goods, services, and livelihoods for Seattleites, especially residents who are within walking distance of these places; • mixes of commercial activity that are compatible with development in adjacent areas; • residential development that is both appealing to residents and compatible with the desired commercial function of the area; and • an active, attractive, accessible, walkable pedestrian environment with continuous commercial street frontages. <p>Apply pedestrian-oriented commercial zones in places where residential uses are in close proximity and where the allowed</p>	<p>existing LU 116, LU 117 and LU 118.</p>
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			development intensity conforms in size and scale to the community it serves.	
LU117	Generally permit a greater intensity of development in pedestrian and transit supportive environments found in pedestrian-oriented commercial areas within urban villages than is permitted in general commercial areas or outside of urban villages.	LU 9.17	Use a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use in pedestrian-oriented commercial/mixed-use zones to achieve: <ul style="list-style-type: none"> • a compatible blend of commercial and residential uses; • strong, healthy business districts that reinforce a sense of place while providing essential goods, services, and livelihoods for Seattleites, especially residents who are within walking distance of these places; • mixes of commercial activity that are compatible with development in adjacent areas; • residential development that is both appealing to residents and compatible with the desired commercial function of the area; and • an active, attractive, accessible, walkable pedestrian environment with continuous commercial street 	
LU118	Ensure a compatible scale and intensity of development and control such impacts as shadows, bulk, and traffic associated with high-rise development through density limits for development in commercial zones.			

			frontages.	
LU119	Manage the bulk of structures in commercial areas to maintain compatibility with the scale and character of commercial areas and their surroundings, to limit the impact on views, and to provide light, air, and open space amenities for occupants.	LU 5.3	Control the massing of structures to make them compatible with the area’s planned scale, provide a reasonable ratio of open to occupied space on a site, and allow the building to receive adequate natural light.	
LU120	<p>Assign height limits to commercial areas independently of the commercial zone designations. Allow different areas within a zone to be assigned different height limits based on the appropriate height needed to:</p> <ul style="list-style-type: none"> • Further the urban village strategy’s goals of focusing growth in urban villages; • Accommodate the desired functions and intensity of development; • Provide a compatible scale relationship with existing development; and • Address potential view blockage. • Establish predictable maximum heights that respond to varying topographical conditions. 	LU 9.14	<p>Assign height limits to commercial/mixed-use areas independent of the commercial zone designations but consistent with the intended intensity of development in the zone. Allow different areas within a zone to be assigned different height limits based on the need to</p> <ul style="list-style-type: none"> • further the urban village strategy’s goals of focusing growth in urban villages, • accommodate the desired functions and intensity of development, • provide a compatible scale relationship with existing zoning in the vicinity, • accommodate desired transitions with development in adjacent areas, and • consider potential 	

		LU 5.4	<p>view blockage.</p> <p>Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.</p>	
LU121	<p>Allow limited exceptions to the height limit in order to accommodate ground-floor commercial uses or special rooftop features, to facilitate development of mixed-use structures, to enable structures to function appropriately, or to support innovative design which furthers the goals of this element or adopted neighborhood plans.</p>	LU 9.15	<p>Allow limited exceptions to the height limit in order to accommodate ground-floor commercial uses or special rooftop features, encourage development of mixed-use structures, enable structures to function appropriately, accommodate special features consistent with the special character or function of an area, or support innovative design that furthers the goals of this Plan.</p>	
		LU 5.1	<p>Allow for flexibility in development standards so existing structures can be maintained and improved and new development can better respond to site-specific conditions.</p> <p>Apply appropriate</p>	

		<p>LU 9.16</p> <p>LU 5.2</p>	<p>development standards to promote compatible conditions along the edges of commercial zones abutting residential zones.</p> <p>Develop and apply appropriate development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.</p>	
LU122	<p>In order to allow flexibility to enable full use of a site for permitted development, and to maintain and encourage a contiguous commercial streetfront, generally do not require setbacks in commercial areas, except when development occurs on a lot adjacent to a residential zone.</p>	LU 5.1	<p>Allow for flexibility in development standards so existing structures can be maintained and improved and new development can better respond to site-specific conditions.</p>	

<p>LU123</p>	<p>Set parking requirements to discourage underused parking facilities, which means tolerating occasional spillover parking, and allow minimum parking requirements to be eliminated, waived or reduced to promote the maintenance and development of commercial uses that encourage transit and pedestrian activity and provide a variety of services in commercial areas. Allow parking requirements to be reduced where parking demand is less because of the provision of an alternative transportation program. Such programs include the provision of carpool parking, vanpools, transit passes, or extra bicycle parking for employees. Consider setting maximum parking ratios for areas where excess parking could worsen traffic congestion and alternatives to automobile access are available.</p>	<p>LU G6</p>	<p>Regulate off-street parking to address parking demand in ways that reduce reliance on automobiles, lower construction costs, create attractive and walkable environments, and promote economic development throughout the city.</p>	
<p>LU124</p>		<p>LU 6.1</p>	<p>Establish parking requirements where appropriate for both single-occupant vehicles and their alternatives at levels that further this Plan’s goal to increase the use of public transit, car pools, walking, and bicycles as alternatives to the use of single-occupant vehicles.</p>	
<p>LU125</p>	<p>Allow parking management provisions to be reviewed or established in selected commercial areas, which may include locally sensitive measures such as cooperative parking, shared parking, restricted access, or special measures to meet the parking requirements established in these policies such as carpools, vanpools, or transit pass subsidies.</p> <p>Allow parking reductions when several businesses share customer parking to enable customers to park once and walk to numerous businesses, achieving greater</p>	<p>LU 6.2</p>	<p>Modify residential parking regulations, where parking is required, to recognize differences in the likely auto use and ownership of intended occupants of new developments, such as projects provided for low-income, elderly, or disabled residents.</p>	
		<p>LU 6.3</p>	<p>Rely on market forces to determine the amount of parking provided in areas of the city that are well-served by transit, such as urban centers and urban villages.</p>	
		<p>LU 6.4</p>	<p>Consider setting parking maximums in urban centers and urban villages,</p>	

	parking efficiency.		where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.	
LU126	Regulate the location of off-street parking facilities on a lot according to the function and characteristics of the commercial area, as indicated	LU 9.19	Locate and provide access to accessory parking facilities in pedestrian-oriented commercial zones	

	by its designation as either a pedestrian-oriented commercial area or a general commercial area.		in ways that avoid conflicts with pedestrian routes and interruptions to the continuity of the street facade, such as by locating unenclosed parking to the side of or behind the building, or by enclosing parking below the building or within the building and screening it from the street, preferably by other uses .	
LU127	Seek to limit impacts on pedestrian and traffic circulation and on surrounding areas when locating access to off-street parking. Generally encourage alley access to off-street parking, except when an alley is used for loading.			
LU128	Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions: 1. 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; 2. Mixes of activity in commercial areas compatible with development in adjacent areas; 3. Appropriate transitions in the scale and intensity of development between areas; 4. Residential development that is both livable for residents and compatible with the desired commercial function of the area; and 5. An active, attractive, accessible	LU9.4	Apply development standards that distinguish between pedestrian-oriented commercial zones, which are compatible with and easily accessible from their surrounding neighborhoods, and general commercial zones, which accommodate uses that are more dependent on automobile access. Use a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use in pedestrian-oriented commercial/mixed-use zones to achieve: • a compatible blend of commercial and residential uses; • strong, healthy business districts that reinforce a sense of place while providing	
LU129		LU9.17		

<p>LU130</p> <p>LU131</p>	<p>pedestrian environment.</p> <p>Apply pedestrian-oriented commercial zones both inside and outside of urban villages where residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.</p> <p>Generally allow pedestrian-oriented commercial zones in urban villages to accommodate densities of development and mixes of uses that support pedestrian activity and transit use.</p> <p>Provide use and development standards for pedestrian-oriented commercial zones, which promote environments conducive to walking and a mix of commercial and residential uses that further the goals for these zones.</p>		<p>essential goods, services, and livelihoods for Seattleites, especially residents who are within walking distance of these places;</p> <ul style="list-style-type: none"> • mixes of commercial activity that are compatible with development in adjacent areas; • residential development that is both appealing to residents and compatible with the desired commercial function of the area; and • an active, attractive, accessible, walkable pedestrian environment with continuous commercial street frontages. 	
<p>LU132</p>	<p>Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street.</p>	<p>LU 9.19</p>	<p>Locate and provide access to accessory parking facilities in pedestrian-oriented commercial zones in ways that avoid conflicts with pedestrian routes and interruptions to the continuity of the street facade, such as by locating unenclosed parking to the side of or behind the building, or by enclosing parking below the building or within the building and screening it from the street, preferably by other uses .</p>	
<p>LU133</p>	<p>Establish special pedestrian districts</p>	<p>LU9.12</p>	<p>Consider allowing street-</p>	

	that may vary to reflect different characteristics and conditions of pedestrian-oriented commercial zones in order to preserve or encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.		level residential uses outside pedestrian-oriented areas and, when street-level residential uses are permitted, identify ways to give ground-floor tenants privacy and to create visual interest along the street front.	
LUG21	General commercial zones accommodate activities highly dependent on automobile and truck access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed-use development.	LU9.22	Accommodate the broadest range of commercial activities in general commercial areas, including retail uses of all sizes, small office buildings, warehouses, and light and general manufacturing facilities.	
LU134	Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity. In order to support more pedestrian-friendly environments within urban villages, encourage the conversion of general commercial areas within urban villages to pedestrian-oriented commercial zones.	LU 9.20	Use general commercial zones to support existing auto-oriented commercial areas that serve a citywide or regional clientele and have easy access to principal arterials, or in areas that border industrial zones, where they can help to maintain compatible development conditions.	
		LU 9.21	Encourage the conversion of general commercial	

			areas within urban villages to pedestrian-oriented commercial zones, in keeping with this Plan’s goals for pedestrian-oriented environments within the urban villages.	
LU135	Accommodate in general commercial zones the broadest range of commercial activities allowed in commercial areas.	LU 9.22	Accommodate the broadest range of commercial activities in general commercial areas, including retail uses of all sizes, small office buildings, warehouses, and light and general manufacturing facilities.	
LU136	Recognize shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and, where appropriate, moderate scale residential and mixed-use structures as appropriate building types in general commercial zones.			
		LU 9.23	Use zoning and other planning tools in urban centers and urban villages to address displacement of businesses that provide culturally relevant goods and services to Seattle’s diverse population.	New, emphasizes equity
LU137	In general commercial areas, limit or prohibit, as appropriate, housing and/or substantial amounts of office development in areas where: 1. The auto-oriented nature of the area or development is likely to encourage residents or office workers to commute using single-occupancy vehicles; 2. These uses could potentially conflict with the preferred commercial function of the area or			

	with the activities in adjacent areas; or The available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.			
LU138	Allow residential and office densities that are similar to those permitted in comparable pedestrian-oriented commercial zones when projects in general commercial zones are built to the pedestrian-oriented commercial zones’ standards.			
LU139	Generally assign height limits to general commercial zones that are compatible with the height of existing commercial development or are necessary to accommodate the requirements of the commercial activities intended for these zones and not to encourage high-density development of such uses as housing and offices more appropriately located in pedestrian-oriented zones in urban villages.	LU 5.4	Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.	
LUG22	Provide opportunities for industrial activity to thrive in Seattle.	LU G10	Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.	
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	LU 10.3	Accommodate the expansion of current industrial businesses and promote opportunities for new industrial businesses within Seattle to	

	industrial areas.		strengthen the city's existing industrial economy.	
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.	LU 10.2	Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities, in order to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.	
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.			

<p>LU140</p> <p>LU141</p>	<p>Designate industrial areas where:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p>LU 10.1</p>	<p>Designate industrial zones generally where</p> <ul style="list-style-type: none"> • the primary functions are industrial activity and industrial-related commercial functions, • the basic infrastructure needed to support industrial uses already exists, • areas are large enough to allow a full range of industrial activities to function successfully, and • sufficient separation or special conditions exist to reduce the possibility of conflicts with development in adjacent less-intensive areas. 	
<p>LU142</p>	<p>Consider high value-added, living wage industrial activities to be a high priority.</p>			
<p>LU143</p>	<p>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.</p>			
<p>LU144</p>	<p>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</p>			

	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.	LU 10.6	Prohibit new residential development in industrial zones, except for certain types of dwellings, such as caretaker units, that are related to the industrial area and that would not restrict or disrupt industrial activity.	
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.	LU 10.4	Restrict to appropriate locations within industrial areas those activities that—by the nature of materials involved or processes employed—are potentially 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.	LU10.8	Apply the general industrial zones mostly within the designated manufacturing/industrial centers, where impacts from industrial activity are less likely to affect residential or commercial uses. Outside of manufacturing/industrial centers, general industrial zones may be appropriate along waterways used 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	LU10.9	Avoid placing industrial zones within urban centers or urban villages. However, in locations	

	<p>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.</p>		<p>where a center or village borders a manufacturing/industrial center, use of the industrial commercial zone within the center or village where it abuts the manufacturing/industrial center may provide an appropriate transition to help separate residential uses from heavier industrial activities.</p>	
<p>LU148</p>	<p>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.</p>	<p>LU10.10</p>	<p>Limit the density of development for nonindustrial uses in the manufacturing/industrial centers to reduce competition from nonindustrial activities that are better suited to other locations in the city, particularly urban centers and urban villages, where this Plan encourages most new residential and commercial development. Permit commercial uses in industrial areas only if they reinforce the industrial character, and strictly limit the size of office and retail uses not associated with industrial uses, in order to preserve these areas for industrial development.</p>	
<p>LU149</p>	<p>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.</p>			

<p>LU150</p> <p>LU151</p>	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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. 	<p>LU</p> <p>10.11</p>	<p>Recognize the unique working character of industrial areas by keeping landscaping and street standards to a minimum to allow flexibility for industrial activities, except along selected arterials where installing street trees and providing screening and landscaping can offset impacts of new industrial development in highly visible locations.</p>	
<p>LU152</p>	<p>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</p>			

	<p>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.</p>			
LU153	<p>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.</p>	LU 10.12	<p>Set parking and loading requirements in industrial zones to provide adequate parking and loading facilities to support business activity, promote air quality, encourage efficient use of the land in industrial areas, discourage underused parking facilities, and maintain adequate traffic safety and circulation. Allow some on-street loading and occasional spillover parking.</p>	
LU154	<p>Maintain minimum and maximum standards for curbscuts 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.</p>	LU 10.13	<p>Maintain standards for the size and location of vehicle curb cuts and driveways in industrial zones in order to balance the need to provide adequate maneuvering and loading areas with availability of on-street parking and safe pedestrian access.</p>	
LU155	<p>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</p>	LU 10.14	<p>Permit noise levels in industrial areas, except buffer areas, that would not be allowed in other</p>	

	nature of industrial activities and the restrictions on residential uses that are in place in industrial areas.		parts of the city, in recognition of the importance and special nature of industrial activities.	
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.	LU 10.5	Provide a range of industrial zones that address varying conditions and priorities in different industrial areas. Those priorities include maintaining industrial areas that have critical supporting infrastructure, providing transitions between industrial areas and less intensive areas, and promoting high-quality environments attractive to business expansion or to new industrial activities.	
LU157	<p>Include among the General Industrial zones:</p> <ul style="list-style-type: none"> • 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. 	LU 10.7	Use the general industrial zones to promote a full range of industrial activities and related support uses. Distinguish between the general industrial zones based on the amount of commercial uses permitted.	
		LU 10.8	Apply the general industrial zones mostly within the designated manufacturing/ industrial centers, where impacts from industrial activity are less likely to affect residential or commercial	

			uses. Outside of manufacturing/industrial centers, general industrial zones may be appropriate along waterways used for maritime 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.	LU 10.10	Limit the density of development for nonindustrial uses in the manufacturing/industrial centers to reduce competition from nonindustrial activities that are better suited to other locations in the city, particularly urban centers and urban villages, where this Plan encourages most new residential and commercial development. Permit commercial uses in industrial areas only if they reinforce the industrial character, and strictly limit the size of office and retail uses not associated with industrial uses, in order to preserve these areas for industrial development.	
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	LU 10.15	Classify certain industrial activities as conditional uses in industrial zones in order to accommodate these uses while making sure they are compatible with the zone’s primary industrial function and to protect public safety and welfare on nearby sites. Require mitigation of impacts on industrial	

	non-industrial sites.		activity and on the immediate surroundings, especially nearby less intensive zones.	
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.).	LU 10.16	Prohibit uses that attract large numbers of people to the industrial area for nonindustrial purposes, in order to keep the focus on industrial activity and to minimize potential conflicts from the noise, nighttime activity, and truck movement that accompanies industrial activity.	
LU161	Provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.	LU 10.17	Establish the industrial buffer zone to provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.	
LU162	Permit within Industrial Buffers the widest possible range of manufacturing uses and related industrial and commercial activities, while ensuring compatibility with the activity and physical character of abutting, less intensive zones. Include development standards or performance standards to protect the livability of adjacent areas. Apply these standards only where existing conditions do not adequately separate industrial activity from less intensive zones.	LU 10.18	Allow the widest possible range of manufacturing uses and related industrial and commercial activities within the industrial buffer zone, while ensuring compatibility with the activity and physical character of neighboring less intensive zones.	LU 162 was edited to create two separate policies: LU 10.18 and LU 10.19.
		LU 10.19	Include development standards or performance standards for the industrial buffer zone that protect the livability of neighboring areas, promote visual quality, and maintain a compatible scale of development	

			along zone edges. Apply these standards only in places where existing conditions do not adequately separate industrial activity from less intensive zones.	
LU163	Apply special height provisions on the edge of Industrial Buffers to ensure visual compatibility and a transition in scale between industrial areas and less intensive abutting zones. Do not apply the height limit where streets provide an adequate separation based upon street width, traffic, noise and topography. Apply a lower height limit for a greater depth of the zone where the zone is located across from a single-family or lowrise multifamily residential zone.	LU 10.20	Limit the height of structures on the borders of industrial buffer zones where streets along the zone edge do not provide sufficient separation for a reasonable transition in scale between industrial areas and less intensive neighboring zones, taking into consideration the permitted height in the abutting less intensive zone.	
LU164	Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones, to ensure consistency with adopted neighborhood plans, or to evaluate certain uses that could have significant impacts on other nearby uses.	LU 10.15	Classify certain industrial activities as conditional uses in industrial zones in order to accommodate these uses while making sure they are compatible with the zone’s primary industrial function and to protect public safety and welfare on nearby sites. Require mitigation of impacts on industrial activity and on the immediate surroundings, especially nearby less intensive zones.	
LU165	Apply standards for screening, landscaped areas, curbs and sidewalks, setbacks, and street trees to improve the appearance of, or obscure, outdoor activity, to			

	maintain continuity along a street front, to enhance the environment and safety of the buffer area and to maintain compatibility with adjacent areas.			
LU166	Employ setback requirements for lots across the street from a residentially zoned lot to maintain a compatible scale of development along opposing industrial and residential streets. Do not apply increased setback requirements where an industrial lot is adequately separated from a residentially zoned lot by an unusually wide public right-of-way.			
LU167	Require special measures to address the visual impacts of outdoor and auto-related activities to ensure compatibility between these uses and less intensive zones.			
LU168	Use the Industrial Commercial zones to promote a wide mix of employment activities, including industrial and commercial activities, such as light manufacturing and research and development.	LU 10.21	Allow a wide mix of employment activities in the industrial commercial zones, such as light manufacturing and research and development.	LU 10.21 replaces LU 168 and LU 170.
LU169	Limit development density in Industrial Commercial zones to reflect transportation and other infrastructure constraints, while taking into account other features of an area. Employ development standards designed to create an environment attractive to business, while recognizing the economic constraints facing new development.	LU 10.22	Limit development density in industrial commercial zones in order to reflect transportation and other infrastructure constraints, while taking into account other features of an area.	LU 169 was edited to create two new policies: LU 10.22 and LU 10.23.
		LU 10.23	Include development standards in the industrial	LU 169 and LU 172 were

			commercial zone designed to create environments that are attractive to new technology businesses and that support a pedestrian-oriented environment, while controlling structure height and scale to limit impacts on nearby neighborhoods.	edited to create two new policies: LU 10.22 and LU 10.23.
LU170	Maintain use provisions in the Industrial Commercial zones to ensure that land is available for a wide range of employment activities and that areas will exist to accommodate the needs of developing new businesses.	LU 10.21	Allow a wide mix of employment activities in the industrial commercial zones, such as light manufacturing and research and development.	LU 10.21 replaces LU 168 and LU 170.
LU171	Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones; and to ensure safety and compatibility with other uses within the zone.			
LU172	Incorporate performance standards in the Industrial Commercial zones to create high quality environments that can attract new employers to the area and to protect abutting, less intensive areas from hazards, nuisances and objectionable impacts associated with permitted activities.	LU 10.23	Include development standards in the industrial commercial zone designed to create environments that are attractive to new technology businesses and that support a pedestrian-oriented environment, while controlling structure height and scale to limit impacts on nearby neighborhoods.	
LU 173	Apply a range of maximum building height limits for all uses in Industrial Commercial zones to protect the special amenities that attract new technology industrial development, such as views of water, shoreline access, and the scale and character of	LU 10.24	Provide a range of maximum building height limits in the industrial commercial zones in order to protect the distinctive features that attract new technology businesses to	LU 173 was edited to create two new policies: LU 10.24 and LU 10.25.

	<p>neighboring development, so that these amenities will continue to be enjoyed, both within the zone and from the surrounding area. Assign height limits independently of the zoning designation to provide flexibility in zoning specific areas. Allow different areas within a zone to be assigned different height limits according to the rezone criteria.</p>		<p>the area—such as views of water, shoreline access, and the neighborhood scale and character—to make sure that these features will continue to be enjoyed, both within the zone and from the surrounding area.</p>	
		LU 10.25	<p>Assign height limits independently of the industrial zoning designation to provide flexibility in zoning-specific areas and to allow different areas within a zone to be assigned different height limits according to the rezone criteria.</p>	<p>LU 173 was edited to create two new policies: LU 10.24 and LU 10.25.</p>
LU174	<p>Include development standards in the Industrial Commercial zones designed to create an attractive environment for new industry and ensure compatibility with surrounding development without inhibiting more traditional industrial activity or the expansion of smaller firms already located in the area. Generally require screening, landscaping and setback standards in the Industrial Commercial zone similar to those found in the pedestrian-oriented commercial areas to promote an attractive setting for new industries.</p>	LU 10.23	<p>Include development standards in the industrial commercial zone designed to create environments that are attractive to new technology businesses and that support a pedestrian-oriented environment, while controlling structure height and scale to limit impacts on nearby neighborhoods.</p>	
LUG30	<p>Promote Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promote the continued economic vitality of</p>	LU G11	<p>Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region,</p>	<p>LUG 30 and LU 175 were edited and combined into new LU</p>

	Downtown Seattle, with particular attention to the retail core and the tourism industry.		with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.	G11.
LU175	Designate as Downtown, those areas that are intended to accommodate the densest mixed-use, residential, office and retail development.			
LU176	Recognize the division of downtown into areas with one of the following primary land use functions: <ul style="list-style-type: none"> • Office, • Retail, • Mixed-use commercial, • Mixed-use residential, and • Harborfront. 	LU 11.1	Recognize the distinct areas of Downtown that are defined by their histories and by their primary land use function, such as office, retail, or mixed use with either a commercial or a residential emphasis.	
LU177	Use a range of downtown land use zones to support the existing character and desired environment of different areas downtown.	LU 11.2	Use a range of land use zones and height limits to support the existing and desired character of different areas within Downtown.	
LUG31	Provide flexibility in, or supplement, standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, airport height districts, historic landmark and special review districts, major institutions, arts and cultural districts, subarea plan districts, areas around high-capacity transit stations, and other appropriate locations.	LU G12	Provide flexibility in standard zone provisions or supplement those provisions to achieve special public purposes in areas where unique conditions exist, such as shorelines, historic and special review districts, and major institutions.	
LU178	Promote the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate			

	to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities.			
LU179	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 sub-area of the city, subject to the limitations on establishing greater density in single-family areas. Overlays may be established through neighborhood planning.	LU 12.1	Allow for zoning overlay districts, which modify the regulations of the underlying zoning, to address special circumstances and issues of significant public interest in subareas of the city.	
LU179.5	<p>In order to address the unique opportunities that large site redevelopment presents in dense areas of the city and to provide predictability to the City, community and potential developer, establish a Master Planned Community designation on the Future Land Use Map. Locations appropriate for that designation must be:</p> <ul style="list-style-type: none"> • large, multi-block sites located in urban centers • subject to unified ownership control <p>Establish a zone in the Land Use Code also to be named Master Planned Community. Locations appropriate to be rezoned on the Official Land Use Map as Master Planned Community are those that are designated on the Future Land Use Map as Master Planned Community.</p> <p>Specific standards for development within a proposed Master Planned</p>	LU 12.2	Establish a master planned community zone and apply the zone as a way to address unique opportunities for large site redevelopments in the densest areas of the city. Use this designation to provide predictability to the City, the community, and potential developers, with the intent to encourage a mix of uses at appropriate urban densities that use a cohesive urban design and promote high levels of environmental sustainability, housing affordability, and publicly accessible open space. Designate a master planned community only for large multi-block sites inside an urban center that are subject to unified	

	<p>Community should be established by the City Council when a rezone to the Master Planned Community zone occurs, and are expected to vary based on the location of the Master Planned Community. However, all applications of a Master Planned Community zone should result in development that provides:</p> <ul style="list-style-type: none"> • a mixture of uses • appropriate urban density • cohesive urban design throughout the development • a higher level of environmental sustainability, affordable housing, and publicly accessible open space than is typically provided through conventional lot-by-lot development. 		control.	
		LU 12.3	Consider establishing a master planning process for large sites outside of urban centers in order to allow development that incorporates good urban design and appropriate public benefits.	new
		LU 12.4	Regulate development and promote design guidelines in the stadium area transition overlay to promote an environment that is attractive and safe for the large volumes of pedestrians attending events in the area.	new
LUG32	Maximize the public benefits of major institutions, including health care and educational services, while	LU G13	Encourage the benefits that major institutions offer the city and the	LUG 32 and LUG 33 were combined

	minimizing the adverse impacts associated with development and geographic expansion.		region, including health care, educational services, and significant employment opportunities, while mitigating the adverse impacts associated with their development and geographic expansion.	into new LU G13.
LUG33	Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.	LU G13	Encourage the benefits that major institutions offer the city and the region, including health care, educational services, and significant employment opportunities, while mitigating the adverse impacts associated with their development and geographic expansion.	LUG 32 and LUG 33 were combined into new LU G13.
LUG34	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.	LU 13.3	Balance the need for major institutions to grow and change with the need to maintain the livability and vitality of neighboring areas.	
LUG35	Promote the integration of institutional development with the function and character of surrounding communities in the overall planning for urban centers.			
LU180	Designate the campuses of large hospitals, colleges and universities as Major Institutions to recognize that a separate public process is used to define appropriate uses in these areas.	LU 13.1	Designate the campuses of large hospitals, colleges, and universities as major institutions, making clear that they are defined under a separate public process in terms of their appropriate uses and development standards.	

LU181	Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones.	LU 13.2	Support the coordinated growth of major institutions through conceptual master plans and the creation of major institution overlay districts. Use a master plan process to identify development standards for the overlay district that are specifically tailored to the major institution and the surrounding area.	
LU182	Establish Major Institution Overlays (MIO) to permit appropriate institutional development within boundaries while minimizing the adverse impacts associated with development and geographic expansion. Balance the public benefits of growth and change for major institutions with the need to maintain the livability and vitality of adjacent neighborhoods. Where appropriate, establish MIO boundaries so that they contribute to the compatibility between major institution areas and less intensive zones.	LU13.4	Establish major institution overlays (MIO) as a designation on the Official Land Use Map and the Future Land Use Map to show areas where development is regulated by the contents of a master plan, rather than by the underlying zoning. Where appropriate, establish MIO boundaries for better integration between major institution areas and less intensive zones.	
LU183	Allow modifications to the underlying zone provisions in order to allow major institutions to thrive while ensuring that impacts of development on the surrounding neighborhood are satisfactorily mitigated.	LU 13.2	Support the coordinated growth of major institutions through conceptual master plans and the creation of major institution overlay districts. Use a master plan process to identify development standards for the overlay district that are specifically tailored to the major institution and the surrounding area.	

<p>LU184</p> <p>LU185</p>	<p>Allow all functionally integrated major institution uses within each overlay district, provided the development standards of the underlying zone are met. Permit development standards specifically tailored for the major institution and its surrounding area within the overlay district through a master plan process.</p> <p>Allow modification of use restrictions and parking requirements of the underlying zoning by the overlay to accommodate the changing needs of major institutions, provide flexibility for development and encourage a high-quality environment. Allow modification of the development standards and other requirements of the underlying zoning by an adopted master plan.</p>	<p>LU 13.6</p>	<p>Allow the MIO to modify underlying zoning provisions and development standards, including use restrictions and parking requirements, in order to accommodate the changing needs of major institutions, provide development flexibility, and encourage a high-quality environment.</p>	
<p>LU186</p>	<p>Discourage the expansion of established major institution boundaries.</p>	<p>LU 13.7</p>	<p>Discourage the expansion of established major institution boundaries.</p>	
<p>LU187</p>	<p>Encourage 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.</p>	<p>LU 13.5</p>	<p>Encourage community involvement in the development, monitoring, implementation, and amendment of major institution master plans, including the establishment of citizens’ advisory committees that include community and major institution representatives.</p>	
<p>LU188</p>	<p>Encourage Advisory Committee participation throughout the process of revision, amendment and</p>			

	refinement of the master plan proposal.			
LU189	Require preparation of either a master plan or a revision to the appropriate existing master plan when a major development is proposed that is part of a major institution, and does not conform with the of the underlying zoning and is not included in an existing master plan.	LU 13.8	Require either that a master plan be prepared or that the existing master plan be revised when a proposed major development that is part of a major institution does not conform to the underlying zoning and is not included in an existing master plan.	
LU190 LU191	Provide procedures for considering the establishment of new major institutions. Locate new institutions in areas where such activities are compatible with the surrounding land uses and where the impacts associated with existing and future development can be appropriately mitigated.	LU 13.9	Locate new major institutions in areas where their activities are compatible with the surrounding land uses and where the impacts associated with existing and future development can be appropriately mitigated, and provide procedures for considering the establishment of new major institutions.	
LU192	Define all uses that are functionally integrated with, or substantively related to, the central mission of the major institution or that primarily and directly serve the users of the institution as major institution uses and permit these uses in the Major Institution Overlay district, subject to the provisions of this policy, and in accordance with the development standards of the underlying zoning classifications or adopted master plan.	LU 13.10	Define as major institution uses those that are part of, or substantively related to, the major institution’s central mission or that primarily and directly serve institution users, and allow these uses within the MIO district, in accordance with the development standards of the underlying zoning classifications or adopted master plan.	
LU193	Apply the development standards of the underlying zoning classification	LU	Apply the development standards of the	

	for height, density, bulk, setbacks, coverage and landscaping for institutions to all major institution development, except for specific standards altered by a master plan.	13.11	underlying zoning classification to all major institution development, except for specific standards altered by a master plan.	
LU194	The need for appropriate transition shall be a primary consideration in determining setbacks.	LU 13.12	Determine appropriate measures to address the need for adequate transition between the major institution and surrounding uses.	LU 194 was edited to broaden the scope of how transitions are set with respect to all development standards, including setbacks.
LU195	Establish minimum parking requirements in MIO districts to meet the needs of the major institution and minimize parking demand in the adjacent areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single occupancy vehicles (SOV).	LU 13.13	Establish minimum parking requirements in each MIO district to address the needs of the major institution and reduce parking demand in nearby areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single-occupant vehicles. Allow an increase in the number of permitted spaces only when such an increase is needed to reduce parking demand on surrounding streets and when it will help to minimize traffic congestion in the area.	LU 13.13 combines and carries forward LU 195 and LU 197.
LU196	Allow short-term or long-term parking space provisions to be modified as part of a Transportation Management Program (TMP).	LU 13.14	Use a transportation-management program to reduce the number of vehicle trips to the major institution and to limit the	New policy LU 13.14 combines and carries forward

			adverse impacts of traffic and of institution-related parking on surrounding streets, especially residential streets. Strive to reduce the number of single-occupant vehicles used for trips to and from major institutions at peak times. Allow short-term or long-term parking space requirements to be modified as part of a transportation-management program.	aspects of LU 196 and LU 198.
LU197	Allow an increase to the number of permitted spaces only when an increase is necessary to reduce parking demand on streets in surrounding areas and is compatible with goals to minimize traffic congestion in the area.			LU 13.13 combines and carries forward LU 195 and LU 197.
LU198	Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives seek to reduce the number of SOVs used by employees and students to reach the campus at peak times.	LU 13.14	Use a transportation-management program to reduce the number of vehicle trips to the major institution and to limit the adverse impacts of traffic and of institution-related parking on surrounding streets, especially residential streets. Strive to reduce the number of single-occupant vehicles used for trips to and from major institutions at peak times. Allow short-term or long-term parking space requirements to be modified as part of a transportation-management program.	New policy LU 13.14 combines and carries forward aspects of LU 196 and LU 198.

LU199	Encourage the preservation of housing within major institution overlay districts and the surrounding areas. Discourage conversion or demolition of housing within a major institution campus, and allow such action only when necessary for expansion of the institution. Prohibit demolition of structures with non-institutional residential uses for the development of any parking lot or parking structure which could provide non-required parking or be used to reduce a deficit of required parking spaces. Prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition of structures with residential uses or change of these structures to non-residential uses.	LU 13.15	Encourage housing preservation within major institution overlay districts and limit impacts on housing in surrounding areas. Discourage conversion or demolition of housing within a major institution’s campus, allowing it only when the institution needs to expand or when the institution replaces the lost housing with new housing. Prohibit the demolition of non-institutional housing for replacement by principal-use parking that is not necessary to meet the parking requirement. Prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition or conversion of residential buildings into nonresidential uses, unless authorized by an adopted master plan.	
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LU200	Require a master plan for each Major Institution proposing development which could affect the livability of adjacent neighborhoods or has the potential for significant adverse impacts on the surrounding areas. Use the master plan to facilitate a comprehensive review of benefits and impacts of the Major Institution development.	LU 13.16	Require a master plan whenever a major institution proposes development that could affect the livability of adjacent neighborhoods or that has the potential for significant adverse impacts on the surrounding areas. Use	LU 13.16 combines and carries forward aspects of LU 200, LU 201 and LU 202.
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		<p>the master plan to</p> <ul style="list-style-type: none"> • guide a comprehensive review of potential benefits and impacts of the major institution's proposed development, • establish or modify geographic boundaries for the major institution and establish clear guidelines and development standards on which the major institutions and community can rely for long-term planning and development, • provide the neighborhood with advance notice of the institution's development plans, • allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development, • provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth, • establish a 	
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			<p>transportation-management program, and</p> <ul style="list-style-type: none"> define the major institution’s development program for a specified time period. 	
LU201	<p>Use the master plan to:</p> <ol style="list-style-type: none"> 1. Give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2. Provide the neighborhood advance notice of the development plans of the major institution; 3. Allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4. Provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth. 			
LU202	<p>The master plan should establish or modify boundaries; provide physical development standards for the overlay district; define the development program for the specified time-period; and describe a transportation management program.</p>	LU 13.16	<p>Require a master plan whenever a major institution proposes development that could affect the livability of adjacent neighborhoods or that has the potential for significant adverse impacts on the surrounding areas. Use the master plan to:</p> <ul style="list-style-type: none"> guide a comprehensive review of potential benefits and impacts of the major institution’s 	<p>LU 13.16 combines and carries forward aspects of LU 200, LU 201 and LU 202.</p>

		<p>proposed development,</p> <ul style="list-style-type: none"> • establish or modify geographic boundaries for the major institution and establish clear guidelines and development standards on which the major institutions and community can rely for long-term planning and development, • provide the neighborhood with advance notice of the institution's development plans, • allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development, • provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth, • establish a transportation-management program, and • define the major institution's development program for a specified time 	
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			period.	
LU203	Require City Council review and adoption of the master plan following a cooperative planning process to develop the master plan by the Major Institution, the surrounding community and the City.	LU 13.17	Require City Council review and adoption of the master plan after the major institution, the surrounding community, and the City develop the master plan.	
LU204	In considering rezones, the objective shall be to achieve a better relationship between residential, commercial or industrial uses and the Major Institution uses, and to reduce or eliminate major land use conflicts in the area.	LU 13.18	Achieve a better relationship between residential, commercial, or industrial uses and the major institution's activities when considering rezones, while also trying to reduce or eliminate major land use conflicts.	
LU205	Encourage the preservation, restoration and reuse of designated historic districts and landmarks.	LU G14	Maintain the city's cultural identity and heritage.	
LU206	Allow for the designation of areas as landmark and special review districts, and of structures, sites, and objects as City of Seattle landmarks, to protect, enhance, and perpetuate the individual historical or architectural identity of the area, structure, site, or object. Recognize that landmark designations help protect significant historic resources and qualities that distinguish these resources, and encourage stability, rehabilitation, restoration and planned development.	LU 14.1	Support the designation of areas as historic and special review districts, and the designation of structures, sites, and objects as City of Seattle landmarks in order to protect, enhance, and perpetuate their historical or architectural identities.	
LU207	Allow development standards and design review processes to be adopted specifically for a designated landmark or special review district, including guidelines that may specify design-related features allowed, encouraged, limited, or excluded from the district. Allow	LU 14.2	Tailor development standards and design review processes specifically for a special review district to describe design-related	

	adopted guidelines to modify, exempt, or supersede the standards of the underlying zone, although for elements not included in the district guidelines, the standards of the existing designation shall continue to apply.		features allowed, encouraged, limited, or excluded from the district. Allow adopted guidelines to modify, exempt, or supersede the underlying zone's standards.	
		LU 14.3	Encourage the adaptive reuse of designated landmark structures by allowing uses in these structures that may not otherwise be allowed under the applicable zoning, provided such action is approved by the Landmarks Preservation Board.	
		LU 14.4	Use incentives, including the transfer of development rights, to encourage property owners and developers to restore or reuse designated landmark structures and specified structures in designated districts.	
		LU 14.5	Consider the use of conservation districts to recognize and sustain the character of unique residential or commercial districts.	
		LU 14.6	Protect the scale and character of the established development pattern, while encouraging compatible and context-sensitive infill	

			development.	
		LU 14.7	Identify historic resources that can be successfully used to meet the city's housing goals.	
		LU 14.8	Identify, preserve, and protect archaeological resources.	
LUG36	Protect the ecological functions and values of wetlands, and fish and wildlife habitat conservation areas; prevent erosion on steep slopes; protect the public health, safety and welfare in landslide-prone, liquefaction-prone, peat settlement-prone areas, and flood-prone areas; and protect the public by identifying seismic hazard areas and volcanic hazard areas.	LU G 15	Maintain a regulatory system that aims to <ul style="list-style-type: none"> • protect the ecological functions and values of wetlands and fish and wildlife conservation areas; • prevent erosion on steep slopes; • protect public health, safety, and welfare in areas subject to landslides, liquefaction, floods, or peat settlement, while permitting reasonable development; • protect the public by identifying seismic and volcanic hazard areas; and • avoid development that causes physical harm to people, property, public resources, or the environment. 	
LUG37	Permit landowners to develop land in a manner that is reasonable in light of the environmental constraints and the ecological			

	functions and values present.			
LUG38	Avoid development that causes physical harm to persons, property, public resources or the environment.			
LUG38.1	Promote both public and private opportunities to improve water quality and enhance aquatic, wetland, and terrestrial habitat in the City's environmentally critical areas so that these habitats are healthy for native wildlife and people.	LU 15.2	Promote both public and private opportunities to improve water quality and enhance aquatic, wetland, and terrestrial habitats in the city's environmentally critical areas so that these habitats are healthy for native wildlife and people.	
LU208	Include best available science to identify and protect environmentally critical areas.	LU 15.1	Use best available science to identify and protect environmentally critical areas.	
LU208.1	Strictly regulate development in environmentally critical areas and buffers to protect the ecological functions and values of the critical areas and protect the public health, safety, and welfare on development sites and neighboring properties by directing activities away from these areas through restrictions on the design and siting of structures, and restrictions on grading and other land-disturbing activity.	LU 15.3	Regulate the design and siting of structures and land-disturbing actions associated with development projects in environmentally critical areas and buffers to protect the ecological functions and values of environmentally critical areas and their buffers and to protect public health and safety on development sites and neighboring properties.	
LU209	Permit modification of development standards in environmentally critical areas and buffers to help protect the ecological functions and values of the critical areas and to	LU 15.4	Permit modification of development standards in environmentally critical areas and	

	allow reasonable development.		buffers to protect the ecological functions and values of the critical areas while allowing reasonable development.	
LU210	When reviewing a rezone, subdivision, or lot boundary adjustment proposed for an area located in or adjacent to an environmentally critical area, consider the effect of the rezone, subdivision, or lot boundary adjustment on the ecological functions and values of the critical area, and recognize that lower intensity zones are generally more appropriate in critical areas than higher intensity zones.	LU 15.5	Review rezones in or adjacent to an environmentally critical area or a hazard-prone area by considering the effects on the ecological functions and values of the critical area and on public health, safety, and welfare, and recognize that lower-intensity zones and uses are generally more appropriate than higher-intensity zones in these areas. Review subdivisions and lot-boundary adjustments in or adjacent to wetlands, fish and wildlife habitat conservation areas, steep slope-erosion areas, and other environmentally critical areas by considering the effects on the ecological functions and values of those critical areas.	
LU211	Maintain in their natural state environmentally critical areas that contain vegetative cover and physical space for habitat.	LU 15.18	Protect existing vegetation in wetlands and their buffers, unless augmenting or replanting can be shown to better protect	

			the wetland's functions and values.	
LU212	Adopt regulations that encourage voluntarily enhancing the ecological functions and values of environmentally critical areas.	LU 15.6	Adopt regulations that encourage landowners and developers to voluntarily enhance the ecological functions and values of environmentally critical areas.	
LU212.1	Provide opportunities for environmental education.	LU 15.7	Provide opportunities for environmental education associated with environmentally critical areas.	
LU213	Seek to protect landslide-prone hillsides, including steep slopes, from future damage due to instability created or exacerbated by development, including protecting against damage to public facilities. Take into account the relative risk to life or property when reviewing development proposals for landslide-prone areas.	LU 15.8	Regulate development on landslide-prone hillsides to protect against future damage due to instability that might be created or exacerbated by development, including potential damage to public facilities. Consider the relative risk to life or property when reviewing development proposals for landslide-prone areas.	
LU214	Before permitting development within a landslide-prone area, require engineering solutions designed to provide complete stabilization of the developed area.	LU 15.9	Require engineering solutions for development in landslide-prone areas to provide complete stabilization of the developed area.	
LU215	Limit disturbance of steep slopes and maintain existing vegetative cover in order to control erosion and water runoff to reduce	LU 15.10	Limit disturbance and maintain and enhance vegetative cover on	

	the risk of siltation and other negative environmental impacts to streams, lakes, Puget Sound, and the City's stormwater facilities.		steep slopes to control erosion and water runoff in order to reduce the risk of siltation and other environmental impacts to streams, lakes, Puget Sound, and the City's stormwater facilities.	
LU216	Require new development in liquefaction-prone areas to be designed and built to limit property damage and minimize risks of injury and loss of life during earthquakes.	LU 15.11	Require new development in liquefaction-prone areas to be designed and built to limit property damage and to reduce risks of injury and loss of life during earthquakes.	
LU217	Regulate development on sites of abandoned solid waste landfills to minimize the risks of ground subsidence, earthquake induced ground shaking, and methane gas accumulation.	LU 15.12	Regulate development on abandoned solid-waste landfill sites and areas within a thousand feet of those sites to reduce the risks of ground subsidence, earthquake-induced ground shaking, and methane-gas accumulation.	
LU218	Regulate development on sites within 1,000 feet of abandoned solid waste landfills to prevent accumulation of methane gas within enclosed spaces.			
LU219	Regulate development in peat settlement-prone areas to minimize ground settlement caused by the: <ul style="list-style-type: none"> • removal of groundwater; and • structural and earth/fill loads on those areas and on off-site parcels. 	LU 15.13	Regulate development in peat settlement-prone areas to limit ground settlement caused by the removal of groundwater and by structural and earth-fill loads on those areas and nearby parcels.	
LU220	Seek a net gain in wetland function by enhancing and restoring wetland function across the city in City projects.	LU 15.14	Seek a net gain in wetland function by enhancing and restoring wetland functions	

			across the city in City projects.	
LU221	Support efforts to restore wetlands to their original state and natural function.	LU 15.15	Support efforts to restore wetlands to their original state and natural function.	
LU222	Strictly regulate development to minimize construction and post-construction impacts in wetlands and their buffers in order to protect the remaining unique and valuable wetland resources left in Seattle.	LU 15.16	Protect Seattle’s unique remaining wetland resources and use mitigation sequencing to address construction and post-construction impacts in wetlands and their buffers by strictly regulating development.	
LU223	Seek no net loss of wetland acreage and require no net loss of wetland functions and values when development is allowed; functions and values include but are not limited to flood control, water quantity and quality, and fish and wildlife habitat.	LU 15.17	Seek to avoid a net loss in area of wetland acreage, and require no net loss of wetland functions and values when development is allowed; functions and values include but are not limited to flood control, water quantity and quality, and fish and wildlife habitat.	
LU224	In wetlands and their buffers, protect vegetation in its existing condition unless augmenting or replanting can be shown to better protect the wetland’s functions and values.	LU 15.18	Protect existing vegetation in wetlands and their buffers, unless augmenting or replanting can be shown to better protect the wetland’s functions and values.	
LU225	Regulate development in and near designated fish and wildlife habitat conservation areas in order to protect the remaining native wildlife species and significant fish populations, especially salmonids.	LU 15.19	Regulate development in and near designated fish- and wildlife-habitat conservation areas in order to	

			protect the remaining native wildlife species and significant fish populations, especially salmonids.	
LU226	<p>Whenever possible:</p> <ul style="list-style-type: none"> • protect contiguous wildlife habitat areas; • maintain wildlife corridors that connect functions; • conserve soil and ground conditions that support native vegetation; • prevent siltation and high water temperatures in downstream habitat; • dampen fluctuations in surface water flows which are typically problematic in urbanized areas; and • maintain groundwater recharge flow to support stream flows, during drier seasons. 	LU 15.20	<p>Regulate development in environmentally critical areas that contain vegetative cover and physical space for habitat, and seek to:</p> <ul style="list-style-type: none"> • protect contiguous wildlife-habitat areas; • maintain wildlife corridors that connect functions; • conserve soil and ground conditions that support native vegetation; • prevent siltation and high water temperatures in downstream habitats; • dampen fluctuations in surface-water flows, which are typically problematic in urbanized areas; and • maintain groundwater recharge flow to support stream flows during drier seasons. 	
LU227	Regulate development within riparian corridors to protect the natural functions and values of streams, creeks, and lakes from the potential negative effects of urban	LU 15.21	Establish riparian corridors that include the water course or water body and riparian	

	development.		management area.	
LU228	<p>Establish development standards to:</p> <ul style="list-style-type: none"> • protect existing water quality; • prevent erosion and siltation; and • protect fish and wildlife habitat. 	LU 15.22	<p>Limit development within the riparian corridor to protect the natural functions and values of these areas from the potential negative effects of urban development. Retain vegetation in its natural condition. If the vegetation within the riparian corridor is degraded, allow new native plantings that enhance the functions and values of the riparian corridor.</p>	
LU229	<p>Establish riparian corridors that include the water course or water body, and riparian management area. Strictly limit development within the riparian corridor, and leave vegetation in its natural condition. If the vegetation within the riparian corridor is degraded, allow new native plantings that will enhance the functions and values of the riparian corridor</p>	LU 15.23	<p>Establish development standards to protect existing water quality, prevent erosion and siltation, and protect fish and wildlife habitats.</p>	
		LU 15.24	<p>Establish an area bordering adjacent bodies of water on every development site, strictly limit development within such areas, and leave vegetation in its natural condition unless new plantings will enhance the functions of the buffer.</p>	
LU230	<p>Regulate development in flood-prone areas in order to protect the public health and safety, and aquatic habitat; and to prevent damage</p>	LU 15.25	<p>Regulate development in flood-prone areas in order to protect public</p>	

	to private property caused by hazardous flooding conditions.		health and safety, and aquatic habitat, and to prevent damage to private property caused by hazardous flooding conditions.	
		LU 15.26	Regulate development in flood-prone areas in order to protect public health and safety, and aquatic habitat, and to prevent damage to private property caused by hazardous flooding conditions.	
Shorelines – C-4, the Shorelines section in the current Land Use Element has been moved in its entirety to the Shoreline Areas Element in the Recommended Plan.				
LU271	Encourage the creation of cultural districts to support arts and cultural uses and the economic benefits they provide. Use the creation of cultural districts as a tool to carry out neighborhood plan recommendations and other city plans that promote arts and cultural uses.	AC 4.6	Encourage the designation of existing clusters of cultural spaces as cultural districts.	
LU272	Allow regulations and incentives to be adopted specifically for designated cultural districts. Allow adopted guidelines or regulations to modify, exempt, or supersede the standards of the underlying zone to encourage arts and cultural uses.			
LUG63	Create transit communities that are complete, compact, connected places within easy walking distance of reliable, frequent transit that provides service to multiple destinations.	GS 2.12	Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries.	
LUG64	Reduce dependence on automobile transportation and reduce greenhouse gas emis-	GS 2.12	Include the area that is generally within a ten-minute walk of light rail	

	sions by supporting transit communities.		stations or very good bus service in urban village boundaries.	
LUG65	Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.	GS 2.12	Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries.	
LUG66	To take advantage of high concentrations of jobs and residents, prioritize investments and infrastructure improvements in transit communities, as part of the urban village strategy.			
LUG67	Provide opportunities for residents of transit communities to lower their cost of living by providing safe and convenient walking or transit access to employment, education, and goods and services to meet their daily needs.			
LUG68	Seek to provide equitable access to frequent and reliable transit service, and to preserve opportunities for a broad cross-section of socio-economic groups, ethnicities, and household types to live and work in transit communities. Encourage targeted use of incentive zoning and other tools and resources to curb potential displacement from transit communities of low-income, special needs, immigrant, and refugee populations, as well as culturally significant institutions or businesses, due to price increases and development associated with new transit facilities and increased investment.			
LU273	Identify potential transit communities by determining the following types of transit nodes that are located within Urban Villages and Urban Centers other than Manufacturing and Industrial Centers, where multiple destinations are easily and directly accessible via frequent and reliable transit service:	GS 2.12	Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries.	

	<p>1) Light rail stations;</p> <p>2) Places where two corridors that currently provide frequent transit service intersect, as shown in either red, orange, or yellow on the Frequent Transit Network map (Figure 4-1 in the Seattle Transit Master Plan), as updated to show actual 2012 frequent transit service levels;</p> <p>3) Existing multimodal hubs and transportation centers shown in Figure 5-5 in the Seattle Transit Master Plan.</p>			
LU274	<p>Once potential transit communities are identified according to LU270, apply the following two factors to determine whether these areas should be designated as transit communities. These factors will be weighted to recognize differences in the scale of the facilities that generate pedestrian trips and the magnitude of expected population and employment growth.</p> <p>1) Existing land uses that generate pedestrian demand, which could include major employers such as hospitals and large office buildings; colleges and universities; community facilities such as libraries, parks, and community centers; retail and service uses; multifamily housing; and tourist and entertainment attractions such as the Pike Place Market and sports stadiums.</p> <p>2) Population and employment forecasts. Forecasts of the amount and location of future jobs and housing units provide estimates of future pedestrian demand.</p>			
LU275	<p>For areas that meet the transit community criteria in Policies LU270 and LU271, create proposed transit community boundaries that are generally within a ten-minute walkshed of the nodes described in LU 270. A walkshed is the distance that the average person is able to walk in ten minutes (about one-half mile), using the existing street network, taking into</p>	GS 2.12	<p>Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries.</p>	

	account walking effort and the existence of barriers such as ravines or freeways. A walkshed may include community-identified generators of pedestrian activity that are nearby but do not meet the ten-minute walk criterion.			
LU276	Designate categories of transit communities that describe the different levels of activity, scale and type of development, and other characteristics, as a tool to support current and future planning efforts.			
LU277	Identify stakeholders in proposed transit communities, including neighborhood, business, community, and nonprofit organizations, and involve them in refining the boundaries of the transit community, designating the transit community category, planning potential zoning and design guideline changes, and identifying investment needs and priorities. Involve existing organizations, councils, and networks where possible, especially in urban villages and urban centers.			
LU278	If any area identified as a potential transit community in LU273 extends beyond an urban center or urban village boundary, consider revising the boundary to encompass the transit community area.	GS 2.12	Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries.	
LU279	Appropriately prioritize and focus city investments in transit communities to provide affordable housing, transportation improvements, additional open space, and other needs that support complete, compact, and connected transit communities. Consider social equity factors including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates in the prioritization process.			

Transportation Element

Current	Current Language	New #	New Language	Notes
<p>TG1</p>	<p>Ensure that transportation decisions, strategies, and investments are coordinated with land use goals and support the urban village strategy.</p>	<p>TG1</p>	<p>Ensure that transportation decisions, strategies, and investments support the City’s overall growth strategy and are coordinated with this Plan’s land use goals.</p>	
		<p>T10.5</p>	<p>Make strategic investment decisions consistent with City plans and policies.</p>	
		<p>T10.6</p>	<p>Prioritize investment by considering life-cycle costs, safety, environmental benefits, reduction of greenhouse gas emissions, and public health benefits. Race and social equity should be a key factor in selecting transportation investments.</p>	
<p>T1</p>	<p>Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.</p>	<p>T1.1</p>	<p>Provide safe and reliable transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers.</p>	
		<p>T1.3</p>	<p>Design transportation infrastructure in urban centers and villages to support compact, accessible, and walkable neighborhoods for all ages and abilities.</p>	
		<p>T1.2</p>	<p>Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options</p>	

			(pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities.	
T2	Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.	T1.4 T1.6	Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood. Enhance goods movement to, within, and between Seattle’s manufacturing/industrial centers and urban villages and business districts.	
		T1.5	Invest in transportation projects and programs that further progress toward meeting Seattle’s mode-share goals, in Transportation Figures 1 and 2, and reduce dependence on personal automobiles, particularly in urban centers.	
		T8.7	Mitigate construction impacts from City and private projects on the use of the street right-of-way and on the operation of the transportation system, especially for vulnerable populations.	New, emphasizing equity
		T8.8	Look for innovative ways to create training, youth employment, and living wage opportunities for marginalized populations in the construction and major maintenance of transportation facilities.	New, emphasizing equity

T3	Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services and encourage other agencies to do the same.	GSG1	Continue to have meaningful opportunities for all people in Seattle to contribute their thoughts and aspirations to City processes that develop growth plans and related regulations.	
T4	Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/ industrial centers while reducing reliance on single-occupancy vehicles.	T3.2	Improve transportation options to and within the urban centers and urban villages, where most of Seattle’s job and population growth will occur.	
T5	Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages.			
TG2	Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.	TG2	Allocate space on Seattle’s streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the rights-of-way.	
		T8.2	Operate the transportation system in a way that balances the following priorities: safety, mobility, accessibility, social equity, placemaking, infrastructure preservation, and resident satisfaction.	
		TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	

		T2.1	Devote space in the street right-of-way to accommodate multiple functions of mobility, access for commerce and people, activation, landscaping, and storage of vehicles.	
		T2.3	Consider safety concerns, modal master plans, and adjacent land uses when prioritizing functions in the pedestrian, travelway, and flex zones of the right-of-way.	
		T4.1	Design and operate streets to promote green infrastructure, new technologies, and active transportation modes while addressing safety, accessibility, and aesthetics.	
		T4.2	Enhance the public street tree canopy and landscaping in the street right-of-way.	
		T2.8	<p>Employ the following tactics to resolve potential conflicts for space in the right-of-way:</p> <ul style="list-style-type: none"> ● Allocate needed functions across a corridor composed of several streets or alleys, if all functions cannot fit in a single street ● Share space between travel modes and uses where safe and where possible over the course of the day ● Prioritize assignment of space to shared and shorter-duration uses ● Encourage off-street accommodation for nonmobility uses, including 	

			<p>parking and transit layover</p> <ul style="list-style-type: none"> ● Implement transportation- and parking-demand management strategies to encourage more efficient use of the existing right-of-way 	
		T2.9	Develop a decision-making framework to direct the planning, design, and optimization of street right-of-way.	
		T2.4	Use pedestrian design guidance in the Right-of-Way Improvements Manual and policy guidance from the modal master plans to determine adequacy of the pedestrian realm, before allocating space to the flex zone or travelway. Within the pedestrian realm, prioritize space to address safety concerns, network connectivity, and activation.	
TG3	Promote safe and convenient bicycle and pedestrian access throughout the transportation system.	T2.11	Design sidewalks in urban centers, urban villages, and areas designated as pedestrian zones in the Land Use Code to meet the dimensional standards as specified in the Right-of-Way Improvements Manual to foster vibrant pedestrian environments in these areas.	
		TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	

		T6.4	Minimize right-of-way conflicts to safely accommodate all travelers.	
		T3.10	Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.	
		T3.13	Develop facilities and programs, such as bike sharing, that encourage short trips to be made by walking or biking.	
		T2.5	Prioritize mobility needs in the street travelway based on safety concerns and on the recommended networks and facilities identified in the respective modal plans.	
		T2.6	Allocate space in the flex zone to accommodate access, activation, and greening functions, except when use of the flex zone for mobility is critical to address safety or to meet connectivity needs identified in modal master plans. When mobility is needed only part of the day, design the space to accommodate other functions at other times.	
		T2.7	Assign space in the flex zone to support nearby land uses, provide support for modal plan priorities, and accommodate multiple	

			functions.	
TG4	Promote adequate capacity on the street system for transit and other designated uses.	TG2	Allocate space on Seattle’s streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the rights-of-way.	
		T2.2	Ensure that the street network accommodates multiple travel modes, including transit, freight movement, pedestrians, bicycles, general purpose traffic, and shared transportation options.	
TG5	Preserve and maintain the boulevard network as both a travel and open space system.	T2.13	Preserve and enhance the boulevard network both for travel and as a usable open-space system for active transportation modes.	
TG6	Promote efficient freight and goods movement.	T1.6	Enhance goods movement to, within, and between Seattle’s manufacturing/industrial centers and urban villages and business districts.	
TG7	Protect neighborhood streets from through traffic.	T6.9	Use complete street principles, traffic calming, and neighborhood traffic control strategies to promote safe neighborhood streets by discouraging cut-through traffic.	
T6	Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance	T2.1	Devote space in the street right-of-way to accommodate multiple functions of mobility, access for commerce and people, activation, landscaping, and storage of	

	122386, to enhance the key function(s) of a street.		vehicles.	
		T6.4	Minimize right-of-way conflicts to safely accommodate all travelers.	
		T6.9	Use complete street principles, traffic calming, and neighborhood traffic control strategies to promote safe neighborhood streets by discouraging cut-through traffic.	
T7	<p>Designate a series of arterials as defined below and, consistent with such designations, identify those arterials in the Transportation Appendix Figure A-1.</p> <p>Principal (Major) Arterials: roadways that are intended to serve as the primary routes for moving traffic through the city connecting urban centers and urban villages to one another, or to the regional transportation network.</p> <p>Minor (Secondary) Arterials: roadways that distribute traffic from principal arterials to collector arterials and access streets.</p> <p>Collector Arterials: roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.</p>	T2.12	<p>Designate the following classifications of arterials:</p> <ul style="list-style-type: none"> ● Principal arterials: roadways that are intended to serve as the primary routes for moving traffic through the city and for connecting urban centers and urban villages to one another or to the regional transportation network ● Minor arterials: roadways that distribute traffic from principal arterials to collector arterials and access streets ● Collector arterials: roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations 	
T8	Establish a street system that can accommodate the weight of			

	heavy vehicles and reduce the damage such vehicles can cause.			
T9	Designate a future transit network in the Transit Master Plan to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street.			
T10	Designate in a Freight Master Plan a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access.			
T11	Designate a future bicycle classification network in the Bicycle Master Plan to accommodate bicycle trips through the city and to major destinations.	T3.13	Develop facilities and programs, such as bike sharing that encourage short trips to be made by walking or biking.	
T12	Designate, in the Right-of-Way Improvement Manual, a network of boulevards that provides for circulation and access in a manner that enhances the appreciation or use of adjacent major parklands and vistas and preserves the historic character of the boulevards.			
T13	Designate, in the Right-of-Way Improvement Manual, a series of street types to define street use and design features that support adjacent land uses and mobility.	T2.10	Identify street types in the Right-of-Way Improvements Manual, and have those street types correspond to the land uses designated in	

			this Plan.	
T14	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.	T6.1	Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries to attain the City’s Vision Zero objectives.	
		T6.2	Enhance community safety and livability through measures such as reduced speed limits, lane rechannelization, and crossing improvements.	
		T6.3	Consider lowering speed limits on residential streets and arterials as a way to reduce collision rates and improve safety.	
T15	Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network improve isolated connections to regional roadways, or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support freeway expansion for the sole purpose of increasing general traffic capacity.			
T16	Recognize the important function of alleys in the transportation network. Consider alleys, especially	T2.14	Maintain, preserve and enhance the City’s alleys as a valuable network for public spaces and access, loading	

	continuous alleys, a valuable resource for access to abutting properties to load/unload, locate utilities, and dispose of waste.		and unloading for freight, and utility operations.	
TG8	Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.	TG3	Meet people’s mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.	
		T8.2	Operate the transportation system in a way that balances the following priorities: safety, mobility, accessibility, social equity, placemaking, infrastructure preservation, and resident satisfaction.	
TG9	Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.	T3.1	Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.	
TG10	Accommodate all new trips in downtown with non-SOV modes.			
T17	Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system and reduce greenhouse gas emissions.	T4.3	Reduce drive-alone vehicle trips, vehicle dependence, and vehicle-miles traveled in order to help meet the City’s greenhouse gas reduction targets and reduce and mitigate air, water, and noise pollution.	
		T9.3	Pursue strategies to reduce drive-alone trips in order to increase the ability of the city’s transportation network to carry people.	
		T8.3	Employ state-of-the-art intelligent transportation systems to increase efficiency of movement and reduce	

			travel delays for all modes.	
		T8.5	Optimize traffic-signal corridors, taking the needs of all types of transportation into account.	
T18	Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment and increase awareness of the range of travel choices available.	TG4	Promote healthy communities by providing a transportation system that protects and improves Seattle’s environmental quality.	
T19	Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, regional, and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.	T7.6	Work with regional transit agency partners to expand and optimize cross-jurisdictional regional light rail and bus transit service investments that function as a single, coordinated system to encourage more trips to, from, and within Seattle on transit.	
		T9.2	Provide a menu of transportation-demand management tools for future development to meet non-drive-alone mode share targets.	
TG11	Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.	T3.4	Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.	
TG12	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.			

TG13	Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.	TG4	Promote healthy communities by providing a transportation system that protects and improves Seattle’s environmental quality.	
		T3.8	Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the Center City	
T20	Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city’s residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.			
T21	Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.	T7.6	Work with regional transit agency partners to expand and optimize cross-jurisdictional regional light rail and bus transit service investments that function as a single, coordinated system to encourage more trips to, from, and within Seattle on transit.	
		T7.7	Work with regional transit agencies to encourage them to provide service that is consistent with this Plan’s growth goals and strategy.	
		T7.8	Support regional transportation pricing and tolling strategies that help	

			manage regionwide transportation demand.	
T22	Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.	T3.4	Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.	
T23	Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.			
		T3.9	Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.	
		T3.7	Optimize operations of bus rapid transit, RapidRide and streetcar corridors by adjusting signals and consider providing exclusive transit lanes to promote faster travel times for transit than for automobile travel.	
T24	Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.			

T24.5	Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.	T3.10	Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.	
		T6.2	Enhance community safety and livability through measures such as reduced speed limits, lane rechannelization, and crossing improvements.	
T25	Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle’s civic identity and reflect the cultural identity of the communities in which they are located.			
T26	Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include: <ul style="list-style-type: none"> • At the terminus for a major, regional transit system; • Opportunities exist for “shared parking” (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and • Areas where alternatives to 	LU6.15	Discourage the development of major stand-alone park-and-ride facilities within Seattle. Additions to park-and-ride capacity could be considered: <ul style="list-style-type: none"> • at the terminus of a major regional transit system, • where opportunities exist for shared parking, or • where alternatives to automobile use are particularly inadequate or cannot be provided in a cost-effective manner. 	

	automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.			
T27	Encourage 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.	T3.3	Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.	
		T3.20	Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high short-term parking demand.	
		T3.6	Make transit services affordable to low-income residents through programs that reduce household transportation costs.	New, emphasizing equity
T28	Support efficient use of ferries to move passengers and goods to, from, and within Seattle. Explore route, funding and governance options for waterborne transit service, especially those that serve pedestrians. In order to limit the expansion of automobile traffic by ferry,	T7.4	Support a strong regional ferry system that maximizes the movement of people, freight, and goods.	

	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 Washington State 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.			
T29	For water-borne travel across Puget Sound, encourage the expansion of passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by foot, bicycle and transit) trips rather than ferry travel with automobiles.			
TG14	Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.	T3.10	Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.	
		TG4	Promote healthy communities by providing a transportation system that protects and improves Seattle’s environmental quality.	

TG15	Create and enhance safe, accessible, attractive, and convenient street and trail networks that are desirable for walking and bicycling.	T2.11	Design sidewalks in urban centers, urban villages, and areas designated as pedestrian zones in the Land Use Code to meet the dimensional standards as specified in the Right-of-Way Improvements Manual to foster vibrant pedestrian environments in these areas.	
		TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	
		T2.15	Create vibrant public spaces in and near the right-of-way that foster social interaction, promote access to walking, bicycling, and transit options, and enhance the public realm.	
		T5.10	Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality.	
T30	Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.	T3.10	Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.	
		TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	

T30.5	Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.	T3.11	Look for opportunities to re-establish or improve connections across I-5 by creating new crossings or enhancing streets where I-5 crosses overhead, especially where these can also enhance opportunities for development or open space.	
T31	Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, especially for persons with disabilities and special needs.	T3.13	Develop facilities and programs, such as bike sharing, that encourage short trips to be made by walking or biking.	
		T3.20	Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high short-term parking demand.	
		TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	
T32	Recognize that stairways located within Seattle’s public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the city. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.	T3.10	Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.	

<p>T33</p>	<p>Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:</p> <ul style="list-style-type: none"> • access to recommended school walking routes; • access to transit, public facilities, social services, and community centers; • access within and between urban villages for people with disabilities and special needs; • areas with a history of pedestrian/motor vehicle crashes and other safety problems; and • areas with high levels of growth. 	<p>T3.3</p>	<p>Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.</p>	
<p>T34</p>	<p>Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages, and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.</p>			
<p>T35</p>	<p>Develop, apply, and report on walking and bicycling transportation performance measures to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies, and potential improvements; and to support development of new and innovative facilities and programs.</p>			
		<p>T3.15</p>	<p>Support and plan for innovation in transportation</p>	

			options and shared mobility, including car sharing, bike sharing, and transportation network companies, that can increase travel options, enhance mobility, and provide first- and last-mile connections for people.	
		T3.16	Implement new technologies that will enhance access to transportation and parking options.	
T35.5	Provide facilities for non-motorized modes of travel that keep pace with development in the City.			
T36	Promote safe walking, bicycling, and driving behavior through education, enforcement, and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle, and motorist rights and responsibilities.	TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	
		T6.1	Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries to attain the City’s Vision Zero objectives.	
		T6.6	Invest in education measures that increase mutual awareness among motorists, pedestrians, and bicyclists.	
		T8.3	Employ state-of-the-art intelligent transportation systems to increase efficiency of movement and reduce travel delays for all modes.	
TG16	Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction,			

	and improved air quality.			
TG17	Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.			
T37	Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations.			
T38	Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing, and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.	T3.17	Implement curb-space management strategies such as parking time limits, on-street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.	
		T3.18	Consider roadway pricing strategies on city arterials to manage demand during peak travel times, particularly in the Center City.	
T39	Restrict on-street parking when necessary to address safety, operational, or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles, and motor vehicles; access to local businesses; control			

	of parking spillover into residential areas; and truck access and loading.			
T40	In commercial districts prioritize curb space in following order: <ul style="list-style-type: none"> • transit stops and layover; • passenger and commercial vehicle loading; • short-term parking (time limit signs and paid parking); • parking for shared vehicles; and vehicular capacity. 	T3.17	Implement curb-space management strategies such as parking time limits, on-street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.	
T41	In residential districts, prioritize curb space in the following order: <ul style="list-style-type: none"> • transit stops and layover; • passenger and commercial vehicle loading; • parking for local residents and for shared vehicles; and • vehicular capacity. 	T3.17	Implement curb-space management strategies such as parking time limits, on-street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.	
T42	During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.	T3.19	Consider replacing short-term parking that is displaced by construction or new transportation projects only when the project results in a concentrated and substantial amount of on-street parking loss.	
		T8.7	Mitigate construction impacts from City and private projects on the use of the street right-of-way and on the operation of the transportation system, especially for vulnerable	

			populations.	
T43	Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.			
T44	Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.			
T45	Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.			
T46	Coordinate Seattle’s parking policies with regional parking policies to preserve Seattle’s competitive position in the region.			
TG18	Preserve and improve mobility and access for the transport of goods and services.	TG5	Improve mobility and access for the movement of goods and services to enhance and promote economic opportunity throughout the city.	
TG19	Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.	T5.1	Enhance Seattle’s role as the hub for regional goods movement and as a gateway to national and international suppliers and markets.	
T47	Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based	T5.6	Work with freight stakeholders and the Port of Seattle to maintain and improve intermodal freight	

	freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement. Participate and advocate Seattle’s interests in regional and state forums.		connections involving Port container terminals, rail yards, industrial areas, airports, and regional highways.	
T48	Recognize the importance of the freight network to the city’s economic health when making decisions that affect Major Truck streets as well as other parts of the region’s roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.	T5.2	Develop a truck freight network in the Freight Master Plan that connects the city’s manufacturing/industrial centers, enhances freight mobility and operational efficiencies, and promotes the city’s economic health.	
		T7.5	Plan for the city’s truck freight network, developed as part of the Freight Master Plan, to connect to the state and regional freight network, and to continue providing good connections to regional industrial and warehouse uses.	
		T8.6	Designate a heavy haul network for truck freight to provide efficient freight operations to key port terminals and intermodal freight facilities.	
T49	Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and	T5.2	Develop a truck freight network in the Freight Master Plan that connects the city’s manufacturing/industrial centers, enhances freight mobility and operational efficiencies, and promotes the city’s economic health.	

	operational conditions for freight rail transport at the rail track crossings within city streets.	T5.7	Support efficient and safe movement of goods by rail where appropriate, and promote efficient operation of freight rail lines and intermodal yards.	
		T6.1	Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries to attain the City’s Vision Zero objectives.	
		T7.5	Plan for the city’s truck freight network, developed as part of the Freight Master Plan, to connect to the state and regional freight network, and to continue providing good connections to regional industrial and warehouse uses.	
T50	Promote an intermodal freight transportation strategy, including rail, truck, air, and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.	T8.6	Designate a heavy haul network for truck freight to provide efficient freight operations to key port terminals and intermodal freight facilities.	
		T6.5	Improve safety for all modes of transportation on streets heavily used by trucks.	
T51	Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and			

	programs for highways, streets, and bridges.			
		T5.5	Evaluate the feasibility of grade separation in locations where train-induced street closings result in significant delays and safety issues for other traffic, and improve the safety and operational conditions at rail crossings of city streets.	
		T5.4	Use intelligent transportation system technology to alert motorists, bicyclists, and pedestrians to the presence and anticipated length of closures due to train crossings and bridge openings for water vessels.	
		T5.3	Ensure that freight corridors are designed, maintained, and operated to provide efficient movement of truck traffic.	
		T4.6	Improve mobility and access for freight in order to reduce truck idling, improve air quality, and minimize the impacts of truck parking and movement in residential areas.	
		T5.8	Increase efficient and affordable access to jobs, education, and workforce training in order to promote economic opportunity.	
		T5.9	Improve access to urban villages and other neighborhood business districts for customers and delivery of goods.	

TG21	Reduce or mitigate air, water, and noise pollution from motor vehicles.			
TG22	Promote energy-efficient transportation.			
T52	Design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.	T3.14	Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.	
		T8.2	Operate the transportation system in a way that balances the following priorities: safety, mobility, accessibility, social equity, placemaking, infrastructure preservation, and resident satisfaction.	
		T6.6	Invest in education measures that increase mutual awareness among motorists, pedestrians, and bicyclists.	
		T6.4	Minimize right-of-way conflicts to safely accommodate all travelers.	
		T6.7	Implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.	
T53	Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.	TG4	Promote healthy communities by providing a transportation system that protects and improves Seattle’s environmental quality.	

T54	Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas, and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.	T3.12	Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.	
		T10.6	Prioritize investment by considering life-cycle costs, safety, environmental benefits, reduction of greenhouse gas emissions, and public health benefits. Race and social equity should be a key factor in selecting transportation investments.	
		TG4	Promote healthy communities by providing a transportation system that protects and improves Seattle’s environmental quality.	
		T6.8	Emphasize safety as a consideration in all transportation plans and projects, including project prioritization criteria.	
		T10.5	Make strategic investment decisions consistent with City plans and policies.	
T55	Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction.	T6.8	Emphasize safety as a consideration in all transportation plans and projects, including project prioritization criteria.	
		TG7	Engage with other agencies to ensure that regional projects and programs affecting Seattle are consistent with City plans, policies, and	

			priorities	
		T7.1	Coordinate with regional, state, and federal agencies; other local governments; and transit providers when planning and operating transportation facilities and services that reach beyond the City's borders.	
T56	Continue to work to reduce fuel use and promote the use of alternative fuels.	T4.4	Work to reduce the use of fossil fuels and promote the use of alternative fuels.	
		T4.5	Encourage the provision and expansion of electric-vehicle charging stations.	
TG23	Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.	TG7	Engage with other agencies to ensure that regional projects and programs affecting Seattle are consistent with City plans, policies, and priorities	
		T7.1	Coordinate with regional, state, and federal agencies; other local governments; and transit providers when planning and operating transportation facilities and services that reach beyond the City's borders.	
T57	Support regional pricing and parking strategies that contribute to transportation demand management objectives and to economic development.	T3.18	Consider roadway pricing strategies on city arterials to manage demand during peak travel times, particularly in the Center City.	
T58	Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and	T6.8	Emphasize safety as a consideration in all transportation plans and projects, including project	

	operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.		prioritization criteria.	
		TG7	Engage with other agencies to ensure that regional projects and programs affecting Seattle are consistent with City plans, policies, and priorities	
		T7.1	Coordinate with regional, state, and federal agencies; other local governments; and transit providers when planning and operating transportation facilities and services that reach beyond the City's borders.	
T59	Support completion of the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region. Maintain the HOV system for its intended purpose of promoting non-SOV travel.	T7.2	Support completion of the freeway high-occupancy-vehicle lane system throughout the Central Puget Sound region and continued use of that system for promoting more efficient travel.	
T60	Expansion of freeway capacity should be limited primarily to accommodate non-SOV users. Spot expansion of capacity to improve safety or remove operational constraints may be appropriate in specific locations.	T7.3	Limit freeway capacity expansions intended primarily to accommodate drive-alone users to allow only spot improvements that enhance safety or remove operational constraints in specific locations.	
TG24	Promote the safe and efficient operation of Seattle's transportation system.	TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	

		T6.7	Implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.	
		T6.1	Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries to attain the City’s Vision Zero objectives.	
TG25	Preserve and renew Seattle’s transportation system.			
T62	In operating the transportation system, balance the following priorities: safety, mobility, accessibility, infrastructure preservation, and citizen satisfaction.	T3.14	Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.	
		T8.2	Operate the transportation system in a way that balances the following priorities: safety, mobility, accessibility, social equity, placemaking, infrastructure preservation, and resident satisfaction.	
		TG6	Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.	
		T6.1	Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries to attain the City’s Vision Zero objectives.	

T63	Maintain the transportation system to keep it operating safely and to maximize its useful life.	T6.1	Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries to attain the City’s Vision Zero objectives.	
		T8.1	Maintain the transportation system to keep it operating and to maximize its useful life.	
T64	Repair transportation facilities before replacement is warranted. Replace failed facilities when replacement is more cost-effective than continuing to repair.	T8.4	Repair transportation facilities before replacement is necessary; replace failed facilities when replacement is more cost-effective than continuing to repair.	
TG26	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.	TG9	Use LOS standards as a gauge to assess the performance of the transportation system.	
T65	Define arterial level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Figure A-11. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS.	T9.1	Define arterial and transit LOS to be the share of drive-alone trips made during the late-afternoon peak period (3:00 to 6:00 p.m.).	
		T9.4	Assess the mode share LOS standards over time and adjust as necessary, based on review of other City transportation measures.	
T66	Define transit level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials shown in Transportation	T9.1	Define arterial and transit LOS to be the share of drive-alone trips made during the late-afternoon peak period (3:00 to 6:00 p.m.). Provide a menu of transportation-demand	New transportation LOS measure

	Appendix Figure A-11. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS.	T9.2	management tools for future development to meet non-drive-alone mode share targets.	
		T9.3	Pursue strategies to reduce drive-alone trips in order to increase the ability of the city's transportation network to carry people.	
		T9.4	Assess the mode share LOS standards over time and adjust as necessary, based on review of other City transportation measures.	
T67	When the calculated LOS for a screenline approaches the LOS standard for that screenline, first pursue strategies to reduce vehicular travel demand across the screenline before increasing the operating capacity across the screenline.			
TG27	Recognize and promote the urban village strategy when making transportation investments.	T3.12	Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.	
		T10.5	Make strategic investment decisions consistent with City plans and policies.	
TG28	Work towards transportation funding levels adequate to maintain and improve the transportation system.	TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.	

		TG10	Ensure that transportation funding is sufficient to operate, maintain, and improve the transportation system that supports the city’s transportation, land use, economic, environmental, equity, and other goals.	
		T8.1	Maintain the transportation system to keep it operating and to maximize its useful life.	
T68	Make strategic transportation investment decisions that are consistent with other policies in this Plan and with funding opportunities that promote the city’s transportation investment priorities. These investment decisions will also be made with consideration to future operating and maintenance costs associated with improvements.	T3.5	Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.	
		T10.6	Prioritize investment by considering life-cycle costs, safety, environmental benefits, reduction of greenhouse gas emissions, and public health benefits. Race and social equity should be a key factor in selecting transportation investments.	
		TG10	Ensure that transportation funding is sufficient to operate, maintain, and improve the transportation system that supports the city’s transportation, land use, economic, environmental, equity, and other goals.	
		T10.4	Partner with other City departments, as well as regional transportation and public works agencies, to	

			coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.	
		T10.5	Make strategic investment decisions consistent with City plans and policies.	
T69	Support regional and local transit resource allocations, as well as efforts to increase overall transit funding that are consistent with the City’s urban village strategy and the regions’ urban center policies.	T3.12	Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.	
		TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.	
		T10.4	Partner with other City departments, as well as regional transportation and public works agencies, to coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.	
T70	Pursue strategies to finance repair of road damage from heavy vehicles in a way that is equitable for Seattle’s taxpayers.	T8.4	Repair transportation facilities before replacement is necessary; replace failed facilities when replacement is more cost-effective than continuing to repair.	

T71	<p>Fund projects, programs and services with a combination of local and non-local funds, including:</p> <ul style="list-style-type: none"> • contributions from other entities that benefit from an investment, such as property owners located near an investment; • grants and other investments from local, regional, state, and federal funding sources; and • contributions from the region for investments that serve regionally-designated urban centers and regional facilities. 	TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.
		T10.1	Maintain and increase dedicated local transportation funding by renewing or replacing the transportation levy and by maintaining or replacing the existing commercial parking tax and Seattle Transportation Benefit District.
		T10.2	Work with regional and state partners to encourage a shift to more reliance on user-based taxes and fees, and on revenues related to impacts on the transportation system and the environment.
		T10.3	Leverage local funding resources by securing grants from regional, state, and federal sources, and through contributions from those who benefit from improvements.
		T10.4	Partner with other City departments, as well as regional transportation and public works agencies, to coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.

		T10.5	Make strategic investment decisions consistent with City plans and policies.	
T72	Consider new funding sources that are flexible, equitable, and sustainable, including: <ul style="list-style-type: none"> • growth- and development-related revenues, including impact fees, where appropriate and where consistent with economic development policies; • user-based taxes and fees, including a commercial parking tax; and • other locally generated revenues. 	TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.	
		T10.7	Consider use of transportation-impact fees to help fund transportation system improvements needed to serve growth.	
		T10.1	Maintain and increase dedicated local transportation funding by renewing or replacing the transportation levy and by maintaining or replacing the existing commercial parking tax and Seattle Transportation Benefit District.	
T73	Support regional, state, and federal initiatives to increase transportation funding. Work to encourage new and existing funding sources that recognize Seattle’s needs and priorities.	TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.	
		T10.2	Work with regional and state partners to encourage a shift to more reliance on user-based taxes and fees, and on revenues related to impacts on the transportation system and the environment.	
		T10.4	Partner with other City departments, as well as regional transportation and public works agencies, to	

			coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.	
T74	<p>Consistent with the other policies in this Plan:</p> <ul style="list-style-type: none"> • Prepare a six-year CIP that includes projects that are fully or partially funded; • Prepare an intermediate-range list of projects for which the City plans to actively pursue funds over the next approximately eight to ten years; and • Maintain a long-range working list of potential projects and known needs. 	TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.	
		T10.8	Prepare a six-year Capital Improvement Program (CIP) with projects and programs that are fully or partially funded.	
		T10.9	Develop prioritized lists of projects, consistent with City policies, and actively pursue funds to implement those projects.	
T75	<p>If the level of transportation funding anticipated in the six-year financial analysis below (Figure 1), falls short, the Department of Finance and the Seattle Department of Transportation will:</p> <ul style="list-style-type: none"> • Identify and evaluate possible additional funding resources; 	TG8	Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.	See also Figures 9 and 10 at the end of the crosswalk for this Element.

	<p>and/or</p> <ul style="list-style-type: none"> 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. <p>The City may then revise the Comprehensive Plan as warranted to ensure that level-of-service standards will be met.</p>	<p>T10.10</p>	<p>Identify and evaluate possible additional funding resources and/or alternative land use and transportation scenarios if the level of transportation funding anticipated in the six-year financial analysis (shown in Transportation Figures 9 and 10) falls short of the estimated amount.</p>	
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Transportation Figure 1

Mode-Share Targets for All Work Trips to Seattle and Its Urban Centers

Percentage of work trips made by travel modes other than driving alone

Area	2014	2035 Target
Downtown	77%	85%
First Hill/Capitol Hill	58%	70%
Uptown	48%	60%
South Lake Union	67%	80%
University District	73%	85%
Northgate	30%	50%
Seattle	57%	65%

Transportation Figure 2

Mode-Share Targets for Residents of Seattle and Its Urban Centers

Percentage of nonwork trips made using travel modes other than driving alone

Area	2014	2035 Target
Downtown	88%	90%
First Hill/Capitol Hill	80%	85%
Uptown	82%	85%
South Lake Union	76%	85%
University District	79%	90%
Northgate	46%	55%
Seattle	67%	75%

Transportation Figure 3

Priorities for Right-of-Way “Flex Zone” by Predominant Use of Area

Commercial/mixed-use areas	Industrial areas	Residential areas
Modal plan priorities	Modal plan priorities	Modal plan priorities
Access for commerce	Access for commerce	Access for people
Access for people	Access for people	Access for commerce
Activation	Storage	Greening
Greening	Activation	Storage
Storage	Greening	Activation

Transportation Figure 9

Estimated Future Transportation Revenue

Source	Estimated Revenue in Millions (2016–2021)	
	Low	High

Seattle Transportation Benefit District Funding (vehicle license fee and sales tax)	\$300	\$357
Seattle Dedicated Transportation Funding	\$833	\$858
Grants and Partnerships	\$163	\$640
General Fund and Cumulative Reserve Fund	\$305	\$400
Seawall Levy and Waterfront Partnership	\$420	\$475
Long-Term Financing	\$100	\$145
Total	\$2,120	\$2,875

Transportation Figure 10

Estimated Future Transportation Expenditures

Category	Estimated Expenditures in Millions (2016–2021)	
	Low	High
Operations and Maintenance	\$406	\$430
Major Maintenance and Safety	\$750	\$844
Mobility and Enhancements	\$964	\$1,601
Total	\$2,120	\$2,875

Housing Element

Current	Current Language	New #	New Language	Notes
HG1	Accommodate 70,000 additional housing units, including Seattle’s share of the countywide need for affordable housing, consistent with the Countywide Planning Policies, over the 20 years covered by this Plan.	HG2	Help meet current and projected regional housing needs of all economic and demographic groups by increasing Seattle’s housing supply. Strive to add or preserve fifty thousand housing units by 2025, including twenty thousand rent/income-restricted housing units.	
		HG1	Help all people have fair and equal access to housing in Seattle.	
		H1.1	Help create a culture where everyone understands and respects the fair-housing rights protected by federal, state, and local laws.	
		H5.17	Consider implementing a broad array of affordable housing strategies in connection with new development, including but not limited to development regulations, inclusionary zoning, incentives, property tax exemptions, and permit fee reductions.	
		H5.21	Implement strategies and programs to help ensure a range of housing opportunities affordable for Seattle’s workforce.	
		H5.19	Consider implementing programs that require affordable housing with new development, with or without	

			rezones or changes to development standards that increase development capacity.	
		H5.20	Consider requiring provision for housing, including rent/income-restricted housing, as part of major institution master plans and development agreements when such plans would lead to housing demolition or employment growth.	
		H5.24	Support programs that enable Seattle’s lower-income homeowners to remain safely and affordably housed.	
		H5.25	Support financially sustainable strategies to provide homeownership opportunities for low-, moderate-, and middle-income households, especially for families with children, in part to enable these households to have a path toward wealth accumulation.	
HG2	Maintain housing affordability over the life of this Plan.	HG5	Make it possible for households of all income levels to live affordably in Seattle, and reduce over time the unmet housing needs of lower-income households in Seattle.	
HG2.5	Seek to reduce involuntary housing cost burden for households by supporting the creation and preservation of affordable housing.	H5.14	Seek to reduce cost burdens among Seattle households, especially lower-income households and households of color.	
HG3	Achieve greater predictability in project approval timelines,	H4.8	Explore ways to reduce	

	achievable densities and mitigation costs.		housing-development costs.	
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.	H5.5	Collaborate with King County and other jurisdictions in efforts to prevent and end homelessness and focus those efforts on providing permanent housing and supportive services and on securing the resources to do so.	
H2	Maintain sufficient zoned development capacity to accommodate Seattle's projected share of King County household growth over the next 20 years as described in the Urban Village Element.			
H3	Take a leadership role in regional efforts to increase affordable housing preservation and production in order to ensure a balanced regional commitment to affordable housing, while also maintaining the City's commitment to affordable housing.	HG5	Make it possible for households of all income levels to live affordably in Seattle, and reduce over time the unmet housing needs of lower-income households in Seattle.	
H4	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.			
H5	Provide for lower off-street parking requirements in locations where car ownership			

	rates are low for resident populations, to help reduce housing costs and increase affordability.			
H6	In order to control the effects of regulatory processes on housing price, strive to minimize the time taken to process land use and building permits, subject to the need to review projects in accordance with applicable 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.	H4.8	Explore ways to reduce housing-development costs.	
H8	Consider using programs that require or encourage public agencies, private property owners and developers to build housing that helps fulfill City policy objectives.	H5.10	Encourage rental-housing owners to preserve, rehabilitate, or redevelop their properties in ways that limit housing displacement, maintain affordable, healthy, and safe living conditions for current residents, and consider cultural and economic needs of the surrounding neighborhood.	

		H5.19	Consider implementing programs that require affordable housing with new development, with or without rezones or changes to development standards that increase development capacity.	
		H5.16	Encourage a shared responsibility between the private and public sectors for addressing affordable housing needs	
H8.5	Encourage a shared responsibility among the private and public sectors for addressing affordable housing needs.	H2.2	Identify publicly owned sites suitable for housing, and prioritize use of sites, where appropriate, for rent/income-restricted housing for lower-income households.	
		H5.16	Encourage a shared responsibility between the private and public sectors for addressing affordable housing needs	
H9	Promote housing preservation, development and affordability in coordination with the Seattle Transit Plan, particularly in proximity to light rail stations and other transit hubs. Coordinate housing, land use, human services, urban design, infrastructure and environmental strategies to support pedestrian-friendly communities that are well-served by public transit.	H5.6	Increase housing choice and opportunity for extremely low- and very low-income households in part by funding rent/income-restricted housing throughout Seattle, especially in areas where there is a high risk of displacement. Also increase housing choice in areas where lower-cost housing is less available but where there is high-frequency transit service and other amenities, even if greater subsidies may be needed.	

		H5.7	Consider that access to high-frequency transit may lower the combined housing and transportation costs for households when locating housing for lower-income households.	
H9.5	When using federal, state, local, and private resources to preserve, rehabilitate or redevelop properties for affordable housing, consider access to transit service and estimated household transportation costs.	H5.3	Promote housing affordable to lower-income households in locations that help increase access to education, employment, and social opportunities, while supporting a more inclusive city and reducing displacement from Seattle neighborhoods or from the city as a whole.	
		H5.6	Increase housing choice and opportunity for extremely low- and very low-income households in part by funding rent/income-restricted housing throughout Seattle, especially in areas where there is a high risk of displacement. Also increase housing choice in areas where lower-cost housing is less available but where there is high-frequency transit service and other amenities, even if greater subsidies may be needed.	
		H5.7	Consider that access to high-frequency transit may lower the combined housing and transportation costs for households when locating housing for lower-income households.	

HG4	Achieve a mix of housing types that are attractive and affordable to a diversity of ages, incomes, household types, household sizes, and cultural backgrounds.	H1.2	Promote a diverse and inclusive city through housing programs that serve lower-income households.	
		HG3	Achieve a mix of housing types that provide opportunity and choice throughout Seattle for people of various ages, races, ethnicities, and cultural backgrounds and for a variety of household sizes, types, and incomes.	
HG5	Promote households with children and attract a greater share of the county's families with children.	H3.3	Encourage the development of family-sized housing affordable for households with a broad range of incomes in areas with access to amenities and services.	
HG6	Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.	H3.2	Allow and encourage housing for older adults and people with disabilities, including designs that allow for independent living, various degrees of assisted living, and/or skilled nursing care, in or near urban centers and urban villages where there is access to health care and other services and amenities.	
		H4.4	Increase housing opportunities for older adults and people with disabilities by promoting universal design features for new and renovated housing.	
HG7	Accommodate a variety of housing types that are attractive and affordable to potential home buyers.	H3.1	Identify and implement strategies, including development standards and design guidelines reflecting unique characteristics of each	

			neighborhood, to accommodate an array of housing designs that meet the needs of Seattle’s varied households.	
HG8	Strive to increase the rate of owner-occupancy of housing over time.			
HG9	Consider new ground-related housing such as townhouses and cottage housing as part of the City’s strategy for creating home ownership opportunities.			
HG10	Ensure that housing is safe and habitable.	HG4	Achieve healthy, safe, and environmentally sustainable housing that is adaptable to changing demographic conditions.	
		H4.7	Promote housing for all Seattle residents that is safe and free from environmental and health hazards.	
		H4.3	Consider providing assistance for seismic retrofit of residential buildings, particularly those occupied by lower-income households, to reduce the risk of displacement after an earthquake.	
HG11	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.	H1.3	Encourage actions, such as affirmative marketing and fair-housing education and enforcement, to overcome historical patterns of segregation, promote fair-housing choices, and foster inclusive communities that are free from discrimination.	

		H1.5	Identify and remove, in coordination with other jurisdictions in the region, potential barriers to stable housing for individuals and families, such as housing screening practices that do not align with all applicable federal, state, and local laws in their use of criminal and civil records and that perpetuate disparate impacts of our criminal justice system and other institutions.	
HG11.5	Implement strategies and programs to help ensure a range of housing opportunities affordable to those who work in Seattle.	HG5	Make it possible for households of all income levels to live affordably in Seattle, and reduce over time the unmet housing needs of lower-income households in Seattle.	
H10	Reflect anticipated consumer preferences and housing demand of different submarkets in the mix of housing types and densities permitted under the City’s Land Use Code. 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.	H3.1	Identify and implement strategies, including development standards and design guidelines reflecting unique characteristics of each neighborhood, to accommodate an array of housing designs that meet the needs of Seattle’s varied households.	
		H3.3	Encourage the development of family-sized housing affordable for households with a broad range of incomes in areas with access to amenities and services.	

H11	Strive to make the environment, amenities and housing attributes in urban villages attractive to all income groups, ages and households types.	H3.5	Allow additional housing types in areas that are currently zoned for single-family development inside urban villages; respect general height and bulk development limits currently allowed while giving households access to transit hubs and the diversity of goods and services that those areas provide.	
		H5.6	Increase housing choice and opportunity for extremely low- and very low-income households in part by funding rent/income-restricted housing throughout Seattle, especially in areas where there is a high risk of displacement. Also increase housing choice in areas where lower-cost housing is less available but where there is high-frequency transit service and other amenities, even if greater subsidies may be needed.	
H12	Provide affordable housing tools to preserve existing single-family character, while also contributing to the provision of affordable housing.			
H13	Accommodate and encourage, where appropriate, the development of ground-related housing in the city that is attractive and affordable to households with children.			
H14	Strive to have each hub urban village and residential urban village include some ground-			

	related housing capacity.			
H15	Allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and skilled nursing care facilities. Strive to increase opportunities for seniors to live in accessible housing with services nearby.			
H16	Encourage greater ethnic and economic integration of neighborhoods in the city in a manner that does not promote the displacement of existing low-income residents from their communities. Strive to allocate housing subsidy resources in a manner that increases opportunities for low-income households, including ethnic minorities, to choose among neighborhoods throughout the city.	H1.4	Remove barriers that prevent lower-income households from using rental assistance from being able to afford rent market-rate units rent in neighborhoods throughout Seattle, particularly in areas with frequent transit, schools, parks, and other amenities	
		H5.6	Increase housing choice and opportunity for extremely low- and very low-income households in part by funding rent/income-restricted housing throughout Seattle, especially in areas where there is a high risk of displacement. Also increase housing choice in areas where lower-cost housing is less available but where there is high-frequency transit service and other amenities, even if greater subsidies may be needed.	
		H5.3	Promote housing affordable to lower-income households in locations that help increase access to education, employment, and social opportunities, while supporting a more inclusive city and reducing	

			displacement from Seattle neighborhoods or from the city as a whole.	
		H5.9	Use strategies that will reduce the potential for displacement of marginalized populations when making decisions related to funding or locating rent/income-restricted housing.	
		H5.14	Seek to reduce cost burdens among Seattle households, especially lower-income households and households of color.	
		H1.5	Identify and remove, in coordination with other jurisdictions in the region, potential barriers to stable housing for individuals and families, such as housing screening practices that do not align with all applicable federal, state, and local laws in their use of criminal and civil records and that perpetuate disparate impacts of our criminal justice system and other institutions.	
H17	Encourage the Seattle Housing Authority (SHA) to seek federal, state and private resources to continue preserving, rehabilitating or redeveloping its properties in a manner that best serves the needs of Seattle’s low-income population, addresses social and economic	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	

	impacts on surrounding neighborhoods, and results in no net loss of housing affordable to households earning up to 30 percent of area median income.	H5.8	Strive for no net loss of rent/income-restricted housing citywide.	
		H5.15	Encourage and advocate for new federal, state, and county laws, regulations, programs, and incentives that would increase the production and preservation of lower-income housing.	
H18	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, allowing attached and detached accessory units in single-family zones, encouraging housing designs that are easily augmented to accommodate children (“grow houses”), or other methods considered through neighborhood planning.			
H19	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.	H3.4	Promote use of customizable modular designs and other flexible housing concepts to allow for households’ changing needs, including in areas zoned for single-family use.	

H20	Promote and foster, where appropriate, innovative and non-traditional housing types such as co-housing, live/work housing and attached and detached accessory dwelling units, as alternative means of accommodating residential growth and providing affordable housing options.	H2.1	Allow and promote innovative and non-traditional housing design and construction types to accommodate residential growth.	
		H4.2	Encourage innovation in residential design, construction, and technology, and implement regulations to conserve water, energy, and materials; reduce greenhouse gas emissions; and otherwise limit environmental and health impacts.	
		H5.23	Continue to promote best practices in use of green building materials, sustainability, and resiliency in policies for rent/income-restricted housing.	
H21	Allow higher residential development densities in moderate density multifamily zones for housing limited to occupancy by low-income elderly and disabled households, because of the lower traffic and parking impacts this type of housing generates.			
H22	Work with financial institutions and the Washington State Housing Finance Commission, and others to overcome barriers in the real estate finance process that inhibit the development of affordable single-family houses and condominium projects.			
H23	Encourage employers located within the city to develop employer-assisted housing programs.	H5.22	Encourage major employers to fund local and regional affordable housing for lower-income, moderate-income,	

			and middle-income households.	
H24	Encourage safe and healthy housing free of known hazardous conditions. 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. Actively encourage compliance with the codes and seek to inspect on a regular basis multifamily rental structures most likely to have code violations.	HG4	Achieve healthy, safe, and environmentally sustainable housing that is adaptable to changing demographic conditions.	
		H4.1	Provide programs, regulations, and enforcement to help ensure that all housing is healthy and safe and meets basic housing-maintenance requirements.	
		H4.7	Promote housing for all Seattle residents that is safe and free from environmental and health hazards.	
HG14	Preserve existing low-income housing, particularly in urban centers and urban villages where most redevelopment pressure will occur.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
HG15	Disperse housing opportunities for low-income households throughout the city and throughout King County to support inclusion and opportunity.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
HG16	Achieve a distribution of household incomes in urban centers and urban villages similar to the distribution of			

	incomes found citywide.			
HG17	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.	HG4	Achieve healthy, safe, and environmentally sustainable housing that is adaptable to changing demographic conditions.	
		H5.10	Encourage rental-housing owners to preserve, rehabilitate, or redevelop their properties in ways that limit housing displacement, maintain affordable, healthy, and safe living conditions for current residents, and consider cultural and economic needs of the surrounding neighborhood.	
H25	Support programs that provide financial assistance to low-income homeowners and owners of low-income rental properties to maintain their properties in adequate condition. For instance, allocate weatherization resources to achieve energy cost savings for low-income households in owner- and renter-occupied units.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
		H5.10	Encourage rental-housing owners to preserve, rehabilitate, or redevelop their properties in ways that limit housing displacement, maintain affordable, healthy, and safe living conditions for current residents, and consider cultural and economic needs of the surrounding neighborhood.	

		H5.12	Require advance notice to all tenants and payment of relocation assistance to tenants with household incomes below established thresholds before issuing permits for housing demolition, change of use, or substantial rehabilitation or before removing use restrictions from rent/income-restricted housing.	
H26	Encourage the development of housing in ways that protect the natural environment, including environmentally critical areas, and that promote energy conservation.			
H27	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.	H2.3	Consider Land Use Code and Building Code regulations that allow for flexible reuse of existing structures in order to maintain or increase housing supply, while maintaining life-safety standards.	
H28	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.	H2.4	Encourage use of vacant or underdeveloped land for housing and mixed-use development, and promote turning vacant housing back into safe places to live.	
		H4.5	Promote opportunities to combine housing and historic preservation efforts by rehabilitating structures of historic value for residential use.	

H29	Encourage the replacement of occupied housing that is demolished or converted to non-residential use.	H2.5	Encourage the replacement of housing that is demolished or converted to nonresidential or higher-cost residential use.	
H29.2	Consider using substantive authority available through the State Environmental Policy Act to require that new development mitigate adverse impacts on housing affordable to low-income households.	H5.18	Consider using substantive authority available through the State Environmental Policy Act to require that new development mitigate adverse impacts on housing affordable for lower-income households.	
H29.4	Consider requiring that new development provide housing affordable to low-income households. Consider adopting such an approach either with or without rezones or changes in development standards that increase development capacity.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
H29.6	Consider implementing programs to preserve or enhance currently affordable housing in order to retain opportunities for low-income households to live in Seattle.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
H29.8	Recognize that the provision of housing affordable to low-income households can help provide low-income households with access to education, employment, and social opportunities; support the creation of a more inclusive city; and reduce displacement of households from their neighborhoods or the city as a whole.	H1.2	Promote a diverse and inclusive city through housing programs that serve lower-income households.	
		H5.3	Promote housing affordable to lower-income households in locations that help increase access to education, employment, and social opportunities, while	

			supporting a more inclusive city and reducing displacement from Seattle neighborhoods or from the city as a whole.	
H30	Consider using incentive programs to encourage the production and preservation of low-income housing.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
		H5.14	Seek to reduce cost burdens among Seattle households, especially lower-income households and households of color.	
H31	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-related repair.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
H32	Give special consideration to actions that can help maintain the affordability of housing occupied by artists in areas that are recognized as established			

	artist communities, such as Pioneer Square.			
H33	<p>Encourage affordable housing citywide.</p> <p>a. Plan for at least one-quarter of the housing stock in the city to be affordable to households with incomes up to 50 percent of the area median income, regardless of whether this housing is publicly assisted or available in the private market.</p> <p>b. Encourage the use of public subsidy funds for the production or preservation of low-income housing in urban centers and urban villages.</p> <p>c. Encourage the production of housing affordable to households of all incomes, with particular emphasis on households with incomes up to 50 percent of the area median income in centers and villages with high land values and/or relatively little existing rental housing affordable to households in that income range.</p> <p>d. Encourage all neighborhoods and urban villages to participate in the City’s commitment to affordable housing, whether through neighborhood planning, station area planning, or other local planning and development activities.</p>	H3.5	Allow additional housing types in areas that are currently zoned for single-family development inside urban villages; respect general height and bulk development limits currently allowed while giving households access to transit hubs and the diversity of goods and services that those areas provide.	
		HG5	Make it possible for households of all income levels to live affordably in Seattle, and reduce over time the unmet housing needs of lower-income households in Seattle.	
H34	Strive to make some resources available to all household types (such as families and single-person households) in need of	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income	

	<p>affordable housing options through the mix of housing programs in the city; however, emphasize assisting households most in need due to very low-incomes or to special needs that the housing market is unable to serve. Direct affordable housing funds administered by the City to serve households with incomes up to 80 percent of the area median income, consistent with local, state and federal law and program requirements.</p>		<p>households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.</p>	
<p>H35</p>	<p>Promote a broader geographical distribution of subsidized rental housing by generally funding projects in areas with less subsidized rental housing and generally restricting funding for projects in neighborhoods outside of downtown where there are high concentrations of subsidized rental housing.</p> <p>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 geographic-specific restrictions on, or exceptions for, subsidized rental housing in order to further housing goals as defined in this Comprehensive Plan or neighborhood plan.</p> <p>b. Encourage developers of projects funded with resources not administered by the City of</p>			

	Seattle and the providers of those resources to follow the City's policies for the geographic distribution of subsidized rental housing.			
H36	Require sponsors of City-funded subsidized rental housing projects and encourage sponsors of non-City-funded subsidized rental 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 subsidized rental housing, in order to identify and, where appropriate, respond to neighborhood concerns.	H5.13	Require culturally sensitive communication with the neighbors of proposed rent/income-restricted housing for extremely low- and very low-income households, with the goal of furthering fair housing.	
H37	Allocate public funds administered by the City to develop and preserve affordable rental housing for low-income, very low-income, and extremely low-income households in conformity with applicable income limits in City ordinances that govern the use of each fund source.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle's extremely low-income households.	
H38	Seek to promote home ownership in the city in a variety of housing types by: a. Using a portion of local discretionary housing subsidy resources to provide home ownership opportunities to low-income households, in conformity with applicable income limits in City ordinances that govern the use of each fund source.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle's extremely low-income households.	

	b. 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.			
H39	Strive over time for a permanent subsidized rental housing stock with unit types and sizes that reflect the housing needs of the city's low-income households.			
H40	Provide affordable housing for low-income families with children, recognizing that family housing requires greater subsidies due to larger household size, the need for play areas for children, and separation of parking and access roads from play areas.			
H41	Encourage and support the development of affordable housing for low-income households in all parts of the city, including areas of high land cost where greater subsidies may be needed.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle's extremely low-income households.	
H42	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.	H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle's extremely low-income households.	
H43	Allocate resources for financial assistance to eligible tenants	H4.3	Consider providing assistance for seismic retrofit of	

	with incomes up to 50 percent 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 in order to help offset the cost of relocating to another unit consistent with applicable state laws.		residential buildings, particularly those occupied by lower-income households, to reduce the risk of displacement after an earthquake.	
H44	<p>Pursue a comprehensive approach of prevention, transition, and stabilization services to decrease potential homelessness, stop recurring homelessness, and promote long-term self-sufficiency.</p> <p>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.</p> <p>b. Strive to develop a continuum of housing opportunities, ranging from emergency shelters to transitional housing to permanent housing, in order to assist homeless households regain and maintain stable, permanent housing.</p> <p>c. Strategically invest in emergency and transitional housing for specific homeless populations.</p>	H5.1	Pursue public and private funding sources for housing preservation and production to provide housing opportunities for lower-wage workers, people with special needs, and those who are homeless or at risk of being homeless.	
		H5.2	Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.	
H45	In recognition of the fact that for certain people housing support services can mean the difference between housing stability and	H5.12	Require advance notice to all tenants and payment of relocation assistance to tenants with household	

	<p>homelessness, coordinate housing planning and funding, where appropriate, with the following types of housing support services:</p> <ul style="list-style-type: none"> • Services that respond to emergency needs of the homeless (such as emergency shelters). • Services that 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 counseling, chore services, in-home health care, outpatient mental health treatment, employment counseling and placement assistance). 		<p>incomes below established thresholds before issuing permits for housing demolition, change of use, or substantial rehabilitation or before removing use restrictions from rent/income-restricted housing.</p>	
H46	<p>Work in partnership among various levels of government and with other public agencies to address homeless and low-income housing needs that transcend jurisdictional boundaries.</p> <p>a. Work with the federal and state governments to increase</p>	H5.1	<p>Pursue public and private funding sources for housing preservation and production to provide housing opportunities for lower-wage workers, people with special needs, and those who are homeless or at risk of being homeless.</p>	

	<p>public support for housing.</p> <p>b. Work with the Seattle Housing Authority to address the low-income housing needs of Seattle residents.</p> <p>c. 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 the development of new funding sources, including a regional housing levy or other sources of funding for low-income housing and related supportive services that may be used throughout the region.</p> <p>d. 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.</p> <p>e. Continue to lobby the state government to enact tax incentives and to increase housing funds to encourage the preservation of existing low-income housing.</p>	<p>H5.2</p>	<p>Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.</p>	
		<p>H5.2</p>	<p>Expand programs that preserve or produce affordable housing, preferably long term, for lower-income households, and continue to prioritize efforts that address the needs of Seattle’s extremely low-income households.</p>	
		<p>H5.5</p>	<p>Collaborate with King County and other jurisdictions in efforts to prevent and end homelessness and focus those efforts on providing permanent housing and supportive services and on securing the resources to do so.</p>	
<p>H49</p>	<p>Strive to leverage federal, state, and private resources with local public funds, where these resources help achieve the goals of Seattle’s Comprehensive Plan.</p>			

		H4.6	Promote access to public decision-making about housing and the same degree of protection from environmental and health hazards and for all Seattleites.	
H48	Among its other purposes, the City’s Consolidated Plan shall serve as an ongoing, annually updated, coordinated compilation of information for the public regarding housing policies, strategies, programs, and resource allocation. Housing portions of the Consolidated Plan constitute a functional plan to implement housing-related goals and policies in this Comprehensive Plan.	H5.4	Monitor regularly the supply, diversity, and affordability of housing for households by income level, and use this information to help evaluate whether changes to housing strategies and policies are needed to encourage more affordable housing or to advance racial and social equity.	

Capital Facilities Element

Current	Current Language	New #	New Language	Notes
CFG1	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.	CFG1	Develop and manage capital facilities to provide long-term environmental, economic, social, and health benefits for all residents and communities when using public investments, land, and facilities.	
CFG2	Preserve the physical integrity of the City’s valuable capital assets and gradually reduce the major maintenance backlog.			
CFG3	Make capital investments consistent with the vision of the Comprehensive Plan, including the urban village strategy.	CF 1.1	<p>Assess the policy and fiscal implications of potential major capital facility investments as part of the City’s capital decision-making process. The evaluation should include consideration of a capital project’s</p> <ul style="list-style-type: none"> • consistency with the Comprehensive Plan and functional plans; • effects on Seattle’s environmental, social, economic, and human health over the lifetime of the investment; • contributions to an equitable distribution of facilities and services; • ability to support urban centers and villages that are experiencing or expecting high levels of 	

			residential and employment growth; and <ul style="list-style-type: none"> total costs of ownership over a project’s life, including construction, operation, maintenance, and decommissioning. 	
CFG4	Site and design capital facilities so that they will be considered assets to the communities in which they are located.	CF G.4	Design and construct capital facilities so that they are considered assets to their communities and act as models of environmental, economic, and social stewardship.	
CFG5	Provide capital facilities that will keep Seattle attractive to families with children.	CF 1.4	Provide capital facilities, such as libraries and community centers, that will keep Seattle attractive to families with children	
CFG6	Encourage grass-root involvement in identifying desired capital projects for individual neighborhoods.			Public engagement policies are now located in the Growth Strategy Element.
CFG7	Encourage community input to the siting of public facilities.			
CFG8	Incorporate sustainability principles and practices including protection of historic resources, into the design, rehabilitation, and construction of City buildings and other types of capital facilities.			
CFG9	Encourage the protection of City-owned historic facilities when planning for alteration or maintenance of these facilities.	CF 1.5	Encourage the protection, enhancement, and adaptive reuse of City-owned historic facilities.	

<p>CF1</p>	<p>Plan capital investments strategically, in part by striving to give priority to areas experiencing or expecting the highest levels of residential and employment growth when making discretionary investments for new facilities. The City will use fiscal notes and policy analysis to assist in making informed capital investment choices to achieve the City’s long-term goals.</p>	<p>CF 1.1</p>	<p>Assess the policy and fiscal implications of potential major capital facility investments as part of the City’s capital decision-making process. The evaluation should include consideration of a capital project’s</p> <ul style="list-style-type: none"> • consistency with the Comprehensive Plan and functional plans; • effects on Seattle’s environmental, social, economic, and human health over the lifetime of the investment; • contributions to an equitable distribution of facilities and services; • ability to support urban centers and villages that are experiencing or expecting high levels of residential and employment growth; and • total costs of ownership over a project’s life, including construction, operation, maintenance, and decommissioning. 	
<p>CF2</p>	<p>Assess policy and fiscal implications of potential major new and expanded capital facilities, as part of the City’s process for making capital investment choices. The assessment should apply standard criteria, including the consideration of issues such as a capital project’s consistency with the Comprehensive Plan and neighborhood plans, and its effects on Seattle’s quality of life, the environment, social equity, and economic opportunity.</p>			
<p>CF3</p>	<p>Emphasize the maintenance of existing facilities as a way to make efficient use of limited financial and physical resources.</p>	<p>CF 1.2</p>	<p>Prioritize the maintenance of existing facilities, making efficient use of limited financial and physical resources.</p>	
		<p>CF 2.4</p>	<p>Manage existing facilities to maintain healthy environments for occupants and users.</p>	

CF4	Use maintenance plans for capital facilities and a funding allocation plan for such maintenance, and revise these plans from time to time. In general, the City should not acquire or construct major new capital facilities unless the appropriation for the maintenance of existing facilities is consistent with the Strategic Capital Agenda.	CF 2.1	Use maintenance plans for capital facilities to make efficient use of limited financial and physical resources.	
		CF 3.5	Encourage the joint use, reuse, and repurposing of existing City-owned land and buildings to further the City's long-range goals.	
CF5	Provide fiscal impact analyses of major capital projects considered for funding. Such analyses should 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.			
CF6	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).			
CF7	The City will consider capital improvements identified in neighborhood plans, in light of other facility commitments and the availability of funding and will consider voter-approved funding sources.			
CF8	Explore tools that encourage			

	sufficient capital facilities and amenities to meet baseline goals for neighborhoods and to address needs resulting from growth.			
CF9	Encourage the location of new community-based capital facilities, such as schools, libraries, neighborhood service centers, parks and playgrounds, community centers, clinics and human services facilities, in urban village areas. 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.	CFG3	Locate capital facilities to achieve efficient citywide delivery of services, support an equitable distribution of services, minimize environmental impacts, and maximize facilities' value to the communities in which they are located.	
		CF3.1	Encourage the location of new capital facilities in urban centers and villages to support future growth and attract both public and private investments.	
		CF3.2	Encourage the location of new capital facilities where they would support equitable distribution of services and address the needs of marginalized communities.	New, emphasizing equity
		CF 3.7	Consider alternate service delivery models that may be more resource-efficient or that could better reach marginalized communities.	New, emphasizing equity
CF10	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.	CF 3.3	Locate capital facilities so that the majority of expected users can reach them by walking, bicycling, and/or taking public transit.	
		CF 4.6	Encourage a wide range of transportation options by promoting car sharing and by providing bicycle, transit, and	

			electric-car charging facilities for visitors to City facilities.	
		CF 4.5	Provide building-design strategies that promote active living through the placement and design of stairs, elevators, and indoor and outdoor spaces.	
		CF 3.4	Seek to avoid siting new facilities in areas known to be prone to the effects of natural or human-made hazards, such as earthquake liquefaction-prone areas.	
		CF 3.6	Consider future climate conditions during siting, particularly sea level, to help ensure capital facilities function as intended over their planned life cycle.	
		CF 4.7	Consider future climate conditions during design, including changes in temperature, precipitation, and sea level, to help ensure capital facilities function as intended over their planned life cycle.	
CF11	Consider the recommendations from neighborhood plans in siting new or expanded facilities. The needs of facility users will also be considered in making these decisions.			
CF12	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.			
CF13	Work 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.	CFG5	Make efficient use of resources when investing in facilities and service delivery that involve other agencies and organizations.	
CF14	Work 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 amenities.	CF 5.1	Collaborate with other public and nonprofit organizations to include location within urban villages as a major criterion for selecting sites for new or expanded community-based facilities or public amenities.	
CF15	Work with the School District to encourage siting, renovation, and expansion of school facilities in areas that are best equipped to accommodate growth.	CF 5.3	Partner with Seattle Public Schools to plan for expected growth in student population, encourage the siting of new school facilities in or near urban centers and villages, and make it easy for students and families to walk and bike to school.	
CF16	Work 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.	CF 5.2	Work with other public or nonprofit agencies to identify and pursue new colocation and joint-use opportunities in public facilities for community programs, services, and meetings.	
CF17	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.	CF 5.4	Join with other jurisdictions in King, Snohomish, and Pierce Counties to explore regional funding strategies for capital facilities, especially those that serve or benefit citizens throughout the region.	

		CF 2.2	Manage existing facilities with a resource-conservation approach and the specific aim of continuously reducing energy use, water use, and stormwater impacts, as well as lowering utility costs.	
		CF 2.3	Seek to achieve 20 percent energy savings from a 2008 baseline across the City’s portfolio of buildings by 2020 and to achieve carbon neutrality by 2050.	
CF18	Assess the sustainability of choices in developing capital projects, including finance, planning, design, construction, management, renovation, maintenance and decommissioning.	CF 1.6	Develop resilient capital facilities by considering the potential impacts of changing demographics, conditions, and events—such as climate change, technological changes, and natural and human-made disasters—in planning and investment decisions.	
		CF1.7	Structure user fees and scholarships to mitigate disproportionate cost burdens on low-income households.	New, emphasizing equity
		CF 1.8	Leverage investments to create training and living wage job opportunities, particularly for marginalized populations and local residents.	New, emphasizing equity
		CF 4.1	Seek to make all capital facilities accessible and relevant to people of all abilities, socioeconomic backgrounds, ages, and cultures.	New, emphasizing equity
		CF 1.9	Continue to invest in Seattle Public Library programs and resources so that they remain	

			free and open to all.	
CF19	Consider environmental health in capital facilities development, including efficient use of energy, water, and materials; waste reduction; protection of environmental quality; and ecologically sensitive site selection and development.	CF1.3	Provide capital facilities that are models of environmental, economic, and social stewardship and that serve as examples for private development.	
		CFG2	Reduce ongoing resource consumption and day-to-day costs of the City’s capital facilities, and protect their long-term viability, while serving the needs of the people that use them.	
		CF 4.2	Strive for high levels of energy and water efficiency in City-owned facilities.	
		CF 4.3	Use materials efficiently, prioritize local and environmentally preferable products, and minimize waste.	
CF20	Strive to ensure beneficial indoor environmental quality to increase the health, welfare and productivity of occupants in renovations and new construction of City-owned facilities and promote designs that enhance beneficial indoor environmental quality in private construction.	CF 4.4	Create healthy indoor and outdoor environments for both users and occupants.	
CF21	Consider social health effects in capital facilities development, including protection of worker health, improved indoor environmental quality, protection of historic resources, and access to alternative transportation modes (e.g.	CF 1.3	Provide capital facilities that are models of environmental, economic, and social stewardship and that serve as examples for private development.	

	public transit, bicycling, walking, etc.) and social services.			
CF22	Consider economic health in capital facilities development, including purchase of products and services from locally owned businesses and support for local manufacture of sustainable products.			
		CF 5.5	Use nontraditional strategies for service delivery, such as the leasing of City-owned buildings or funding of non-City facilities, where they would provide greater benefit to the city.	
CF23	Consider life-cycle cost analysis as a method to better understand the relative costs and benefits of City buildings and capital facilities.			
CF24	Encourage the public and private-sector use of third-party sustainable building rating and certification systems, such as the Master Builder Association's BuiltGreen system and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) system.			

Utilities Element

Current	Current Language	New #	New Language	Notes
UG1	Provide reliable service at lowest cost consistent with the City’s aims of environmental stewardship, social equity, economic development, and the protection of public health.	UG1	Provide safe, reliable, and affordable utility services that are consistent with the City’s aims of environmental stewardship, race and social equity, economic opportunity, and the protection of public health.	
		U 1.1	Provide equitable levels of service by accounting for existing community conditions, considering how decisions will impact varied geographic and socioeconomic groups, and making service equity a criteria in decision-making.	
		U 1.3	Strive to develop a resilient utility system where planning and investment decisions account for changing conditions, such as climate change, technological changes, increased solar energy generation, and natural disasters.	
		U 1.4	Support innovative approaches to service delivery, such as the development of distributed systems or joint ventures by City and non-City utilities, where they could further overall goals for utilities.	
		U 1.5	Ensure that new private development provides adequate investments to maintain established utility	

			service standards.	
		U 1.6	Make utility services as affordable as possible through equitable delivery of utility discount programs and incentives.	
		U 1.7	Leverage investments and agreements with private utilities and vendors to create training and living wage job opportunities, particularly for low-income and local residents.	
		U 1.8	Support asset-management programs for the renewal and replacement of utility infrastructure.	
		UG 2	Conserve potable water, electricity, and material resources through the actions of the utilities and their customers.	
UG2	Maintain the service reliability of the City’s utility infrastructure.	UG1	Provide safe, reliable, and affordable utility services that are consistent with the City’s aims of environmental stewardship, race and social equity, economic opportunity, and the protection of public health.	
UG3	Maximize the efficient use of resources by utility customers.	U 2.1	Use cost-effective demand management to meet the City’s utility resource needs, and support such practices by wholesale customers of City utilities.	

		UG 3	Site and design facilities so that they help to efficiently and equitably provide services to all Seattleites and provide value to the communities where they are located.	
		U 3.2	Discourage siting and design alternatives that may increase negative impacts, such as traffic, noise, and pollution, particularly on communities that already bear a disproportionate amount of these impacts.	
		U 3.3	Apply consistent and equitable standards for the provision of community and customer amenities when they are needed to offset the impact of construction projects, ongoing operations, and facility maintenance practices.	New, emphasizing equity
		U 3.4	Apply consistent and equitable standards for the provision of community and customer amenities when they are needed to offset the impact of construction projects, ongoing operations, and facility maintenance practices.	New, emphasizing equity
		U 3.5	Consider opportunities for co-locating facilities, allowing mixed-use development, or creating accessible open space when siting and designing utility facilities, provided doing	

			so would still allow for safe and secure utility operations.	
		U 3.6	Consider future climate conditions during siting and design, including changes to temperature, rainfall, and sea level, to help ensure capital facilities function properly as intended over their planned life cycle.	
		U 3.6	Consider the disproportionate impacts of climate change on communities of color and lower-income communities when prioritizing projects.	New, emphasizing equity
UG4	Minimize the cost and public inconvenience of road and right-of-way trenching activities.	UG 4	Coordinate right-of-way activities among departments to meet transmission, distribution, and conveyance goals; to minimize the costs of infrastructure investment and maintenance; to manage stormwater; and to support other uses such as transportation, trees, and public space.	
		U 5.2	Support competition among private providers by giving equitable access to the right-of-way for all data and telecommunications service providers to reach their customers.	
UG5	Operate City utilities consistent with regional growth plans.			

UG6	Achieve universal access to state-of-the-art technology and telecommunication services.	U 5.3	Encourage improvements in the communications system to achieve the following: -Universal and affordable access for residents, businesses, and institutions within Seattle, particularly for marginalized populations -Customer options and competitive pricing -Consumer privacy, system security, and reliability -State-of-the-art services	
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.	UG1	Provide safe, reliable, and affordable utility services that are consistent with the City’s aims of environmental stewardship, race and social equity, economic opportunity, and the protection of public health.	
U2	Consider financial mechanisms to recover from new growth, the costs of new City utility facilities and, where appropriate, new utility resources necessitated by such service.			
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.			

U5	Coordinate City utility capital expenditure planning with capital investment planning by other City departments.	U1.2	Coordinate planning, programs, and projects for City utilities with those of other City departments to lower costs, improve outcomes, and limit construction and operational impacts.	
U6	Consider the operation and maintenance costs of new City utility facilities in developing such facilities.	U 3.1	Consider and budget for the potential operation and maintenance costs of new facilities when developing them.	
U7	Promote environmental stewardship in meeting City utility service needs and the efficient use of water and energy resources by utility customers through education, technical assistance and financial incentives.	UG3 U 2.2 U 2.3 U 2.4	Site and design facilities so that they help to efficiently and equitably provide services to all Seattleites and provide value to the communities where they are located. Consider short-term and long-term environmental and social impacts related to acquiring and using natural resources. Remain carbon neutral in the generation of electricity by relying first on energy efficiency, second on renewable resources, and third, when fossil fuel use is necessary, on offsetting the release of greenhouse gases. Strive to be carbon neutral in the delivery of drinking water, drainage, sewer, and solid waste services.	
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	In meeting the demand for electric power, strive for no net increase in City contributions to greenhouse gas emissions by relying first on energy efficiency, second on renewable resources, and, when fossil fuel use is necessary, taking actions that offset the release of greenhouse gases such as planting trees or using alternative fuel vehicles.			
U11	Encourage waste reduction and cost-effective reuse and recycling by residents, businesses and City employees through education, incentives and increased availability of recycling options.	U 2.5	Pursue the long-term goal of diverting most of the city's solid waste away from landfills by increasing recycling, reducing consumption, and promoting products that are made to be reused, repaired, or recycled back into nature or the marketplace.	
U12	Pursue the long-term goal of diverting 100% of the city's solid waste from disposal by maximizing recycling, reducing consumption, preventing food waste, and promoting products that are made to be reused, repaired or recycled back into nature or the marketplace.			
U12.5	Encourage residents to reduce food waste as a strategy to decrease utility expenses as well as to reduce fertilizer and pesticide use and greenhouse gas emissions.			

U13	Work regionally to improve programs and management strategies designed to prevent and reduce contamination of street runoff and storm water from all sources.			
U14	Provide information to businesses and the community about the importance and methods of controlling the release of contaminants into storm drains.			
U15	Strive to correct instances of combined sewer overflows by prioritizing remedial action according to the frequency and volume of the overflows and the sensitivity of the locations where the overflows occur.	U 2.6	Prevent pollutants and high water flows from damaging aquatic systems by preserving native vegetation, limiting impervious surfaces and stormwater runoff, reducing contamination of street runoff and stormwater, addressing combined sewer overflows, and minimizing illegal discharges into water bodies.	
U16	Work cooperatively with King County to identify and expeditiously address combined sewer overflows for which the County maintains responsibility.			
U17	Coordinate with state and federal agencies to reduce illegal discharges into water by both permitted and non-permitted sources.			
U18	Work with neighborhood and community representatives in siting utility facilities.			
U19	Continue to subject all above-grade City utility capital improvement projects to review by the Seattle Design Commission.			

U20	Consider opportunities for incorporating accessible open space in the siting and design of City utility facilities.			
U21	Provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrade activities.	U4.1 U 4.2 UG 5 U 5.1	Engage departments in early coordination and collaboration on transportation and utility projects in the right-of-way to avoid space conflicts, identify joint project opportunities, and minimize life-cycle costs across all City departments. Coordinate construction to limit cost and public inconvenience caused by road and right-of-way disruption. Work with non-City utilities to promote the City’s overall goals for utility service and coordinated construction within the right-of-way. Provide affected non-City utilities with timely and effective notices of planned road and right-of-way trenching, maintenance, and upgrade activities.	
U22	Promote the City’s goals of environmental stewardship, social equity, economic development, and the protection of public health in the operation of non-City utilities providing service in Seattle.			

Economic Development Element

Current	Current Language	New #	New Language	Notes
EDG1	Accommodate approximately 115,000 jobs in the city over the 20-year period covered by this Plan, in order to ensure long-term economic security and social equity to all Seattle residents.			
EDG2	Recognize that Seattle’s high quality of life is one of its competitive advantages and promote economic growth that maintains and enhances this quality of life.	ED 2.5	Promote coordination of economic development and community development among City departments, as well as with all levels of government, the business community, and nonprofits, to strengthen industry clusters.	
EDG3	Support the Urban Village Strategy by encouraging the growth of jobs in Urban Centers and Hub Urban Villages and by promoting the health of neighborhood commercial districts.	EDG1 ED 1.2	Encourage vibrant commercial districts in urban centers and villages Promote a comprehensive approach to strengthening neighborhood business districts through organization; marketing; business and retail development; and clean, safe, walkable, and attractive environments	
EDG4	Accommodate a broad mix of jobs, while actively seeking a greater proportion of living wage jobs that will have greater benefits to a broad cross-section of the people of the City and region.			
EDG5	Encourage the growth of key economic sectors that build on Seattle’s competitive advantages to provide sustained growth in the	ED G2	Enhance strategic industry clusters that build on Seattle’s competitive advantages.	

	future.			
EDG6	Develop a highly trained and well educated local work force that effectively competes for meaningful and productive employment, earns a living wage and meets the needs of business.			
EDG7	Foster a positive business climate in Seattle by ensuring adequate public services, infrastructure, and high-quality customer service.	ED 3.5	Encourage a business climate that supports new investment and job creation and that values cultural diversity and inclusion.	
EDG8	Promote 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, innovation and business growth.	ED 3.6	Address the needs of culturally relevant businesses most vulnerable to redevelopment pressure and displacement.	
EDG9	Maintain Seattle’s competitive advantage in international trade.	ED 3.1	Promote the expansion of international trade within Seattle and throughout the region.	
EDG10	Recognize Seattle’s cultural resources including institutions, art organizations, traditions, historic resources and creative people as important contributors to the city’s economic vitality.			
EDG11	Support the retention and growth of the industrial sector, retain existing businesses and small firms, and actively seek to attract new industrial businesses.			
ED1	Strive to maintain the economic health and importance of	ED 1.1	Enhance the downtown core as the economic center of the	

	downtown as the economic center of the city and the region and home to many of Seattle’s vital professional service firms, high technology companies, regional retail activity, as well as cultural, historic, entertainment, convention and tourist facilities.		city and the region, and strengthen its appeal as home to many of Seattle’s vital professional service firms, high technology companies, and regional retailers, as well as cultural, historic, entertainment, convention, and tourist facilities.	
EDG1.5	Establish Seattle as a place where average wages are high and costs of living are reasonable so that the city can accommodate households at a wide range of income levels.			
ED2	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.			
ED3	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.			
ED4	Use cultural resources, such as public art and historic resources, as a tool for stimulating economic development in Seattle’s neighborhoods, as these resources provide attractions that can draw people to and enhance public perception of an area.			
ED5	Use plans adopted for the manufacturing/ industrial centers to help guide investments and policy decisions that will continue			

	to support the retention and growth of industrial activities in these areas. Continue collaboration with both geographically-focused and citywide organizations representing industrial interests so that the needs and perspectives of this sector can be recognized and incorporated, as appropriate, into the City's actions and decisions.			
ED6	Work with other levels of government and with the private sector to support and encourage the cleanup of contaminated soil and other environmental remediation associated with the re-use or expansion of industrial sites.			
ED7	Strive, through efforts with other public jurisdictions, to address the problems of site assembly, infrastructure improvements and traffic congestion which may inhibit industrial expansion in industrial areas.			
ED8	Strive to assist industrial firms in addressing capital needs through mechanisms such as the issuance of industrial development bonds or by expanding small business financing programs to assist manufacturers.			
ED9	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	ED 1.3 ED 2.4	Prioritize assistance to commercial districts in areas of lower economic opportunity. Encourage industry clusters to have workforces that are representative of Seattle's racial and socioeconomic	

	<p>communities and assist low-income areas in developing and implementing economic development strategies.</p> <p>b. Attempt to gain state and federal special area designations for lower-income Seattle communities where such designation can confer tangible benefits.</p> <p>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.</p> <p>d. Support the role of community-based organizations in planning and implementing economic development activities in distressed communities.</p>	<p>ED 3.6</p>	<p>groups.</p> <p>Address the needs of culturally relevant businesses most vulnerable to redevelopment pressure and displacement.</p>	
<p>ED10</p>	<p>Encourage key sectors of Seattle’s economy that provide opportunities for long term growth. Criteria for identifying sectors to support include the following:</p> <ul style="list-style-type: none"> • Pay higher-than-average wage levels; • Bring new capital into the economy, reflecting multiplier effects other than high wage; • Have reasonably good future growth prospects; • Involve a cluster of businesses engaging in similar activities; • Use quality environmental practices; or • Diversify the regional economic 			

	base.			
ED11	Recognize the importance of tourism and its support of international trade as well as its contribution to the health of the Seattle retail core. Recognize the important contribution of historic districts such as Pioneer Square and the Pike Place Market to tourism, and support the continued protection and enhancement of these districts. Recognize the role of Seattle’s recreational boat industry in attracting tourists to visit and to extend their visits to the city.			
ED11.5	Recognize the value of the local food system in sustaining the local economy and seek ways to expand this benefit by supporting our capacity to grow, process, distribute, and access local foods.			
ED12	Seek ways to create a local business environment that promotes the establishment, retention, and expansion of high-technology industries in the city. Where possible, look for opportunities to link these businesses to existing research institutions, hospitals, educational institutions and other technology businesses.	ED 2.1	Improve linkages between industry clusters and research institutions, hospitals, educational institutions, and other technology-based businesses.	
ED13	Seek ways to assist clusters of related businesses in advanced manufacturing, information technology and biotechnology to collaborate more closely with one another and to market themselves			

	as magnets for capital, research talent and high-skill jobs.			
ED14	Seek ways to support technology transfer and other efforts that increase the global competitiveness of Seattle’s exporters in advanced manufacturing, information technology, biotechnology and services in cooperation with other jurisdictions and with major education and research institutions.	ED 2.3	Improve the ability of industry clusters to transfer technology in cooperation with other jurisdictions and with major education and research institutions.	
		ED 5.1	Encourage institutions of higher education toward commercialization of research innovations to fuel the growth of start-ups.	
ED15	Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, tug and barge, provisioning and the cruise-ship industries.			
ED16	Support national policies which stabilize maritime industries and promote their expansion.			
ED16.5	Support key sectors of Seattle’s economy to create jobs that pay wages that can support a family, provide necessary benefits, and contribute to the vitality of the City including, but not limited to, the industrial, manufacturing, service, hospitality and retail sectors.			
ED17	Work with the Seattle Public Schools to improve the quality of public education, identify opportunities to help implement the district’s strategic planning			

	goals, and increase the likelihood that all young people will complete high school having achieved the competency needed to continue their education or enter the work force.			
ED18	Facilitate the creation of coalitions of business, labor, civic and educational institutions, including community colleges, to develop competency-based education and training programs for Seattle community members that are targeted to the 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.	ED 4.1	Create a coalition of business, labor, civic and social service agencies, libraries, and educational institutions that can develop and expand education and training programs targeted to the needs of business, especially for high-demand science, technology, engineering, and mathematics skills.	
ED19	Support employability development and entry-level and career employment efforts for low-income youth and adults, people of color, women, individuals with disabilities and the homeless.			
ED20	Work with employers, nonprofits, educational institutions and social service agencies to create opportunities for people in training, retraining or working to meet their dependent care needs.			
ED21	Promote regional approaches to better link individuals in distressed communities with job resources and living-wage job opportunities in growing employment sectors (see policies related to Sectoral			

	Strategies later in this element).			
ED22	Encourage the development of 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.			
ED23	Encourage and facilitate the development of programs for dislocated workers to assist in a successful transition to new jobs.			
ED24	Strive to increase access to literacy development and English-as-a-Second Language programs for those in need of assistance in overcoming literacy and language barriers to employability.			
ED25	Encourage educational and training institutions to provide education in foreign languages, geography and international affairs in order to enable people to better function in the international economy.			
ED26	Offer apprenticeship and other workplace learning opportunities in Seattle City government, with particular emphasis on providing access to low income youth and young adults from diverse cultures and races.			
ED26.2	Assist working families by increasing access to training and social service resources.			
ED27	Foster a positive entrepreneurial environment for business start-up and expansion and support the	ED G5	Strengthen the entrepreneurial environment for start-ups and small	

	retention of Seattle’s existing business and major institution base.		businesses.	
ED28	Support the development of Seattle’s major public and non-profit institutions because they contribute to a diversified economy, bring living wage jobs, stimulate new economic activity, supply capital to the local economy, develop and promote advanced technology, and provide substantial public benefits and needed services to Seattle’s residents.			
ED29	Support Seattle’s artists, arts organizations, and institutions because of their significant contributions to the city’s healthy business climate; their role in creating a cultural environment that attracts other living wage employers, as well as tourists, to the region; and the substantial benefits they provide to Seattle’s residents and communities.	ED 5.2	Enhance arts and culture activities in order to attract creative-class workers, living wage employers, and tourists to Seattle, as well as to enrich our overall culture of innovation.	
ED30	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 expand export opportunities for goods and services through the city. 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, and Sister Cities programs.			
ED31	Support regulatory reform in order to strike a balance between the financial impacts of regulation on businesses and developers, and maintaining an appropriate level of safeguards for the environment and worker safety, consistent with the goals and policies of this plan.	ED 3.2	Strive to make the business climate more competitive through use of transparent and predictable regulations, efficient approval processes, and reasonable taxes, fees, and utility rates.	
ED32	For regulatory activities that affect land development, consider ways to achieve greater predictability and efficiency in the review of permit applications, consistent with the goals and policies of this Plan.			
ED33	Consider use of programmatic environmental impact statements (PEIS) for geographic-specific plans which may help reduce the permit processing time and increase predictability for individual development projects.			
ED34	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.			
ED35	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 City government, cumulative debt and tax burdens of overlapping jurisdictions, and goals of the Comprehensive Plan.			
ED36	Strive to increase communication among government, businesses, major institutions and other entities that may provide economic opportunities, in order to: (a) enhance the common understanding of issues related to employment growth, business competitiveness, public policy goals and program implementation and (b) promote partnerships between government and business to achieve the goals of this plan.			
ED37	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.			
ED38	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.			
ED39	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	ED 3.4	Improve coordination of information and services between city, county, regional, state, and federal agencies to develop and implement economic-development policies and programs.	

	participate in the development and implementation of state, regional and county economic development goals.			
ED40	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.			
ED41	Seek to coordinate, where appropriate, City investment in utilities, transportation and other public facilities with business, employment and economic development opportunities.			
ED42	<p>Encourage deployment of improvements in technology and the telecommunications system within Seattle with the goals of:</p> <ul style="list-style-type: none"> a. Equitable access for all service providers that use the distribution network in reaching their customers. b. Competition that promotes state of the art services and competitive pricing. c. Universal access to citizens, businesses and institutions within Seattle. d. Effectiveness based on: <ul style="list-style-type: none"> 1. flexibility, 2. system security, 3. reliability, and 			

	4. affordability.			
ED43	Take into consideration the ability of technology and telecommunications technology to enhance the provision of City services to citizens and businesses when making City investments in communications and computer systems.			
ED44	Encourage the development of technology and telecommunications infrastructure city-wide and region-wide.			
ED45	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 to lower the cost of borrowing or to assist small business growth, through increased access to capital.	ED 5.6	Promote the growth of local small businesses.	
ED46	Where appropriate, support efforts to assist small business through technical assistance for business start-up and/or expansion.	ED 1.3 ED 1.5	Prioritize assistance to commercial districts in areas of lower economic opportunity. Support independently owned and operated retail and restaurants in commercial districts to reinforce local neighborhood and cultural identity and strengthen the local economy. Strengthen the	

		ED G5	entrepreneurial environment for start-ups and small businesses.	
		ED 5.6	Promote the growth of local small businesses.	
ED47	Recognize that artists make a significant contribution to the local economy as small businesses, and support efforts to ensure that Seattle’s artist communities may thrive within the city.			
		ED 1.4	Enrich the vibrancy of neighborhood business districts through the integration of design, public art, public space, historic preservation, and cultural spaces and programming.	
		ED 1.6	Pursue strategies for community development that help meet the needs of marginalized populations in multicultural business districts, where small businesses are at risk of displacement due to increasing costs.	
		ED 2.2	Encourage collaboration among businesses within and across industry clusters in the areas of marketing, research, capital and talent acquisition, job training, and expansion of highly skilled jobs.	

		ED G3	Encourage a business climate that supports new investment, job creation, and resilience and that values cultural diversity and inclusion.	New, emphasizing equity
		ED 3.3	Foster partnerships between the public and private sectors to improve business climate.	
		ED 3.5	Encourage a business climate that supports new investment and job creation and that values cultural diversity and inclusion.	
		ED 3.6	Address the needs of culturally relevant businesses most vulnerable to redevelopment pressure and displacement.	
		ED 3.7	Consider the needs and priorities for long-term economic recovery in post-disaster recovery and mitigation planning.	
		ED 3.8	Evaluate taxes, regulations, incentives, and other government policies and investments to determine the benefits and burdens for marginalized populations.	

		ED G4	Maintain a highly trained and well-educated local workforce that effectively competes for meaningful and productive employment, earns a living wage, meets the needs of business, and increases opportunities for social mobility.	
		ED 4.2	Increase job training, internships, and job placement to overcome barriers to employment and to achieve greater racial and social inclusion in the workforce.	
		ED 4.3	Encourage all businesses to pay a living wage, provide necessary employment benefits, and hire local residents.	
		ED 4.4	Explore opportunities to coordinate community-development activities with place-based workforce-development opportunities in communities with high unemployment.	New, emphasizing equity
		ED 4.5	Promote programs aimed at reducing unemployment among people of color in Seattle	New, emphasizing equity
		ED 4.6	Support efforts that connect youth to internships and other education and career opportunities.	

		ED 5.3	Expand the network for technology and innovation entrepreneurs to learn about services and jobs, build relationships, and find resources—all of which will help enable their businesses to flourish.	
		ED 5.4	Establish incentives to encourage property owners and building owners to offer affordable spaces for start-ups and small businesses.	
		ED 5.5	Reduce barriers to business start-up and entrepreneurship, especially barriers that confront marginalized populations, immigrants, and refugees.	New, emphasizing equity

Environment Element

Current	Current Language	New #	New Language	Notes
EG1	Protect and improve the quality and function of the city’s air, land, and water resources because of their relationship to human health, wildlife and the region’s natural heritage.	ENG1	Foster healthy trees, vegetation, and soils to improve human health, provide wildlife habitats, improve drainage, give residents across the city access to nature, provide fresh food, and increase the quality of life for all Seattleites.	
E1	Explore ways for City actions and decisions to have positive effects on the natural environment and human health, and to avoid or offset potential negative effects, including those caused by private projects permitted by the City.	EN 1.3	Use trees, vegetation, green stormwater infrastructure, amended soil, green roofs, and other low-impact development features to meet drainage needs and reduce the impacts of development.	
EG2	Maintain a healthy natural environment as central to Seattle’s economic development and as a competitive advantage in attracting and retaining family-wage jobs and workers.			
E2	Incorporate the improvement of the natural environment into the City’s planning efforts and capital development projects. For instance, plan for transportation systems that control impacts on air quality and climate-change, as well as on water pollution and the consumption of fossil fuels.			
E3	Promote sustainable management of public and private open spaces and landscaping, such as by preserving or planting native and	EN 1.5	Promote sustainable management of public and private open spaces, trees, and vegetation by preserving or planting native and naturalized	

	naturalized vegetation, removing invasive plants, engaging the community in long-term maintenance activities, and using integrated pest management.		vegetation, removing invasive plants, improving soil health, using integrated pest management, and engaging the community in long-term stewardship activities.	
E4	Strive to protect and retain certain trees and groups of trees that enhance Seattle’s historical, cultural, environmental and aesthetic character.	EN 1.1	Seek to achieve an urban forest that contains a thriving and sustainable mix of tree species and ages, and that creates a contiguous and healthy ecosystem that is valued and cared for by the City and all Seattleites as an essential environmental, economic, and community asset.	
E5	Maintain the health of natural habitats on private property through a combination of education, incentives and development standards that recognize and promote sound practices by private land owners.			
E6	Create partnerships with organizations in the private sector and engage the community to protect and enhance Seattle’s urban ecosystems and habitat.			
E7	Control the impacts of noise, odor, and light, litter, graffiti, junk cars, trash, and refuse in order to protect human health and the livability of the urban environment.			
EG3	Use natural systems to maintain and enhance environmental quality by having them perform			

	such functions as cleaning air and water, and controlling storm water runoff.			
E8	In order to reduce the financial investment in built infrastructure while controlling the environmental impacts that infrastructure can cause, explore opportunities to restore or productively use the functions that a healthy ecosystem can provide in conjunction with, or as a substitute for, built infrastructure.			
E8.1	Use trees, vegetation, amended soil, bioretention, and other green stormwater infrastructure, where feasible, to manage stormwater runoff and reduce the impacts of development.	EN 1.3	Use trees, vegetation, green stormwater infrastructure, amended soil, green roofs, and other low-impact development features to meet drainage needs and reduce the impacts of development.	
E9	Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest's abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, and increase property values.			
E10	Strive to increase the amount of permeable surface and remove unnecessary impervious surfaces.	EN 1.4	Increase the amount of permeable surface by reducing hardscape surfaces where possible and maximizing the use of permeable paving elsewhere.	
		EN 1.6	Strive to manage seven	

			hundred million gallons of stormwater runoff each year with green stormwater infrastructure by 2025.	
EG4	Recognize and enhance the value of Seattle’s aquatic areas, including Puget Sound, the lakes, creeks, rivers, and the associated shorelines for their contributions to the quality of life in Seattle.	ENG2	Foster healthy aquatic systems, including Puget Sound, lakes, creeks, rivers, and the associated shorelines, to provide a high quality of life in Seattle for all its residents and a valuable habitat for fish and wildlife.	
		EN 2.1	Protect and improve water and sediment quality by controlling pollution sources and treating stormwater through best management practices.	
		EN 2.3	Seek to clean up existing contaminated sediments.	
EG5	Pursue the long-term health of Seattle’s creeks, shorelines and other water bodies by taking actions that address flooding, water quality, habitat and barriers to fish passage.	EN 2.6	Promote quality wildlife habitats in Seattle’s waterways by protecting and improving migratory fish passageways, spawning grounds, wetlands, estuaries, and river mouths.	
		EN 1.6	Strive to manage seven hundred million gallons of stormwater runoff each year with green stormwater infrastructure by 2025.	
EG6	Strive to minimize the number and extent of combined sewer overflow events occurring	EN 2.2	Reduce combined sewer overflows by reducing stormwater inflows and increasing storage in combined	

	annually in the City.		system areas.	
E11	Identify long-term goals and develop plans or strategies for improving the environmental quality of each of the city's aquatic areas, including a long-term plan to restore and sustain Seattle's creeks. Consider in these plans or strategies the use of incentives, regulations and other opportunities for action to restore and sustain the long-term health of Seattle's creeks and shorelines.			
E12	Take steps to improve water quality and the health of the city's aquatic areas, such as by eliminating the use of chemicals that have negative impacts on aquatic or human health, especially on City-owned property or rights-of-way.	EN 2.4	Limit the use of chemicals that have negative impacts on aquatic or human health, especially on City-owned property or rights-of-way.	
E12.5	Promote the reduction of the amount of pesticides, herbicides, and artificial fertilizers used for urban agriculture within the city.			
E13	Strive to achieve flows in creeks that will support a variety of aquatic life and that will control flooding and property damage caused by unregulated flows.	EN 2.5	Manage flows in creeks to support a variety of aquatic life and to control flooding and property damage caused by unregulated flows.	
E14	Promote both public and private opportunities to improve water quality and help store aquatic habitat in the city's creeks, lakes, rivers and marine waters and their shorelines, so that these			

	habitats are healthy for native wildlife and people.			
EG7	Reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and become carbon neutral by 2050. [TABLE: sector % reduction targets]	ENG3	Reduce Seattle’s greenhouse gas emissions by 58 percent from 2008 levels by 2030, and become carbon neutral by 2050.	
EG7.3	Seattle will act as a regional and national leader by becoming carbon neutral.			
EG7.5	Prepare for and adapt to the likely effects of climate change through the development, ongoing assessment, and implementation of the Climate Action Plan.	ENG4	Prepare for the likely impacts of climate change, including changing rain patterns, increased temperatures and heat events, shifting habitats, more intense storms, and rising sea level.	
E15	Work with private and public sector partners to achieve the goal of reducing climate-changing greenhouse gas emissions.	ENG3	Reduce Seattle’s greenhouse gas emissions by 58 percent from 2008 levels by 2030, and become carbon neutral by 2050.	
E15.1	Build infrastructure and provide services for pedestrians, bicycles, electric vehicles and transit to facilitate movement around the city by means other than fossil-fueled automobiles.	EN 3.1	Expand transit, walking, bicycling, and shared-transportation infrastructure and services to provide safe and effective options for getting around that produce low or zero emissions.	
E15.2	Consider innovative measures that would encourage and facilitate use of alternatives to single-occupant vehicles, such as parking maximums for new development, parking taxes or	EN 3.3	Implement innovative policies, such as road pricing and parking management, that better reflect the true cost of driving and therefore lead to less automobile use, while	

	fees.		employing strategies that mitigate impacts on low-income residents.	
E15.3	Continue to recognize the value of planning for transportation facilities at the same time as for the location, type and density of future housing and jobs as a way to reduce the need for future residents and workers to travel by automobile.	EN 3.2	Aspire to meet the growing demand for conveniently located homes and businesses in pedestrian-friendly neighborhoods where residents can walk to a variety of recreation and service offerings.	
E15.4	Work to reduce greenhouse gas emissions through energy efficiency and low-carbon energy sources in buildings.	EN 3.4	Encourage energy efficiency and the use of low-carbon energy sources, such as waste heat and renewables, in both existing and new buildings.	
E15.5	For itself and the general public, the City should anticipate the effects of climate change and make plans for adapting to those effects.			
E15.6	Establish energy efficiency standards for new buildings, consistent with applicable law, and encourage existing buildings to also achieve those standards.	EN 3.4	Encourage energy efficiency and the use of low-carbon energy sources, such as waste heat and renewables, in both existing and new buildings.	
E15.7	Reduce emissions associated with solid waste by reducing the amount of waste generated and by operating efficient collection and disposal systems.	EN 3.4	Encourage energy efficiency and the use of low-carbon energy sources, such as waste heat and renewables, in both existing and new buildings.	
E15.8	Encourage local food production as a way to decrease the environmental and climate impacts of the food production	EN 1.8	Encourage gardening and food production by residents as a way to make fresh, healthy food available in the city.	

	and distribution systems.	EN 3.7	Support a food system that encourages consumption of local foods and healthy foods with a low carbon footprint, reduces food waste, and fosters composting.	
EG8	Continuously improve the City's environmental performance in its roles as a large employer, builder and maintainer of capital facilities, land owner and regulator to not only improve the natural environment but also to set an example for others' behavior.			
EG9	Reduce fossil-fuel consumption in constructing new and renovating existing City-owned buildings to one-half the U.S. average for each building type.			
E16	In the operations of City government, strive to reduce the use of resources and toxics, prevent pollution, reuse existing resources such as historic structures, control waste, and protect natural areas and biodiversity. Repairs of City-owned buildings should employ green building practices.			
E17	To improve the City's environmental performance, set targets, use innovative approaches, encourage employees, and coordinate with other government entities.			
E18	Collect data and regularly report on the sustainability measures			

	<p>and numeric goals in this plan to inform and enable citizens and decision-makers to consider alternative policies or programs, where outcomes differ from what was intended. Conduct an inventory of greenhouse gas emissions in Seattle at least every three years. Use data, public input, and approaches developed by other public agencies and private organizations that address sustainability. Consider combining this monitoring activity with the one described in the Urban Village Element of this Plan.</p>			
EG10	<p>Reduce consumption of fossil fuels in all new City government buildings in the following increments (percent reduction from 2007 U.S. average for each building type):</p> <ul style="list-style-type: none"> 60% in 2010; 70% in 2015; 80% in 2020; 90% in 2025; and <p>Carbon Neutral by 2030 (meaning new buildings will use no fossil fuel or greenhouse gas-emitting energy to operate).</p>			
EG11	<p>Make waste reduction, pollution prevention and recycling integral parts of how City government and others in the city conduct their daily business.</p>	EN 3.5	<p>Reduce the amount of waste generated while at the same time increasing the amount of waste that is recycled and composted.</p>	

		EN 3.6	Reduce the emissions associated with the life cycle of goods and services by encouraging the use of durable, local products and recycled-content or reused materials, and recycling at the end of products' lives.	
E19	Reduce consumption of resources and promote conservation of energy, water and material resources among all sectors of the community, including City government.			
E20	Consider long-term environmental costs, in City planning, purchasing and operating decisions. For instance, look at all of the environmental impacts caused by materials from their production to disposal.			
E21	Seek to meet greenhouse gas emission goals EG7 - EG10.	EN G4	Prepare for the likely impacts of climate change, including changing rain patterns, increased temperatures and heat events, shifting habitats, more intense storms, and rising sea level.	
		EN 4.1	Consider projected climate impacts when developing plans or designing and siting infrastructure, in order to maximize the function and longevity of infrastructure investments, while also limiting impacts on marginalized populations and fostering resilient social and natural	

			systems.	
		EN 4.2	Prioritize actions that reduce risk and enhance resilience in populations nearest the likely impacts of climate change, including especially marginalized populations and seniors, since these groups often have the fewest resources to respond to changing conditions and therefore may be more severely impacted.	
E21	Strive to protect and retain certain trees and groups of trees that enhance Seattle’s historical, cultural, environmental and aesthetic character.	EN 1.7	Promote the care and retention of trees and groups of trees that enhance Seattle’s historical, cultural, recreational, environmental, and aesthetic character.	
E22	Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest’s abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, provide food, and increase property values.	EN 1.1	Seek to achieve an urban forest that contains a thriving and sustainable mix of tree species and ages, and that creates a contiguous and healthy ecosystem that is valued and cared for by the City and all Seattleites as an essential environmental, economic, and community asset.	
E23	Achieve no net loss of tree canopy coverage, and strive to increase tree canopy coverage to 40 percent, to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil,	EN 1.2	Strive to increase citywide tree canopy coverage to 30 percent by 2037 and to 40 percent over time.	ENG 1 and EN 1.1, 1.2, 1.3 and 1.4 also address former LU Policies LU 39, 40, and 41.

	provide habitat, and mitigate the heat island effect of developed areas.			
E24	Update the tree canopy inventory in the Urban Forest Management Plan at least every 10 years to measure progress toward the goal of increased canopy coverage.			
		ENG5	Seek to ensure that environmental benefits are equitably distributed and environmental burdens are minimized and equitably shared by all Seattleites.	New – emphasizing equity
		EN 5.1	Consider the cost and benefits of policy and investment options on different communities, including the cost of compliance as well as outcomes.	New – emphasizing equity
		EN 5.2	Prioritize investments, policies, and programs that address existing disparities in the distribution of environmental burdens and benefits.	New – emphasizing equity
		EN 5.3	Prioritize strategies with co-benefits that support other equity goals such as promoting living wage jobs or enhancing social connectedness.	New – emphasizing equity
		EN 5.4	Assess facilities and services periodically to determine the environmental impacts they may be having on marginalized populations, and identify ways to mitigate those impacts.	New – emphasizing equity

Parks, Open Space and Recreation Element (New Element)

Current	Current Language	New #	New Language	Notes
<p>Parks, Open Space, and Recreation is a recommended new Element. Many of the policies cited below are new to the Comprehensive Plan. Others have been moved here from other elements, particularly the former Urban Village Element.</p>				
		PG1	Provide a variety of outdoor and indoor spaces throughout the city for all people to play, learn, contemplate, and build community	
		P1.1	Continue to expand the City’s park holdings and open space opportunities, with special emphasis on serving urban centers and urban villages that are home to marginalized populations and areas that have been traditionally underserved.	
		P1.2	Provide a variety of parks and open space to serve the city’s growing population consistent with the priorities and level-of-service standards identified in the City’s Park Development Plan.	
		P1.3	Provide urban trails, green streets, and boulevards in public rights-of-way as recreation and transportation options and as ways to connect open spaces and parks to each other, to urban centers and villages, and to the regional open space system.	
		P1.4	Reduce health disparities by making investments that provide access to open space and recreation activities for marginalized communities.	
		P1.5	Make rights-of-way available on a	

			temporary basis to provide space for community events, such as street fairs, farmers' markets, or neighborhood celebrations.	
		P1.6	Provide areas to preserve important natural or ecological features in public ownership, and allow people access to these spaces.	
		P1.7	Provide public access to shorelines by using street ends, regulation, or acquisition.	
		P1.8	Encourage or require private developers to incorporate on-site publicly accessible open space or to provide appropriate recreation opportunities for building tenants within new developments.	
		P1.9	Consider the use of open space impact fees to help fund open space system improvements that will serve the expected growth.	
		P1.10	Use cooperative agreements with Seattle Public Schools and other public agencies to provide access to open spaces they control.	
		P1.11	Create healthy places for children and adults to play, as well as areas for more passive strolling, viewing, and picnicking.	
		P1.12	Use investments in park facilities and programs to reduce health disparities by providing access to open space and recreational activities for all Seattle residents.	
		P1.13	Design open spaces that protect the natural environment and provide light, air, and visual relief within the built environment.	
		P1.14	Make the most of the limited available land by developing parks and open spaces so that they can	

			accommodate a variety of active and passive recreational uses.	
		P1.15	Consider access by transit, bicycle, and foot when acquiring new park facilities or improving existing ones	
		PG2	Continue to provide opportunities for all people across Seattle to participate in a variety of recreational activities.	
		PG2.1	Consider the use of open space impact fees to help fund recreational facility system improvements that will serve the expected growth.	
		PG2.2	Develop a long-term strategic plan that accounts for citywide and neighborhood demographics, as well as the demand for various active and passive recreation activities.	
		PG2.3	Establish partnerships with public and private organizations to supplement programming that supports residents' needs and interests.	
		PG2.4	Develop activities at community centers based on the specific needs of each community they serve and make them neighborhood focal points where people can enhance their individual health and well-being and strengthen a sense of community.	
		PG2.5	Promote the use of open spaces and park facilities in the city for events that celebrate our history and the many cultures of our community.	
		PG2.6	Provide recreation and social programs that allow older adults to remain healthy and actively	

			involved in their community.	
		PG2.7	Provide athletic fields that can serve as places where people of diverse ages, backgrounds, and interests can engage in a variety of sports.	
		PG2.8	Offer fun and safe water experiences through a diverse range of healthy and accessible aquatic programs at outdoor and indoor venues throughout the city.	
		PG2.9	Provide welcoming, accessible, and affordable recreation and social programs for people with disabilities and their families.	
		PG2.10	Engage teens with activities that help them to build their identities and to acquire skills that will lead to healthy and productive lives	
		PG2.11	Develop programs that foster awareness and appreciation of nature from the neighborhood scale to the regional scale and provide activities for residents to help protect or restore the environment.	
		PG2.12	Provide programs that are culturally responsive, accessible, welcoming, and affordable to communities of color and to immigrant and refugee communities.	
		PG2.13	Provide welcoming, accessible, and affordable recreation and social programs for LGBTQ youth and adults.	
		PG2.14	Develop partnerships with organizations that consider race and social justice to be fundamental to their operations and business practices.	

		PG3	Manage the City’s park and recreation facilities to provide safe and welcoming places.	
		P3.1	Implement capital improvements that are driven by a long-term programmatic strategic plan.	
		P3.2	Maintain the long-term viability of park and recreation facilities by regularly addressing major maintenance needs.	
		P3.3	Look for innovative ways to approach construction and major maintenance activities to limit water and energy use and to maximize environmental sustainability.	
		P3.4	Enhance wildlife habitat by restoring forests and expanding the tree canopy on City-owned land.	
		P3.5	Protect habitat and wildlife areas through education, interpretation, and wildlife-management programs.	
		P3.6	Increase access to public land by assessing, managing, and cleaning up contaminated sites	
		P3.7	Preserve and reclaim park property for public use and benefit, and ensure continued access to parkland for the growing population.	
		P3.8	Leverage capital and program investments and agreements with private vendors to provide training, apprenticeships, youth employment, and living wage job opportunities for marginalized populations.	
		PG4	Plan and maintain regional parks and facilities to accommodate the people who will want to visit	

			them, while respecting the facilities' neighbors.	
		P4.1	Develop plans for regional and special-use parks to take advantage of unique natural and cultural features in the city, enhance visitors' experiences, and nurture partnerships with other public agencies and private organizations.	
		P4.2	Design parks and program activities in Downtown in ways that create a welcoming and safe environment.	
		P4.3	Recognize that visitors to major regional attractions can impact the neighborhoods surrounding those facilities, and look for ways to limit those impacts, including through enhanced walking, biking, and transit connections.	
		P4.4	Look for innovative ways to conduct construction and major maintenance of park facilities that will provide training, apprenticeships, youth employment, and living wage opportunities for marginalized populations.	

Cultural Resources (recommended to be Arts and Culture) Element

Current	Current Language	New #	New Language	Notes
CRG1	A city that welcomes diversity; works to raise awareness and understanding of the city and its peoples; and nurtures the ethnic and cultural traditions of its diverse citizenry.	ACG1	Strengthen the diversity of public art and expand the City’s collection of public artworks.	
CRG2	A city where the sense of community is strong, opportunities for people to interact with each other are many, and conditions that contribute to isolation and segregation are discouraged.			
CR1	Encourage and support communities in celebrating, preserving, and transmitting their traditions through cultural and heritage activities, the arts, education, publishing and reading, and public events.	AC1.5	Strengthen the diversity of expression in public art to embrace a variety of artists, sites, disciplines, and media to fully reflect the cultural diversity of the city.	
CR2	Involve neighborhoods in public projects, including publicly-sponsored art and cultural events, so that the projects reflect the values of, and have relevance and meaning to, the neighborhoods in which they are located. Encourage projects that are challenging and thought provoking, as well as beautiful, fun and entertaining.	AC 1.3	Prioritize locations for new public art where it is desired by the community, can be accommodated safely, and will be enjoyed by many people in locations throughout the city.	

CR3	Use cultural resources to promote cross-cultural awareness and depict differing points of view in order to foster open and intentional exploration of the issues and conditions that tend to divide communities, so that actions can be taken to confront and overcome these conditions.			
CRG3	A city that values, maintains and enhances the resources that establish the public realm, including schools, libraries, museums and other cultural facilities, streets and public rights-of-way, government facilities and public open spaces, and promotes the use of these places for public gathering and cultural expression.	AC 4.5	Encourage using public and institutional spaces, such as parks, community centers, libraries, hospitals, schools, universities, and City-owned places for arts and culture.	
CRG4	A city that uses public projects and activities to help define Seattle’s identity, especially civic spaces that provide residents and visitors with strong symbols of the city or neighborhood identity.	AC4.1	Create and maintain an inventory of both public and private cultural spaces.	
CR4	Continue Seattle’s long tradition of providing a rich variety of public open spaces, community gardens, and public facilities to provide residents with recreational and cultural opportunities, promote environmental stewardship and attract desirable economic development.	AC 1.1	Continue to set aside funding for new public art as part of capital improvement projects.	
CR5	Capitalize on the potential that public projects have for serving as symbols of the city, and for expressing the identity and special character of the area where they	AC 1.2	Encourage the inclusion of artists early in the design of capital improvement projects.	

	<p>are located by encouraging public art and excellent urban design and architecture that:</p> <ul style="list-style-type: none"> • respond to local climate conditions, respect the surrounding context, use local building and landscaping materials, emphasize conservation, and draw on the region’s cultural heritage; • communicate the purpose of the project and the identity, history and uniqueness of different places within the city; • enhance accessibility; and • integrate art into the design of the project. 	AC 1.3	<p>Prioritize locations for new public art where it is desired by the community, can be accommodated safely, and will be enjoyed by many people in locations throughout the city.</p>	
CR6	<p>Capitalize on opportunities for promoting community identity through the design of street space, preserving or encouraging, for example:</p> <ul style="list-style-type: none"> • street furnishings that reflect the ethnic heritage or architectural character of the surrounding neighborhood; • artworks and markers commemorating important events or individuals; • details that can reinforce 	AC 4.9	<p>Establish creative placemaking as part of local area planning.</p>	

	<p>community identity and authenticity such as light standards, street name markers, original granite curbing and cobblestone paving or types of street trees; or</p> <ul style="list-style-type: none"> • space for landscaping projects. 			
CRG5	A city that regards the community-building potential of cultural resources as an integral part of its growth management strategy—the urban village strategy.			
CR7	Promote the development or expansion of cultural facilities, including libraries, schools, parks, performing arts and art exhibition facilities, museums, and community centers, in areas designated as urban villages and urban centers.	AC G4	Support affordable cultural spaces in all neighborhoods, especially urban centers and villages where they are accessible to a broad range of people and where they can help activate the public realm.	
CR8	In general, use the hierarchy of urban village designations to guide the siting of different types of cultural facilities, directing those facilities that attract large numbers of people to urban centers, because these areas: function as major commercial centers and gathering places; have unparalleled regional access through the regional transit system; and will accommodate a substantial amount of the city’s growth over the next 20 years. All types of urban villages are suitable for small cultural facilities. The scale of facilities should generally be compatible with the character			

	of the neighborhood in which they are located.			
CR9	Work with neighborhoods and agencies to identify resources of historic, architectural, cultural, artistic, or social significance, especially in urban centers and urban villages. Encourage neighborhood-based efforts to preserve these resources where appropriate. Identify structures, sites and public views, in addition to those already recognized, that should be considered for protection measures.			
CR10	Foster public life throughout the city by providing open spaces that are well-integrated into the neighborhoods they serve and function as “public living rooms” for informal gathering and recreation, especially in more densely populated urban centers and urban villages.	AC4.10	Encourage the creation of cultural spaces for informal gathering and recreation, especially in more densely populated urban centers and villages and in communities of color that lack cultural spaces.	
		PG1	Provide a variety of outdoor and indoor spaces throughout the city for all people to play, learn, contemplate, and build community.	
CRG6	A city that celebrates and strives to protect its cultural legacy and heritage, to preserve and protect historic neighborhoods and to preserve, restore and re-use its built resources of cultural, heritage, architectural, or social significance in order to maintain its unique sense of place and adapt to change gracefully.			
CRG7	A city that preserves the integrity of the cultural resources under			

	City control, including public art and archaeological and historic resources, and fosters in the community a sense of personal responsibility and stewardship for all cultural resources.			
CR11	Identify and protect landmarks and historic districts that define Seattle’s identity and represent its history, and strive to reduce barriers to preservation. As appropriate, offer incentives for rehabilitating and adapting historic buildings for new uses.	LU14.4	Use incentives, including the transfer of development rights, to encourage property owners and developers to restore or reuse designated landmark structures and specified structures in designated districts	
CR12	Preserve and enhance the City Archives as a unique cultural resource for documenting the human experience in Seattle.			
CR13	Promote partnerships among cultural heritage agencies in City government — e.g., the City Archives, Seattle Public Library, Urban Conservation — and community organizations to develop interpretative and educational programming about Seattle’s heritage.			
CR14	Increase awareness of the community’s heritage by promoting cultural preservation programs or activities, and by encouraging public participation in documenting Seattle’s history, especially the participation of the elderly who provide the most direct connection with the past.			
CR15	Identify and work with others to explore ways to preserve Seattle’s	LU14.8	Identify, preserve, and protect archaeological resources.	

	archaeological resources. Initiate and support efforts to educate Seattle citizens about these resources.			
CR16	Set an example by maintaining a high standard for the care of City-owned cultural resources to encourage owners of properties having value as cultural resources to do the same.	LU14.1	Support the designation of areas as historic and special review districts, and the designation of structures, sites, and objects as City of Seattle landmarks in order to protect, enhance, and perpetuate their historical or architectural identities.	
CRG8	A city that continually builds on the strengths of its cultural resources to advance as an international cultural center.			
CRG9	A city that maintains its place as the cultural center of the region, while participating as a partner in the region’s network of cultural infrastructure — universities and educational institutions, libraries, arts and heritage organizations and facilities, and creative individuals and supporters — to sustain this infrastructure and provide greater access for all.	AC 3.3	Expand partnerships with educational institutions, arts institutions, youth service agencies, libraries, foundations, businesses, and arts and cultural organizations to increase participation in arts and culture programs, creative learning opportunities, and creative economy careers.	
CR17	Promote partnerships among the City and other public and private entities in the region to: <ul style="list-style-type: none"> • provide mutual support for the preservation, maintenance and development of regional cultural facilities where people experience world-class cultural events; and 			

	<ul style="list-style-type: none"> • make these resources visible, accessible and integrated with the community. 			
CR18	Encourage other jurisdictions in the region to help Seattle sustain and enhance the cultural facilities located in Seattle that serve the region as a whole.			
CR19	Recognize that the city’s Major Institutions (universities and hospitals) represent cultural resources for the neighborhoods in which they are located, the region and beyond, and work with these institutions as they develop plans for the future to encourage greater public access and enjoyment of these resources.			
CR20	Because of their central location and historic role as the region’s meeting places, and the added benefits that come from having a recognized district of related activities, continue to support the concentration of regional cultural facilities in downtown Seattle and Seattle Center.			
CR21	Promote artistic exploration and exchange worldwide through many avenues, including Seattle Sister Cities Program, and through cultural partnerships with Africa, the Asian Pacific Rim, Latin America, Mexico and other countries represented in Seattle’s population.			

CR22	Develop portions of the surplus Naval Station Puget Sound at Sand Point into a multi-purpose regional facility to support the arts and cultural activity.			
CRG10	A city that utilizes its wealth of cultural resources to promote employment, small business development, trade, and tourism and to attract businesses to the Pacific Northwest.	AC2.2	Encourage collaboration across the spectrum of traditional and creative economy businesses, especially businesses that rely on innovation and design to be competitive.	
CR23	Document and increase public awareness of the tremendous contributions that cultural resources make to the city's fiscal well-being.	AC 2.1	Recognize and expand the economic impact of arts and culture.	
CR24	Foster an urban environment and cultural activities that are true to the values and needs of the city's citizens, because a city that promotes its own identity will, in the long run, sustain its attractiveness to visitors without compromising its integrity.			
CR25	Recognize the economic value of Seattle's cultural resources in attracting tourism; reinvest a share of the revenue derived from tourism to sustain and expand cultural resources.			
CR26	Promote collaboration among the business community and organizations involved in cultural resources to make cultural experiences accessible to the widest possible public.			

CRG11	A city that is a laboratory for life-long learning, where people of all ages are afforded opportunities to continually enrich their lives.			
CRG12	A city where cultural resources are learning tools that can help individuals achieve both self-fulfillment and a productive place in the community.	CWG4	Support an education system and opportunities for lifelong learning that strengthen literacy and employability for all Seattleites.	
CR27	Encourage informal opportunities for learning and enjoyment through creative ways of presenting cultural resources to the public, such as poetry and graphic art on transit, presentations at major public events, the treatment of information on public flyers and billing statements, and library resources and programming.			
CR28	Take advantage of the opportunities that facilities attracting large numbers of people present for teaching about the community and its history.			
CR29	Work in partnership with artists, arts organizations, ethnic, cultural, musical and community associations, and education institutions to foster opportunities for life-long cultural exploration for all citizens.			

CR30	Encourage schools to make their facilities available to Seattle’s neighborhoods for cultural programs, and community services, meetings and gatherings.			
CRG13	A city where children are exposed to cultural resources, educated about Seattle’s history and various cultures, and have opportunities to explore their own talents and creativity.			
CR31	Encourage programs for students to develop their creativity and arts skills as part of their development as confident, well-rounded individuals, both for their lifelong enjoyment and to prepare them for careers in the creative arts or to apply their creative abilities in other professions and pursuits.	AC G3	Improve access to arts education in all schools and outside the school setting so that students are prepared to be successful in school and life.	
CR32	Encourage public art projects that involve youth in design and implementation.			
CR33	Support cultural programs, especially for at-risk youth, both in schools and in settings outside school, that involve artists and scholars in partnership with cultural organizations and institutions.			
CR34	Create opportunities for Seattle students to be exposed to many cultures in a variety of venues throughout the city, so that their education may be well-rounded.			

CR35	<p>Promote partnerships among the City and other public and private entities in the region to:</p> <ul style="list-style-type: none"> • continue to refine and articulate roles of City, County and State government as supporters and promoters of cultural expression; • simplify and coordinate funding processes; and • promote the development of strong arts and heritage organizations that provide cultural programming. 			
CR36	<p>Encourage support for cultural resources through individual and corporate philanthropy; show how contributions will benefit both donor and recipient. Publicly recognize and celebrate gift giving of all types and levels.</p>			
CR37	<p>Increase opportunities for non-professionals and young people to participate in a variety of public events, festivals and projects, because amateur activity enlivens community life and cultivates deeper appreciation and involvement in cultural activities.</p>	AC3.5	<p>Prioritize arts and culture opportunities for youth and communities with limited or no access to the arts.</p>	
CR38	<p>Reduce barriers to the involvement of people with disabilities in cultural activities.</p>			

CR39	Develop a better understanding of how the city's different arts' communities function. Assess the needs of these communities to better recognize and act on opportunities to support them.			
CR40	Increase opportunities for artists to apply their skills and creativity in the delivery of public services, in the planning and design of capital improvements or in the design and delivery of public information.			
CR41	Facilitate volunteer public arts projects, such as community murals, by identifying locations where art is desirable, can be accommodated safely, and will be enjoyed by many people.	AC1.5	Strengthen the diversity of expression in public art to embrace a variety of artists, sites, disciplines, and media to fully reflect the cultural diversity of the city.	
CR42	Encourage performances and events in non-traditional settings, such as neighborhood parks, community centers, schools, transit stations, housing projects and public areas in private development, to reach new audiences and increase access for people who otherwise would be unable to attend.			
		AC 1.6	Encourage public participation in the planning and implementation of public art projects.	
		ACG2	Enhance support for artists, creative professionals, and cultural organizations, allowing them to grow and mature.	

		AC 2.3	Encourage access to affordable workspaces for artists, arts, and cultural organizations.	
		AC 2.4	Improve technical- and financial-assistance programs to better target and serve both artists and arts organizations of various sizes and at various stages of growth, representing a broad range of cultures.	
		AC 2.5	Enhance equitable access to technical and financial assistance for all artists and organizations.	
		AC 3.1	Encourage schools to offer culturally relevant K–12 arts curricula that emphasize development and assessment of twenty-first-century skills.	
		AC 3.2	Encourage schools to provide professional development in the arts for teachers and community arts partners.	
		AC 3.4	Help make arts education available in areas of high violence and poverty or where school performance is poor.	New, emphasizing equity
		AC 4.2	Create incentives to preserve or expand space for artists, arts organizations, and other cultural uses.	

		AC 4.3	Consider making surplus City-owned property available to both artists and arts and cultural organizations.	
		AC 4.4	Consider public-private partnerships as a way to provide affordable space to both artists and arts and cultural organizations.	
		AC 4.6	Encourage the designation of existing clusters of cultural spaces as cultural districts.	
		AC 4.7	Encourage the designation of existing clusters of cultural spaces as cultural districts.	
		AC 4.8	Share a tool kit of ways communities can make their own art and culture, created in partnership with City departments and community interests.	
		AC 4.11	Enhance access to a variety of arts and cultural institutions and programs for at-risk youth, non-English-speaking residents, seniors, the visually and hearing impaired, and people with other disabilities.	

Human Development (recommended to be Community Well Being) Element

Current	Current Language	New #	New Language	Notes
HDG1	Make Seattle a place where people are involved in community and neighborhood life; where they help each other and contribute to the vitality of the city.	CWG1	Make Seattle a place where all residents feel they can be active in family, community, and neighborhood life, and where they help each other, contribute to the vitality of the city, and create a sense of belonging among all Seattleites.	
HDG2	Create a caring community that nurtures and supports children and families.			
HD1	<p>Work toward achieving a sense of belonging among all Seattle residents.</p> <p>a. Promote opportunities that bring people together to help them build connections to each other, their peers, their neighbors and the greater community.</p> <p>b. Enhance opportunities for intergenerational activities.</p> <p>c. Strive to reach people in new ways to encourage broad participation in neighborhood and community activities and events.</p>	CW 1.1	Promote opportunities for people to build connections with their peers, neighbors, and the greater community by supporting intergenerational and intercultural programs, activities, and events.	
HD2	<p>Promote volunteerism and community service.</p> <p>a. Enhance people’s access to information about opportunities to contribute their time, energy or resources.</p> <p>b. Encourage young people of all ages to be involved in creating and participating in</p>	CW 1.2	Promote volunteerism and community service among people of all ages and cultures by providing information about opportunities to contribute their time, energy, or resources.	

	community service projects.			
		CW 1.3	Enhance opportunities for children and youth to gain skills, increase self-esteem, and envision a positive future.	
HD3	Strengthen efforts to involve people in the planning and decision-making that affect their lives.	CW 1.4	Reinforce efforts that strengthen the ability of children, youth, and families to participate in their health, wellness, and education, and to contribute to the development of a vibrant, growing community.	
HD4	Encourage other governments, schools, institutions and community based organizations to provide opportunities for people's participation in discussions that shape decisions about their neighborhoods and communities.			
HD5	Encourage people to take responsibility for their lives and to nurture their families, children and circle of friends.			
HD6	Encourage people to be informed and involved, so they can make educated choices about their lives and assist in finding community solutions to issues and problems and responses to opportunities.			
HD7	Promote the investment by adults in the healthy development of the community's children and youth.			
HD8	Emphasize prevention and early intervention to reduce risks and			

	strengthen resiliency of children and youth.			
HD9	Enhance opportunities that help children and youth gain skills and self-esteem, and foster a sense of hope and optimism about the future.	CW 1.5	Celebrate young people’s accomplishments, and promote activities for children and youth to increase their participation in the community.	
HD10	Reinforce efforts that strengthen the ability of children, youth and families to help themselves and each other. Promote activities that help teach children and youth to act responsibly, and acknowledge young people’s accomplishments.			
HDG3	Strive to alleviate the impacts of poverty, low income and conditions that make people, especially children and older adults, vulnerable.	CW G2	Reduce poverty and its effects, which make people, especially children and elderly adults, vulnerable.	
HDG3.5	Strive to provide access to healthy, affordable food to all households in the city.	CW 2.5	Provide access to healthy food by encouraging better distribution and marketing of healthy options throughout the city and by addressing nutrition standards in programs supported by the City.	
HD11	Encourage coordinated service delivery for food, housing, health care, and other basic necessities of life to promote long-term self-reliance for vulnerable populations.	CW 2.1	Encourage coordinated service delivery for food, housing, health care, and other basic necessities for people and families in need.	
HD11.1	Guide the operation of safe and healthy transitional encampments to allow temporary shelter for those who are homeless.	CW 2.8	Invest in services and programs that prevent homelessness, provide a pathway to permanent housing, and allow temporary	

			shelter for those who are homeless.	
		CW 2.9	Place special emphasis on programs addressing those who are most vulnerable to homelessness.	
HD11.5	Coordinate service delivery plans for vulnerable populations in the event of an emergency or disaster.	CW 2.10	Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.	
		CW 2.2	Contribute to efforts that help people meet their basic needs, maintain their independence as long as possible, and remain in their neighborhoods of choice.	
HD12	Strive to assist and enhance efforts that help older people meet their basic needs, maintain their independence as long as possible, and remain in their neighborhoods of choice.	CW 1.6	Engage older residents in community conversations and volunteer opportunities so that they can find fulfillment in ways that benefit themselves and the community.	
HD13	Encourage public and private efforts that support food banks and nutrition programs, especially to meet the nutritional needs of infants, children and the elderly, and other vulnerable populations.	CW 2.4	Encourage public and private efforts that support culturally appropriate food opportunities, including grocery stores, farmers' markets, food banks, and nutrition programs, especially to meet the nutritional needs of infants, children, elders, and other vulnerable populations in their neighborhoods.	
HD13.5	Seek to expand access to healthy food by encouraging	CW	Provide access to healthy food by encouraging better	

	better distribution and marketing of healthy options in a greater diversity of places and by addressing nutrition standards in City purchasing programs.	2.5	distribution and marketing of healthy options throughout the city and by addressing nutrition standards in programs supported by the City.	
HD13.6	Encourage local food production, processing, and distribution through the support of home and community gardens, farmers markets, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.	CW 2.6	Encourage local food production, processing, and distribution through the support of home and community gardens, farmers' markets, community kitchens, and other collaborative initiatives to provide healthy foods and promote food security.	
HD13.7	Consider using City land, including parks and surplus property, to expand our capacity to grow, process, distribute, and access local foods.	CW 2.7	Consider using City land to expand the capacity to grow, process, distribute, and access local food, particularly for distribution to households in need.	
HDG4	Promote an excellent education system and opportunities for life-long learning for all Seattle residents.	CW G4	Support an education system and opportunities for lifelong learning that strengthen literacy and employability for all Seattleites.	
HDG4.5	Strengthen educational opportunities for all Seattle students.			
HDG5	Promote development of literacy and employability among Seattle residents.			
HD14	Encourage parent, volunteer, business and community support for education and their involvement in schools.	CW 4.3	Encourage parent, volunteer, business, and community support for education and involvement in schools.	
HD15	Strive to support families so their children can be ready to learn as they enter school. Help	CW 4.1	Create equitable access to high-quality early-learning services, and support families	

	coordinate service delivery to families And their children through school-linked programs and support services.		so that their children are prepared for school.	
HD16	Work with the Seattle Public Schools to create safe learning environments in and after school that promote academic and personal achievement for all children. Recognize that community-based learning through service projects has value both to the student and the community.	CW 4.4 CW4.5	Support Seattle Public Schools’ efforts to create safe learning environments in and after school that promote academic and personal achievement for all children and youth. Support opportunities for community-based learning through service projects that have value to both the students and the community.	
		CW 4.2	Support schools’ efforts to develop culturally competent disciplinary practices that keep children engaged with their schools, while still requiring behavioral accountability.	
		CW 4.7	Support programs that help people who have dropped out or are at risk of dropping out of high school to achieve education, personal, and employment goals.	
HD17	Work with schools, libraries, community centers, agencies and organizations to link services into a seamless system that helps students stay in school, including co-location and joint use of facilities to make a broader variety of services available to students.	CW 4.6	Work with schools, higher education institutions, libraries, community centers, and arts and cultural agencies and organizations to link services into a seamless system that helps students stay in school, such as through colocation of services and joint use of facilities.	

HD18	Enhance opportunities for increased access to literacy development and English-as a Second Language (ESL) resources.	CW 4.8	Provide literacy development and related resources for English-language learners.	
HD19	Work with community colleges, universities and other institutions of higher learning to promote life-long learning opportunities for community members and encourage the broadest possible use of libraries, community centers, schools, and other existing facilities throughout the city, focusing on development of these resources in urban villages areas.	CW 4.9	Work with colleges, universities, other institutions of higher learning, and community-based organizations to promote lifelong learning opportunities and encourage the broadest possible access to libraries, community centers, schools, and other existing facilities throughout the city.	
HD20	Work with schools and other educational institutions, community-based organizations, businesses and other governments to develop strong linkages between education and training programs and employability development resources.	CW 4.10	Work with schools, libraries, and other educational institutions, community-based organizations, businesses, labor unions, and other governments to develop strong educational and training programs that provide pathways to successful employment.	
		CW 4.11	Support youth-based job-training opportunities that provide classes, coaching, and the development of skills leading to jobs with livable wages.	
HDG6	Create a healthy environment where all community members, including those currently struggling with homelessness, mental illness and chemical dependence, are able to aspire to and achieve a healthy life, are well nourished, and have access	CW G3	Create a healthy environment where community members of all ages, stages of life, and life circumstances are able to aspire to and achieve a healthy life, are well nourished, and have access to	

	to affordable health care.		affordable health care.	
HD21	Encourage Seattle residents to adopt healthy and active lifestyles to improve their general health and well-being to increase their number of healthy years lived. Provide opportunities for people to participate in fitness and recreational activities and to enjoy available open space.	CW 3.1	Encourage Seattleites to adopt healthy and active lifestyles to improve their general physical and mental health and well-being and to promote healthy aging. Provide information about and promote access to affordable opportunities for people to participate in fitness and recreational activities and to enjoy the outdoors.	
HD22	Work toward the reduction of health risks and behaviors leading to chronic and infectious diseases and infant mortality, with particular emphasis on populations disproportionately affected by these conditions.	CW 3.2	Work toward the reduction of health risks and behaviors leading to chronic and infectious diseases and infant mortality, with particular emphasis on populations disproportionately affected by these conditions.	
HD22.5	Collaborate with community organizations and health providers to advocate at the State level for expanded access to health insurance and to expanded coverage for preventive care and long-term	CW 3.3	Collaborate with Public Health—Seattle & King County, private hospitals, and community health clinics to maximize access to health care coverage for preventive care, behavioral health, and long-term care.	
HD23	<p>Work to reduce environmental threats and hazards to health in the workplace, at home and at play.</p> <p>a. Make use of the City’s building and fire codes, food licensing and permit processes, and hazardous materials and smoking regulations for fire and life safety protection.</p> <p>b. Collaborate through joint efforts among City</p>			

	<p>agencies, such as fire, police, and construction and land use to address health and safety issues in a more efficient manner.</p> <p>c. Prepare land use plans in ways that support development and design that promote physical activities, use safe materials, and protect water and air quality.</p>			
HD24	<p>Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, and addiction services.</p> <p>a. Collaborate with community organizations and health providers to advocate for quality health care and broader accessibility to services.</p> <p>b. Pursue co-location of programs and services, particularly in under-served areas and in urban village areas.</p>	CW 3.4	<p>Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical care, addiction services, and long-term care by with community organizations and health providers to advocate for quality health care and broader accessibility to services.</p>	
HD24.5	<p>Support increased access to preventive interventions at agencies that serve the homeless, mentally ill and chemically dependent populations. Pursue co-location of health services at these and other agencies serving those disproportionately affected by disease.</p>	CW 3.5	<p>Support access to preventive interventions at agencies that serve the homeless, mentally ill, and chemically dependent populations.</p>	
		CW 3.6	<p>Support efforts to reduce exposure to secondhand tobacco smoke in indoor and outdoor areas, particularly where vulnerable populations, such as children and seniors,</p>	

			are likely to be present.	
		CW 3.7	Require healthy building methods and materials in City-funded projects, and encourage private development to use construction methods and materials that result in healthy indoor environments for all Seattleites.	
HD25	Work with other jurisdictions, institutions, health care providers and community organizations to develop a strong continuum of community-based long-term care services.	CW 3.3	Collaborate with Public Health—Seattle & King County, private hospitals, and community health clinics to maximize access to health care coverage for preventive care, behavioral health, and long-term care.	
HDG7	Strive to reduce violence and fear of crime.	CW G5	Reduce violence and the incidence of crimes, and increase the sense of security throughout the city.	
		CW 5.1	Coordinate across City departments and with other agencies to address violence, abuse, and exploitation and to hold offenders accountable.	
		CW 5.2	Plan and implement best and promising practices that focus on preventing violence.	
		CW 5.3	Ensure that violence prevention, violence intervention, and offender accountability programs are culturally and linguistically appropriate.	
		CW 5.4	Increase awareness of all forms of violence and abuse and the resources that exist to assist in dealing with these	

			issues.	
		CW 5.5	Emphasize education, prevention, and early intervention to reduce the risk of exposure to negative health impacts, violence, and injury.	
HDG8	Help individuals, families, neighborhoods, and communities participate in addressing their safety concerns.			Moved to the Discussion section of this Element.
HDG8.1	Promote the health and well-being of all women, children and families in Seattle by moving toward the elimination of unintended pregnancy.			
HDG8.2	Achieve an increased sense of security and a decrease in the per capita incidence of crimes, as indicated by decreased homicides, aggravated assaults, residential burglaries, and auto theft; increased perception of police presence; and decreased perception of crime.	CWG5	Reduce violence and the incidence of crimes, and increase the sense of security throughout the city.	
HD26	Encourage efforts that enhance strong family relationships and healthy child development and work in partnership with the state, King County and community agencies to prevent violence and injury, in areas such as child abuse, sexual assault, domestic violence, firearms injury, and violence associated with substance abuse.	CW 5.6 CW 5.7	Encourage efforts that enhance strong family relationships and healthy child development to help prevent child abuse, sexual assault, and domestic violence. Work in partnership with state, county, and community agencies to prevent violence, including that associated with substance abuse, and firearms injuries.	
HD27	Encourage a policing strategy that works in partnership with	CW	Encourage a policing strategy that works in partnership with	

	the community to reduce crime through prevention, education and enforcement, and encourages communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.	5.8	the community to reduce crime through education and enforcement.	
		CW 5.9	Encourage communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.	
HD27.1	Promote the availability of comprehensive family planning services for all Seattle residents, regardless of income, age or background.			
HD28	Strive to provide competent, professional and efficient City criminal justice services, including law enforcement, prosecution and adjudication. Seek to: find and hold accountable those who commit crimes; reduce recidivism; and achieve a fair and just system.	CW 5.10	Provide competent, professional, and efficient City criminal-justice services that hold those who commit crimes accountable, reduce recidivism, and achieve a fair and just outcome.	
		CW 5.11	Work in partnership with the state, King County, and community organizations to connect local detention facilities with the health and human service systems.	
HD28.1	Encourage community support for family planning efforts such as making available age-appropriate comprehensive sexuality education and increasing awareness of the community impact associated with unintended pregnancy.			

HD29	Work with neighborhood groups, community agencies and other levels of government to educate people about crime prevention, firearm safety, and organized neighborhood safety activities. Use the joint efforts of City agencies, such as fire, police and construction and land use, and community organizations to identify and address safety concerns.			
HD30	Make public safety a consideration in design and management of public spaces to prevent crime and fear in public facilities and gathering places, streets and parking and shopping areas.			
HD31	Enhance efforts that support informal monitoring, foster legitimate activities, and give people a sense of ownership and control over their neighborhood.			
HD31.1	Work with the state, King County and community organizations to maintain and promote effective, state-of-the-art family planning strategies and programs.			
HD32	Strengthen the linkage between public safety and human services to encourage lawful behavior, reduce vulnerabilities of street populations, and address family violence and sexual assault.	CW 5.12	Reinforce the linkage between public safety and human services to encourage lawful behavior, reduce vulnerabilities of street populations, and address family violence and sexual assault.	

HD35	Work with the state, King County and community organizations to connect local detention facilities with the health and human services systems.			
HD36	Recognize the interdependence among the courts, jails, prosecutors and police and encourage better coordination of resources. Promote sharing of information for greater efficiency in the criminal justice system.	CW 5.16	Promote information sharing and resource coordination among the courts, jails, prosecutors, and police for greater efficiency and more equitable outcomes in the criminal-justice system.	
HD36.1	Periodically report on crime statistics and the public perception of safety to guide future decisions about programs and resource allocation that can help control crime and make Seattle residents feel safer in the city.	CW 5.17	Report crime statistics periodically to guide future decisions about programs and resource allocation that can help control crime and make Seattleites feel safer in the city.	
HD37	Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.	HD 2.10	Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.	
HDG9	Promote respect and appreciation for diversity, including economic, racial, cultural and individual differences.			
HDG10	Provide equal opportunity and fair access to services.	CWG6	Provide equitable opportunity and access to services for all Seattleites.	
		CWG7	Develop a flexible, comprehensive, coordinated, and efficient system of human	

			services that addresses the needs of people, families, and communities.	
HD38	Encourage community efforts that work toward achieving a diversity of ages, incomes, household types and sizes, and cultural backgrounds throughout the city and region.	CW 6.4	Promote respect and appreciation for diversity of ability, age, culture, economic status, gender identity, national origin, race, religion, and sexual orientation, including economic, racial, cultural, and individual differences, and support efforts to achieve diversity throughout the city.	
HD39	In addition to upholding federal, state and local laws against discrimination and bias crimes, work to promote human rights and mutual respect and to end intolerance and divisiveness. Reach out and bring people together in ways that build bridges between individuals and between groups.	CW 6.5	Promote race and social justice, human and civil rights, and mutual respect to reduce intolerance.	
HD40	Celebrate diversity through community activities and events that recognize different groups. Bring people together to experience and learn about ethnic and cultural traditions. Involve children, youth and adults of all ages in intergenerational activities to lend support to and learn from each other.	CW 6.6	Celebrate the richness of diversity through cultural activities and events that bring people together to experience ethnic and cultural traditions.	
HD41	Work to improve access to City and community services and to remove obstacles that keep people from receiving the services they need. a. Improve facility and	CW 6.1	Enhance opportunities for people with low incomes, disabilities, limited English, cultural barriers, time constraints, transportation limitations, and other barriers to gain access to services they	

	<p>program accessibility through implementation of the Americans with Disabilities Act.</p> <p>b. Enhance opportunities for people with low incomes, disabilities, limited English-speaking ability, and other barriers to service to participate fully in community life and to access assistance.</p>		need.	
HD42	Promote culturally responsive and relevant service delivery. Strive to ensure that City-funded agencies and services provide appropriate service.	CW 6.2	Promote culturally responsive and relevant service delivery from City departments and other agencies, including translation and interpretation services.	
HD43	Provide opportunities for diverse representation of people and interests on City of Seattle boards, commissions, advisory committees, and in the neighborhood planning implementation.	CW 6.3	Provide opportunities for, and actively recruit, diverse representation on City boards, commissions, and advisory committees that contribute to City decision-making.	
HDG11	Develop a more flexible, comprehensive, coordinated and efficient system of services that addresses whole needs of people, families and communities.	CW 7.7	Develop a flexible, comprehensive, coordinated, and efficient system of human services that addresses the needs of people, families, and communities.	
HD44	Encourage cooperative planning, decision-making and funding for health and human service delivery throughout the region. Join with other public and private institutions in the region to strive for a stable and adequate funding base for services that support safe and healthy communities.	CW 7.1	Encourage cooperative planning, decision-making, and funding for health and human service delivery throughout the region.	
		CW 7.2	Join with other public and private institutions in the region to develop a stable and adequate funding base for services that support safe and healthy communities.	

HD45	Promote effective, efficient community-based and community-delivered services using a combination of public, private, community and personal resources.			
HD46	Strive to provide better and more coordinated information to people about the availability of services in the community and make use of available and new technologies to improve access to services and information.	CW 7.3	Strive to disseminate more coordinated information about the availability of services in the community.	
HD47	Encourage customer-focused services with feedback from those who use them and involvement of consumers in identifying needs and planning for service delivery.	CW 7.4	Develop customer-focused services, using feedback from participants, and involve consumers in identifying needs and planning for service delivery.	
HD48	Encourage connections between services that coordinate, link and integrate public, private and community-based services. Facilitate collaboration of programs through the use of City funding.			
HD49	Encourage consideration of issues like transportation and the need for dependent care in planning for health, human services, employment and recreation programs.	CW 7.5	Consider related issues, such as transportation and the need for dependent care, when planning for health, human services, employment, education, and recreation programs.	
HD50	Encourage neighborhood organizations to address a broad range of human issues in a context of both neighborhood strengths and needs to identify solutions to service concerns and find ways to make service	CW 7.6	Encourage neighborhood organizations to address a broad range of human service issues to match neighborhood or community strengths and needs, and to identify solutions that make service	

	delivery more accessible and user-friendly.		delivery more relevant, responsive, accessible, and user-friendly.	
HD51	Work to ensure equitable sharing and siting of facilities in ways that promote access and efficient use of community resources.	CW 7.7	Site new human service facilities in or near urban centers and villages, and use good-neighbor guidelines that consider the needs of consumers and the community.	
	<p>a. Use siting policies and good neighbor guidelines to strive for distribution of services that considers the needs of consumers and the community and focuses growth in urban village areas.</p> <p>b. Encourage use of existing facilities and co-location of services, including joint use of schools and City and community facilities, to make services more available in urban village areas.</p>	CW 7.8	Encourage use of existing facilities and co-location of services, including joint use of schools and City and community facilities, to make services available in underserved areas and in urban village areas.	
HD52	Collaborate with community organizations and other jurisdictions to advocate for strong health, human service and public safety systems, including services for which the City does not carry primary responsibility, such as mental health and substance abuse.	CW 7.9	Collaborate with community organizations and other jurisdictions to advocate for strong health, human service, and public safety systems, including services for mental health and substance abuse.	
HD53	Seek effective ways to measure program performance and results, balancing accountability and efficiency with the need to encourage service innovation.	CW 7.10	Identify and implement effective ways to measure program performance and results, balancing accountability and efficiency with the need to encourage service innovation.	
HD54	Consider the special needs of teens and young adults in planning and designing			

	community facilities and programs; increase awareness of programs and activities available to teens and young adults, and directly seek information from this group on how programs and activities can be improved to better meet their needs.			
HD55	Together with community partners, the City will establish and monitor key indicators of overall social and health conditions.			

Neighborhood Planning Element

Current	Current Language	New #	New Language	Notes
NG1	Recognize neighborhood planning and implementation as critical tools for refining and turning into a reality the vision of the Comprehensive Plan.	NPG1	Help fulfill the Comprehensive Plan’s values, vision, and goals by maintaining plans for neighborhoods where growth is expected to occur and by including strategies that address the specific growth and equity issues that are appropriate to each neighborhood.	
NG2	Give all community members the opportunity to participate in shaping the future of their neighborhoods.	NP 1.2	Engage a wide range of people from the neighborhood in each neighborhood-planning process, including homeowners, renters, business owners, and employees, with special emphasis on groups that have historically been underrepresented	
NG3	Develop neighborhood plans for all areas of the city expected to take significant amounts of growth. Such a plan should reflect the neighborhood’s history, character, current conditions, needs, values, vision and goals. Permit other areas interested in developing neighborhood plans to undertake neighborhood planning. In areas not expected to take significant amounts of growth encourage limited scopes of work that focus on specific issues or concerns, rather than broad multi-focused planning processes.	NP 1.1	Prioritize neighborhood planning in areas expecting or experiencing significant change, primarily urban centers and urban villages, especially those that have not equitably benefited from the city’s growth.	

NG4	Define clearly the role that adopted neighborhood plan goals and policies, neighborhood plan work-plan matrices, and recognized neighborhood plans play in the City’s decision-making and resource allocation.	NP 1.3	Develop neighborhood plans to be consistent with this Plan’s vision, and use neighborhood plans to focus on improvements that will help each neighborhood fulfill this Plan’s vision for a growing and equitable city.	
NG5	Foster collaborative relationships between citizens and the City.	NP 1.6	Support neighborhood-plan implementation to encourage healthy urban environments and to promote continued collaboration between the City and neighborhood groups.	
NG6	Build strong, effective strategies for developing and implementing neighborhood plans	NP 1.4	Use an integrated planning approach that involves relevant City departments to create strong, effective strategies for developing and implementing neighborhood plans.	
NG7	<p>Help to realize the intent of neighborhood plans for areas that will accommodate the bulk of the city’s growth</p> <ol style="list-style-type: none"> 1. through adoption into the Comprehensive Plan of Neighborhood Plan goals and policies, 2. by striving to implement the work plan matrix adopted with each plan, and 3. by recognizing each community’s desires, reflected in its proposed neighborhood plan document. 	NP 1.5	Consider neighborhood-plan recommendations when prioritizing City capital investments and service allocations.	
N1	The policies in this element are intended to guide neighborhood planning for areas that are			

	designated through the Comprehensive Plan to accommodate significant proportions of Seattle’s growth, as well as other areas.			
N2	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.			
N3	Either community organizations or the City may initiate neighborhood plans with City support, to the extent provided in the City’s annual budget.			
N4	<p>Neighborhood Plans for Areas with an Urban Village, Urban Center, or Manufacturing/Industrial Center:</p> <p>A. Each neighborhood plan for areas with an urban village or center must address the following topics: land use, transportation, housing, capital facilities and utilities. Those undertaking a neighborhood plan may conclude that the Comprehensive Plan adequately expresses the vision and goals of the neighborhood for any of these topics. When this occurs, the neighborhood plan need only provide that the corresponding Comprehensive Plan element constitutes the</p>			

	<p>policy for the neighborhood plan. In addition, the development of a neighborhood plan could include other elements or neighborhood specific policy recommendations important to the neighborhood (i.e. Cultural Resources, Environment, etc.) B. Each neighborhood plan containing urban village or center must:</p> <ol style="list-style-type: none"> 1. identify the boundaries of the urban village or center in conformance with the description of urban villages and centers in this plan 2. describe growth targets for the affected center or village; and 3. prepare transportation, capital facilities and utilities inventories and analyses for the designated urban village or center. 			
N5	<p>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.</p>			
N6	<p>Require that the following be taken into consideration in establishing future planning area boundaries:</p> <ol style="list-style-type: none"> 1. Areas defined by a strong historical, cultural, geographic, or business relationships. 2. Natural or built barriers (e.g., I-5, major topography change). 			

	<p>3. Manageable size of area, manageable complexity of issues for resources available.</p> <p>4. Generally agreed upon neighborhood boundaries.</p> <p>5. The Urban Village Strategy.</p> <p>6. The appropriateness of the area for the issues being addressed in the plan.</p>			
N7	<p>Establish basic guidelines for creating and updating neighborhood plans that ensure an inclusive, collaborative and effective approach. Provide guidelines for things such as how to develop public participation processes, make plans with realistic expectations, and monitor implementation of the plans over time.</p>			
N8	<p>Neighborhood planning processes and plans may vary, reflecting the different characteristics, interests and perspectives of community members, while meeting basic guidelines for neighborhood planning.</p>			
N9	<p>Encourage collaborative neighborhood planning that involves simultaneous consideration of City and neighborhood goals and strategies, and includes representatives for both the City and neighborhoods working together.</p>	NP1.6	<p>Support neighborhood-plan implementation to encourage healthy urban environments and to promote continued collaboration between the City and neighborhood groups.</p>	
N10	<p>Establish a firm and clear relationship between the City's budgeting processes and</p>	NP1.5	<p>Consider neighborhood-plan recommendations when prioritizing City capital</p>	

	adopted neighborhood plans and, using the biennial budget, demonstrate how the urban village strategy is being carried out.		investments and service allocations.	
N11	Assess as part of the City’s budget process, neighborhood plan implementation needs and resources, taking into consideration the results of implementation activities for each area and public input into the budget process.			
N12	Use adopted neighborhood plan goals and policies and the City’s neighborhood plan work plan matrices to help balance between competing goals in City decision making and the allocation of budget resources.			
N13	Consider recommendations from neighborhood plans in the context of Seattle as a whole. Incorporate such requests into City prioritization processes, as appropriate, for capital expenditures and other decision making recognizing the City’s legal, administrative and fiscal constraints.			
N14	When allocating resources to implement neighborhood plans, at a minimum consider the following factors: <ul style="list-style-type: none"> • Where the greatest degree of change is occurring; • Where growth has exceeded current infrastructure capacities; • Where there is a deficit in meeting service levels called for 			

	<p>by the Comprehensive Plan or the expectation of other City policies or agency plans;</p> <ul style="list-style-type: none"> • Where there is an urban center or urban village designation; • Where the neighborhood plan goals and policies or work plan matrix have specific prioritized plan recommendations endorsed by the City; • Where resources would help spur growth in urban centers or urban villages; • Where there are opportunities to leverage other resources, or partnerships; • Where the resource would address priorities of more than one neighborhood; and • Where the impact of a single, large activity generator will have detrimental effects on the infrastructure capacities of the neighborhood. 			
N15	<p>In implementing neighborhood plans, work with neighborhood groups to refine and prioritize recommendations in light of changing circumstances and consistent with the adopted goals and policies of each neighborhood plan.</p>			
N16	<p>Permit the addition of new strategies, including regulatory changes, through the neighborhood plan implementation process when existing tools are inadequate to meet implementation needs.</p>			

N17	Support and encourage the incorporation of cultural elements, such as public art and historic resources, in the implementation of neighborhood plans. In future planning efforts, include a broad range of creative skills to improve the value of the neighborhood projects.			
N18	Monitor progress toward implementing Council adopted neighborhood plans and communicate results to City officials, neighborhood planning participants and interested citizens.			
N19	<p>Support neighborhood plan stewardship with the goal of promoting continued cooperation between the City and local neighborhoods in implementing adopted neighborhood plan goals and policies, carrying out neighborhood plan work plan activities and implementing this Comprehensive Plan.</p> <p>These efforts should be directed toward not only accomplishing specific projects, but also toward fostering the ability of neighborhoods to inspire people with the energy, interest and ability to work collaboratively with the City in implementing neighborhood plans.</p>	NP1.6	Support neighborhood-plan implementation to encourage healthy urban environments and to promote continued collaboration between the City and neighborhood groups.	
Goals and Policies associated with individual neighborhood plans have been moved into the Neighborhood Plans section of the Recommended Comprehensive Plan.				

Container Port Element

Current	Current Language	New #	New Language	Notes
		CPG1	(GOAL) Maintain viable and thriving import and export activities in the city as a vital component of the city’s and the region’s economic base.	new
CP1	Help preserve cargo container activities by retaining industrial designations on land that supports marine and rail- related industries including industrial land adjacent to rail or water-dependent transportation facilities.	CP 1.1	Help preserve cargo-container activities by retaining industrial designations on land that supports marine- and rail-related industries, including industrial land adjacent to rail- or water-dependent transportation facilities.	
CP2	Continue to monitor the land area needs, including for expansion, of cargo container-related activities and take action to prevent the loss of needed land that can serve these activities.	CP1.2	Continue to monitor the land area needs, including those related to expansion of cargo container–related activities, and take action to prevent the loss of land needed to serve these activities.	
CP3	Discourage non-industrial land uses, such as retail and residential, in industrially-zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo container terminals or their support facilities.	CP1.3	Discourage nonindustrial land uses, such as retail and residential, in industrially zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo-container terminals or their support facilities.	
CP4	Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that cargo container activities generate and to protect scarce industrial land supply for cargo container industries, such as marine and rail-related industries.	CP1.4	Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that cargo-container activities generate and protecting scarce industrial land supply for cargo-container industries, such as marine- and rail-related industries.	
CP5	Consider the value of transition areas at the edges of general industrial zones which allow a wider range of uses while not creating conflicts with preferred cargo container activities and uses. In this context, zoning provisions such as locational criteria and development standards are among the	CP1.5	Consider the value of transition areas— which allow a wider range of uses while not creating conflicts with preferred cargo-container activities and uses—at the edges of general industrial zones. In this context, zoning provisions such as locational criteria and development standards are among the	

	tools for defining such edge areas.		tools for defining such edge areas.	
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CP6	Monitor, maintain and improve key freight corridors, networks and intermodal connections that provide access to cargo container facilities and the industrial areas around them to address bottlenecks and other access constraints. Provide safe, reliable, efficient and direct access between Port marine facilities and the state highway or interstate system, and between Port terminals and railroad intermodal facilities, recognizing that Port operations must address other transportation needs, such as pedestrian safety.	CP 1.6	Monitor, maintain, and improve key freight corridors, networks, and intermodal connections that provide access to cargo-container facilities and the industrial areas around them to address bottlenecks and other access constraints.	
		CP 1.7	Provide safe, reliable, efficient, and direct access between Port marine facilities and the state highway or interstate system, and between Port terminals and railroad intermodal facilities, recognizing that Port operations must address other transportation needs, such as pedestrian safety.	
CP7	Make operational, design, access and capital investments to accommodate trucks and maintain successful railroad operations and preserve mobility of goods and services. Improvements may include, but are not limited to, improvement of pavement conditions, commute trip reduction strategies, including through transportation management associations, roadway re-channelization to minimize modal conflicts, use of intelligent transportation systems, construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.	CP1.8	Make operational, design, access, and capital investments to accommodate trucks and railroad operations and preserve mobility of goods and services. Improvements may include improvement of pavement conditions, commute trip reduction strategies, roadway re-channelization to minimize modal conflicts, use of intelligent transportation systems, construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.	
CP8	Maintain the City’s classification of “Major Truck Streets.” Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets	CP 1.9	Maintain a City classification for freight routes to indicate routes where freight will be the major priority. Street improvements that are consistent with freight mobility but also support other modes may be considered in these	

	classified as Major Truck Streets. Street improvements that are consistent with freight mobility but also support other modes may be considered in these streets.		streets.	
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CP9	Identify emerging cargo container freight transportation issues and work with affected stakeholder groups, including the Seattle Freight Advisory Board. Provide regular opportunities for communication between the City, the freight community, other affected communities, and other agencies and stakeholders.	CP 1.10	Identify emerging cargo-container freight transportation issues by working with affected stakeholder groups, including the Seattle Freight Advisory Board. Provide regular opportunities for communication between the City, the freight community, other affected communities, and other agencies and stakeholders.	
CP10	Continue joint City and Port efforts to implement relevant Port recommendations such as recommendations contained in the Container Terminal Access Study.	CP 1.11	Continue joint City and Port efforts to implement relevant Port recommendations, such as recommendations contained in the Container Terminal Access Study.	
CP11	Given the importance of cargo container terminal operations to the state and regional economies, develop partnerships within the City, the Port, the region and the State to advocate for project prioritization and timely funding to improve and maintain freight infrastructure, and explore funding partnerships.	CP 1.12	Given the importance of cargo container-terminal operations to the state and regional economies, develop partnerships within the City, the Port, the region, and the State to advocate for project prioritization and timely funding to improve and maintain freight infrastructure, and explore funding partnerships.	
CP12	Maintain consistency between local, regional and State freight-related policies.	CP 1.13	Maintain consistency between local, regional, and State freight-related policies.	
CP13	Encourage the siting of new businesses that support the goals for cargo container activities in designated Manufacturing /Industrial Centers.	CP 1.14	Encourage the siting of new businesses that support the goals for cargo-container activities in the City's manufacturing/industrial centers.	
CP14	Work cooperatively with other	CP 1.15	Work cooperatively with other agencies to	

	agencies to address the effects of major land use and transportation projects to avoid or mitigate construction and operational effects on the cargo container industry sector.		address the effects of major land use and transportation projects to avoid or mitigate construction and operational effects on the cargo container–industry sector.	
CP15	Facilitate the creation of coalitions of industrial businesses, vocational training and other educational institutions and public agencies to help develop training programs to move trained workers into cargo container related jobs.	CP 1.16	Facilitate the creation of coalitions of industrial businesses, vocational training and other educational institutions, and public agencies to help develop training programs to move trained workers into cargo container–related jobs.	
CP16	Identify opportunities to achieve economic, community, and environmental benefits from the development and operations of cargo container related activities.	CP 1.17	Identify opportunities to achieve economic, community, and environmental benefits from the development and operations of cargo container–related activities, including access to employment for historically excluded populations.	Equity language added

CP17	Form partnerships with non-profit, community-based, private and public stakeholders to establish environmental improvement goals, including carbon emission reductions, storm water management, redevelopment and clean-up of existing marine industrial properties, sustainable design, and fish and wildlife habitat improvements. Develop strategies to achieve these goals that include developing funding mechanisms and legislative support.	CP 1.18	Form partnerships with non-profit, community-based, private, and public stakeholders to establish environmental improvement goals, including carbon dioxide emission reductions, stormwater management, redevelopment and clean-up of existing marine industrial properties, sustainable design, and fish- and wildlife-habitat improvements. Develop strategies to achieve these goals that include developing funding mechanisms and legislative support.	
CP18	Work with non-profit, community-based, private and public stakeholders to formulate plans for public open space, shoreline access, and fish and wildlife habitat improvements that incorporate community needs and area-wide habitat priorities with the need to maintain	CP 1.19	Work with nonprofit, community-based, private, and public stakeholders to formulate plans for public open space, shoreline access, and fish- and wildlife-habitat improvements that incorporate community needs and area-wide habitat priorities with the need to maintain sufficient existing marine industrial	

	sufficient existing marine industrial lands for present and anticipated cargo container needs.		lands for present and anticipated cargo-container needs.	
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