CITY OF SEATTLE

ORDINANCE 127375

COUNCIL BILL 120985

AN ORDINANCE relating to land use and zoning; repealing and replacing the Seattle Comprehensive Plan pursuant to a major update, with new goals, policies, and elements and a new Future Land Use Map; amending Sections 5.72.020, 5.72.030, 5.73.030, 6.600.040, 22.805.070, 23.34.007, 23.34.008, 23.34.009, 23.34.010, 23.34.011, 23.34.012, 23.34.014, 23.34.018, 23.34.020, 23.34.024, 23.34.028, 23.34.074, 23.34.076, 23.34.078, 23.34.080, 23.34.082, 23.34.086, 23.34.099, 23.34.100, 23.34.108, 23.34.110, 23.34.128, 23.40.070, 23.41.004, 23.41.012, 23.42.058, 23.44.019, 23.45.509, 23.45.510, 23.45.514, 23.45.516, 23.45.527, 23.45.530, 23.45.532, 23.45.550, 23.47A.004, 23.47A.005, 23.47A.008, 23.47A.009, 23.47A.012, 23.47A.013, 23.48.002, 23.48.021, 23.48.220, 23.48.221, 23.48.225, 23.48.245, 23.48.250, 23.48.285, 23.48.290, 23.48.602, 23.48.605, 23.48.610, 23.48.623, 23.48.690, 23.48.710, 23.48.720, 23.48.723, 23.48.740, 23.48.780, 23.48.785, 23.48.802, 23.48.905, 23.48.940, 23.49.012, 23.49.019, 23.49.036, 23.50.012, 23.50A.040, 23.50A.190, 23.50A.360, 23.51A.004, 23.52.004, 23.52.008, 23.53.006, 23.54.015, 23.54.016, 23.54.020, 23.54.035, 23.58A.014, 23.58A.024, 23.58A.040, 23.58A.042, 23.58B.040, 23.58B.050, 23.58C.040, 23.58C.050, 23.69.022, 23.69.026, 23.69.035, 23.71.020, 23.74.002, 23.84A.025, 23.84A.026, 23.84A.032, 23.84A.038, 23.84A.040, 23.84A.042, 23.86.006, 25.05.164, 25.05.665, and 25.05.800 of the Seattle Municipal Code; and amending the title of Sections 23.48.230, 23.48.235, 23.48.240, 23.48.255, and 23.48.280 of the Seattle Municipal Code.

WHEREAS, The City of Seattle adopted its Comprehensive Plan with Ordinance 117221 in 1994, pursuant to the provisions of the Growth Management Act, chapter 36.70A RCW; and

WHEREAS, the City has made amendments to its Comprehensive Plan most years through its annual update or major update process, as authorized by the Growth Management Act; and

WHEREAS, in May 2020 the Puget Sound Regional Council, which includes The City of Seattle, adopted VISION 2050, a regional growth strategy which supports continued growth in urban areas, preservation of rural areas and open space, and focuses a significant share of job and population growth near high-capacity transit; and

WHEREAS, in December 2021 the King County Council adopted Ordinance 19384 for updated 2021 Countywide Planning Policies, as recommended by the Growth Management Planning Council, to implement VISION 2050, the regional plan for growth, and create a shared and consistent growth management framework for all jurisdictions in King County to incorporate in local comprehensive plans, including growth targets for housing and jobs through 2044; and

WHEREAS, in April 2021 the Washington State Legislature passed HB 1220 which amended the Growth Management Act to require all jurisdictions to plan for and accommodate housing, including emergency shelters, affordable to all income levels; and

WHEREAS in April 2023 the Washington State Legislature passed HB 1110 which amended the Growth Management Act to require certain cities, including Seattle, to allow the development of "middle housing" in all residential areas, including at least four units on each lot and at least six units per lot near a major transit stop or when at least two units are affordable; and

WHEREAS, in April 2023 the Washington State Legislature passed HB 1181 which amended the Growth Management Act to require certain cities, including Seattle, to include a new element in their comprehensive plans focused on reducing greenhouse gas emissions and strengthening climate resilience; and

WHEREAS, the City reviewed applicable adopted statutes for cities planning under the Growth Management Act passed subsequent to the City's last major update of the Comprehensive Plan in 2015 and incorporated or addressed all relevant provisions into the One Seattle Comprehensive Plan; and

WHEREAS, in November 2019 the Seattle City Council imposed a proviso on $500,000 of the Office of Planning and Community Development's budget to ensure certain issues were studied in an environmental impacts statement, including additional housing capacity in single family areas for middle housing types, strategies to minimize displacement, and alternative names for single family zones; and

WHEREAS, in April 2021 the Office of Planning and Community Development published a Market Rate Housing Needs and Supply Analysis that found that housing supply was not keeping pace with demand, housing costs were increasing faster than incomes, market development was producing few new homeownership units, the City lacked sufficient development capacity for middle housing, the supply of affordable rental units did not meet the needs of lower income households, and many lower income households commuted long distances from communities outside the City to reach their jobs; and

WHEREAS, in July 2021 the Office of Planning and Community Development published a Racial Equity Analysis of Seattle 2035 and Urban Village Strategy that identified ongoing racial disparities in housing and access to opportunity and made recommendations to advance racial equity in the next update of the Comprehensive Plan; and

WHEREAS, in July 2022 the Seattle City Council adopted Resolution 32059 confirming the City's intent to address climate change and improve resiliency as part of the One Seattle update to the Comprehensive Plan; and

WHEREAS, the Office of Planning and Community Development, in cooperation with other City agencies including the Seattle Planning Commission, began in 2022 a series of programs and events, under the title One Seattle Plan, to engage the public in discussions

about potential changes to the Comprehensive Plan, consistent with the One Seattle Plan Public Participation Program and documented in the One Seattle Plan Public Engagement Report; and

WHEREAS, in March 2024 the Office of Planning and Community Development published a Draft Environmental Impact Statement analyzing the potential effects of five different growth alternatives in the City through 2044, conducted two public hearings on April 17, 2024 and April 22, 2024, and received comments from the public on this document; and

WHEREAS, in March 2024 the Office of Planning and Community Development published a Draft Comprehensive Plan rooted in a deliberate approach to creating more housing, encouraging density near amenities and frequent transit, and mitigating displacement; and

WHEREAS, the Office of Planning and Community Development held open houses across all seven council districts during Spring 2024, including open houses at Loyal Heights Community Center on March 14, Cleveland High School on March 19, Nathan Hale High School on March 26, Chief Sealth International High School on April 3, Garfield Community Center on April 16, Eckstein Middle School on April 25, McClure Middle School on April 30, and an online open house on May 2, and received input from residents and community groups over a two-month public comment period; and

WHEREAS, in January 2025 the Office of Planning and Community Development published a Final Environmental Impact Statement that included analysis of a preferred growth strategy alternative that increased potential housing supply in the City by doubling residential development capacity and that promoted housing supply, variety, and affordability by adding new and expanded areas for growth in neighborhoods across the City; and

WHEREAS, the Director's Report accompanying this ordinance shows the recommended changes to goals and policies between the current Comprehensive Plan and the updated Plan; and

WHEREAS, the City Council intends goals and policies contained in the Seattle 2035 Comprehensive Plan that are carried over to One Seattle Comprehensive Plan to have the same meaning and intent; and

WHEREAS, the City Council has considered public testimony made at public hearings and other pertinent materials regarding the proposed amendments; and

WHEREAS, the City Council finds that the amendments to be adopted are consistent with the Growth Management Act, and will promote the health, safety, and welfare of the general public; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The current Seattle Comprehensive Plan, Seattle 2035, last amended by Ordinance 126730, is repealed and replaced by the One Seattle Plan, which consists of three parts, attached to this ordinance: Attachment 1 – One Seattle Plan Comprehensive Plan Update Citywide Policies; Attachment 2 – One Seattle Plan Comprehensive Plan Update Appendices; and Attachment 3 – One Seattle Plan Comprehensive Plan Update Subarea Plans Placeholder.

Section 2. Section 5.72.020 of the Seattle Municipal Code, last amended by Ordinance 125173, is amended as follows:

5.72.020 Definitions((~~.~~))

As used in this ((~~chapter~~)) Chapter 5.72:

* * *

J. "Residential targeted area" means an area within an urban ((~~village~~)) center that has been so designated by the City Council pursuant to this ((~~chapter~~)) Chapter 5.72.

* * *

L. "Urban ((~~village~~)) center" as used in this Chapter 5.72 means a neighborhood that: (1) is within an area designated as ((~~either a hub urban village or a residential urban village~~)) an urban center in the City's Comprehensive Plan; and (2) meets the definition of an "urban center" as defined in RCW 84.14.010.

Section 3. Section 5.72.030 of the Seattle Municipal Code, last amended by Ordinance 120135, is amended as follows:

5.72.030 Residential targeted areas—Criteria—Designation((~~.~~))

A. Following notice and public hearing as prescribed in RCW 84.14.040, the City Council may designate one ((~~(1)~~)) or more residential targeted areas, upon a finding by the City Council in its sole discretion that the residential targeted area meets the following criteria:

1. The residential targeted area is within an urban ((~~village~~)) center;

2. The residential targeted area lacks sufficient available, desirable, and convenient residential housing to meet the needs of the public who would be likely to live in the urban ((~~village~~)) center if desirable, attractive, and livable residences were available; and

3. Providing additional housing opportunity in the residential targeted area will assist in achieving one ((~~(1)~~)) or more of the following purposes:

a. Encourage increased residential opportunities within the City; or

b. Stimulate the construction of new affordable multifamily housing; and

c. Encourage the rehabilitation of existing vacant and underutilized buildings for multifamily housing.

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Section 4. Section 6.600.040 of the Seattle Municipal Code, enacted by Ordinance 125490, is amended as follows:

6.600.040 License required

* * *

B. Operators. It is unlawful for any person to operate as a short-term rental operator within the City without a valid short-term rental operator license issued pursuant to this Chapter 6.600. A short-term rental operator license permits an operator to offer or provide a maximum of one dwelling unit, or portion thereof, for short term rental use, or a maximum of two dwelling units if one of the units is the operator's primary residence, except for the following:

1. An operator who offered or provided a short-term rental outside of the locations described in subsections 6.600.040.B.2 or 6.600.040.B.3 prior to September 30, 2017, may obtain a short-term rental operator license allowing that operator to continue to operate up to two dwelling units for short-term rental use, subject to the requirements of subsection 6.600.040.B.4. Upon renewal of the license after one year of operations, the operator may obtain a license allowing that operator to: continue to operate the two units; and add a third dwelling unit if the unit is the operator's primary residence.

2. An operator who offered or provided a short-term rental in the Downtown ((~~Urban~~)) Regional Center, south of Olive Way and north of Cherry Street, as established in the Seattle Comprehensive Plan (2016), prior to September 30, 2017, may obtain a short-term rental operator license allowing them to continue to operate those units and to offer or provide up to one additional dwelling units for short-term rental use, or a maximum of two dwelling units, if

one of the units is the operator's primary residence, subject to the requirements of subsection 6.600.040.B.4.

3. An operator who offered or provided a short-term rental in any dwelling units within a multifamily building constructed after 2012 that contains no more than five dwelling units established by permit under Title 23 and is located in the First Hill/Capitol Hill ((~~Urban~~)) Regional Center, as established in the Seattle Comprehensive Plan, prior to September 30, 2017, may obtain a short-term rental operator license allowing them to continue to operate those units and to offer or provide up to one additional dwelling units for short-term rental use, or a maximum of two dwelling units, if one of the units is the operator's primary residence, subject to the requirements of subsection 6.600.040.B.4.

4. If the license applicant wishes to continue operating a short-term rental in a location described in subsections 6.600.040.B.1, 6.600.040.B.2, or 6.600.040.B.3 the applicant must provide the Director with the following evidence of prior short-term rental use:

a. A business license tax certificate issued by the Department of Finance and Administrative Services for the short-term rental use, in effect on prior to September 30, 2017; and

b. Records demonstrating collection and remittance of all applicable local, state, and federal taxes within the 12-month period prior to September 30, 2017; and

c. A registry identifying the dates the dwelling unit was used as short-term rental within the 12-month period prior to September 30, 2017((~~.~~)) ; and

d. Certification that, if the applicant is a renter, the owner has authorized the tenant's operation of the dwelling unit as a short-term rental. If requested by the Director, the

applicant shall provide documentation demonstrating that the owner has provided that authorization.

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Section 5. Section 22.805.070 of the Seattle Municipal Code, last amended by Ordinance 126336, is amended as follows:

22.805.070 Minimum requirements for on-site stormwater management

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D. On-site lists

1. For each project surface, follow the appropriate project table in subsection 22.805.070.D.2 to subsection 22.805.070.D.5 to evaluate on-site BMPs shown for that type of surface, by category. The project tables apply to roofs and other hard (non-roof) surfaces. All on-site BMPs used must comply with the rules promulgated by the Director. For each surface, consider all of the applicable on-site BMPs in the first category. Use any that is considered feasible. If none is feasible for that surface, move on to each successive category and repeat the selection process as necessary. Once one on-site BMP is used for a surface, no other on-site BMP is necessary for that surface. If no BMP in the appropriate categories is feasible, then no further evaluation is required for that surface under this subsection 22.805.070.D.1. Feasibility shall be determined by evaluation against:

a. Design criteria, minimum size, limitations, and infeasibility criteria identified for each BMP in this subsection 22.805.070.D and the rules promulgated by the Director; and

b. Competing needs. ((~~Subsection~~)) This subsection 22.805.070.D (On-site lists) can be superseded or reduced by the Director if the installation of the BMPs is in conflict with:

1) Any of the following federal or state laws, rules, and standards, as may be amended or superseded: ((~~Historic Preservation~~)) historic preservation and ((~~Archaeology Laws~~)) archaeology laws identified in subsection 22.805.070.E (Historic preservation and archaeology laws), Federal Superfund or Washington State Model Toxics Control Act, Federal Aviation Administration requirements for airports, the Americans with Disabilities Act, and related rules and standards; or

2) Special zoning district design criteria adopted and being implemented pursuant to a community planning process. Special zoning districts include, for example, historic and preservation districts, pedestrian zone overlays, station area overlays, special review districts, multifamily residential zones, ((~~urban centers and urban villages~~)) regional centers and urban centers, and master planned communities. Specific criteria in these areas include, but are not limited to, minimum Floor Area Ratio standards; zero lot line development; usable open space requirements; minimum sidewalk width and required bicycle facilities; alley, loading, and access requirements; pitched roof standards; and street-level development standards for modulation and projections; or

3) Public health and safety standards; or

4) Transportation regulations to maintain the option for future expansion or multi-modal use of public rights-of-way; or

5) Chapter 15.43 (Tree and Vegetation Management in Public Places); Chapter 25.09 (Regulations for Environmentally Critical Areas); Chapter 25.11 (Tree Protection); and Chapter 23.60A (Standards for Vegetation in the Shoreline Master Plan).

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Section 6. Section 23.34.007 of the Seattle Municipal Code, last amended by Ordinance 124105, is amended as follows:

23.34.007 Rezone evaluation

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D. ((~~Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.~~

~~E.~~)) The procedures and criteria for shoreline environment redesignations are located in Sections 23.60A.042, 23.60A.060, and 23.60A.220.

((~~F~~)) E. Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in ((~~SMC~~)) Chapter 23.76 and do not require the evaluation contemplated by the provisions of this ((~~chapter~~)) Chapter 23.34.

Section 7. Section 23.34.008 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.34.008 General rezone criteria

A. To be approved, a rezone in a regional center shall ((~~meet the following standards: 1. In urban centers and urban villages~~)) not reduce the zoned capacity for the center ((~~or village~~))

taken as a whole ((~~shall be no~~)) to less than 125 percent of the growth estimates adopted in the Seattle Comprehensive Plan for that center ((~~or village. 2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Growth Strategy Element of the Comprehensive Plan~~)) .

* * *

D. ((~~Neighborhood Plans~~)) Regional center plans. Regional center subarea plans adopted by the Council within ten years of the rezone application shall be taken into account.

((~~1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.~~

~~2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.~~

~~3. Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.~~

~~4. If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.~~))

E. Zoning principles. The following zoning principles shall be considered:

1. The impact of more intensive zones on less intensive zones, or industrial and commercial zones on other zones, shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:

a. Natural features such as topographic breaks, lakes, rivers, streams, ravines, and shorelines;

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

c. Distinct change in street layout and block orientation;

d. Open space and greenspaces.

3. Zone boundaries

a. In establishing boundaries, the following elements shall be considered:

1) Physical buffers as described in subsection 23.34.008.E.2; and

2) Platted lot lines.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

4. In general, height limits greater than 55 feet should be limited to regional centers, urban ((~~villages~~)) centers, neighborhood centers, sites within 125 feet of a street with a frequent transit route, or sites greater than 20,000 square feet. Height limits greater than 55 feet may be considered outside of ((~~urban villages~~)) these areas where higher height limits would be

consistent with ((~~an adopted neighborhood plan,~~)) a ((~~major institution's~~)) Major Institution's adopted master plan((~~,~~)) or where the designation would be consistent with the existing built character of the area.

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Section 8. Section 23.34.009 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.34.009 Height limits of the proposed rezone

If a decision to designate height limits in residential, commercial, or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

B. Topography of the area and its surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.

C. Height and scale of the area

1. The height limits established by current zoning in the area shall be given consideration.

2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

D. Compatibility with surrounding area

1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.

2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in subsection 23.34.008.E.2, are present.

((~~E. Neighborhood plans~~

~~1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.~~

~~2. Neighborhood plans adopted or amended by the City Council after January 1, 1995, may require height limits different than those that would otherwise be established pursuant to the provisions of this Section 23.34.009 and Section 23.34.008.~~))

Section 9. Section 23.34.010 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.34.010 Designation of NR1, NR2, and NR3 zones

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B. Areas zoned NR1, NR2, or NR3 that meet the locational criteria contained in subsections 23.34.011.B.1 ((~~through 23.34.011.B.3~~)) and 23.34.011.B.2 may only be rezoned to zones more intense than NR3 if they are located within the adopted boundaries of ((~~an~~)) a

regional or urban ((~~village~~)) center, and the rezone is to a zone that is subject to the provisions of Chapter 23.58B and Chapter 23.58C.

Section 10. Section 23.34.011 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.34.011 NR1, NR2, and NR3 zones, function, and locational criteria

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B. Locational criteria. An NR1, NR2, or NR3 zone designation is most appropriate in areas that are outside of ((~~urban centers and villages~~)) regional, urban, and neighborhood centers and meet the following criteria:

1. Areas that consist of blocks with at least 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use; or

((~~2. Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use; or~~

~~3~~)) 2. Areas that consist of blocks with less than 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:

a. The construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or

b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, not including detached accessory dwelling units, or

c. The number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or

d. The area's location is topographically and environmentally suitable for single-family residential developments.

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Section 11. Section 23.34.012 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.34.012 Neighborhood Residential Small Lot (RSL) zone, function, and locational criteria

A. Function. An area within an urban ((~~village~~)) center that provides for the development of homes on small lots that may be more affordable compared to detached homes on larger lots and appropriate for households with children.

B. Locational criteria. An RSL zone is most appropriate in areas generally characterized by the following:

1. The area is similar in character to neighborhood residential zones;

2. The area is located inside ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a Station Area Overlay District where it would provide opportunities for a diversity of housing types within these denser environments;

3. The area is characterized by, or appropriate for, a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as duplex, triplex, rowhouse, and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;

4. The area is characterized by local access and circulation that can accommodate low-density development oriented to the ground level and the street, and/or by narrow roadways,

lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;

5. The area is within a reasonable distance of ((~~frequency~~)) frequent transit service, but is not close enough to make higher density multifamily development more appropriate.

6. The area would provide a gradual transition between neighborhood residential zoned areas and multifamily or neighborhood commercial zoned areas; and

7. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.

Section 12. Section 23.34.014 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.34.014 Lowrise 1 (LR1) zone, function, and locational criteria

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B. Locational ((~~Criteria~~)) criteria. The LR1 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is similar in character to neighborhood residential zones;

2. The area is either:

a. ((~~located~~)) Located outside of ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a Station Area Overlay District;

b. ((~~a~~)) A limited area within ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a Station Area Overlay District that would provide opportunities for a diversity of housing types within these denser environments; or

c. ((~~located~~)) Located on a collector or minor arterial;

3. The area is characterized by a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as rowhouse and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;

4. The area is characterized by local access and circulation that can accommodate low-density multifamily development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;

5. The area would provide a gradual transition between neighborhood residential zoned areas and multifamily or neighborhood commercial zoned areas; and

6. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.

Section 13. Section 23.34.018 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.34.018 Lowrise 2 (LR2) zone, function, and locational criteria

A. Functions. The dual functions of the LR2 zone are to:

1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and

2. Accommodate redevelopment in areas within ((~~urban centers, urban villages,~~)) regional centers, urban centers, neighborhood centers, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density.

B. Locational ((~~Criteria~~)) criteria. The LR2 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is either:

a. ((~~located~~)) Located in ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a Station Area Overlay District where new development could help establish a multifamily neighborhood of small scale and density; or

b. ((~~located~~)) Located in or near ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a Station Area Overlay District, or on an arterial street, and is characterized by one or more of the following conditions:

1) ((~~small-scale~~)) Small-scale structures generally no more than ((~~35~~))40 feet in height that are compatible in scale with NR and LR1 zones;

2) ((~~the~~)) The area would provide a gradual transition between NR or LR1 zones and more intensive multifamily or neighborhood commercial zones; and

2. The area is characterized by local access and circulation conditions that accommodate low-density multifamily development;

3. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and

4. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.

Section 14. Section 23.34.020 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.34.020 Lowrise 3 (LR3) zone, function, and locational criteria

A. Functions. The dual functions of the LR3 zone are to:

1. ((~~provide~~)) Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods, and along arterials that have a mix of small to moderate scale residential structures; and

2. ((~~accommodate~~)) Accommodate redevelopment in areas within ((~~urban centers, urban villages,~~)) regional centers, urban centers, neighborhood centers, and Station Area Overlay Districts in order to establish multifamily neighborhoods of moderate scale and density.

B. Locational ((~~Criteria~~)) criteria. The LR3 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is either:

a. ((~~located~~)) Located in ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density((~~, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or~~)) ;

b. ((~~located~~)) Located in an existing multifamily neighborhood in or near ((~~an urban center, urban village,~~)) a regional center, an urban center, a neighborhood center, or a

Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale;

c. On lots within 125 feet of a street with a frequent transit route; or

d. On a lot greater than 20,000 square feet that does not abut lots zoned Neighborhood Residential over a substantial area;

2. The area is near neighborhood commercial zones with comparable height and scale;

3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;

4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb;

5. The area is well served by public transit;

6. The area ((~~has direct access to~~)) is located near arterial streets that can accommodate anticipated vehicular circulation((~~, so that traffic is not required to use streets that pass through lower density residential zones~~)) ;

7. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.

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Section 15. Section 23.34.024 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.34.024 Midrise (MR) zone, function, and locational criteria

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B. Locational criteria

1. Threshold conditions. Subject to subsection 23.34.024.B.2, properties that may be considered for a Midrise designation are limited to the following:

a. Properties already zoned Midrise;

b. Properties in areas already developed predominantly to the intensity permitted by the Midrise zone; or

c. Properties within ((~~an urban center or urban village~~)) a regional center, an urban center, or a neighborhood center.

2. Environmentally critical areas. Except as stated in this subsection 23.34.024.B.2, properties designated as environmentally critical may not be rezoned to a Midrise designation, and may remain Midrise only in areas predominantly developed to the intensity of the Midrise zone. The preceding sentence does not apply if the environmentally critical area either:

a. Was created by human activity, or

b. Is a designated peat settlement; liquefaction, seismic, or volcanic hazard; flood-prone area; or abandoned landfill.

3. Other criteria. The Midrise zone designation is most appropriate in areas generally characterized by the following:

a. Properties that are adjacent to business and commercial areas with comparable height and bulk;

b. Properties in areas that are served by major arterials and where frequent transit service and street capacity could absorb the traffic generated by midrise development;

c. Properties in areas that are in close proximity to major employment centers;

d. Properties in areas that are in close proximity to open space and recreational facilities;

e. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings;

f. Properties in flat areas where the prevailing structure height is greater than 37 feet or where due to a mix of heights, there is no established height pattern;

g. Properties in areas with moderate slopes and views oblique or parallel to the slope where the height and bulk of existing structures have already limited or blocked views from within the multifamily area and upland areas;

h. Properties in areas with steep slopes and views perpendicular to the slope where upland developments are of sufficient distance or height to retain their views over the area designated for the Midrise zone; and

i. Properties in areas where topographic conditions allow the bulk of the structure to be obscured. Generally, these are steep slopes, 16 percent or more, with views perpendicular to the slope.

Section 16. Section 23.34.028 of the Seattle Municipal Code, last amended by Ordinance 123209, is amended as follows:

23.34.028 Highrise (HR) zone, function, and locational criteria((.))

* * *

B. Locational ((~~Criteria.~~)) criteria

1. Threshold ((~~Conditions~~)) conditions. Subject to subsection 23.34.028.B.2 ((~~of this section~~)), properties that may be considered for a Highrise designation are limited to the following:

a. Properties already zoned Highrise;

b. Properties in areas already developed predominantly to the intensity permitted by the Highrise zone; or

c. Properties within ((~~an urban center or urban village, where a neighborhood plan adopted or amended by the City Council after January 1, 1995 indicates that the area is appropriate for a Highrise zone designation~~)) a regional center or within the portion of an urban center that is located within a quarter mile of a light rail station.

2. Environmentally ((~~Critical Areas~~)) critical areas. Except as stated in this subsection 23.34.028.B.2, properties designated as environmentally critical may not be rezoned to a Highrise designation, and may remain Highrise only in areas predominantly developed to the intensity of the Highrise zone. The preceding sentence does not apply if the environmentally critical area either 1) was created by human activity, or 2) is a designated peat settlement, liquefaction, seismic or volcanic hazard, or flood prone area, or abandoned landfill.

3. Other ((~~Criteria~~)) criteria. The Highrise zone designation is most appropriate in areas generally characterized by the following:

a. Properties in areas that are served by arterials where transit service is good to excellent and street capacity is sufficient to accommodate traffic generated by highrise development;

b. Properties in areas that are adjacent to a concentration of residential services or a major employment center;

c. Properties in areas that have excellent pedestrian or transit access to downtown;

d. Properties in areas that have close proximity to open space, parks, and recreational facilities;

e. Properties in areas where no uniform scale of structures establishes the character and where highrise development would create a point and help define the character;

f. Properties in flat areas on the tops of hills or in lowland areas away from hills, where views would not be blocked by highrise structures;

g. Properties in sloping areas with views oblique or parallel to the slope where the height and bulk of existing buildings have already limited or blocked views from within the multifamily area and upland areas where the hillform has already been obscured by development.

Section 17. Section 23.34.074 of the Seattle Municipal Code, last amended by Ordinance 122311, is amended as follows:

23.34.074 Neighborhood Commercial 1 (NC1) zones, function, and locational criteria((.))

* * *

B. Locational ((~~Criteria~~)) criteria. A Neighborhood Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. Outside of ((~~urban centers and urban villages,~~)) regional, urban, and neighborhood centers or within ((~~urban centers or urban villages where isolated or~~)) portions of

urban or neighborhood centers that are peripheral to the primary business district and adjacent to low-density residential areas;

2. Located on streets with limited capacity, such as collector arterials;

3. No physical edges to buffer the residential areas;

4. Small parcel sizes;

5. Limited transit service.

Section 18. Section 23.34.076 of the Seattle Municipal Code, last amended by Ordinance 122311, is amended as follows:

23.34.076 Neighborhood Commercial 2 (NC2) zones, function, and locational criteria((.))

* * *

B. Locational ((~~Criteria~~)) criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. Primary business districts in ((~~residential urban villages~~)) urban or neighborhood centers, secondary business districts in ((~~urban~~)) regional centers or ((~~hub urban villages~~)) urban centers, or business districts((~~,~~)) outside of regional, urban, and neighborhood ((~~villages,~~)) centers that extend for more than approximately two blocks;

2. Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors;

3. Lack of strong edges to buffer the residential areas;

4. A mix of small and medium sized parcels;

5. Limited or moderate transit service.

Section 19. Section 23.34.078 of the Seattle Municipal Code, last amended by Ordinance 122311, is amended as follows:

23.34.078 Neighborhood Commercial 3 (NC3) zones, function, and locational criteria((,))

* * *

B. Locational ((~~Criteria~~)) criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. The primary business district in ((~~an urban center or hub urban village~~)) a regional, urban, or neighborhood center;

2. Served by a principal arterial;

3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;

4. Excellent transit service.

Section 20. Section 23.34.080 of the Seattle Municipal Code, last amended by Ordinance 122311, is amended as follows:

23.34.080 Commercial 1 (C1) zones, function, and locational criteria((,))

* * *

B. Locational ((~~Criteria~~)) criteria. A Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. Outside of ((~~urban centers and urban villages~~)) regional, urban, and neighborhood centers or((,)) within ((~~urban centers and urban villages,~~)) regional, urban, and neighborhood centers on lots having a C1 designation and either abutting a state highway((,)) or in use as a shopping mall;

2. Retail activity in existing commercial areas;

3. Readily accessible from a principal arterial;

4. Presence of edges that buffer residential or commercial areas of lesser intensity, such as changes in street layout or platting pattern;

5. Predominance of parcels of 20,000 square feet or larger;

6. Limited pedestrian and transit access.

Section 21. Section 23.34.082 of the Seattle Municipal Code, last amended by Ordinance 122311, is amended as follows:

23.34.082 Commercial 2 (C2) zones, function, and locational criteria((.))

* * *

B. Locational ((~~Criteria~~)) criteria. A Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. Outside of ((~~urban centers and urban villages~~)) regional, urban, and neighborhood centers or((,)) within ((~~urban centers or urban villages,~~)) regional, urban, and neighborhood centers on lots having a C2 designation and abutting a state highway;

2. Existing commercial areas characterized by heavy, non-retail commercial activity;

3. Readily accessible from a principal arterial;

4. Possibly adjacent to manufacturing/industrial zones;

5. Presence of edges that buffer residential or commercial areas of lesser intensity, such as changes in street layout or platting pattern;

6. Predominance of parcels of 30,000 square feet or larger;

7. Limited pedestrian and transit access.

Section 22. Section 23.34.086 of the Seattle Municipal Code, last amended by Ordinance 124475, is amended as follows:

23.34.086 Pedestrian designation (suffix P), function, and locational criteria

* * *

B. Locational criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:

1. Pedestrian district surrounded by residential areas or major activity centers; or a commercial node in ((~~an urban center or urban village~~)) a regional, urban, or neighborhood center;

2. NC zoned areas on both sides of an arterial, or NC zoned block fronts across an arterial from a park, ((~~major institution~~)) Major Institution, or other activity center; and

3. Excellent access for pedestrians, transit, and bicyclists.

Section 23. Section 23.34.099 of the Seattle Municipal Code, enacted by Ordinance 126862, is amended as follows:

23.34.099 Urban Industrial (UI) zone, function, and locational criteria

A. Function. An area that provides an integrated and healthy transition between core industrial areas and neighboring regional and urban ((~~villages~~)) centers, residential areas, and mixed-use areas. These areas contain a mix of affordable, small-scale places for light industry, makers, brewing and distilling, creative arts, and industry supporting ancillary retail, office, or research activity. This area also provides limited opportunities for workforce housing that supports industrial uses. The area functions as a place for residents and workers from nearby ((~~urban villages or centers~~)) urban centers or regional centers to patronize and experience unique local industrial businesses.

B. Locational criteria. Urban Industrial zone designation is most appropriate in areas generally characterized by all of the following:

1. Areas at the transition between core industrial areas in Maritime Manufacturing and Logistics zones and non-industrially zoned areas, ((~~urban villages, or centers~~)) urban centers, or regional centers.

2. Areas generally within designated Manufacturing/Industrial Centers (MICs), although UI zones could be located in limited instances outside of MICs.

3. Areas characterized by small parcel sizes and a variety of small existing industrial and nonindustrial structures.

Section 24. Section 23.34.100 of the Seattle Municipal Code, last amended by Ordinance 119484, is amended as follows:

23.34.100 Designation of ((~~Downtown~~)) downtown zones((~~.~~))

Rezones to a ((~~Downtown~~)) downtown zone designation shall be considered only for areas within the boundaries of the Downtown ((~~Urban~~)) Regional Center as shown on the Official Land Use Map.

Section 25. Section 23.34.108 of the Seattle Municipal Code, last amended by Ordinance 123589, is amended as follows:

23.34.108 Downtown Mixed Commercial (DMC) zone, function, and locational criteria

Locations appropriate for Downtown Mixed Commercial zone designation are consistent with the following:

A. Function. Areas characterized by lower scale office, retail, and commercial uses related to activity in the office core, retail core, or other moderate-scale commercial cores in the Downtown ((~~Urban~~)) Regional Center, and with use patterns that may include housing.

B. Scale and ((~~Character of Development~~)) character of development. Areas where buildings of moderate scale exist or are appropriate to provide a physical transition between more intensive commercial areas and surrounding lower scale commercial, mixed-use, or residential districts.

C. Transportation and ((~~Infrastructure Capacity~~)) infrastructure capacity. Areas within the Downtown ((~~Urban~~)) Regional Center having good but comparatively less accessibility to vehicular and transit systems than the Downtown office core. Transportation and other infrastructure capacities are capable of accommodating modest growth without major improvement.

D. Relationship to ((~~Surrounding Activity~~)) surrounding activity. Areas that provide for less intensive activity along the western and northern edges of the Downtown retail core and Downtown office core, or at other peripheral locations within the Downtown ((~~Urban~~)) Regional Center. These areas provide a buffer to less intensive areas, such as the Harborfront, Pike Place Market, Belltown residential area, or mixed-use areas north of Denny Way, or serve as a transition to less intensive commercial, residential, or industrial areas near the Downtown ((~~Urban~~)) Regional Center.

E. Heights. Downtown ((~~Mixed Commercial~~)) mixed commercial height designations provide desired transitions compatible with adjacent downtown districts and areas outside downtown.

Section 26. Section 23.34.110 of the Seattle Municipal Code, last amended by Ordinance 123589, is amended as follows:

23.34.110 Downtown Mixed Residential (DMR) zone, function, and locational criteria

Locations appropriate for Downtown Mixed Residential zone designation are consistent with the following:

* * *

F. Heights. Downtown ((~~Mixed Residential~~)) mixed residential building height designations may be applied to achieve subarea objectives. The lowest height designation generally encompasses the Belltown core, in areas characterized by existing modest scale development, buildings of historic character, or topographic features such as the bluff rising from Elliott Bay. The intermediate building height designation provides transition in height and density to the north and east of the Belltown core and along the bluff where waterfront development divides the area from Elliott Bay. In the Downtown ((~~Urban~~)) Regional Center east of Interstate 5, the building height designation provides for low to moderate heights. The highest building height designation applies to areas characterized by larger residential and commercial buildings, generally along the eastern edge of Belltown, near the higher density mixed commercial areas of downtown.

Section 27. Section 23.34.128 of the Seattle Municipal Code, last amended by Ordinance 124883, is amended as follows:

23.34.128 Seattle Mixed (SM) zone, function, and locational criteria

In considering rezones to the SM zone designation, the following function and locational criteria shall be taken into consideration:

A. Function. An area within ((~~an urban center, urban village,~~)) a regional center, an urban center, or a station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation;

* * *

Section 28. Section 23.40.070 of the Seattle Municipal Code, enacted by Ordinance 125612, is amended as follows:

23.40.070 2030 Challenge High Performance Existing Building Pilot Program

* * *

B. Minimum standards. A project shall qualify for the 2030 Challenge High Performance Existing Building Pilot Program if:

1. It is located within an ((~~urban~~)) regional center excluding lots within the shoreline jurisdiction, and lots within the International Special Review District.

2. It is reviewed in accordance with the full design review process provided in Section 23.41.014, except for development subject to special district review under Chapter 23.66 or historic review under Chapters 25.12 through 25.30, in which case the applicable review board shall conduct the design review with the authority to recommend design departures as provided to the Design Review Board pursuant to Section 23.41.012.

3. It includes renovation of an existing structure that complies with the provisions for substantial alterations in the Seattle Energy Code and the Seattle Existing Building Code.

4. It retains either the opaque portions of all exterior walls, or the superstructure of existing structures. The Director may allow openings in the exterior walls to be relocated or resized. For the purposes of this subsection 23.40.070.B, "superstructure" shall mean the foundation, structural frame, floor framing, and slabs of the structure.

5. Additions comply with the requirements of Table A for 23.40.070.

Table A for 23.40.070
Size of additions

Height limit of the zone	Minimum height of existing buildings	Maximum increase in area of existing building footprint
Zones with height limits of 85 feet or less	47 percent of the maximum height limit of the zone	20 percent of the area of the footprint of existing buildings
Zones with height limits greater than 85 feet	60 percent of the maximum height limit of the zone	

6. It meets all of the following:

a. Total annual building energy use that is 25 percent less than a baseline defined as the Energy Use Intensity (EUI) targets in the Target Performance Path of Seattle Energy Code Section C401.3;

b. None of the space heating and water heating in the project shall be provided using on-site combustion of fossil fuel;

c. Combined annual stormwater runoff and potable water use is 50 percent lower than the 2030 Challenge High Performance Existing Building Pilot Program baselines, which are as follows:

1) The stormwater baseline is the annual average rainfall on a development site in gallons to be calculated as follows: total site area in square feet x 2.1 feet (Seattle's average annual runoff depth) x 7.48 (conversion of cubic feet to gallons) = stormwater baseline;

2) The annual potable water baselines are shown in Table B for 23.40.070.

Table B for 23.40.070 Potable ((~~Water Baselines~~)) water baselines	
Uses[1, 2]	**Potable ((~~Water Baseline Usage~~)) water baseline usage (gallons/square feet/year)**
Restaurant	125.99
Lodging uses	50.07
Multifamily residential use	41.14
Manufacturing uses	32.53
Nursing or assisted living facilities	30.11
Hospital	26.12
Sales and services, general	24.77
Medical services	21.00
Offices	14.21
Warehouses	13.00
Entertainment uses	12.88
Sales and services, automotive	11.74
Religious facilities	11.31
Schools elementary or secondary	11.09
College or university	11.00
Footnotes to Table B for 23.40.070 [1] If a use is not listed, the Director may determine that a proposed use is substantially similar to other uses listed. [2] Baselines for a development are prorated by use based on the proportion of gross floor area occupied within the development.	

d. The project exceeds 2014 mode share baselines such that the project meets mode share percentages pursuant to the Seattle Comprehensive Plan as shown in Tables C and D for 23.40.070 for trips made by travel modes other than driving alone for all work trips and non-work trips, respectively.

Table C for 23.40.070 Work ((~~Trips~~)) trips by modes other than driving alone		
((~~Urban Center~~)) Regional center	**2014 Mode ((~~Share Baselines~~)) share baselines**	**Mode ((~~Share~~)) share for ((~~Work Trips~~)) work trips**
Downtown	77 percent	85 percent
First Hill/Capitol Hill	58 percent	70 percent
Uptown	48 percent	60 percent
South Lake Union	67 percent	80 percent
University District	73 percent	85 percent
Northgate	30 percent	50 percent

Table D for 23.40.070 Non-work trips other than driving alone		
((~~Urban Center~~)) Regional center	**2014 Mode ((~~Share Baselines~~)) share baselines**	**Mode ((~~Share~~)) share for ((~~Non-Work Trips~~)) non-work trips**
Downtown	88 percent	90 percent
First Hill/Capitol Hill	80 percent	85 percent
Uptown	82 percent	85 percent
South Lake Union	76 percent	85 percent
University District	79 percent	90 percent
Northgate	46 percent	55 percent

* * *

Section 29. Section 23.41.004 of the Seattle Municipal Code, last amended by Ordinance 127100, is amended as follows:

23.41.004 Applicability

* * *

E. Temporary provisions

1. Developments with units provided on-site to comply with Chapter 23.58C through the performance option

a. A development proposal subject to design review under subsection 23.41.004.A that is complying with Chapter 23.58C solely through the performance option by providing affordable units on-site according to ((~~Section~~)) subsection 23.58C.050.C shall be exempt from design review if the applicant files a valid and complete building permit application electing the exemption while this ordinance is in effect.

b. A development proposal subject to design review under subsection 23.41.004.A that is complying with Chapter 23.58C solely through the performance option by providing affordable units on-site according to ((~~Section~~)) subsection 23.58C.050.C that is vested

according to Section 23.76.026 prior to August 14, 2023, may elect to be processed as allowed by ((~~Section~~)) this subsection 23.41.004.E.

c. The design review exemption under this subsection 23.41.004.E.1 shall be rescinded for a development proposal that changes from the performance option to the payment option at any time prior to issuance of a building permit.

d. Requests for departures. If a project subject to design review under subsection 23.41.004.A is exempt from design review according to this subsection 23.41.004.E.1, the Director may consider requests for departures from any development standard in this Title 23, except as otherwise limited in subsection 23.41.012.B.

e. Departures decision. Requests for departures according to subsection 23.41.004.E.1.d shall be evaluated and may be granted by the Director as a Type I decision if the departure would result in additional housing units being constructed.

2. Low-income housing

a. Notwithstanding any contrary provision of this Title 23, the Director may consider requests for departures from any development standard in this Title 23, except as otherwise limited in subsection 23.41.012.B, for low-income housing.

b. Departures decision. Requests for departures shall be evaluated by the Director, in consultation with the Office of Housing, in light of the particular population designed to be served by the project, and may be granted by the Director as a Type I decision if the departure would result in additional housing units being constructed.

3. Downtown Activation Plan

a. A development proposal that is subject to design review according to this Section 23.41.004 shall be exempt from this Chapter 23.41, unless ineligible for exemption due to other code provisions, if:

1) The proposal includes residential use comprising at least 50 percent of its chargeable floor area, except if at least 50 percent of the chargeable floor area in nonresidential use is lodging then no residential use is required; or includes a research and development laboratory use; and

2) The proposal is located on a property within the Downtown ((~~Urban~~)) Regional Center, Uptown ((~~Urban~~)) Regional Center, South Lake Union ((~~Urban~~)) Regional Center, First Hill/Capitol Hill ((~~Urban~~)) Regional Center, or an area within the Greater Duwamish Manufacturing and Industrial Center, as shown on Map A for 23.41.004; or within an area included in an adopted expansion area of ((~~an urban~~)) a regional center or manufacturing and industrial center shown on Map A for 23.41.004; and

3) The applicant files a letter of eligibility for exemption pursuant to subsection 23.76.010.G, provided that permit application materials are subsequently filed per subsection 23.76.026.A.4; and

4) The proposal does not involve a Type IV or Type V Council land use decision.

b. Waiver or modification of development standard. If a project is exempt from design review according to this subsection 23.41.004.E.3, the Director may consider requests for waivers or modifications of the following development standards in Title 23:

1) Upper-level setbacks, modulation, articulation, facade opening requirements, and structure width;

2) Street-level setbacks and facade setbacks: dimensional and area limits;

3) Floor-to-floor height requirements at street level, except as otherwise limited in subsection 23.41.012.B;

4) Rooftop screening and coverage limits in relation to mechanical equipment, energy-related features, elevator equipment, and related enclosures;

5) Street-level use type, minimum depth, and percent presence on street-level, street-facing facade requirements;

6) Facade transparency and blank facade requirements;

7) Overhead weather protection requirements;

8) Requirements for the size and design of common recreational areas, amenity areas, community rooms, and similar indoor amenities, but not including required outdoor open space requirements;

9) Open space and open areas: dimensional, area, distribution of types, and amount of overhead coverage requirements, except standards for open space amenities provided to meet requirements of Chapter 23.58A;

10) Landscaping: dimensional, area, and location requirements;

11) Minimum dimensions and slope of vehicle access;

12) Parking space size requirements in subsections 23.54.030.A and 23.54.030.B;

13) Bicycle parking minimum quantity requirements in Table D for 23.54.015; and

14) Provisions of the MPC-YT zone, except: affordable housing production requirements in Section 23.75.085; limits on floor area for uses in Sections 23.75.040, 23.75.085, or 23.75.090; and limits on the number of highrise structures, distribution of highrise structures, and gross floor area per story for highrise structures in Section 23.75.040 or Section 23.75.120.

c. Decision on waiver or modification of development standards. Requests for waiver or modification of development standards according to subsection 23.41.004.E.3.b shall be evaluated by the Director and may be granted by the Director as a Type I decision if a waiver or modification of development standards would result in an increased number of dwelling units, lodging rooms, or increased floor area of a research and development laboratory use, being constructed.

* * *

Section 30. Section 23.41.012 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.41.012 Development standard departures

* * *

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

* * *

11. Structure height, except that:

a. Within the Roosevelt Commercial Core building height departures up to an additional 3 feet may be granted for properties zoned NC3-75 (Map A for 23.41.012, Roosevelt Commercial Core);

b. Within the Uptown ((~~Urban~~)) Regional Center building height departures up to 3 feet of additional height may be granted if the top floor of the structure is set back at least 6 feet from all lot lines abutting streets;

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

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

e. Within the Pike/Pine Conservation Overlay District shown on Map A for 23.73.004, departures may be granted from:

1) Development standards that apply as conditions to additional height in subsections 23.73.014.A and 23.73.014.B; and

2) The provision for receiving sites for transfer of development potential in subsection 23.73.024.B.5;

f. Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that:

1) The departure is needed to protect a tree that is located on the lot that is either a Tier 1 or Tier 2 tree, as defined in Section 25.11.130; and

2) Avoiding development in the tree protection area will reduce the total development capacity of the site;

g. In Midrise and Highrise zones, Seattle Mixed, and in all commercial and ((~~Downtown~~)) downtown zones, departures for rooftop features may be granted from rooftop coverage limits and setback standards from the roof edge, but not from the height limits for rooftop features.

* * *

Section 31. Section 23.42.058 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.42.058 Cannabis

* * *

C. Major cannabis activity is allowed in all other zones if the activity and site meet the following requirements:

1. The person operating the major cannabis activity must have a current license issued by the State of Washington pursuant to Title 69 RCW authorizing the person to produce, process, or sell, at the proposed site, cannabis, cannabis-infused products, useable cannabis, or cannabis concentrates, or to research or test any of those products at the proposed site for quality assurance pursuant to Title 69 RCW;

2. Any lot line of property having a major cannabis activity must be 1,000 feet or more from any lot line of property on which any of the following uses as defined in WAC 314-55-010 is located: elementary school; secondary school; or playground;

3. Any lot line of property having a major cannabis activity that includes the retail sale of cannabis products, except that in Downtown Mixed Residential and Downtown Mixed Commercial zones within that portion of the Downtown ((~~Urban~~)) Regional Center that is west of Interstate 5, north of Yesler Way, and south of Denny Way major cannabis activity that includes the retail sale of cannabis products must be 250 feet or more, must be 500 feet or more from any lot line of property on which any of the following uses as defined in WAC 314-55-010 is established and operating: child care center; game arcade; library; public park; public transit center; or recreation center or facility;

4. Any lot line of property having a major cannabis activity that does not include the retail sale of cannabis products must be 250 feet or more from any lot line of property on which any of the following uses as defined in WAC 314-55-010 is established and operating: child care center; game arcade; library; public park; public transit center; or recreation center or facility;

5. No more than two properties with major cannabis activity that includes the retail sale of cannabis products are allowed within ((~~1000~~)) 1,000 feet of each other; where any lot lines of two properties with existing major cannabis activity that includes the retail sale of cannabis products are located within ((~~1000~~)) 1,000 feet of each other, any lot line of another property with a new major cannabis activity that includes the retail sale of cannabis products must be ((~~1000~~)) 1,000 feet or more from the closest lot line of the property containing existing major cannabis activity that includes the retail sale of cannabis products;

6. Whether a major cannabis activity complies with the locational requirements prescribed by subsections 23.42.058.C.2, 23.42.058.C.3, 23.42.058.C.4, or 23.42.058.C.5 shall

be based on facts that exist on the date of application to the Washington State Liquor and Cannabis Board issues a "Notice of Cannabis Application" to The City of Seattle.

Section 32. Section 23.44.019 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.44.019 Alternative standards for development of affordable units on property owned or controlled by a religious organization

In lieu of meeting development standards contained in subsection 23.44.010.A (minimum lot area), subsection 23.44.010.C (maximum lot coverage), subsection 23.44.011.B (floor area), subsection 23.44.012.A (height), and Section 23.44.017 (density), a proposed development that meets the requirements of Section 23.42.055 and subsection 23.44.019.A may elect to meet the alternative development standards in subsection 23.44.019.B through subsection 23.44.019.F.

A. Lot requirements

1. Development on a lot that meets one of the following criteria, but does not meet the additional requirements in subsection 23.44.019.A.2, may meet the alternative development standards in subsection 23.44.019.B and subsection 23.44.019.D through subsection 23.44.019.F:

a. The lot has or abuts a lot with a religious facility or other use accessory to a religious facility; or

b. The lot area is 10,000 square feet or greater; or

c. The lot is in an RSL zone.

2. Development on a lot that meets the following additional requirements may meet the alternative development standards in subsection 23.44.019.C ((~~and subsection 23.44.019.D~~)) through subsection 23.44.019.F:

a. The lot area is 10,000 square feet or greater;

b. The lot is in an urban ((~~village~~)) center, within 1/4 mile (1,320 feet) of an urban ((~~village~~)) center, or within 1/4 mile (1,320 feet) of a transit stop or station served by a frequent transit route on the map required by subsection 23.54.015.B.4; and

c. The lot meets one of the following locational criteria:

1) The lot abuts, is located on a block front with, or is located across a right-of-way from a zone not designated a neighborhood residential zone; or

2) No lot line is located within 50 feet of a single-family dwelling unit.

* * *

Section 33. Section 23.45.509 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.45.509 Standards applicable to specific areas

* * *

B. University ((~~Community Urban~~)) District Regional Center. The following provisions apply to development in the MR (M1) zone.

1. Lots located in MR (M1) zones are eligible as Landmark TDR and TDP sending sites if the lot meets the definition of the applicable TDR or TDP sending site in Chapter 23.84A and meets all applicable standards in Section 23.58A.042.

2. The maximum amount of TDR and TDP that can be transferred from an eligible sending site shall not exceed an amount of floor area equivalent to the numerical value of the FAR permitted on a lot, multiplied by the lot area of the sending site and minus the sum of any chargeable floor area on the lot plus any TDR and TDP previously transferred.

3. Eligible receiving sites are limited to those lots in SM-U zones specified in subsection 23.48.623.C.

* * *

Section 34. Section 23.45.510 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.45.510 Floor area

* * *

B. Floor area ratio (FAR) limits in LR and MR zones. FAR limits apply in LR and MR zones as shown in Table A for 23.45.510((-)), provided that if the LR zone designation includes an incentive zoning suffix, then gross floor area may exceed the base FAR as identified in the suffix designation, up to the limits shown in Table A for 23.45.510, if the applicant complies with Chapter 23.58A, Incentive Provisions. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.45.510
FAR limits in LR and MR zones

Zone	Zones with an MHA suffix	Zones without an MHA suffix
LR1	1.3	1.0
LR2	1.4[1]	1.1
LR3 outside ((~~urban centers and urban villages~~)) regional centers and urban centers	1.8	1.2, except 1.3 for apartments
LR3 inside ((~~urban centers and urban villages~~)) regional centers and urban centers	2.3	1.2, except 1.5 for apartments
MR	4.5	3.2

Footnote to Table A for 23.45.510
[1] Except that the FAR is 1.6 for apartments that provide one or more outdoor amenity areas meeting the requirements of Section 23.45.522 and the following provisions are met:
1. The total amount of, outdoor amenity area is equal to at least 35 percent of the lot area;
2. No part of such amenity area has a width or depth of less than 20 feet; and
3. The outdoor amenity area is located at ground level or within 4 feet of finished grade.

* * *

D. The following floor area is exempt from FAR limits:

* * *

11. In the Northgate ((~~Urban~~)) Regional Center, up to 15,000 square feet of floor area in residential use in a structure built prior to 1990 that is located on a split-zoned lot of at least 40,000 square feet in size.

* * *

Section 35. Section 23.45.514 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.45.514 Structure height

A. Subject to the additions and exceptions allowed as set forth in this Section 23.45.514, the height limits for structures in LR zones are as shown on Table A for 23.45.514.

Table A for 23.45.514
Structure height for LR zones (in feet)

Housing type	**LR1**	**LR2**	**LR3 outside ((~~urban centers, urban villages,~~)) regional centers, urban centers, and Station Area Overlay Districts**	**LR3 in ((~~urban centers, urban villages,~~)) regional centers, urban centers, and Station Area Overlay Districts**
Cottage housing developments	22	22	22	22
Rowhouse and townhouse developments	30	40[1]	40[1]	50[1]
Apartments	30	40[1]	40[1]	50[2]

Footnotes for Table A for 23.45.514
[1] Except that the height limit is 30 feet in zones without a mandatory housing affordability suffix.
[2] Except that the height limit is 40 feet in zones without a mandatory housing affordability suffix.

* * *

Section 36. Section 23.45.516 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.45.516 Method to achieve extra residential floor area in HR zones

* * *

E. Neighborhood green street setback. Floor area may be gained for a neighborhood green street setback according to the provisions of Chapter 23.58A by development on lots abutting one of the streets or street segments within the First Hill/Capitol Hill ((~~Urban Village~~)) Regional Center shown on Map A for 23.45.516.

* * *

Section 37. Section 23.45.527 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.45.527 Structure width and ((~~façade~~)) facade length limits in LR zones

A. Structure width in LR zones may not exceed the width indicated on Table A for 23.45.527.

((~~Table A for 23.45.527: Maximum Structure Width in LR zones in feet~~))

Table A for 23.45.527 Maximum structure width in LR zones (in feet)			
Zone	**Width in feet by ((~~Category of Residential Use~~)) category of residential use**		
	Cottage ((~~Housing and Rowhouse Developments~~)) housing and rowhouse developments	**Townhouse ((~~Developments~~)) developments**	**Apartments**
LR1	No limit	60	45
LR2	No limit	90	90

Table A for 23.45.527 **Maximum structure width in LR zones (in feet)**			
Zone	**Width in feet by ((~~Category of Residential Use~~)) category of residential use**		
	Cottage ((~~Housing and Rowhouse Developments~~)) housing and rowhouse developments	**Townhouse ((~~Developments~~)) developments**	**Apartments**
LR3 outside ((~~Urban Villages, Urban Centers~~)) regional centers, urban centers, or Station Area Overlay Districts	No limit	120	120
LR3 inside ((~~Urban Villages, Urban Centers~~)) regional centers, urban centers, or Station Area Overlay Districts	No limit	150	150

* * *

Section 38. Section 23.45.530 of the Seattle Municipal Code, enacted by Ordinance 125791, is amended as follows:

23.45.530 Green building standards

For projects exceeding the floor area ratio (FAR) in Table A for 23.45.530, the applicant shall make a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with Chapter 23.58D.

Table A for 23.45.530 **Green building standard thresholds for multifamily zones**	
Zone	**Floor ((~~Area Ratio~~)) area ratio (FAR)**
LR1	1.1
LR2	1.2
LR3 outside ((~~urban centers and urban villages~~)) regional centers and urban centers	1.6

Table A for 23.45.530 **Green building standard thresholds for multifamily zones**	
Zone	**Floor ((~~Area Ratio~~)) area ratio (FAR)**
LR3 inside ((~~urban centers and urban villages~~)) regional centers and urban centers	1.8
MR	3.45
HR	7.0

Section 39. Section 23.45.532 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.45.532 Standards for ground floor commercial uses in MR and HR zones

A. All ground-floor commercial uses permitted pursuant to Section 23.45.504, except medical service uses permitted pursuant to Section 23.45.506, shall meet the following conditions:

1. Structures with ground floor commercial uses in zones that include an RC designation shall comply with Chapter 23.46.

2. The commercial use is permitted only on the ground floor of a structure that contains at least one dwelling unit. On sloping lots, the commercial use may be located at more than one level within the structure as long as the floor area in commercial use does not exceed the area of the structure's footprint.

3. The maximum size of use of any one business establishment is 4,000 square feet, except as follows:

a. ((~~the~~)) The maximum size of use of a multi-purpose retail sales establishment is 10,000 square feet; and

b. ((~~the~~)) The maximum size of a medical service use located in the Northgate ((~~Urban~~)) Regional Center is 10,000 square feet.

4. Vents for venting of odors, vapors, smoke, gas and fumes, and exterior heat exchangers and other similar devices (e.g., related to ventilation, air-conditioning, refrigeration) shall be at least 10 feet above finished sidewalk grade, and directed away to the extent possible from residential uses within 50 feet of the vent.

* * *

Section 40. Section 23.45.550 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.45.550 Alternative ((~~Standards~~)) <u>standards</u> for development of affordable units on property owned or controlled by a religious organization

In lieu of meeting development standards contained in subsections 23.45.510.B and 23.45.510.C (floor area), subsections 23.45.512.A and 23.45.512.B (density), and subsections 23.45.514.A and 23.45.514.B (height), a proposed development that meets the requirements of Section 23.42.055 may elect to meet the alternative development standards in this Section 23.45.550.

A. Floor area

1. Development permitted pursuant to Section 23.42.055 is subject to the FAR limits as shown in Table A for 23.45.550.

Table A for 23.45.550
FAR limits for development permitted pursuant to Section 23.42.055

Zone	**Base FAR**	**Maximum additional exempt FAR[1]**
LR1	1.5	0.3
LR2	1.8	0.3
LR3 outside ((~~urban centers and urban villages~~)) <u>regional centers and urban centers</u>	2.5	0.5
LR3 inside ((~~urban centers and urban villages~~)) <u>regional centers and urban centers</u>	3.25	0.5
MR	5.0	0.5
HR	16	1.0

Table A for 23.45.550 **FAR limits for development permitted pursuant to Section 23.42.055**		
Zone	**Base FAR**	**Maximum additional exempt FAR[1]**
Footnote to Table A for 23.45.550 [1] Gross floor area for uses listed in subsection 23.45.550.B.2 are exempt from FAR calculations up to this amount.		

2. In addition to the FAR exemptions in subsection 23.45.510.D, an additional FAR exemption up to the total amount specified in Table A for 23.45.550 is allowed for any combination of the following floor area:

a. Floor area in units with two or more bedrooms and a minimum net unit area of 850 square feet;

b. Floor area of a religious facility; and

c. Floor area in a structure designated as a Landmark pursuant to Chapter 25.12; and

d. Any floor area in a development located within ((~~1/4~~)) one-quarter mile (1,320 feet) of a transit stop or station served by a frequent transit route as defined in subsection 23.54.015.B.4.

3. Split-zoned lots

a. On lots located in two or more zones, the FAR limit for the entire lot shall be the highest FAR limit of all zones in which the lot is located, provided that:

1) At least 65 percent of the total lot area is in the zone with the highest FAR limit;

2) No portion of the lot is located in a neighborhood residential zone; and

3) A minimum setback of 10 feet applies for any lot line that abuts a lot in a neighborhood residential zone.

b. For the purposes of this subsection 23.45.550.A.3, the calculation of the percentage of a lot or lots located in two or more zones may include lots that abut and are in the same ownership at the time of the permit application.

B. Maximum height

1. Development permitted pursuant to Section 23.42.055 is subject to the height limits as shown in Table B for 23.45.550.

Table B for 23.45.550
Structure height for development permitted pursuant to Section 23.42.055

Zone	Height limit (in feet)
LR1	40
LR2	50
LR3 outside ((~~urban centers and urban villages~~)) regional centers and urban centers	55
LR3 inside ((~~urban centers and urban villages~~)) regional centers and urban centers	65
MR	95
HR	480

2. Split-zoned lots

a. On lots located in two or more zones, the height limit for the entire lot shall be the highest height limit of all zones in which the lot is located, provided that:

1) At least 65 percent of the total lot area is in the zone with the highest height limit;

2) No portion of the lot is located in a neighborhood residential zone; and

3) A minimum setback of 10 feet applies for any lot line that abuts a lot in a neighborhood residential zone.

b. For the purposes of this subsection 23.45.550.B.2, the calculation of the percentage of a lot or lots located in two or more zones may include lots that abut and are in the same ownership at the time of the permit application.

* * *

Section 41. Section 23.47A.004 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.47A.004 Permitted and prohibited uses

* * *

D. Public facilities

1. Uses in public facilities that are most similar to uses permitted outright or permitted as a conditional use under this Chapter 23.47A are permitted outright or as a conditional use, respectively, subject to the same use regulations, development standards, and conditional use criteria that govern the similar uses.

2. Permitted uses in public facilities requiring council approval. Unless specifically prohibited in Table A for 23.47A.004, uses in public facilities that are not similar to uses permitted outright or permitted as a conditional use under this Chapter 23.47A, may be permitted by the ((~~City~~)) Council.

3. In all NC zones and C zones, uses in public facilities not meeting development standards may be permitted by the Council, and the Council may waive or grant departures from development standards, if the following criteria are satisfied:

a. The project provides unique services that are not provided to the community by the private sector, such as police and fire stations;

b. The proposed location is required to meet specific public service delivery needs;

c. The waiver of or departure from the development standards is necessary to meet specific public service delivery needs; and

d. The relationship of the project to the surrounding area has been considered in the design, siting, landscaping, and screening of the facility.

4. The ((~~City~~)) Council's use approvals, and waivers of or grants of departures from applicable development standards or conditional use criteria, contemplated by subsections 23.47A.004.D.2 and 23.47A.004.D.3, are governed by the provisions of Chapter 23.76, Subchapter III((~~, Council Land Use Decisions~~)).

5. Expansion of uses in public facilities

a. Major expansion. Major expansion of uses in public facilities allowed pursuant to subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3 may be permitted according to the criteria and process in those subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3. A major expansion of a public facility use occurs when an expansion would not meet development standards or the area of the expansion would exceed either 750 square feet or 10 percent of the existing area of the use, whichever is greater. For the purposes of this subsection 23.47A.004.D, area of use includes gross floor area and outdoor area devoted actively to that use, other than as parking.

b. Minor expansion. An expansion of a use in a public facility that is not a major expansion is a minor expansion. Minor expansions to uses in public facilities allowed pursuant to subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3 ((~~above~~)) may be permitted according to the provisions of Chapter 23.76, for a Type I Master Use Permit.

6. Essential public facilities. Permitted essential public facilities will be reviewed according to the provisions of Chapter 23.80((~~, Essential Public Facilities~~)).

7. Youth service centers existing as of January 1, 2013, in public facilities operated by King County within ((~~Urban Center Villages~~)) regional centers and replacements, additions, or expansions to such King County public facilities are permitted in NC3 zones.

* * *

G. Live-work units

1. In all NC zones and C zones live-work units are permitted outright subject to the provisions of this Title 23.

2. In pedestrian-designated zones, live-work units shall not occupy more than 20 percent of the street-level, street-facing facade along designated principal pedestrian streets listed in subsection 23.47A.005.D.

3. In the Lake City and Bitter Lake ((~~Village Hub Urban Villages~~)) Urban Centers, live-work units shall not occupy more than 20 percent of the street-level, street-facing facade.

4. Except where expressly treated as a residential use, live-work units shall be deemed a nonresidential use.

* * *

Table A for 23.47A.004
Uses in Commercial zones

	Permitted and prohibited uses by zone[1]				
Uses	**NC1**	**NC2**	**NC3**	**C1**	**C2**
* * *					
C. COMMERCIAL USES[3]					
C.1. Animal shelters and kennels	X	X	X	X	P
C.2. Eating and drinking establishments					

Table A for 23.47A.004 **Uses in Commercial zones**						
			Permitted and prohibited uses by zone[1]			
Uses			**NC1**	**NC2**	**NC3**	**C1**	**C2**
		C.2.a. Drinking establishments	CU-10	CU-25	P	P	P
		C.2.b. Restaurants	10	25	P	P	P
	C.3. Entertainment uses						
		C.3.a. Cabarets, adult[4]	X	P	P	P	P
		C.3.b. Motion picture theaters, adult	X	X	X	X	X
		C.3.c. Panorams, adult	X	X	X	X	X
		C.3.d. Sports and recreation, indoor	10	25	P	P	P
		C.3.e. Sports and recreation, outdoor	X	X	X[5]	P	P
		C.3.f. Theaters and spectator sports facilities	X	25	P	P	P
	C.4. Food processing and craft work[2]		10	25	25	P	P
	C.5. Laboratories, research and development		10	25	P	P	P
	C.6. Lodging uses		X[6]	CU-25[6]	P	P	P
	C.7. Medical services[7]		10[8]	25	P	P	P
	C.8. Offices		10	25	P	35[9]	35[9]
	C.9. Sales and services, automotive						
		C.9.a. Retail sales and services, automotive	10[10]	25[10]	P[10]	P	P
		C.9.b. Sales and rental of motorized vehicles	X	25	P	P	P
		C.9.c. Vehicle repair, major automotive	X	25	P	P	P
	C.10. Sales and services, general[2]						
		C.10.a. Retail sales and services, general[2]	10	25	P	P	P
		C.10.b. Retail sales, multipurpose	10[11]	50	P	P	P
	C.11. Sales and services, heavy						
		C.11.a. Commercial sales, heavy	X	X	25	P	P
		C.11.b. Commercial services, heavy	X	X	X	P	P
		C.11.c. Retail sales, major durables	10	25	P	P	P
		C.11.d. Retail sales and services, non-household	10	25	P	P	P
		C.11.e. Wholesale showrooms	X	X	25	25	P
	C.12. Sales and services, marine						
		C.12.a. Marine service stations	10	25	P	P	P
		C.12.b. Sales and rental of large boats	X	25	P	P	P
		C.12.c. Sales and rental of small boats, boat parts and accessories	10	25	P	P	P
		C.12.d. Vessel repair, major	X	X	X	S	S
		C.12.e. Vessel repair, minor	10	25	P	P	P
* * *							

Table A for 23.47A.004 **Uses in Commercial zones**					
	Permitted and prohibited uses by zone[1]				
Uses	**NC1**	**NC2**	**NC3**	**C1**	**C2**
((~~KEY~~)) Key to Table A for 23.47A.004 A = Permitted as an accessory use only CU = Administrative Conditional Use (business establishment limited to the multiple of 1,000 square feet of any number following a hyphen, pursuant to Section 23.47A.010) CCU = Council Conditional Use (business establishment limited to the multiple of 1,000 square feet of any number following a hyphen, pursuant to Section 23.47A.010) P = Permitted S = Permitted in shoreline areas only X = Prohibited CU-25 = Conditionally permitted; use is limited to 25,000 square feet, pursuant to Section 23.47A.010 10 = Permitted, business establishments limited to 10,000 square feet, pursuant to Section 23.47A.010 20 = Permitted, business establishments limited to 20,000 square feet, pursuant to Section 23.47A.010 25 = Permitted, business establishments limited to 25,000 square feet, pursuant to Section 23.47A.010 35 = Permitted, business establishments limited to 35,000 square feet, pursuant to Section 23.47A.010 40 = Permitted, business establishments limited to 40,000 square feet, pursuant to Section 23.47A.010 50 = Permitted, business establishments limited to 50,000 square feet, pursuant to Section 23.47A.010					

Footnotes to Table A for 23.47A.004

[1] In pedestrian-designated zones, a portion of the street-level, street-facing facade of a structure along a designated principal pedestrian street may be limited to certain uses as provided in subsection 23.47A.005.D. In pedestrian-designated zones, drive-in lanes are prohibited (Section 23.47A.028).

[2] In addition to the provisions in this Chapter 23.47A, uses that entail major cannabis activity are subject to the requirements of Section 23.42.058.

[3] For commercial uses with drive-in lanes, see Section 23.47A.028.

[4] Subject to subsection 23.47A.004.H.

[5] Permitted at Seattle Center.

[6] Bed and breakfasts in existing structures are permitted outright with no maximum size limit.

[7] Medical services over 10,000 square feet within 2,500 feet of a medical Major Institution Overlay boundary require conditional use approval, unless they are included in a Major Institution Master Plan or dedicated to veterinary services.

[8] Medical service uses that are located in ((~~an urban center or urban village~~)) a regional center or an urban center, which are in operation at such location before August 1, 2015, and that routinely provide medical services on a reduced fee basis to individuals or families having incomes at or below 200 percent of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 USC 9902(2), are limited to 20,000 square feet. This provision does not apply to medical service uses that are subject to a Major Institution Master Plan.

[9] Office uses in C1 and C2 zones are permitted up to the greater of 1 FAR or 35,000 square feet as provided in subsection 23.47A.010.D. Office uses in C1 and C2 zones are permitted outright with no maximum size limit if they meet the standards identified in subsection 23.47A.010.D.

[10] Gas stations and other businesses with drive-in lanes are not permitted in pedestrian-designated zones (Section 23.47A.028). Elsewhere in NC zones, establishing a gas station may require a demonstration regarding impacts under Section 23.47A.028.

[11] Grocery stores meeting the conditions of subsection 23.47A.010.E are permitted up to 23,000 square feet in size.

[12] Subject to subsection 23.47A.004.G.

[13] Permitted pursuant to subsection 23.47A.004.D.7.

[14] Residential uses may be limited to 20 percent of a street-level, street-facing facade pursuant to subsection 23.47A.005.C.

[15] Residential uses are conditional uses in C2 zones under subsection 23.47A.006.A.3, except as otherwise provided above in Table A for 23.47A.004 or in subsection 23.47A.006.A.3.

[16] Permitted at Seattle Center; see Section 23.47A.011.

[17] Flexible-use parking is subject to Section 23.54.026. In pedestrian-designated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B.2.

[18] Permitted as surface parking only on surface parking lots existing as of January 1, 2017. In pedestrian-designated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B.2.

[19] Permitted outright, except prohibited in the SAOD.

Table A for 23.47A.004 Uses in Commercial zones					
	Permitted and prohibited uses by zone[1]				
Uses	**NC1**	**NC2**	**NC3**	**C1**	**C2**
[20] See Chapter 23.57, Communications regulations, for regulation of communication utilities. [21] A recycling use that is located on the same development site as a solid waste transfer station may be permitted by administrative conditional use, subject to the requirements of subsection 23.47A.006.A.7.					

Section 42. Section 23.47A.005 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.47A.005 Street-level uses

* * *

C. Residential uses at street level

1. In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level, street-facing facade in the following circumstances or locations:

a. In a pedestrian-designated zone, facing a designated principal pedestrian street; or

b. In all NC and C1 zones within the Bitter Lake ((~~Village Hub Urban Village~~)) Urban Center, except lots abutting Linden Avenue North, north of North 135th Street; or

c. Within a zone that has a height limit of 85 feet or higher, except as provided in subsection 23.47A.005.C.2; or

d. Within an NC1 zone, except as provided in subsection 23.47A.005.C.2; or

e. In all NC and C1 zones within the Northgate Overlay District, except as provided in Section 23.71.044; or

f. In all NC and C1 zones within the areas shown on Maps A through D for 23.47A.005 ((~~at the end of this Chapter 23.47A~~)) when facing an arterial street.

2. Subsection 23.47A.005.C.1 notwithstanding, there is no restriction on the location of residential uses in the following circumstances:

a. The development is low-income housing; or

b. The residential use is an assisted living facility or nursing home and private living units are not located at street level; or

c. Within the Pike/Pine Conservation Overlay District, for street-facing facades that do not face a designated principal pedestrian street, as shown on Map A for 23.73.008; or

d. In a structure existing on January 1, 2012, that is within an NC1 zone but not located in an area defined in Maps A through D for 23.47A.005, ((~~at the end of this Chapter 23.47A,~~)) a live-work space may be converted to an accessory dwelling unit if the residential use is established, if the area proposed to be converted meets the minimum housing standards of Chapter 22.206.

3. Additions to, or on-site accessory structures for, existing single-family structures are permitted outright.

4. Where residential uses at street level are limited to 20 percent of the street-level, street-facing facade, such limits do not apply to residential structures separated from the street lot line by an existing structure meeting the standards of this Section 23.47A.005 and Section 23.47A.008, or by an existing structure legally nonconforming to those standards.

D. In pedestrian-designated zones the locations of uses are regulated as follows:

1. Along designated principal pedestrian streets, one or more of the following uses are required along 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C.

a. Arts facilities;

b. Community gardens;

c. Eating and drinking establishments;

d. Entertainment uses, except for adult cabarets, adult motion picture theaters, and adult panorams;

e. Food processing and craft work;

f. Institutions, except hospitals or major institutions;

g. Lodging uses;

h. Medical services;

i. Offices, provided that no more than 30 feet of the street-level, street-facing facade of a structure may contain an office use;

j. Parks and open spaces;

k. Rail transit facilities;

l. Retail sales and services, automotive, in the Pike/Pine Conservation Overlay District if located within an existing structure or within a structure that retains a character structure as provided in Section 23.73.015;

m. Sales and services, general, provided that no more than 40 feet of the street-level, street-facing facade of a structure on a principal pedestrian street may contain a customer services office;

n. Sales and services, heavy, except for heavy commercial sales, and provided that no more than 30 feet of the street-level, street-facing facade of a structure may contain a non-household sales and service use; and

o. Low-income housing.

The establishment of any such use is subject to the applicable use provisions of this Title 23.

2. The following streets are principal pedestrian streets when located within a pedestrian-designated zone:

10th Avenue;

11th Avenue;

12th Avenue;

13th Avenue, between East Madison Street and East Pine Street;

14th Avenue South, except within the North Beacon Hill ((~~Residential~~)) Urban ((~~Village~~)) Center;

15th Avenue East;

15th Avenue Northeast, north of Lake City Way Northeast;

15th Avenue Northwest;

15th Avenue South;

17th Avenue Northwest;

20th Avenue Northwest;

22nd Avenue Northwest;

23rd Avenue;

24th Avenue Northwest;

25th Avenue Northeast;

32nd Avenue West;

35th Avenue Northeast, except within the Lake City ((~~Hub~~)) Urban ((~~Village~~)) Center;

35th Avenue Southwest, except within the West Seattle Junction ((~~Hub~~)) Urban ((~~Village~~)) Center;

39th Avenue Northeast;

Aurora ((~~Ave~~)) Avenue North, except within the Bitter Lake ((~~Village Hub Urban Village~~)) Urban Center;

Ballard Avenue Northwest;

Beacon Avenue South;

Boren Avenue;

Boylston Avenue, except within the Pike/Pine Conservation Overlay District;

Broadway;

Broadway East;

California Avenue Southwest;

Delridge Way Southwest;

Dexter Avenue North;

East Green Lake Drive North;

East Green Lake Way North;

East Madison Street;

East Olive Way;

East Pike Street;

East Pine Street;

East Union Street, except within the Pike/Pine Conservation Overlay District only lots abutting East Union Street between Broadway and East Madison Street;

Eastlake Avenue East;

First Avenue North, except within the Upper Queen Anne ((~~Residential~~)) Urban ((~~Village~~)) Center;

Fremont Avenue North;

Fremont Place North;

Galer Street;

Green Lake Drive North;

Greenwood Avenue North;

Lake City Way Northeast;

Leary Avenue Northwest;

Linden Avenue North;

Madison Street;

Martin Luther King Jr. Way South;

Mary Avenue Northwest, between Holman Road Northwest and Northwest 87th Street;

Mercer Street;

North 34th Street;

North 35th Street;

North 45th Street;

North 85th Street;

Northeast 43rd Street;

Northeast 45th Street, except between Linden Ave North and Evanston Ave North;

Northeast 55th Street, east of 15th Avenue Northeast;

Northeast 65th Street;

Northeast 125th Street;

Northwest 65th Street;

Northwest 85th Street;

Northwest 90th Street, between Mary Avenue Northwest and 14th Avenue Northwest;

Northwest Market Street;

Phinney Avenue North, between North 58th Street and North 63rd Street;

Pike Street;

Pine Street;

Queen Anne Avenue North;

Rainier Avenue South;

Roosevelt Way Northeast;

Roy Street;

Sand Point Way Northeast;

South Alaska Street;

South Cloverdale Street;

South Henderson Street;

South Jackson Street;

South Lander Street;

South McClellan Street;

South Othello Street;

Southwest Alaska Street;

Stone Way North;

Summit Avenue, except within the Pike/Pine Conservation Overlay District;

Terry Avenue;

University Way Northeast;

Wallingford Avenue North;

West Dravus Street;

West Galer Street;

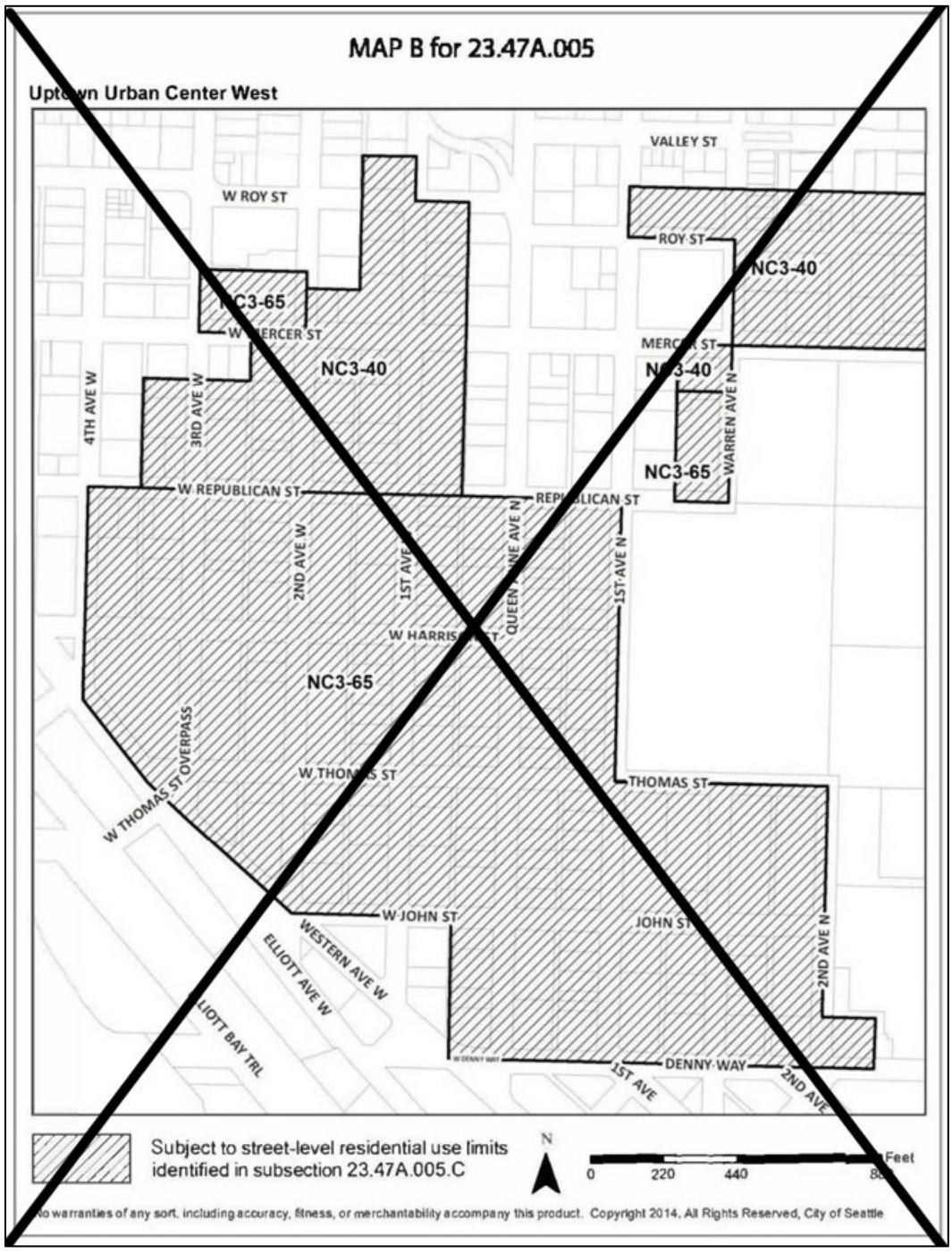
West Green Lake Drive North;

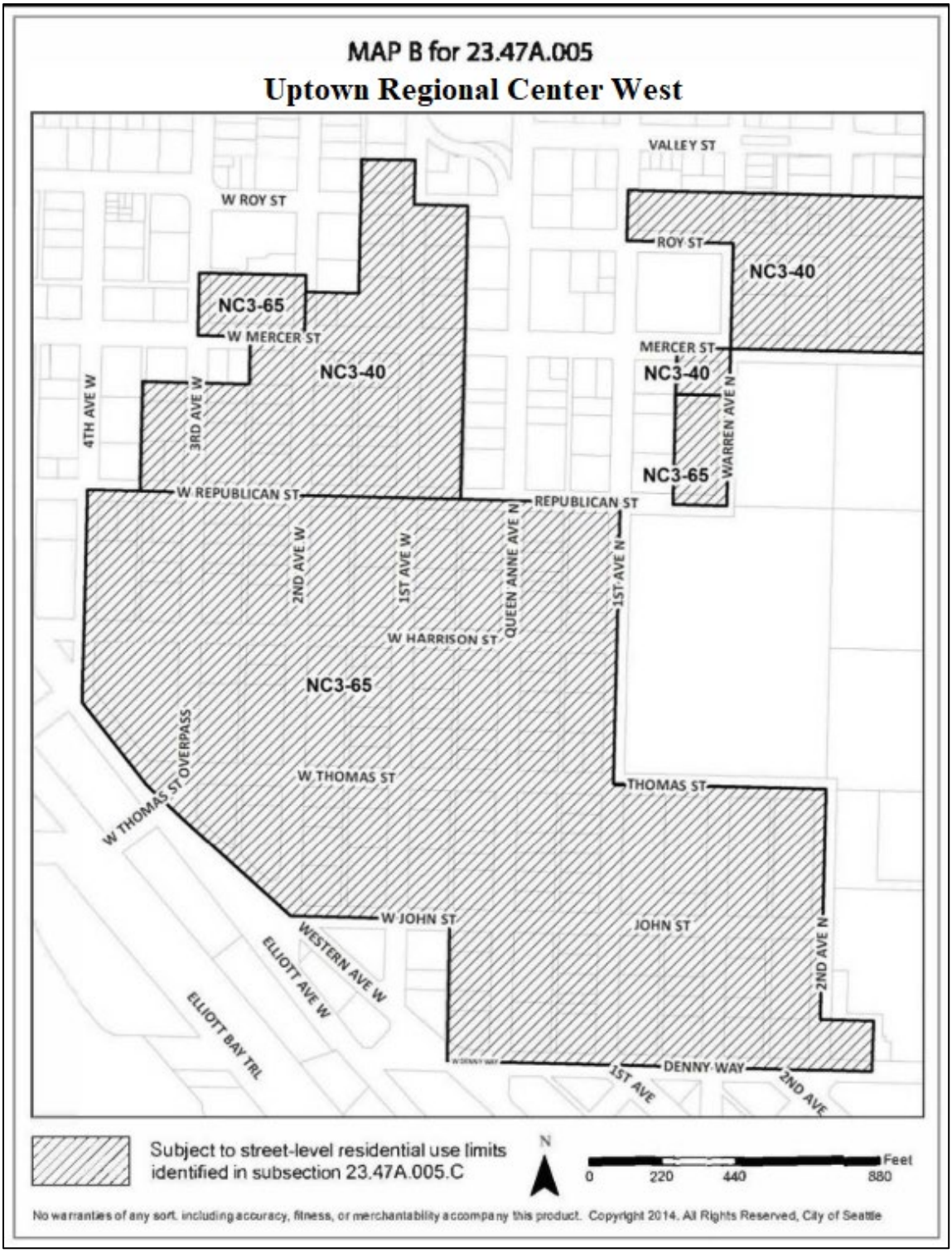
West McGraw Street, except within the Upper Queen Anne ((~~Residential~~)) Urban ((~~Village~~)) Center; and

Woodlawn Avenue Northeast.

Section 43. Map B and Map C for Section 23.47A.005 of the Seattle Municipal Code, which section was enacted by Ordinance 125125, are amended as follows:

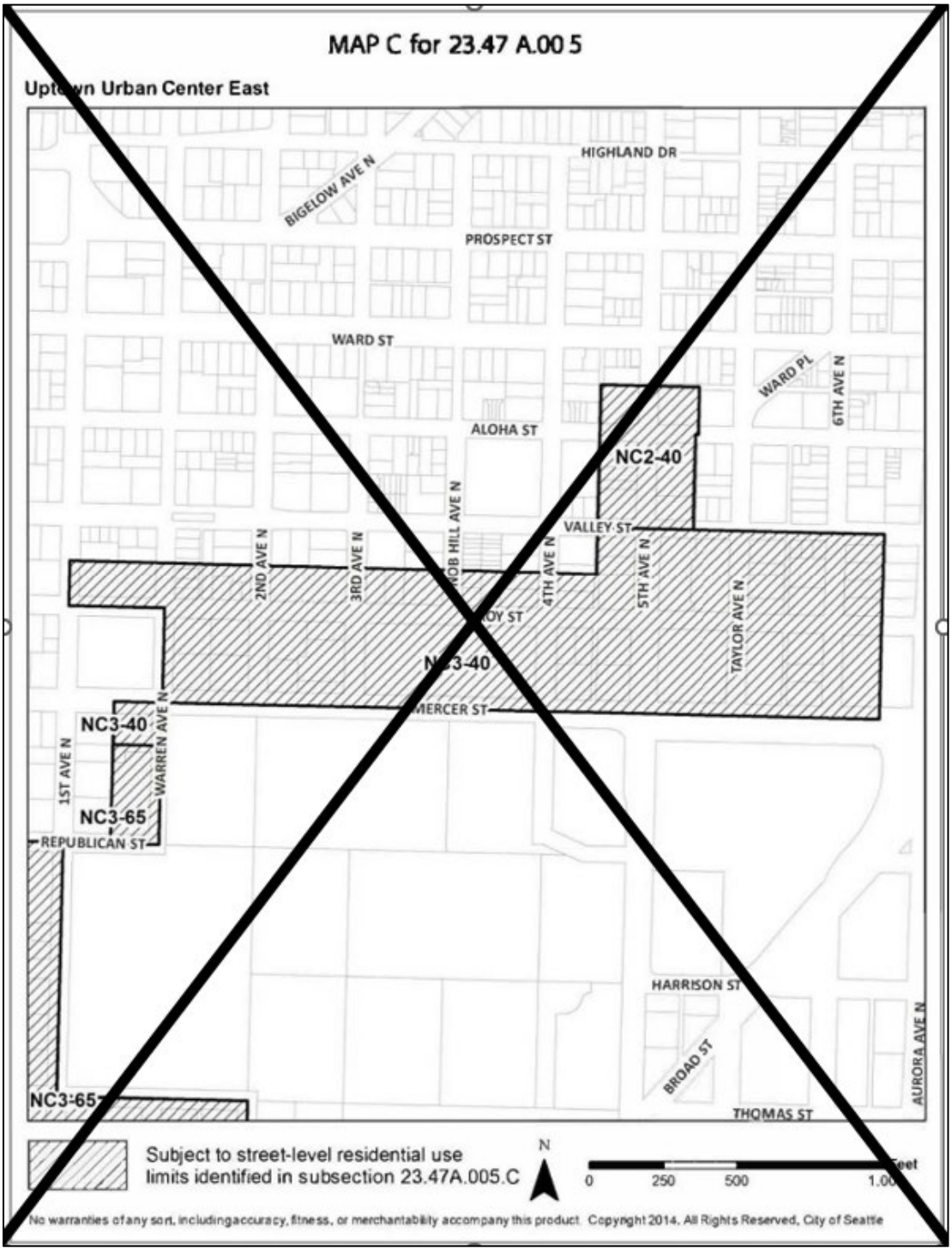
Map B for 23.47A.005: Uptown ((~~Urban~~)) <u>Regional</u> Center West

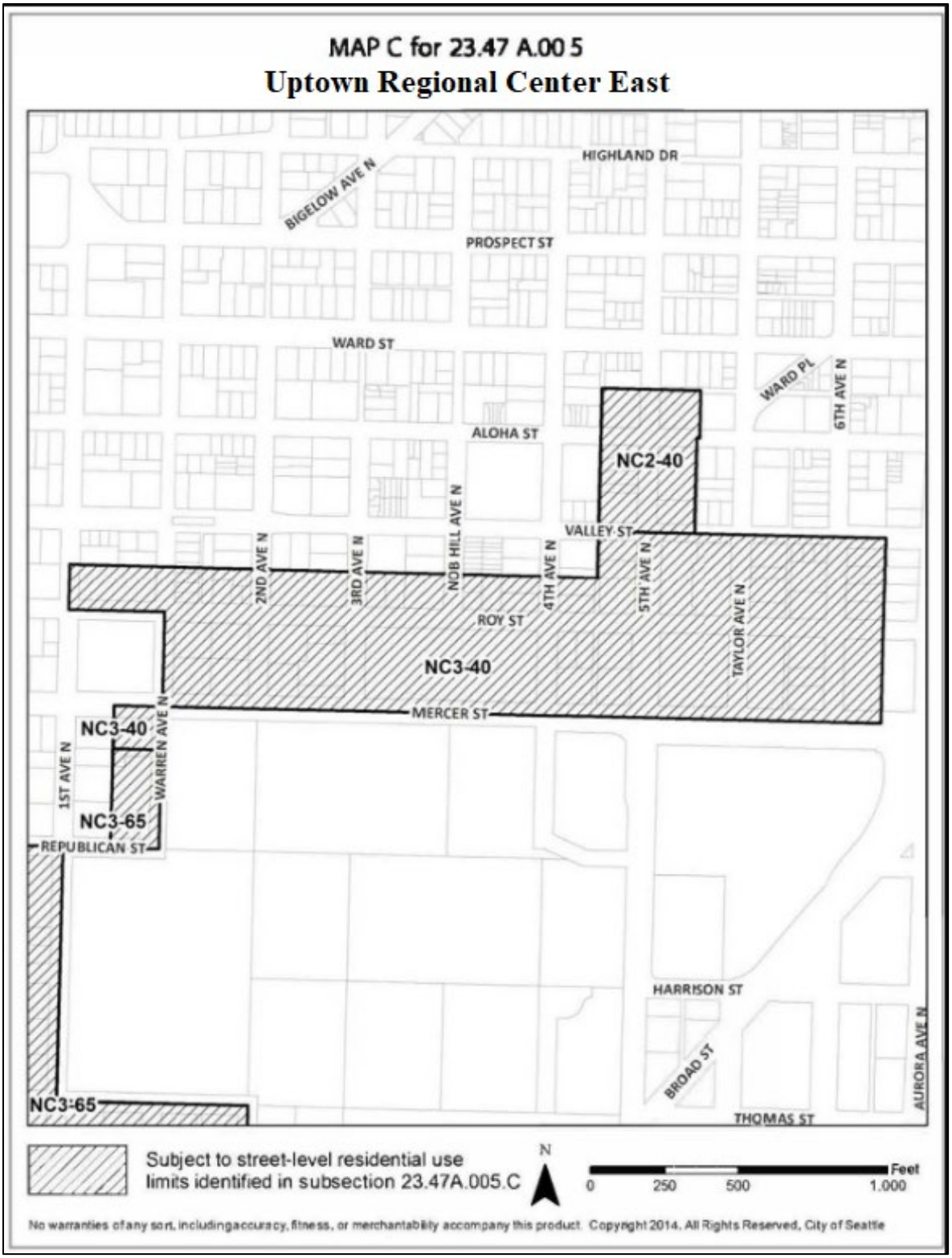



MAP B for 23.47A.005
Uptown Regional Center West
VALLEY ST
W ROY ST
ROY ST
NC3-40
NC3-65
W MERCER ST
MERCER ST
NC3-40
NC3-40
4TH AVE W
3RD AVE W
WARREN AVE N
NC3-65
W REPUBLICAN ST
REPUBLICAN ST
2ND AVE W
1ST AVE W
QUEEN ANNE AVE N
1ST AVE N
W HARRISON ST
NC3-65
W THOMAS ST OVERPASS
W THOMAS ST
THOMAS ST
W JOHN ST
JOHN ST
WESTERN AVE W
ELLIOTT AVE W
ELLIOTT BAY TRL
2ND AVE N
DENNY WAY
1ST AVE
2ND AVE
Subject to street-level residential use limits identified in subsection 23.47A.005.C
N
0
220
440
880
Feet
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1

Map C for 23.47A.005: Uptown ((~~Urban~~)) Regional Center East




MAP C for 23.47 A.005
Uptown Regional Center East
HIGHLAND DR
BIGELOW AVE N
PROSPECT ST
WARD ST
WARD PL
6TH AVE N
ALOHA ST
NC2-40
VALLEY ST
NOB HILL AVE N
2ND AVE N
3RD AVE N
4TH AVE N
5TH AVE N
TAYLOR AVE N
ROY ST
NC3-40
MERCER ST
NC3-40
WARREN AVE N
1ST AVE N
NC3-65
REPUBLICAN ST
HARRISON ST
BROAD ST
AURORA AVE N
NC3-65
THOMAS ST
Subject to street-level residential use limits identified in subsection 23.47A.005.C
N
0
250
500
1,000
Feet
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* * *

Section 44. Section 23.47A.008 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.47A.008 Street-level development standards

* * *

C. In addition to the provisions of subsections 23.47A.008.A and 23.47A.008.B, the following standards also apply in pedestrian designated zones:

* * *

6. Space for small commercial uses at street level

a. Except as provided in subsection 23.47A.008.C.6.c, all structures abutting a principal pedestrian street that include more than 5,000 square feet of street-level commercial uses shall include small commercial spaces meeting the requirements of subsection 23.47A.008.C.6.b in the quantity required by Table A for 23.47A.008.C.

Table A for 23.47A.008.C
Number of small commercial spaces required

Total amount of square feet (sf) in street-level commercial use	**Number of small commercial spaces required**
Up to 5,000 sf	0
More than 5,000 sf up to 8,000 sf	1
More than 8,000 sf up to 12,000 sf	2
More than 12,000 sf up to 16,000 sf	3
More than 16,000 sf	4, plus 1 additional space for each additional 4,000 square feet above 16,000 square feet, up to a maximum of 8

b. Requirements for small commercial spaces. The required small commercial spaces must:

1) Contain only commercial uses;

2) Be a minimum of 300 square feet and a maximum of 1,500 square feet;

3) Have an entrance for pedestrians from the street or from a street-oriented courtyard that is no more than 3 feet above or below the sidewalk grade; and

4) Be separated from other commercial spaces by a physical divider such as a wall or partition.

c. Exception. The requirements of this subsection 23.47A.008.C.6 do not apply to structures with more than 50 percent of the total street-level gross floor area occupied by any of the following uses:

1) Arts facilities;

2) Child care centers;

3) Colleges;

4) Community clubs or community centers;

5) Libraries;

6) Institutes for advanced study;

7) Museums;

8) Performing arts ((~~theatres~~)) theaters;

9) Grocery stores less than 15,000 square feet;

10) Elementary or secondary schools;

11) Religious facilities;

12) Vocational or fine arts schools; or

13) Shopping atriums, where multiple businesses operate within a contiguous space.

d. As a Type I decision, the Director may waive the requirements of subsection 23.47A.008.C.6. The Director's decision shall be based on the availability of existing small commercial spaces on a principal pedestrian street:

1) Within the same urban ((~~village~~)) center as the structure;

2) Within 400 lineal feet of the structure, if the structure is located within ((~~an urban~~)) a regional center; or

3) Within the same pedestrian-designated zone as the structure on the same principal pedestrian street, if the structure is located outside of ((~~an urban village or urban center~~)) a regional center or an urban center.

* * *

Section 45. Section 23.47A.009 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as follows:

23.47A.009 Standards applicable to specific areas

* * *

B. West Seattle Junction ((~~Hub~~)) Urban ((~~Village~~)) Center. The following provisions apply to development in the NC3-95 zone located between SW Alaska Street, SW Edmunds Street, Fauntleroy Way SW, and 40th ((~~Ave~~)) Avenue SW:

1. Lot coverage limit. The maximum lot coverage permitted for principal and accessory structures shall not exceed 80 percent on lots 40,000 square feet in size or greater.

2. The total permitted FAR is as identified in Section 23.47A.013.

3. Maximum width of structures. The maximum width of all portions of a structure measured parallel to a north-south street lot line is 275 feet.

4. Setback and separation requirements

a. The following standards apply to structures greater than 250 feet in width measured parallel to a north-south street lot line:

1) A minimum separation of 30 feet is required between structures that are adjacent to the same north-south street lot line; and

2) A minimum setback of 15 feet is required from side lot lines that are not street side lot lines and that separate lots that abut the same north-south street lot line; and

3) Structures permitted in required setback and separation areas pursuant to this subsection 23.47A.009.B.4.a and subsection 23.47A.009.B.4.b are subject to subsection 23.47A.014.G. In addition:

a) Decks with open railings may project up to 5 feet into the required setback or separation area if they are no lower than 20 feet above existing or finished grade. Decks may cover no more than 20 percent of the total setback or separation area.

b) Unenclosed porches or steps for residential units no higher than 4 feet above the grade at the street lot line closest to the porch are permitted.

b. A setback of at least 10 feet from the street lot line is required along non-arterial north-south avenues for at least 25 percent of the lot frontage or 100 feet of the lot frontage, whichever is less.

c. Required setback and areas separating structures identified in subsections 23.47A.009.B.4.a and 23.47A.009.B.4.b shall include landscaping, paving, and lighting. Sidewalks for pedestrian access, plazas, or other approved amenity or landscaped areas are permitted in required setback or separation areas.

d. Upper-level setback requirements along SW Alaska Street

1) Structures exceeding 65 feet in height on lots abutting SW Alaska Street between 38th Avenue SW and California Avenue SW shall maintain a minimum setback of 10 feet for that portion of the structure between 45 feet and 55 feet in height.

2) For portions of a structure above 55 feet in height, an additional minimum setback is required at a rate of at least 1 foot of setback for every 5 feet of height that exceeds 55 feet, up to the maximum allowable height.

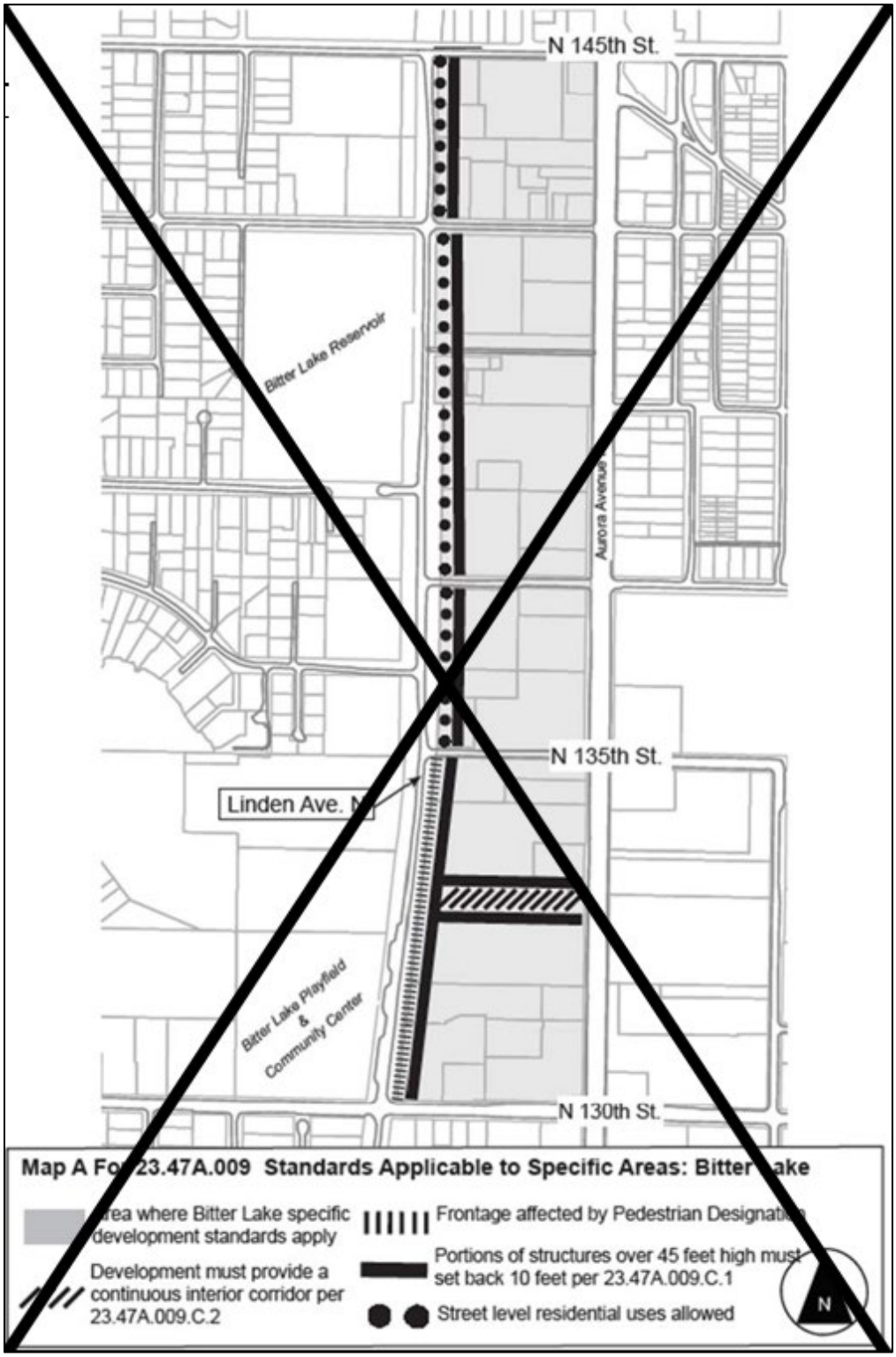
3) Structures located within 100 feet of Fauntleroy Way SW are exempt from the upper-level setback requirement.

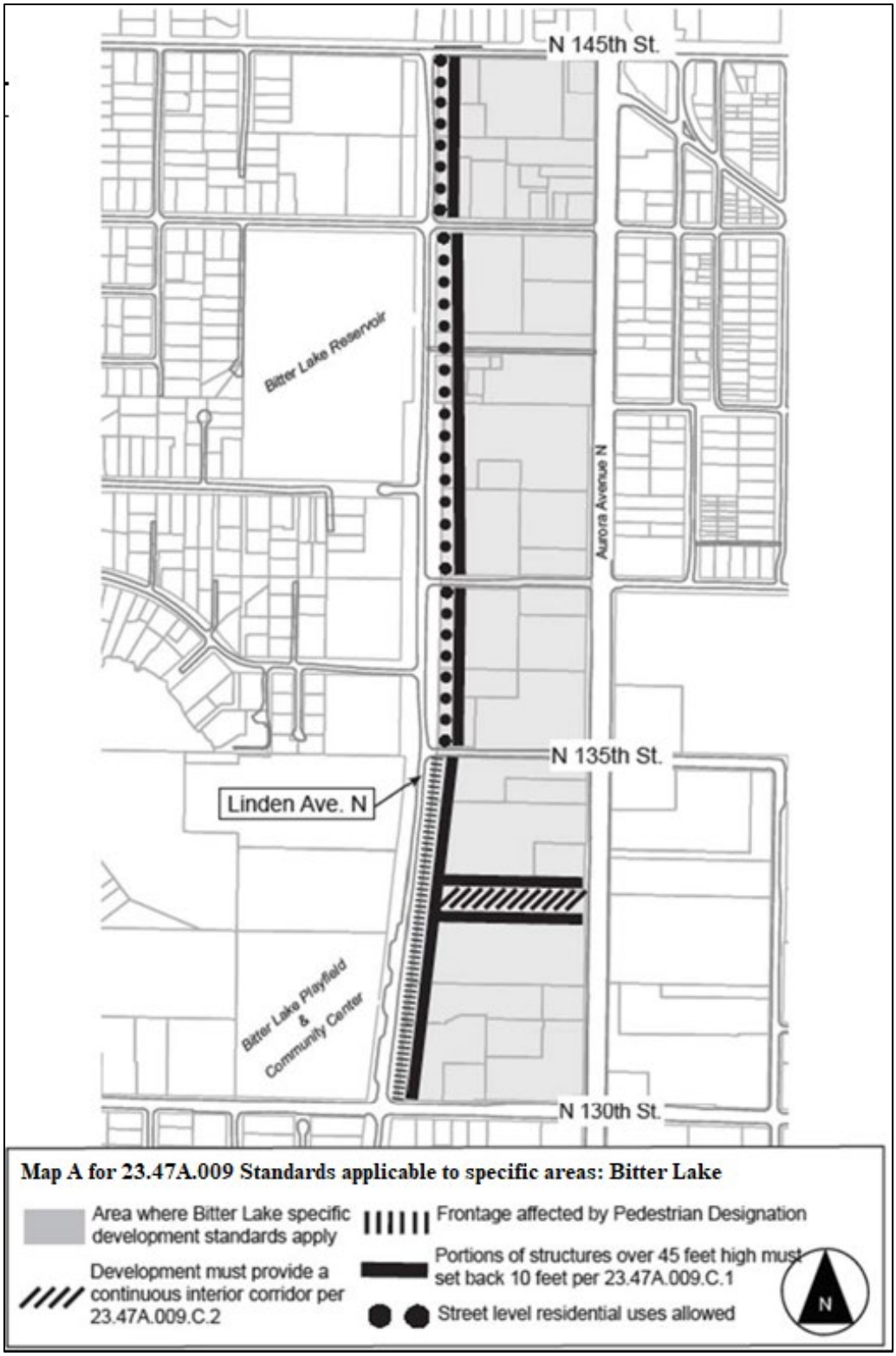
4) Heights in this subsection 23.47A.009.B.4.d shall be measured from the middle of the street lot line along SW Alaska Street.

C. Bitter Lake ((~~Village Hub Urban Village~~)) Urban Center. Development on lots designated on Map A for 23.47A.009 shall meet the following requirements:

Map A for 23.47A.009

Standards ((~~Applicable~~)) applicable to ((~~Specific Areas~~)) specific areas: Bitter Lake




N 145th St.
Bitter Lake Reservoir
Aurora Avenue N
N 135th St.
Linden Ave. N
Bitter Lake Playfield & Community Center
N 130th St.
Map A for 23.47A.009 Standards applicable to specific areas: Bitter Lake
Area where Bitter Lake specific development standards apply
Development must provide a continuous interior corridor per 23.47A.009.C.2
Frontage affected by Pedestrian Designation
Portions of structures over 45 feet high must set back 10 feet per 23.47A.009.C.1
Street level residential uses allowed
N

1

1. Upper-level setback requirement. The following standards apply to development on lots abutting the east side of Linden ((~~Ave~~)) Avenue North or along both sides of the corridor required in subsection 23.47A.009.C.2.

a. Any portion of a structure greater than 45 feet in height, measured from the finished grade along the street property line that abuts Linden Avenue North or along the access corridor required in subsection 23.47A.009.C.2, measured from the finished grade along the edge of the access corridor, shall set back an average of 10 feet from the lot line abutting Linden Avenue North or from the edge of the access corridor as measured according to Section 23.86.012. The maximum depth of a setback that can be used for calculating the average setback is 20 feet.

b. Structures permitted in required setbacks are subject to subsection 23.47A.014.G.

2. Corridor requirement. An access corridor shall be provided on lots over 8 acres that abut Linden Avenue North and Aurora Avenue North, to connect Linden Avenue North and Aurora Avenue North. The location of the proposed corridor shall be clearly shown on the site plan that is submitted with the permit application.

a. The corridor shall have a minimum width of 40 feet and a maximum width of 60 feet.

b. The point at which the corridor intersects Linden Avenue North and Aurora Avenue North shall be at least 335 feet south of the south boundary of the North 135th Street right-of-way, and 700 feet north of the north boundary of the North 130th Street right-of-way, as illustrated by example in Map A for 23.47A.009.

c. The corridor shall include a minimum of one walkway, at least 6 feet wide, extending between Linden Avenue North and Aurora Avenue North. If vehicle access is provided within the corridor, the corridor shall include walkways at least 6 feet wide along both sides of the vehicle access.

d. Landscaping shall be provided along the corridor. If vehicle access is provided within the corridor, trees shall be provided between the walkways and vehicle travel lanes. The Director will determine the number, type, and placement of trees to be provided in order to:

1) Match trees to the available space;

2) Complement existing or planned street trees on abutting streets; and

3) Encourage healthy growth through appropriate spacing.

e. Pedestrian-scaled lighting shall be provided along the corridor.

f. The corridor shall not include any features or structures except the following:

1) Vehicle access, not more than one lane in each direction and meeting the standards of Section 23.54.030.

2) Parking meeting the standards of Section 23.54.030 is allowed along vehicle access lanes within the corridor. Such parking is in addition to the maximum number of spaces allowed under subsection 23.54.015.C.2. The requirements of subsection 23.47A.032.A do not apply to access to parking from the corridor.

3) Overhead horizontal building projections of an architectural or decorative character such as cornices, eaves, sills, and gutter, provided that they project no more than 18 inches from the structure facade.

4) Ramps or other devices that provide access for the disabled and elderly and that meet the standards of the Seattle Building Code are permitted.

5) Stairs or ramps to accommodate changes in grade.

6) Underground structures.

7) Unenclosed porches or steps for residential units no higher than 4 feet above the finished grade of the corridor are permitted to project no more than 4 feet into the corridor.

8) Green stormwater infrastructure.

9) Features required elsewhere in this subsection 23.47A.009.C.2.

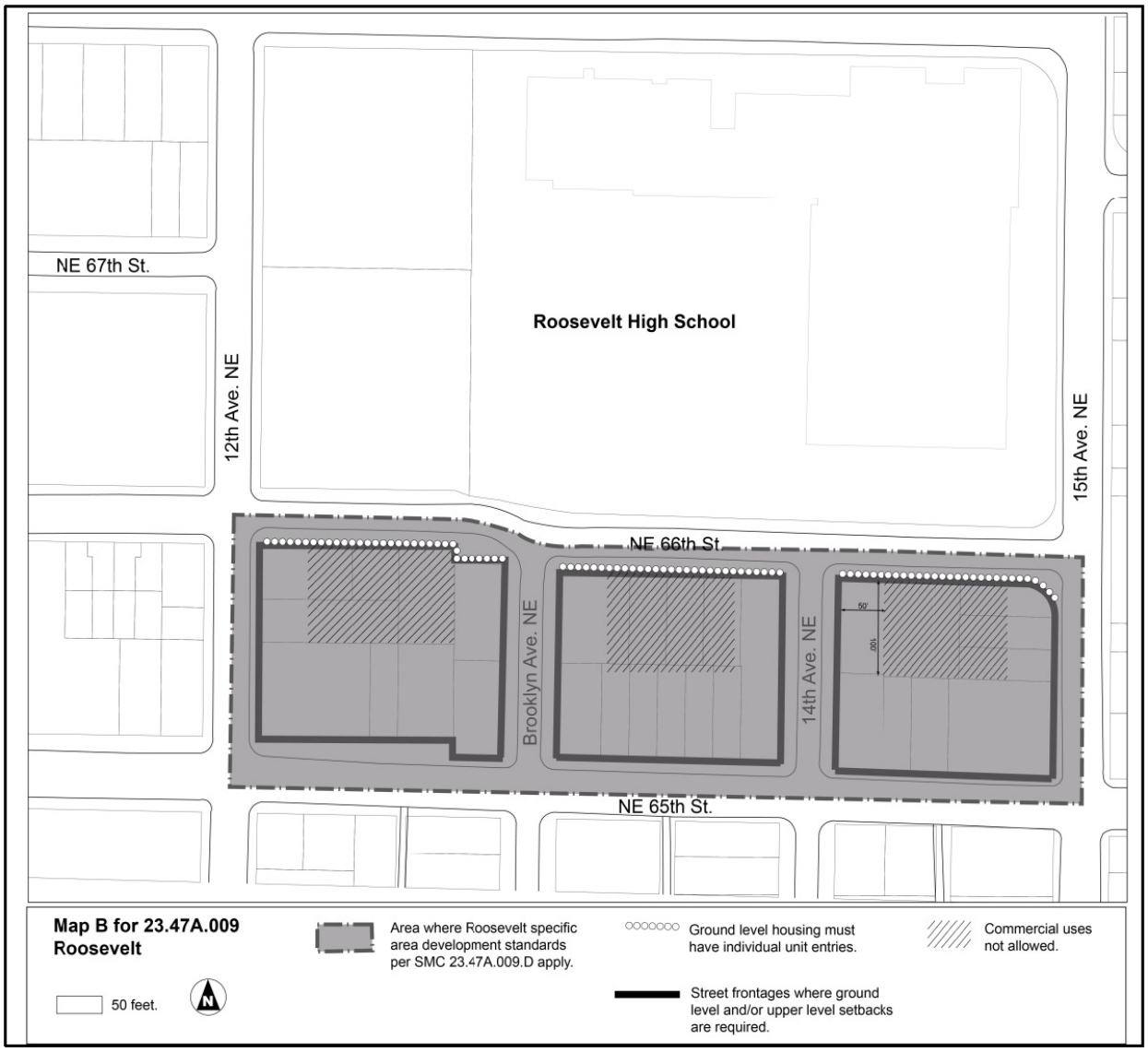
10) The Director may approve other features or structures, such as overhead weather protection, signage, and art, that do not impede safe access from the site to Linden Avenue North and Aurora Avenue North, and that enhance pedestrian comfort and safety of the corridor.

g. If the area proposed for development on a site meeting the size threshold for this subsection 23.47A.009.C.2 is less than the full lot, the Director may waive or modify the access corridor requirement, if the applicant submits a site plan demonstrating how Linden Avenue North and Aurora Avenue North will be connected by an access corridor when the remainder of the lot is developed.

D. Roosevelt Urban ((~~Village~~)) Center. The following provisions apply within the area shown on Map B for 23.47A.009.

Map B for 23.47A.009

Roosevelt



1. Setback requirements

a. The following setbacks are required from the listed street property lines:

1) Northeast 66th Street. An average ground-level setback of 10 feet along the length of the street property line and a minimum upper-level setback of 4 feet. The minimum upper-level setback shall be provided in addition to the required ground-level setback

at all points along the length of the street property line at 45 feet of height and above, as measured from average finished grade.

2) Brooklyn Avenue Northeast. An average ground-level setback of 5 feet along the length of the street property line and a minimum upper-level setback of 4 feet. The minimum upper-level setback shall be provided in addition to the required ground-level setback at all points along the length of the street property line at 45 feet of height and above, as measured from average finished grade.

3) 14th Avenue Northeast. An average ground-level setback of 15 feet and a minimum ground-level setback of 5 feet along the length of the street property line and a minimum upper-level setback of 3 feet. The minimum upper-level setback shall be provided in addition to the required ground-level setback at all points along the length of the street property line at 45 feet of height and above, as measured from average finished grade.

4) 15th Avenue Northeast. A minimum ground-level setback of 5 feet along the length of the street property line and an average upper-level setback of 7 feet. The average upper-level setback shall be provided in addition to the required ground-level setback at all points along the length of the street property line at 45 feet of height and above, as measured from average finished grade.

5) Northeast 65th Street and 12th Avenue Northeast. An average ground-level setback of 8 feet shall be provided, and the setback may include pedestrian access and circulation.

b. Structures permitted in required setbacks are subject to subsection 23.47A.014.G, except that:

1) Decks with open railings may project up to 5 feet into the required setback area if they are no lower than 20 feet above existing or finished grade. Decks may cover no more than 20 percent of the total setback area.

2) Stoops or porches providing direct access to individual housing units may project up to 5 feet into the required ground-level setback area, except that portions of stoops or porches not more than 2.5 feet in height from existing or finished grade, whichever is lower, may extend to a street lot line. The 2.5-foot height limit for stoops or porches does not apply to guard rails or hand rails. Such stoops or porches shall cover no more than 20 percent of the total ground-level setback area.

3) Fences no greater than 4 feet in height are permitted in the required ground-level setback, and up to 2 feet of additional height for architectural features such as arbors or trellises on the top of a fence is permitted. Fence height may be averaged along sloping grades for each 4 foot long segment of the fence, but in no case may any portion of the fence exceed 6 feet in height.

c. Where required setbacks may be averaged, measurement shall be pursuant to subsection 23.86.012.A and the following:

1) Where a building is set back more than 30 feet from a lot line at ground level, 30 feet shall be used as the ground-level setback amount for averaging purposes.

2) Where averaging is allowed for a required upper-level setback, the measurement shall be taken horizontally from points directly above the lot line to the facade of the structure at the height where the upper-level setback is required.

2. Landscaping. Required ground-level setbacks shall be landscaped, and may include paving and lighting to enhance pedestrian safety and comfort. Sidewalks, plazas, and

other amenities or landscaped areas approved by the Director are permitted in required ground-level setbacks.

3. Limit on commercial uses. Commercial uses are prohibited within 80 feet of the street property line of Northeast 66th Street, except within 50 feet of the intersections of Northeast 66th Street with Brooklyn Avenue Northeast, 14th Avenue Northeast, 12th Avenue Northeast, and 15th Avenue Northeast, as shown on Map B for 23.47A.009.

4. Housing units on the ground floor. All housing units with a facade that faces Northeast 66th Street with no intervening housing units or commercial uses between the housing unit and the Northeast 66th Street lot line, and located on the first floor of a building, shall have the primary pedestrian entrance to each housing unit directly accessible from the exterior of the structure rather than a primary pedestrian entry through a common entrance hallway.

5. Underground parking. Parking shall be located below grade, except a portion of a below-grade garage may extend up to 4 feet above existing or finished grade, whichever is lower, provided that the parking that extends above grade is fully screened from direct street view by the street-facing facade of the structure or by landscaping.

* * *

F. Ballard ((~~Hub Urban Village~~)) Regional Center. The following provisions apply to development proposed in NC zones within the Ballard ((~~Hub Urban Village~~)) Regional Center.

1. Maximum lot coverage on lots 40,000 square feet in size or greater:

a. The maximum lot coverage permitted for principal and accessory structures is 80 percent of the lot area.

b. Lot coverage exceptions. The following structures or portions of structures are not counted in the lot coverage calculation:

1) Portions of a structure that are below grade or that do not extend more than 4 feet above the existing or finished grade, whichever is lower.

2) The first 18 inches of overhead horizontal building projections of an architectural or decorative character, such as cornices, eaves, sills, and gutters.

3) Ramps or other devices that provide access for the disabled and elderly and that meet the standards of the Seattle Existing Building Code.

4) The first 4 feet of unenclosed porches or steps for residential units.

c. In the 20 percent of the lot that remains uncovered, as required by this subsection 23.47A.009.F.1, not more than ten parking spaces may be provided, and applicants are encouraged to provide elements at grade that enhance the usability and livability of the lot for residents and tenants such as pedestrian circulation areas, landscaping, lighting, weather protection, art, or other similar features.

2. Facade modulation

a. Facade modulation requirements apply to all portions of a street-facing facade of a structure up to a height of 45 feet located within 10 feet of a street lot line, according to provisions of subsection 23.47A.009.F.2.c.

b. The maximum width of any unmodulated street-facing facade is 100 feet. Facades longer than 100 feet shall be modulated at no greater than 100-foot intervals by stepping back the facade from the street lot line for a minimum depth of 10 feet and a minimum width of 15 feet.

c. Facade modulation requirements do not apply to portions of a structure that are below grade or that do not extend more than 2 feet above the existing or finished grade at the street lot line, whichever is lower.

3. Maximum structure width

a. The maximum allowed structure width is 250 feet.

b. Structure width limits do not apply to portions of a structure that are below grade or that do not extend more than 2 feet above the existing or finished grade at the street lot line, whichever is lower.

4. Setback requirements

a. Street-level setbacks

1) In the area shown on Map D for 23.47A.009, portions of a structure up to 10 feet above the abutting sidewalk grade facing 15th Avenue NW shall be set back from the street lot line by a minimum depth of 6 feet up to a maximum depth of 10 feet.

2) The provisions of subsection 23.47A.009.F.2 do not apply to the area described in subsection 23.47A.009.F.4.a.1.

b. Upper-level setbacks

1) A setback with an average depth of 10 feet from all abutting street lot lines is required for portions of a structure above a height of 45 feet. The maximum depth of a setback that can be used for calculating the average setback is 20 feet.

2) A setback with an average depth of 15 feet from all street lot lines is required for portions of a structure above a height of 65 feet. The maximum depth of a setback that can be used for calculating the average setback is 25 feet.

5. Structures permitted in required setback and separation areas according to this subsection 23.47A.009.F are subject to subsection 23.47A.014.G.

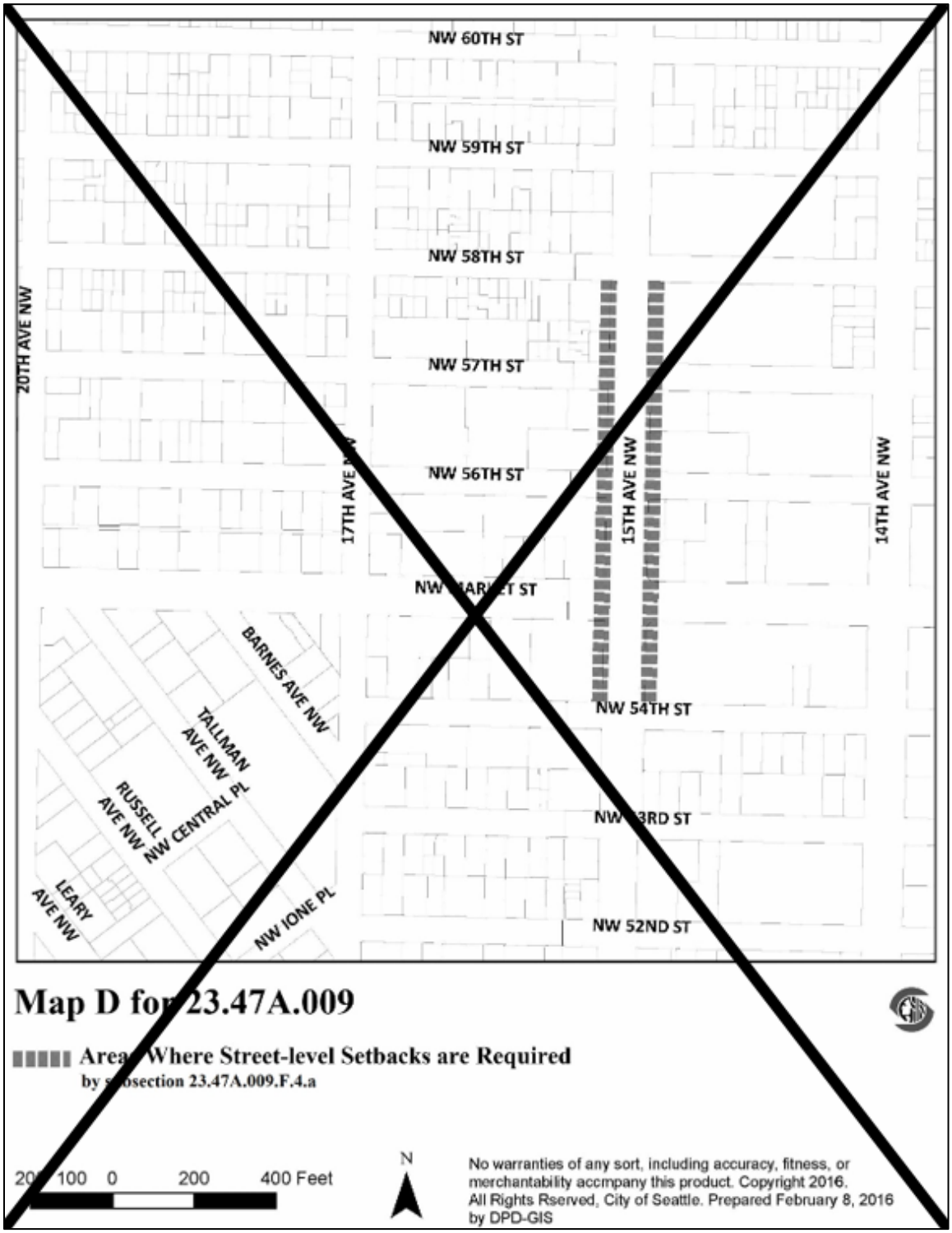
6. In the area shown on Map E for ((~~Section~~)) 23.47A.009:

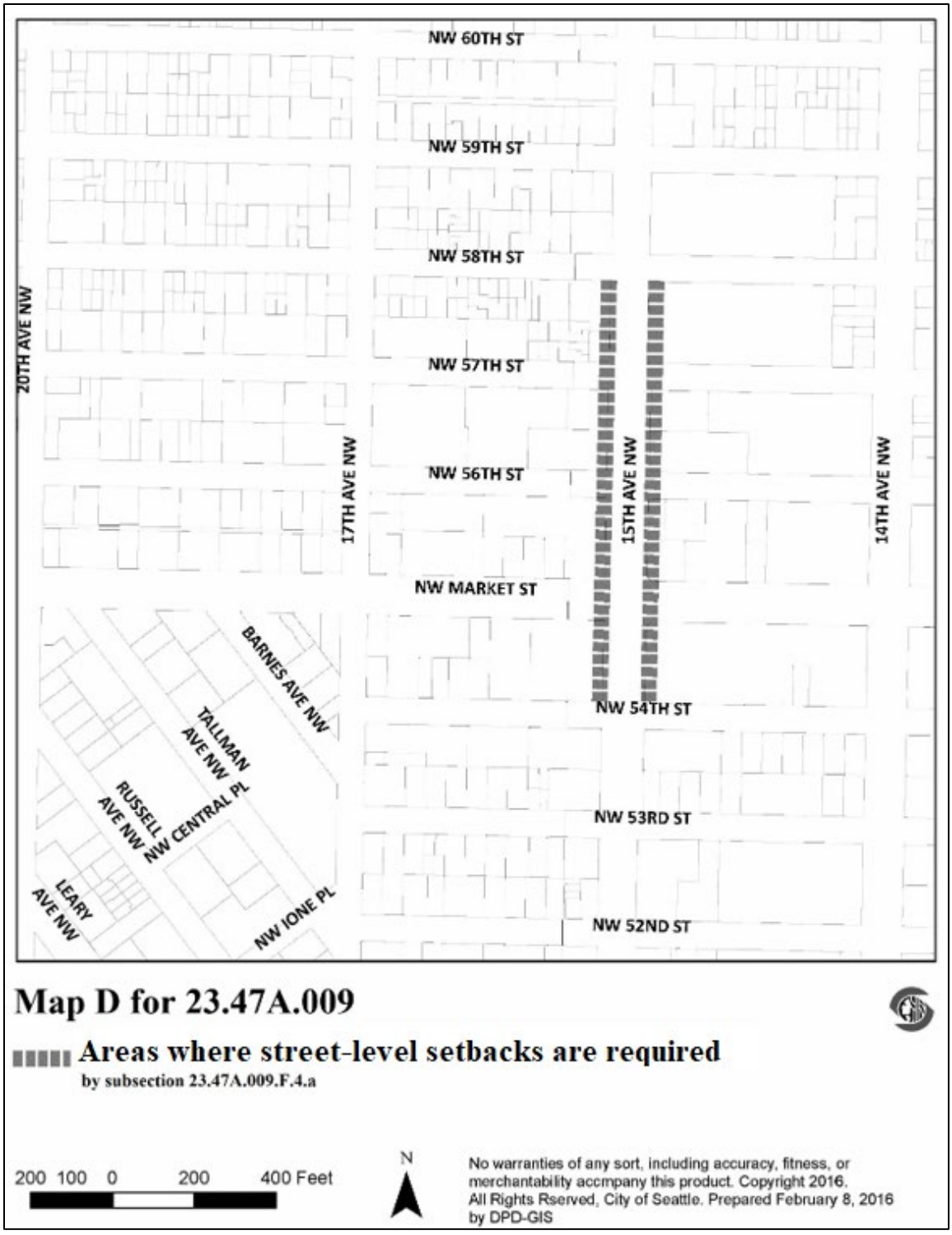
a. All dwelling units shall have sound-insulating windows sufficient to maintain interior sound levels at 60 decibels or below in consideration of existing environmental noise levels at the site. The applicant shall submit an analysis of existing noise levels and documentation of the sound insulating capabilities of windows shall be indicated on the plan.

b. All dwelling units shall have a permanently installed air cooling system and a balanced ventilation system, which may be combined. The ventilation system shall filter any outdoor air supply through filters rated MERV 13 or higher as determined by the American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE). The air cooling and ventilation systems shall be indicated on the plan.

Map D for 23.47A.009

Areas ((~~Where Street-level Setbacks~~)) <u>where street-level setbacks</u> are ((~~Required~~)) <u>required</u>

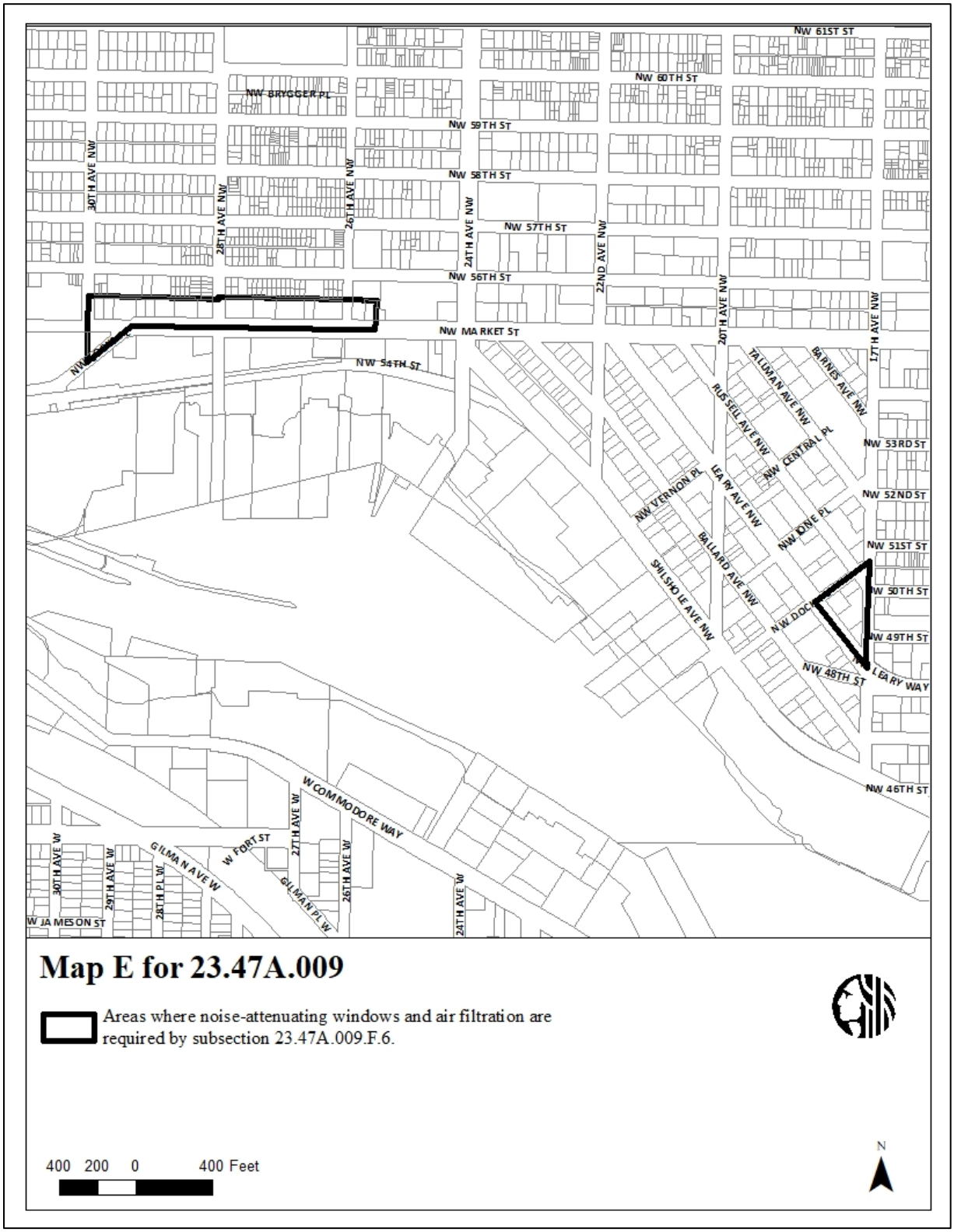



NW 60TH ST
NW 59TH ST
NW 58TH ST
NW 57TH ST
NW 56TH ST
NW MARKET ST
NW 54TH ST
NW 53RD ST
NW 52ND ST
20TH AVE NW
17TH AVE NW
15TH AVE NW
14TH AVE NW
BARNES AVE NW
TALLMAN AVE NW
RUSSELL AVE NW
NW CENTRAL PL
LEARY AVE NW
NW IONE PL
Map D for 23.47A.009
Areas where street-level setbacks are required
by subsection 23.47A.009.F.4.a
200 100 0 200 400 Feet
N
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Map E for 23.47A.009

Areas where noise-attenuating windows and air cooling and ventilation are required



G. University ((~~Community Urban~~)) District Regional Center. The following provisions apply to specified NC zones within the portion of the University ((~~Community Urban~~)) District Regional Center west of 15th Avenue NE.

1. Maximum width and depth limits. The following standards apply to NC zones with a mapped height limit exceeding 40 feet:

a. The maximum width and depth of a structure is 250 feet, except as otherwise provided in this subsection 23.47A.009.G.1. The width and depth limits do not apply to below-grade or partially below-grade stories with street-facing facades that do not extend more than 4 feet above the sidewalk, measured at any point above the sidewalk elevation to the floor above the partially below-grade story, excluding access.

b. For the stories of a structure subject to width and depth limits, all portions of the same story that are horizontally contiguous, including any portions connected by doorways, ramps, bridges, stairways, and other such features, shall be included in the measurement of width and depth. The width and depth limit of stories in separate structures or structures on the same lot that abut but are not internally connected shall be measured separately. Designated Landmark structures and vulnerable masonry structures included on a list promulgated by the Director that are retained on the lot are excluded from the width and depth measurement, whether or not internally or externally connected to a new structure.

c. Width and depth limits do not apply to stories of a structure with more than 50 percent of the total gross floor area occupied by any of the following uses:

1) Community clubs or community centers;

2) Religious facilities;

3) Arts facilities;

4) Child care centers or elementary or secondary schools; or

5) Performing arts theaters.

2. Provisions for the transfer of development rights (TDR) and transfer of development potential (TDP)

a. Lots located in NC3 and NC3P zones with height limits of 55 feet or greater are eligible as open space, vulnerable masonry structure, or Landmark TDR and TDP sending sites if the lot meets the definition of the applicable TDR or TDP sending site in Chapter 23.84A and meets all applicable standards in Section 23.58A.042.

b. The maximum amount of TDR and TDP that can be transferred from an eligible sending site shall not exceed an amount of floor area equivalent to the numerical value of the FAR permitted on a lot that is solely occupied by residential uses or ((~~non-residential~~)) nonresidential uses in the zone where the sending site is located, as shown on Table A for 23.47A.013, multiplied by the lot area of the sending site and minus the sum of any chargeable floor area on the lot plus any TDR and TDP previously transferred.

c. Eligible receiving sites are limited to those lots in SM-U zones specified in subsection 23.48.623.C.

* * *

Section 46. Section 23.47A.012 of the Seattle Municipal Code, last amended by Ordinance 127025, is amended as follows:

23.47A.012 Structure height

A. The height limit for structures in NC zones or C zones is as designated on the Official Land Use Map, Chapter 23.32. Structures may not exceed the applicable height limit, except as otherwise provided in this Section 23.47A.012.

1. In zones with a 30-foot or 40-foot mapped height limit:

a. The height of a structure may exceed the otherwise applicable limit by up to 4 feet, subject to subsection 23.47A.012.A.1.c, provided the following conditions are met:

1) Either: ((~~a) A~~)) a floor-to-floor height of 13 feet or more is provided for ((~~non-residential~~)) nonresidential uses at street level; or ((~~b) A~~)) a residential use is located on a street-level, street-facing facade, provided that the average height of the exterior facades of any portion of a story that is partially below-grade does not exceed 4 feet, measured from existing or finished grade, whichever is less, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade; and

2) The additional height allowed for the structure will not allow an additional story beyond the number that could be built under the otherwise applicable height limit.

b. The height of a structure may exceed the otherwise applicable limit by up to 7 feet, subject to subsection 23.47A.012.A.1.c, provided all of the following conditions are met:

1) Residential and multi-purpose retail sales uses are located in the same structure;

2) The total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 square feet;

3) A floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level;

4) The additional height allowed for the structure will not allow an additional story beyond the number that could be built under the otherwise applicable height limit if a floor-to-floor height of 16 feet were not provided at street level; and

5) The structure is not allowed additional height under subsection 23.47A.012.A.1.a.

c. The Director shall reduce or deny the additional structure height allowed by this subsection 23.47A.012.A.1 if the additional height would significantly block views from neighboring residential structures of any of the following: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, Green Lake, Puget Sound, Lake Washington, Lake Union, or the Ship Canal.

2. Within the Station Area Overlay District within the University ((~~Community Urban~~)) District Regional Center, maximum structure height may be increased to 125 feet when all of the following are met:

a. The lot is within two blocks of a planned or existing light rail station;

b. The proposed use of the lot is functionally related to other office development, permitted prior to 1971, to have over 500,000 square feet of gross floor area to be occupied by a single entity;

c. A transportation management plan for the life of the use includes incentives for light rail and other transit use by the employees of the office use;

d. The development shall provide street-level amenities for pedestrians and shall be designed to promote pedestrian interest, safety, and comfort through features such as landscaping, lighting, and transparent facades, as determined by the Director; and

e. This subsection 23.47A.012.A.2 can be used only once for each development that is functionally related.

3. On a lot containing a peat settlement-prone environmentally critical area, the height of a structure may exceed the otherwise applicable height limit and the other height allowances provided by this Section 23.47A.012 by up to 3 feet. In addition, 3 more feet of height may be allowed for any wall of a structure on a sloped lot, provided that on the uphill sides of the structure, the maximum elevation of the structure height shall be no greater than the height allowed by the first sentence of this subsection 23.47A.012.A.3. The Director may apply the allowances in this subsection 23.47A.012.A.3 only if the following conditions are met:

a. The Director finds that locating a story of parking underground is infeasible due to physical site conditions such as a high water table;

b. The Director finds that the additional height allowed for the structure is necessary to accommodate parking located partially below grade that extends no more than 6 feet above existing or finished grade, whichever is lower, and no more than 3 feet above the highest existing or finished grade along the structure footprint, whichever is lower, as measured to the finished floor level above; and

c. Other than the additional story of parking allowed according to this subsection 23.47A.012.A.3, the additional height shall not allow an additional story beyond the number of stories that could be built under the otherwise applicable height limit.

4. In zones that are located within the Pike/Pine Conservation Overlay District with a mapped height limit of 75 feet, the provisions of Section 23.73.014 apply.

5. In Commercial zones bounded by ((~~S.~~)) South Dawson ((~~St.~~)) Street to the north, 5th ((~~Ave. S.~~)) Avenue South to the east, ((~~S.~~)) South Fidalgo ((~~St.~~)) Street to the south,

and 3rd ((~~Ave. S.~~)) Avenue South to the west, the height of a structure may exceed the otherwise applicable limit by up to 10 feet, provided all of the following conditions are met:

a. The applicant makes a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment in accordance with Chapter 23.58D;

b. The development includes at least five stories solely occupied by residential uses;

c. At least 20 percent of the street frontage at ((~~street-level~~)) street level of the development shall be street-level uses from the list in subsection 23.47A.005.D.1;

d. A floor-to-floor height of 20 feet or more is provided for the ((~~non-residential~~)) nonresidential uses at street level provided to comply with the provisions of subsection 23.47A.012.A.5.c; and

e. All dwelling units in the development have sound-insulating windows and air cooling and ventilation systems meeting the requirement of subsection 23.47A.009.J.4 and 23.47A.009.J.5.

* * *

F. Additional height in NC3-200 and NC3P-200 zoned areas in the First Hill/Capitol Hill ((~~Urban~~)) Regional Center((~~32~~))

In the NC3-200 and NC3P-200 zones in the First Hill/Capitol Hill ((~~Urban~~)) Regional Center, additional height above the otherwise applicable height limit of 200 feet may be permitted to accommodate floor area achieved through the provisions of subsection 23.47A.013.F and Section 23.58A.042 if the development meets the following requirements:

1. The development does not exceed 350 feet in height, except that rooftop features may exceed 350 feet in height if they comply with subsection 23.47A.012.C.

2. Only extra floor area achieved through subsection 23.47A.013.F may be located above 200 feet.

Section 47. Section 23.47A.013 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.47A.013 Floor area ratio

A. Floor area ratio (FAR) limits. Except as provided in subsections 23.47A.013.C and 23.47A.013.D, FAR limits apply in C zones and NC zones as shown in Table A for 23.47A.013 and Table B for 23.47A.013. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.47A.013
Floor area ratio (FAR) limit outside of ((~~the~~)) Station Area Overlay ((~~District~~)) Districts

Height limit (in feet)	**FAR**
30	2.5
40	3.0[1]
55	3.75
65	4.5
75	5.5
85	5.75
95	6.25
145	7
200	8.25[2]

Footnotes to Table A for 23.47A.013
[1] Except that zones without a mandatory housing affordability suffix have a maximum FAR of 3.25.
[2] Except that within the First Hill/Capitol Hill ((~~Urban~~)) Regional Center, the maximum FAR is 12 if the development contains at least 4 FAR of residential uses.

* * *

C. Within the Station Area Overlay District within the University ((~~Community Urban~~)) District Regional Center, for office structures permitted prior to 1971, the area of the lot for

purposes of calculating permitted FAR is the tax parcel created prior to the adoption of Ordinance 121846 on which the existing structure is located, provided the office structure is to be part of a functionally related development occupied by a single entity with over 500,000 square feet of area in office use. The floor area of above-grade pedestrian access is exempt from the FAR calculations of this subsection 23.47A.013.C, and the maximum permitted FAR is 8.

D. Within the portion of the Greenwood ((~~Residential~~)) Urban ((~~Village~~)) Center, on lots zoned NC2-55 that are located abutting NW 85th Street between 1st Avenue NW and 3rd Avenue NW, the total permitted FAR within a mixed-use structure containing residential and ((~~non-residential~~)) nonresidential uses is 4.

E. Minimum FAR

1. A minimum FAR shown in Table C for 23.47A.013 is required whenever more than 1,000 square feet of gross floor area is added to or removed from a lot located in:

a. A pedestrian-designated zone in ((~~an urban center, urban village,~~)) a regional center, an urban center, or a Station Area Overlay District; or

b. The Northgate Overlay District and abutting a Major Pedestrian Street as shown on Map A for 23.71.004.

Table C for 23.47A.013
Minimum floor area ratio (FAR)

Height limit (in feet)	**Minimum FAR**
30	1.5
40	1.5
55	2
65	2
75	2
85	2
95	2
145	2.5
200	2.5

2. The minimum FAR requirement provided in subsection 23.47A.013.E.1 does not apply if:

a. Additional floor area is added to an existing structure on a lot that is nonconforming with respect to the minimum FAR shown in Table C for 23.47A.013;

b. The lot is larger than five acres;

c. All existing gross floor area is demolished to create a vacant lot;

d. Parks and open space is the principal use of the lot; or

e. The lot is to be occupied by a nonprofit medical service use that provides a specialized service, such as kidney dialysis, that is not currently provided in the applicable urban ((~~village~~)) center.

3. Portions of the lot designated as a steep slope, wetland, or riparian corridor or as a buffer to one of these areas, as defined in Chapter 25.09, shall not be included when calculating lot size for the purpose of determining the minimum FAR requirement provided in subsection 23.47A.013.E.1.

4. The Director, in consultation with the Director of the Department of Neighborhoods, may waive the minimum FAR requirement provided in subsection 23.47A.013.E.1 for lots that contain a designated Landmark, or for lots within a Landmark District pursuant to Title 25 or within a Special Review District pursuant to Chapter 23.66, if the Director determines a waiver is necessary to preserve the integrity of a Landmark or meet adopted District design and development guidelines.

5. The Director may waive the minimum FAR requirement provided in subsection 23.47A.013.E.1 for lots within the Pike/Pine Conservation Overlay District pursuant to Chapter

23.32, if the Director determines that the proposed development promotes neighborhood conservation objectives.

6. The following gross floor area is not counted toward the minimum FAR requirement provided in subsection 23.47A.013.E.1:

a. All stories, or portions of stories, that are underground; and

b. Gross floor area containing parking.

F. Extra floor area in NC3-200 and NC3P-200 zoned areas in the First Hill/Capitol Hill ((~~Urban~~)) Regional Center

In the NC3-200 and NC3P-200 zones in the First Hill/Capitol Hill ((~~Urban~~)) Regional Center, extra floor area above the otherwise applicable FAR limit of 8.25 for nonresidential structures or 12 for structures with at least 4 FAR in residential use may be achieved pursuant to the provisions of this subsection 23.47A.013.F and Section 23.58A.042 if the development meets the following conditions:

1. Extra floor area must be gained through the transfer of TDP/TDR pursuant to the provisions of Section 23.58A.042. For purposes of calculating the amount of TDP/TDR that may be transferred, the otherwise applicable FAR limits in subsection 23.47.013.A shall be the base FAR.

2. The sending site must be located in a NC3-200 or NC3P-200 zoned area in the First Hill/Capitol Hill ((~~Urban~~)) Regional Center and the lot receiving the transfer of floor area must be on the same block as the sending site.

3. The amount of extra floor gained from this subsection 23.47A.013.F by any one development may not exceed 110,526 square feet.

4. For purposes of this subsection 23.47A.013.F, the transfer of development rights to gain extra ((~~non-residential~~)) nonresidential floor area is TDR and the transfer of development potential to gain extra residential floor area is TDP.

5. The only types of TDP and TDR that may be transferred pursuant to this subsection 23.47A.013.F are Landmark TDP and TDR.

Section 48. Section 23.48.002 of the Seattle Municipal Code, last amended by Ordinance 125792, is amended as follows:

23.48.002 Scope of provisions

A. This Chapter 23.48 identifies uses that are or may be permitted in all Seattle Mixed zones and establishes development standards. The Seattle Mixed zone boundaries are shown on the Official Land Use Map. Seattle Mixed zone designations for specific geographic areas are identified in Table A for 23.48.002. The SM-SLU designation with a height limit suffix may be applied to SM-SLU zoned land in the South Lake Union ((~~Urban~~)) Regional Center. The SM-D designation with a height limit range may be applied to SM-D zoned land in the West Dravus area. The SM-NR designation with a height limit suffix may be applied to SM-NR zoned land in the North Rainier area. The SM-U designation with a height limit suffix may be applied to SM-U zoned land in the University ((~~Community Urban~~)) District Regional Center. The SM-UP designation with a height limit suffix may be applied to SM-UP zoned land in the Uptown ((~~Urban~~)) Regional Center. The SM-RB designation with a height limit suffix may be applied to SM-RB zoned land in the Rainier Beach Urban ((~~Village~~)) Center. The SM-NG designation with a height limit suffix may be applied to SM-NG zoned land in the Northgate ((~~Urban~~)) Regional Center.

Table A for 23.48.002 Seattle Mixed designations for geographic areas	
Zone designation	**Geographic area**
SM-D	West Dravus area
SM-NG	Northgate ((~~Urban~~)) Regional Center
SM-NR	North Rainier area
SM-RB	Rainier Beach
SM-SLU	South Lake Union ((~~Urban~~)) Regional Center
SM-U	University ((~~Community Urban~~)) District Regional Center
SM-UP	Uptown ((~~Urban~~)) Regional Center

* * *

Section 49. Section 23.48.021 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.48.021 Extra floor area in Seattle Mixed zones

* * *

B. Calculation outside of specific areas

1. Means to achieve extra residential floor area. If the maximum height limit for residential use is 85 feet or lower or the lot is located outside of the South Lake Union ((~~Urban~~)) Regional Center, SM-U zones, and the Mount Baker Station Area Overlay District, the applicant shall use bonus residential floor area for affordable housing pursuant to Section 23.58A.014 to achieve all extra residential floor area on the lot.

2. Means to achieve extra ((~~non-residential~~)) nonresidential floor area. If the maximum height limit for ((~~non-residential~~)) nonresidential use is 85 feet or lower or the lot is located outside of the South Lake Union ((~~Urban~~)) Regional Center, SM-U zones, and the Mount Baker Station Area Overlay District, the applicant shall use bonus ((~~non-residential~~)) nonresidential floor area for affordable housing and child care pursuant to Section 23.58A.024 to achieve all extra ((~~non-residential~~)) nonresidential floor area on the lot.

* * *

Section 50. Section 23.48.220 of the Seattle Municipal Code, last amended by Ordinance 126821, is amended as follows:

23.48.220 Floor area ratio (FAR) in South Lake Union ((~~Urban~~)) Regional Center

A. General provisions

1. Except as otherwise specified in this subsection 23.48.220.A, FAR limits for specified SM zones within the South Lake Union ((~~Urban~~)) Regional Center are as shown in Table A for 23.48.220 and Table B for 23.48.220. In the zones shown on Table A for 23.48.220, all non-exempt floor area above the base FAR is considered extra floor area. Extra floor area may be obtained, up to the maximum FAR, only through the provision of public amenities according to Section 23.48.021 and Chapter 23.58A.

Table A for 23.48.220
FAR limits for specified zones in South Lake Union ((~~Urban~~)) Regional Center

Zone	FAR limits for ((~~non-residential~~)) nonresidential uses		Maximum FAR for structures that do not exceed the base height limit and include residential use[1]
	Base FAR	Maximum FAR	
SM-SLU 100/65-145	4.5	6.5	4.5
SM-SLU 85/65-160	4.5	7	4.5
SM-SLU 175/85-280	4.5[2]	8	6
SM-SLU 85-280	0.5/3[3]	NA	6
SM-SLU 240/125-440	5[2]	8	10

Footnotes to Table A for 23.48.220
NA (not applicable) refers to zones where uses are not subject to an FAR limit.
[1] All portions of residential structures that exceed the base height, including portions restricted to the podium height limit, are exempt from FAR limits.
[2] In the SM-SLU 175/85-280, and SM-SLU 240/125-440 zones, an additional increment of 0.5 FAR above the base FAR is permitted on lots meeting the requirements of subsection 23.48.220.A.3.

Table A for 23.48.220 FAR limits for specified zones in South Lake Union ((~~Urban~~)) Regional Center			
Zone	**FAR limits for ((~~non-residential~~)) nonresidential uses**		**Maximum FAR for structures that do not exceed the base height limit and include residential use[1]**
	Base FAR	**Maximum FAR**	
[3] The 3 FAR limit applies to religious facilities. For all other ((~~non-residential~~)) nonresidential uses, the 0.5 FAR limit applies.			

* * *

5. In the SM-SLU 100/65-145, SM-SLU 85/65-160, SM-SLU 175/85-280, SM-SLU 85-280, and SM-SLU 240/125-440 zones within South Lake Union ((~~Urban~~)) Regional Center, for residential tower structures that have only ((~~non-residential~~)) nonresidential uses up to or above the base height limit for residential uses, the FAR limits for all ((~~non-residential~~)) nonresidential uses in the structure are the same as the FAR limits specified for ((~~non-residential~~)) nonresidential uses in Table A for 23.48.220.

* * *

Section 51. Section 23.48.221 of the Seattle Municipal Code, last amended by Ordinance 125163, is amended as follows:

23.48.221 Extra floor area in South Lake Union ((~~Urban~~)) Regional Center

A. Calculation outside of an adopted Local Infrastructure Project Area

1. Means to achieve extra residential floor area. If the maximum height limit for residential use is greater than 85 feet and the lot is located in the South Lake Union ((~~Urban~~)) Regional Center, the applicant shall:

a. ((~~achieve~~)) Achieve 60 percent of the extra residential floor area on the lot by using bonus residential floor area for affordable housing pursuant to Section 23.58A.014; and

b. ((~~achieve~~)) Achieve 40 percent of the extra residential floor area by using open space TDP or Landmark TDP pursuant to subsection 23.48.221.A and Section 23.58A.042.

2. Means to achieve extra ((~~non-residential~~)) nonresidential floor area. If the maximum height limit for ((~~non-residential~~)) nonresidential use is greater than 85 feet and the lot is located in the South Lake Union ((~~Urban~~)) Regional Center, the applicant shall:

a. ((~~achieve~~)) Achieve 75 percent of the extra ((~~non-residential~~)) nonresidential floor area on the lot by using bonus non-residential floor area for affordable housing and child care pursuant to Section 23.58A.024, or housing TDR pursuant to subsection 23.48.221.B and Section 23.58A.042, or both.

b. ((~~achieve~~)) Achieve 25 percent of the extra ((~~non-residential~~)) nonresidential floor area by using open space TDR pursuant to Chapter 23.84A or Landmark TDR pursuant to this subsection 23.48.221.A and Section 23.58A.042.

B. Standards for TDP and TDR

1. All lots in the South Lake Union ((~~Urban~~)) Regional Center that meet the definition of a ((~~TDR or~~)) TDP or TDR site((~~s~~)) in Chapter 23.84A are eligible for transfer.

2. Receiving sites in the South Lake Union ((~~Urban~~)) Regional Center may only receive TDP or TDR from sending sites in the South Lake Union ((~~Urban~~)) Regional Center except that receiving sites in the South Lake Union ((~~Urban~~)) Regional Center may receive Landmark or open space TDP or TDR from sending sites in Downtown or South Downtown if the applicant demonstrates to the satisfaction of the Director that no private or public entities are offering such TDP or TDR for sale in the South Lake Union ((~~Urban~~)) Regional Center, at a price per square foot no greater than the fee-in-lieu rates for the payment option for affordable

housing under Section 23.58A.014 for TDP and the payment option for affordable housing and child care under Section 23.58A.024 for TDR.

3. A cumulative combination of TDR and TDP exceeding a total of five times the lot area may not be transferred from any lot.

* * *

Section 52. Section 23.48.225 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.48.225 Structure height in South Lake Union ((~~Urban~~)) Regional Center

* * *

E. A proposal to build a structure greater than 85 feet in height in the SM-SLU 85/65-160 and SM-SLU 175/85-280 zones and located north of Mercer Street and West of Fairview Avenue within the South Lake Union ((~~Urban~~)) Regional Center, requires the applicant to show that the proposed structure height will not physically obstruct use of the flight path shown on Map A for 23.48.225 or endanger aircraft operations.

* * *

Section 53. The title of Section 23.48.230 of the Seattle Municipal Code, which section was last amended by Ordinance 125291, is amended as follows:

23.48.230 Additional height in certain SM-zoned areas in ((~~the~~)) South Lake Union ((~~Urban~~)) Regional Center

Section 54. The title of Section 23.48.235 of the Seattle Municipal Code, which section was last amended by Ordinance 125291, is amended as follows:

23.48.235 Upper-level setback requirements in South Lake Union ((~~Urban~~)) Regional Center

Section 55. The title of Section 23.48.240 of the Seattle Municipal Code, which section was last amended by Ordinance 125603, is amended as follows:

23.48.240 Street-level development standards in South Lake Union ((~~Urban~~)) Regional Center

Section 56. Section 23.48.245 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.48.245 Upper-level development standards in South Lake Union ((~~Urban~~)) Regional Center

Lots in the SM-SLU 100/65-145, SM-SLU 85/65-160, SM-SLU 175/85-280, SM-SLU 85-280, and SM-SLU 240/125-440 zones are subject to upper-level development standards that may include upper-level floor area limits, gross floor area limits and podium heights, upper-level setbacks, facade modulation, maximum facade widths, a limit on the number of towers per block, and tower separation requirements, as specified in this Section 23.48.245. For the purpose of this Section 23.48.245, a tower is a structure that exceeds a height of 65 feet for the SM-SLU 100/65-145 and SM-SLU 85/65-160 zones, 85 feet for the SM-SLU 175/85-280 and SM-SLU 85-280 zones, or 125 feet for the SM-SLU 240/125-440 zone.

* * *

B. Floor area limits and podium heights. The following provisions apply to development in the SM-SLU 100/65-145, SM-SLU 85-280, SM-SLU 85/65-160, SM-SLU 175/85-280, and SM-SLU 240/125-440 zones located within the South Lake Union ((~~Urban~~)) Regional Center:

1. Floor area limit for structures or portions of structures occupied by ((~~non-residential~~)) nonresidential uses:

a. Except as specified in subsections 23.48.245.B.1.b and 23.48.245.B.1.c, there is no floor area limit for ((~~non-residential~~)) nonresidential uses in a structure or portion of structure that does not contain ((~~non-residential~~)) nonresidential uses above 85 feet in height.

b. There is no floor area limit for a structure that includes research and development uses and the uses are in a structure that does not exceed a height of 105 feet, provided that the following conditions are met:

1) A minimum of two floors in the structure are occupied by research and development uses and have a floor-to-floor height of at least 14 feet; and

2) The structure has no more than seven stories above existing or finished grade, whichever is lower, as measured from the lowest story to the highest story of the structure but not including rooftop features permitted under subsection 23.48.025.C. The lowest story shall not include a story that is partially below grade and extends no higher than 4 feet above existing or finished grade, whichever is lower.

c. Within locations in the SM-SLU 175/85-280 zone meeting the standards in subsection 23.48.230.B for extra height in South Lake Union ((~~Urban~~)) Regional Center, there is no floor area limit for structures that do not exceed a height of 120 feet and that are designed for research and development laboratory use and administrative office associated with research and development laboratories.

d. For structures or portions of structures with ((~~non-residential~~)) nonresidential uses that exceed a height of 85 feet, or that exceed the height of 105 feet under the provisions of subsection 23.48.245.B.1.b, or 120 feet under subsection 23.48.245.B.1.c, each story of the structure above the specified podium height indicated for the lot on Map A for 23.48.245, excluding rooftop features or stories with rooftop features that are otherwise permitted above the height limit under the provisions of subsection 23.48.025.C, is limited to a maximum gross floor area of 24,000 square feet per story, except that the average gross floor area for stories above the specified podium height is 30,000 square feet for structures on a lot that meets the following conditions:

1) The lot has a minimum area of 60,000 square feet; and

2) The lot includes an existing open space or a qualifying Landmark structure and is permitted an additional increment of FAR above the base FAR, as permitted in subsection 23.48.220.A.3.

* * *

C. Upper-level setbacks

1. The following requirements for upper-level setbacks in this subsection 23.48.245.C.1 apply to development that meets the following conditions:

a. The development is on a lot abutting a street segment shown on Table A for 23.48.245; and

b. For lots in the SM-SLU 85-280, SM-SLU 85/65-160, SM-SLU 175/85-280, and SM-SLU 240/125-440 zones located within the South Lake Union ((~~Urban~~)) Regional Center, the development includes a tower structure with residential uses exceeding the base

height limit established for residential uses in the zone under subsection 23.48.225.A.1, or includes a structure with ((~~non-residential~~)) nonresidential uses that exceed a height of 95 feet.

* * *

Section 57. Section 23.48.250 of the Seattle Municipal Code, last amended by Ordinance 125603, is amended as follows:

23.48.250 Open space requirement for office uses in South Lake Union ((~~Urban~~)) Regional Center

A. Finding. The ((~~City~~)) Council finds that:

1. With the increase in office development and the Seattle Comprehensive Plan's significant employment growth targets for the South Lake Union Urban Center, office workers will increasingly become major users of open space in the area.

2. Additional major office projects in the South Lake Union ((~~Urban~~)) Regional Center will result in increased use of public open space. If additional major office projects in the South Lake Union ((~~Urban~~)) Regional Center do not provide open space to offset the additional demands on public open space caused by such projects, the result will be overcrowding of public open space, adversely affecting the public health, safety, and welfare.

3. Recent and projected office development in the South Lake Union ((~~Urban~~)) Regional Center is generally comparable to office development in the abutting Downtown ((~~Urban~~)) Regional Center in terms of tenant characteristics, density, and open space need. Therefore, the findings that support the current open space requirement in major downtown office projects are applicable to conditions in the South Lake Union ((~~Urban~~)) Regional Center.

4. The additional open space needed to accommodate office workers is at least 20 square feet for each 1,000 square feet of office space.

5. As in Downtown, smaller office developments in the South Lake Union ((~~Urban~~)) Regional Center may encounter design problems in incorporating open space, and the sizes of open spaces provided for office projects under 85,000 square feet may make them less attractive and less likely to be used. Therefore, and in order not to discourage small scale office development, projects involving less than 85,000 square feet of new office space should be exempt from any open space requirement.

* * *

Section 58. The title of Section 23.48.255 of the Seattle Municipal Code, which section was enacted by Ordinance 124883, is amended as follows:

23.48.255 Screening and landscaping standards in South Lake Union ((~~Urban~~)) Regional Center

Section 59. The title of Section 23.48.280 of the Seattle Municipal Code, which section was last amended by Ordinance 125558, is amended as follows:

23.48.280 Required parking in South Lake Union ((~~Urban~~)) Regional Center

Section 60. Section 23.48.285 of the Seattle Municipal Code, last amended by Ordinance 125291, is amended as follows:

23.48.285 Parking location, access, and curb cuts in South Lake Union ((~~Urban~~)) Regional Center

A. Parking above the street level of a structure. The following provisions apply to development in the SM-SLU 100/65-145, SM-SLU 85/65-160, SM-SLU 175/85-280, SM-SLU 85-280, and SM-SLU 240/125-440 zones within the South Lake Union ((~~Urban~~)) Regional Center:

1. Except as provided in subsection 23.48.285.B for parking partially above street level and partially below street level, parking within structures is permitted above the street level under the following conditions:

a. One story of parking is permitted above the first story of a structure for each story of parking provided below grade that is of at least equivalent capacity, up to a maximum of two stories of parking above the first story.

b. For parking located on a story above the first story of a structure, a minimum of 30 percent of the length of the parking area measured along each street frontage shall be separated from the street by another use. On lots located at street intersections, the separation of parking area by another use shall be provided at the corner portion(s) of the structure.

c. The parking area on a story above the first story of the structure that is not separated from the street by another use shall be enclosed by facades along all street frontages. Facades shall be designed to minimize the impacts of glare from vehicle headlights and interior garage lighting on pedestrian views from the street.

2. The Director may permit more than two stories of parking above the first story of the structure, or may permit other exceptions to this subsection 23.48.285.A, as a Type I decision, if the Director finds that locating parking below grade is infeasible due to physical site conditions such as a high water table or proximity to a tunnel. In such cases, the Director shall determine the maximum feasible amount of parking that can be provided below grade, if any, and the amount of additional parking to be permitted above street level. Site size is not a basis for granting an exception under this subsection 23.48.285.A.2.

B. Accessory surface parking. In the SM-SLU 100/65-145, SM-SLU 85/65-160, SM-SLU 175/85-280, SM-SLU 85-280, and SM-SLU 240/125-440 zones in the South Lake Union ((~~Urban~~)) Regional Center, accessory surface parking is prohibited unless separated from all street lot lines by another use within a structure.

Section 61. Section 23.48.290 of the Seattle Municipal Code, enacted by Ordinance 125291, is amended as follows:

23.48.290 Transportation management programs

* * *

D. The TMP shall be approved by the Director if, after consulting with the Seattle Department of Transportation, the Director determines that the TMP measures are likely to achieve the mode-share targets for trips made by travel modes other than driving alone for the South Lake Union ((~~Urban~~)) Regional Center in ((~~2035~~)) 2044 that are contained in ((~~Seattle's~~)) any applicable subarea plan for the Regional Center in the Seattle Comprehensive Plan((~~'s Transportation Element~~)).

* * *

Section 62. Section 23.48.602 of the Seattle Municipal Code, enacted by Ordinance 125267, is amended as follows:

23.48.602 Scope of provisions for SM-U zones

The provisions in this Subchapter V of Chapter 23.48 establish regulations for SM-U zones. The SM-U zone designation refers to all zones in the SM category in the University ((~~Community Urban~~)) District Regional Center, and includes the SM-U/R zone. The provisions in this Subchapter V of Chapter 23.48 supplement the provisions of Subchapter I of Chapter 23.48. In

cases of conflicts between the provisions in Subchapter I of Chapter 23.48 and this Subchapter V of Chapter 23.48, the provisions in this Subchapter V shall govern.

Section 63. Section 23.48.605 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.48.605 Uses in SM-U zones

* * *

B. To approve a flexible-use parking garage as an administrative conditional use, the Director shall, after consulting with the Director of the Seattle Department of Transportation, find that:

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

2. The vehicular entrances and exits to the garage are located so that they will not disrupt traffic, pedestrian circulation, bicycle circulation, or transit routes;

3. The garage will be operated by a parking company whose primary purpose is to support the University ((~~Community Urban~~)) District Regional Center business community by providing and managing parking facilities for its customers, business owners, and employees.

* * *

Section 64. Section 23.48.610 of the Seattle Municipal Code, enacted by Ordinance 125267, is amended as follows:

23.48.610 Transportation management programs

* * *

D. The TMP shall be approved by the Director if, after consulting with the Seattle Department of Transportation, the Director determines that the TMP measures are likely to

achieve the mode-share targets for trips made by travel modes other than driving alone for the University ((~~Community Urban~~)) District Regional Center ((~~in 2035~~)) that are contained in ((~~Seattle's~~)) any applicable subarea plan for the Regional Center in the Seattle Comprehensive Plan((~~'s Transportation Element~~)).

Section 65. Section 23.48.623 of the Seattle Municipal Code, enacted by Ordinance 125267, is amended as follows:

23.48.623 Transfer of development rights (TDR) and transfer of development potential (TDP) in SM-U zones

* * *

Table A for 23.48.623
Permitted use of TDR and TDP

Zone	**Type of TDR or TDP**		
	Landmark	**Open space**	**Vulnerable masonry structure**
SM-U 85, SM-U 75-240, and SM-U 95-320	S, R	S, R	S, R
SM-U/R 75-240	S, R[1]	S, R[1]	S, R[1]
NC3-55[2], NC3-65[2], NC3-75[2]	S	S	S
MR[2]	S	X	X

Key to Table A for 23.48.623
S = Eligible sending lot location
R = Eligible receiving lot location
X = Not eligible as either a sending lot or receiving lot location
Footnotes to Table A for 23.48.623
[1] Only TDP can be used on receiving lots
[2] Only lots located within the University ((~~Community Urban~~)) District Regional Center west of 15th Avenue NE.

* * *

C. Receiving sites. Receiving site locations are shown on Table A for 23.48.623. Only lots zoned SM-U within the University ((~~Community Urban~~)) District Regional Center west of ((~~15 th~~)) 15th Avenue NE are eligible receiving sites, and the amount of extra floor area that can

be gained through the use of TDR and TDP on an eligible receiving site is specified in Section 23.48.622.

* * *

Section 66. Section 23.48.690 of the Seattle Municipal Code, enacted by Ordinance 125267, is amended as follows:

23.48.690 Development agreements in SM-U zones

A. The Director may recommend that the Council approve a development agreement pursuant to chapter 36.70B RCW for real property that includes land zoned SM-U within the University ((~~Community Urban~~)) District Regional Center.

* * *

Section 67. Section 23.48.710 of the Seattle Municipal Code, enacted by Ordinance 125432, is amended as follows:

23.48.710 Transportation management programs

* * *

D. The TMP shall be approved by the Director if, after consulting with the Seattle Department of Transportation, the Director determines that the TMP measures are likely to achieve the mode-share targets for trips made by travel modes other than driving alone for the Uptown ((~~Urban~~)) Regional Center ((~~in 2035~~)) that are contained in ((~~Seattle's~~)) any applicable subarea plan for the Regional Center contained in the Seattle Comprehensive Plan((~~'s Transportation Element~~)).

Section 68. Section 23.48.720 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.48.720 Floor area ratio (FAR) in SM-UP zones

A. General provisions. Except as otherwise specified in this subsection 23.48.720.A, FAR limits for SM-U zones are as shown in Table A for 23.48.720.

Table A for 23.48.720
FAR limits for specified zones in the Uptown ((~~Urban~~)) Regional Center

Zone	Base FAR limit for all uses	Maximum FAR for structures that include residential use	FAR Limits for ((~~non-residential~~)) nonresidential uses
SM-UP 65	NA	4.5	4.5
SM-UP 85	NA	5.25	5.25
SM-UP 95	NA	5.75	5.75
SM-UP 160	5	7[1]	2[2]

Footnotes to Table A for 23.48.720
[1] All chargeable floor area above the base FAR is considered extra floor area. Extra floor area must be achieved according to Sections 23.48.021, 23.48.722, and Chapter 23.58A.
[2] In the SM-UP 160((,)) zone, structures that do not exceed 125 feet in height are permitted an FAR of 7 for ((~~non-residential~~)) nonresidential uses. Additionally, for parcels with lot coverage limited by easements or setbacks for monorails, structures with ((~~non-residential~~)) nonresidential uses are permitted an FAR of 7 regardless of structure height.

* * *

Section 69. Section 23.48.723 of the Seattle Municipal Code, enacted by Ordinance 125732, is amended as follows:

23.48.723 Transfer of development rights (TDR) and transfer of development potential (TDP) in the SM-UP 160 zone

A. General standards

1. The transfer of development rights (TDR) may be used to gain extra ((~~non-residential~~)) nonresidential floor area on a receiving site, and the transfer of development potential (TDP) may be used to gain extra residential floor area in a project on a receiving site.

2. The following types of TDR and TDP may be transferred within the Uptown ((~~Urban~~)) Regional Center, subject to the limits and conditions of this Chapter 23.48 and the standards for the use of TDR and TDP in Section 23.58A.042:

a. Landmark TDR and TDP;

b. Open space TDR and TDP; and

c. Vulnerable masonry structure TDR and TDP.

B. Sending sites. Only sites within the Uptown ((~~Urban~~)) Regional Center in the MR, LR3, or SM-UP zones are eligible sending sites. These sites must meet the definition of an open space, vulnerable masonry structure, or Landmark TDR or TDP sending site in Chapter 23.84A, and must comply with all applicable standards in this Chapter 23.48 and Section 23.58A.042.

* * *

Section 70. Section 23.48.740 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.48.740 Street-level development standards in SM-UP zones

Street-level development standards in Section 23.48.040 apply to all streets in the SM-UP zones. In addition, the following requirements apply:

A. Street-level facade requirements; setbacks from street lot lines. Street-facing facades of a structure shall be built to the lot line except as follows:

1. The street-facing facades of structures abutting Class 1 Pedestrian Streets, as shown on Map A for 23.48.740, shall be built to the street lot line for a minimum of 70 percent of the facade length, provided that the street frontage of any required outdoor amenity area, other required open space, or usable open space provided in accordance with subsections 23.48.740.B

and 23.48.740.C is excluded from the total amount of frontage required to be built to the street lot line.

2. If a building in the Uptown ((~~Urban~~)) Regional Center faces both a Class 1 Pedestrian Street and a Class 2 Pedestrian Street a new structure is only required to provide a primary building entrance on the Class 1 Pedestrian Street.

* * *

Section 71. Section 23.48.780 of the Seattle Municipal Code, enacted by Ordinance 125432, is amended as follows:

23.48.780 Required parking in Uptown ((~~Urban~~)) Regional Center

A. Parking at street level within structures. Parking in the Uptown ((~~Urban~~)) Regional Center is permitted in a story that is partially above street level and partially below street level if the structure is permitted in a setback area under the provisions of subsection 23.48.740.B.2.b.

* * *

Section 72. Section 23.48.785 of the Seattle Municipal Code, enacted by Ordinance 125432, is amended as follows:

23.48.785 Parking location, access, and curb cuts

* * *

B. In the SM-UP 65, SM-UP 85, and the SM-UP 160 zones in the Uptown ((~~Urban~~)) Regional Center, accessory surface parking is prohibited unless separated from all street lot lines by another use within a structure.

Section 73. Section 23.48.802 of the Seattle Municipal Code, enacted by Ordinance 125792, is amended as follows:

23.48.802 Scope of provisions for SM-NG zones

The provisions in this Subchapter VII establish regulations for SM-NG zones. The SM-NG zone designation refers to all zones in the SM category in the Northgate ((~~Urban~~)) Regional Center. The provisions in this Subchapter VII supplement the provisions of Subchapter I of Chapter 23.48. In cases of conflicts between the provisions in Subchapter I of Chapter 23.48 and this Subchapter VII, the provisions in this Subchapter VII apply.

Section 74. Section 23.48.905 of the Seattle Municipal Code, enacted by Ordinance 125791, is amended as follows:

23.48.905 Uses in SM-RB zones

Residential and live-work uses are prohibited in street-level, street-facing facades facing Class 2 Pedestrian Streets in the Rainier Beach ((~~Residential~~)) Urban ((~~Village~~)) Center shown on Map A for 23.48.940.

Section 75. Section 23.48.940 of the Seattle Municipal Code, enacted by Ordinance 125791, is amended as follows:

23.48.940 Street-level development standards in SM-RB zones

* * *

C. Except on pedestrian streets, loading docks may count toward meeting the transparency standards of subsection 23.48.040.B in the Rainier Beach ((~~Residential~~)) Urban ((~~Village~~)) Center.

Section 76. Section 23.49.012 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.49.012 Bonus floor area for voluntary agreements for housing and child care

* * *

D. Cash option payments for child care. Cash payments under voluntary agreements for bonuses according to subsection 23.49.012.C shall be made prior to issuance of any building permit after the first building permit for a project, and in any event before any permit for any construction activity other than excavation and shoring is issued, or if the bonus is for use of existing floor area, the cash payment shall be made prior to issuance of any permit or modification allowing for use of the space as chargeable floor area. The payments shall be deposited in a special account established solely to fund expenditures for the development of childcare. Earnings on balances in the special account shall accrue to that account. The Director of Human Services shall use cash payments made in lieu of child care facilities and any earnings thereon to support development of child care facilities. Uses of funds to support child care facilities may include the City's costs to administer projects, not to exceed ten percent of total payments under this Section 23.49.012 and of any earnings thereon, and support provided through loans or grants to owners or developers. The location of child care facilities funded wholly or in part with cash payments shall be prioritized in the following order: 1) within the Downtown ((~~Urban~~)) Regional Center; 2) within ((~~an Urban Center~~)) a regional center adjacent to the Downtown ((~~Urban~~)) Regional Center; 3) in the City within 0.5 mile of a light rail or bus rapid transit station on a route serving the Downtown ((~~Urban~~)) Regional Center; 4) in the City within 0.25 mile of a bus or streetcar stop on a route serving the Downtown ((~~Urban~~)) Regional Center.

Section 77. Section 23.49.019 of the Seattle Municipal Code, last amended by Ordinance 125815, is amended as follows:

23.49.019 Parking quantity, location, and access requirements, and screening and landscaping of parking areas

The regulations in this Section 23.49.019 do not apply to the Pike Market Mixed zones.

* * *

J. Transportation management programs

1. When a development is proposed that is expected to generate 50 or more employees single-occupant vehicle (SOV) trips in any one p.m. hour, the applicant shall prepare and implement a Transportation Management Program (TMP) consistent with requirements for TMPs in any applicable Director's Rule.

a. For purposes of measuring attainment of SOV goals contained in the TMP, the proportion of SOV trips shall be calculated for the p.m. hour in which an applicant expects the largest number of vehicle trips to be made by employees at the site (the p.m. peak hour of the generator). The proportion of SOV trips shall be calculated by dividing the total number of employees using an SOV to make a trip during the expected peak hour by the total number of employee person trips during the expected peak hour.

b. Compliance with this ((~~section~~)) Section 23.49.019 does not supplant the responsibility of any employer to comply with Seattle's Commute Trip Reduction (CTR) Ordinance.

2. An applicant who proposes multifamily development that is expected to generate 50 or more vehicle trips in any one p.m. hour or demand for 25 or more vehicles parking on the street overnight shall prepare and implement a TMP. The TMP shall be consistent

with requirements for TMPs in any applicable Director's Rule. For purposes of measuring attainment of the SOV goal, the proportion of SOV trips shall be calculated for the p.m. hour in which an applicant expects the largest number of vehicle trips to be made by residents of the site (the p.m. peak hour of the generator). The proportion of SOV trips shall be calculated by dividing the total number of residential trips made by SOV during the expected peak hour by the total number of residential person trips.

3. Each owner subject to the requirements of this ((~~section~~)) Section 23.49.019 shall prepare a TMP as described in rules promulgated by the Director, as part of the requirements for obtaining a master use permit.

4. The TMP shall be approved by the Director if, after consulting with the Seattle Department of Transportation, the Director determines that the TMP measures are likely to achieve the mode-share targets for trips made by travel modes other than driving alone for the Downtown ((~~Urban~~)) Regional Center ((~~in 2035~~)) that are contained in ((~~Seattle's~~)) any applicable subarea plan for the Regional Center in the Seattle Comprehensive Plan((~~'s Transportation Element~~)).

* * *

Section 78. Section 23.49.036 of the Seattle Municipal Code, last amended by Ordinance 126188, is amended as follows:

23.49.036 Planned community developments (PCDs)

* * *

B. Public benefit priorities. The Director shall determine public benefit priorities for the PCD. These priorities shall be prepared prior to application for a Master Use Permit. They shall include priorities for public benefits listed in subsection 23.49.036.F and priorities for

implementing the goals of the Seattle Comprehensive Plan((~~, including adopted neighborhood plans for the area affected by the PCD,~~)) and a determination of whether the proposed PCD may use public right-of-way area to meet the minimum site size set forth in subsection 23.49.036.E. Before the priorities are prepared, the Director shall cause a public meeting to be held to identify concerns about the site and to receive public input into priorities for public benefits identified in ((~~adopted neighborhood plans and~~)) subsection 23.49.036.F. Notice for the meeting shall be provided pursuant to Section 23.76.011. The Director shall prepare priorities for the PCD taking into account comments made at the public meeting or in writing to the Director, and the criteria in this Section 23.49.036. The Director shall distribute a copy of the priorities to all those who provided addresses for this purpose at the public meeting, to those who sent in comments or otherwise requested notification, and to the project proponent.

C. A PCD shall not be permitted if the Director determines it would be likely to result in a net loss of housing units or if it would result in significant alteration to any designated feature of a ((~~landmark~~)) Landmark structure, unless a Certificate of Approval for the alteration is granted by the Landmarks Preservation Board.

D. Location

1. PCDs may be permitted in all downtown zones except the PMM zone and the DH1 zone.

2. A portion of a PCD may extend into any non-downtown zone(s) within the Downtown ((~~Urban~~)) Regional Center and adjacent to a downtown zone subject to the following conditions:

a. The provisions of this title applicable in the non-downtown zone(s) regulate the density of ((~~non-residential~~)) nonresidential use by floor area ratio; and

b. The portion of a PCD project located in non-downtown zone(s) must not exceed 20 percent of the total area of the PCD.

E. Minimum size. A PCD shall include a minimum site size of 100,000 square feet within one or more of the ((~~Downtown~~)) downtown zones where PCDs are permitted according to subsection 23.49.036.D.1. The total area of a PCD shall be contiguous. Public right-of-way shall not be considered a break in contiguity. At the Director's discretion, public right-of-way area may be included in the minimum area calculations if actions related to the PCD will result in significant enhancements to the streetscape of the public right-of-way, improved transit access and expanded transit facilities in the area, and/or significant improvement to local circulation, especially for transit and pedestrians.

F. Evaluation of PCDs. A proposed PCD shall be evaluated on the basis of public benefits provided, possible impacts of the project, and consistency with the standards contained in this subsection 23.49.036.F.

1. Public benefits. A proposed PCD shall address the priorities for public benefits identified through the process outlined in subsection 23.49.036.B. The PCD shall include at least three of the following elements:

a. ((~~low~~)) Low-income housing,

b. ((~~townhouse~~)) Townhouse development,

c. ((~~historic~~)) Historic preservation,

d. ((~~public~~)) Public open space,

((~~e. implementation of adopted neighborhood plans,~~

~~f. improvements~~)) e. Improvements in pedestrian circulation,

((~~g. improvements~~)) f. Improvements in urban form,

((~~h. improvements~~)) g. Improvements in transit facilities,

((~~i. green~~)) h. Green stormwater infrastructure beyond the requirements of the Stormwater Code (Chapters 22.800 through 22.808), or

((~~j. other~~)) i. Other elements that further an adopted City policy and provide a demonstrable public benefit.

2. Potential impacts. The Director shall evaluate the potential impacts of a proposed PCD including, but not necessarily limited to, the impacts on housing, particularly low-income housing, transportation systems, parking, energy, and public services, as well as environmental factors such as noise, air, light, glare, public views, and water quality.

3. The Director may place conditions on the proposed PCD in order to make it compatible with areas adjacent to Downtown that could be affected by the PCD.

4. When the proposed PCD is located in the Pioneer Square Preservation District or International District Special Review District, the Board of the District(s) in which the PCD is located shall review the proposal and make a recommendation to the Department of Neighborhoods Director who shall make a recommendation to the Director prior to the Director's decision on the PCD.

* * *

H. Exceptions to ((~~Standards.~~)) standards

1. Portions of a project may exceed the floor area ratio (FAR) permitted in the zone or zones in which the PCD is located, but the maximum chargeable floor area allowed for the PCD as a whole shall meet the requirements of the zone or zones in which it is located.

2. Except as provided in subsection 23.49.036.H.3 ((~~of this section~~)), any requirements of this ((~~chapter~~)) Chapter 23.49 may be varied through the PCD process in order to provide public benefits identified in subsection 23.49.036.F.

3. Exceptions to the following provisions are not permitted through the PCD process:

a. The following provisions of Subchapter I, General Standards:

((~~f~~))1) Applicable height limits,

((~~f~~))2) Light and glare standards,

((~~f~~))3) Noise standards,

((~~f~~))4) Odor standards,

((~~f~~))5) Minimum sidewalk widths,

((~~f~~))6) View corridor requirements,

((~~f~~))7) Nonconforming uses,

((~~f~~))8) Nonconforming structures, when the nonconformity is to one (((~~1~~))) of the standards listed in this subsection 23.49.036.H.3.a;

b. Use provisions except for provisions for principal and accessory parking;

c. Transfer of development rights regulations;

d. Bonus ratios and amounts assigned to public benefit features;

e. Development standards of adjacent zones outside the Downtown ((~~Urban~~)) Regional Center in which a PCD may be partially located according to subsection 23.49.036.D.2 ((~~of this section~~)).

f. Provisions for allowing increases in floor area above the base FAR and for allowing residential floor area above the base height limit.

Section 79. Table A for Section 23.50.012 of the Seattle Municipal Code, which section was last amended by Ordinance 127099, is amended as follows:

23.50.012 Permitted and prohibited uses

* * *

Table A for 23.50.012
Uses in Industrial zones

Uses	**Permitted and prohibited uses by zone**			
	IB	**IG1 and IG2 (general)**	**IG1 in the Duwamish M/I Center**	**IG2 in the Duwamish M/I Center**
* * *				
L. TRANSPORTATION FACILITIES				
L.1. Cargo terminals	P	P	P	P
L.2. Parking and moorage				
L.2.a. Boat moorage	P	P	P	P
L.2.b. Dry boat storage	P	P	P	P
L.2.c. Parking, flexible-use	P	P	X(5)	X(5)
L.2.d. Park and ride facilities	P(15)	P(15)	CU	CU
L.2.e. Towing services	P	P	P	P
L.3. Passenger terminals	P	P	P	P
L.4. Rail transit facilities	P	P	P	P
L.5. Transportation facilities, air				

Table A for 23.50.012 **Uses in Industrial zones**				
Uses	**Permitted and prohibited uses by zone**			
	IB	**IG1 and IG2 (general)**	**IG1 in the Duwamish M/I Center**	**IG2 in the Duwamish M/I Center**
L.5.a. Airports (land-based)	X	CCU	CCU	CCU
L.5.b. Airports (water-based)	X	CCU	CCU	CCU
L.5.c. Heliports	X	CCU	CCU	CCU
L.5.d. Helistops	CCU	CCU	CCU	CCU
L.6. Vehicle storage and maintenance				
L.6.a. Bus bases	CU	CU	CU	CU
L.6.b. Railroad switchyards	P	P	P	P
L.6.c. Railroad switchyards with a mechanized hump	X	CU	CU	CU
L.6.d. Transportation services, personal	P	P	P	P
* * *				

Key to Table A for 23.50.012
CU = Administrative conditional use
CCU = Council conditional use
EB = Permitted only in a building existing on October 7, 1987.
EB/CU = Administrative conditional use permitted only in a building existing on October 7, 1987.
P = Permitted
X = Prohibited

Footnotes to Table A for 23.50.012
(1) Except within designated manufacturing and industrial centers, where they are permitted only on rooftops and/or as agricultural uses within an enclosed building. Except for

Table A for 23.50.012 Uses in Industrial zones				
Uses	**Permitted and prohibited uses by zone**			
	IB	**IG1 and IG2 (general)**	**IG1 in the Duwamish M/I Center**	**IG2 in the Duwamish M/I Center**
agricultural uses within an enclosed building operating prior to January 4, 2016, agricultural uses within an enclosed building are not permitted in the IG1 zone. Agricultural uses within an enclosed building within designated manufacturing and industrial centers (excluding associated office or food processing areas) shall not exceed: (a) 5,000 square feet in IG1 zones for agricultural uses within an enclosed building established prior to January 4, 2016; (b) 10,000 square feet in IB zones; and (c) 20,000 square feet in IG2 zones. (2) In addition to the provisions of this Chapter 23.50, urban farms that entail major cannabis activity are regulated by Section 23.42.058. (3) Animal shelters and kennels maintained and operated for the impounding, holding and/or disposal of lost, stray, unwanted, dead or injured animals are permitted. (4) Subject to subsection 23.50.012.E. (5) Parking required for a spectator sports facility or exhibition hall is allowed and shall be permitted to be used as flexible-use parking or shared with another such facility to meet its required parking. A spectator sports facility or exhibition hall within the Stadium Transition Area Overlay District may reserve parking. Such reserved non-required parking shall be permitted to be used as flexible-use parking and is exempt from the one-space-per-650-square-feet ratio under the following circumstances: (a) The parking is owned and operated by the owner of the spectator sports facility or exhibition hall, and (b) The parking is reserved for events in the spectator sports facility or exhibition hall, and (c) The reserved parking is outside of the Stadium Transition Area Overlay District, and south of South Royal Brougham Way, west of 6th Avenue South and north of South Atlantic Street. Parking that is covenanted to meet required parking will not be considered reserved parking. (6) Medical service uses over 10,000 square feet, within 2,500 feet of a medical Major Institution Overlay District boundary, require administrative conditional use approval, unless included in an adopted ((~~major institution~~)) Major Institution master plan. See Section 23.50.014. (7) High-impact uses may be permitted as conditional uses as provided in subsection 23.50.014.B.5. (8) Research and education facilities that are a part of a college or university, and that are water-dependent or water-related, as defined by Section 23.60A.944, are permitted in new and existing buildings in the ((~~Ballard/Interbay Northend~~)) Ballard/Interbay/Northend Manufacturing ((~~&~~)) and Industrial Center. (9) A college or university offering a primarily vocational curriculum within the zone is permitted. (10) Hospitals may be permitted as a conditional use where accessory to a research and development laboratory or an institute for advanced study pursuant to subsection				

Table A for 23.50.012 Uses in Industrial zones				
Uses	**Permitted and prohibited uses by zone**			
	IB	**IG1 and IG2 (general)**	**IG1 in the Duwamish M/I Center**	**IG2 in the Duwamish M/I Center**
23.50.014.B.12. (11) Major institution uses are permitted only in a building existing on October 7, 1987, except that such uses are permitted on properties located outside of the Ballard/Interbay/Northend Manufacturing and Industrial Center that are located in an area south of the Lake Washington Ship Canal, east of 8th Avenue West, north of West Nickerson Street, and west of 3rd Avenue West regardless of whether the use is located in a building existing on October 7, 1987. (12) Museums are prohibited except in buildings or structures that are designated City of Seattle ((~~landmarks~~)) Landmarks. (13) Transitional encampments accessory to religious facilities or to principal uses located on property owned or controlled by a religious organization are regulated by Section 23.42.054. (14) Heavy manufacturing uses may be permitted as a conditional use within the Queen Anne Interbay area as provided in subsection 23.50.014.C. (15) Park and ride facilities are not permitted within 3,000 feet of the Downtown ((~~Urban~~)) Regional Center. (16) Subject to subsection 23.50.014.B.7.e.				

Section 80. Table A for Section 23.50A.040 of the Seattle Municipal Code, which section was enacted by Ordinance 126862, is amended as follows:

23.50A.040 Permitted and prohibited uses

* * *

Table A for 23.50A.040 Uses in Industrial zones					
Uses	**Qualifies as Industrial?**	**Permitted and prohibited uses by zone**			
		MML	**II**	**UI**	**IC**
* * *					
L. TRANSPORTATION FACILITIES					
L.1. Cargo terminals	Yes	P	P	P	P
L.2. Parking and moorage					
L.2.a. Boat moorage	Yes	P	P	P	P
L.2.b. Dry boat storage	Yes	P	P	P	P
L.2.c. Parking, flexible-use	No	X (4)	X	P (4)	P

Table A for 23.50A.040
Uses in Industrial zones

Uses	Qualifies as Industrial?	Permitted and prohibited uses by zone			
		MML	II	UI	IC
L.2.d. Park and ride facilities	No	X	X	P (12)	P (12)
L.2.e. Towing services	Yes	P	P	P	P
L.3. Passenger terminals	Yes	P (13)	P (13)	P (13)	P
L.4. Rail transit facilities	Yes	P	P	P	P
L.5. Transportation facilities, air					
L.5.a. Airports (land-based)	Yes	CCU	CCU	X	CCU
L.5.b. Airports (water-based)	Yes	CCU	CCU	X	CCU
L.5.c. Heliports	Yes	CCU	CCU	X	CCU
L.5.d. Helistops	Yes	CCU	CCU	CCU	CCU
L.6. Vehicle storage and maintenance					
L.6.a. Bus bases	Yes	CU	CU	CU	CU
L.6.b. Railroad switchyards	Yes	P	CU	CU	P
L.6.c. Railroad switchyards with a mechanized hump	Yes	P	CU	CU	CU
L.6.d. Transportation services, personal	Yes	P	P	P	P

* * *

Key for Table A for 23.50A.040
CU = Administrative conditional use
CCU = Council conditional use
EB = Permitted only in a building existing on June 1, 2023
EB/CU = Administrative conditional use permitted only in a building existing on June 1, 2023
P = Permitted
X = Prohibited

Footnotes to Table A for 23.50A.040
(1) In addition to the provisions in this Chapter 23.50A, urban farms that entail major ((~~marijuana~~)) cannabis activity are regulated by Section 23.42.058.
(2) Animal shelters and kennels maintained and operated for the impounding, holding and/or disposal of lost, stray, unwanted, dead, or injured animals are permitted.
(3) Subject to subsection 23.50A.040.F.
(4) Parking required for a spectator sports facility or exhibition hall is allowed and shall be permitted to be used as flexible-use parking or shared with another such facility to meet its required parking. A spectator sports facility or exhibition hall within the Stadium Transition Area Overlay District may reserve parking. Such reserved non-required parking shall be

Table A for 23.50A.040 Uses in Industrial zones					
Uses	**Qualifies as Industrial?**	**Permitted and prohibited uses by zone**			
		MML	**II**	**UI**	**IC**
permitted to be used as flexible-use parking and is exempt from the one-space-per-650-square-feet ratio under the following circumstances: (a) The parking is owned and operated by the owner of the spectator sports facility or exhibition hall, and (b) The parking is reserved for events in the spectator sports facility or exhibition hall, and (c) The reserved parking is outside of the Stadium Transition Area Overlay District, and south of South Royal Brougham Way, west of 6th Avenue South and north of South Atlantic Street. Parking that is covenanted to meet required parking will not be considered reserved parking. (5) The high-impact uses listed in subsection 23.50A.062.D may be permitted as conditional uses. (6) The high-impact uses listed in subsection 23.50A.062.H may be permitted as conditional uses. (7) Research and education facilities that are a part of a college or university, and that are water-dependent or water-related as defined by Section 23.60A.944 or offer a primarily vocational curriculum are permitted, and shall be classified as an industrial use. (8) Major institution uses are permitted only in a building existing on June 1, 2023, except that such uses are permitted on properties located outside of the Ballard/Interbay/Northend Manufacturing and Industrial Center that are located in an area south of the Lake Washington Ship Canal, east of 8th Avenue West, north of West Nickerson Street, and west of 3rd Avenue West regardless of whether the use is located in a building existing on June 1, 2023. (9) Museums are prohibited except in buildings or structures that are designated City of Seattle ((~~landmarks~~)) Landmarks. (10) Transitional encampments accessory to religious facilities or to principal uses located on property owned or controlled by a religious organization are regulated by Section 23.42.054. (11) Heavy manufacturing uses meeting the criteria in subsection 23.50A.062.G may be permitted as a conditional use. All other heavy manufacturing uses are prohibited in the UI, II and IC zones and in the MML zone within 1,500 linear feet of residentially zoned or neighborhood commercial zoned properties. Heavy Manufacturing uses not within 1,500 linear feet of residentially zoned or neighborhood commercial zoned properties are permitted. (12) Park and ride facilities are not permitted within 3,000 feet of the Downtown ((~~Urban~~)) Regional Center. (13) Parking lots intended and designed for, and solely used for, pick-up and drop-off of passengers using ride-share services or transportation network companies is included as a part of the passenger terminal use category for industrial zones. (14) Subject to subsection 23.50A.062.F.					

Section 81. Section 23.50A.190 of the Seattle Municipal Code, enacted by Ordinance 126862, is amended as follows:

23.50A.190 Screening and location of parking in an II 85-240 zone

Those developments that gain extra floor area above the base FAR in an II 85-240 zone are subject to the following, in addition to any other applicable parking screening requirements in this Section 23.50A.190.

* * *

B. Parking at street level

1. Parking is not permitted at street level within a structure along a lot line abutting a street bounding the Downtown ((~~Urban~~)) Regional Center or a street shown on Map A for 23.50A.190, unless separated from the street by other uses, except that garage and loading doors and access to parking need not be separated.

2. Parking is permitted at street level within a structure along a street lot line abutting a street not specified in subsection 23.50A.190.B.1 subject to the following requirements:

a. Any parking not separated from the street lot line by another use is screened from view at the street level, except that garage and loading doors and access to parking need not be screened.

b. The facade facing the street lot line is enhanced by architectural detailing, artwork, landscaping, or similar visual interest features.

3. Parking above street level. Parking is not permitted above street level unless it is separated from abutting street lot lines by another use, except that for structures located on a

lot that is less than 150 feet in depth, as measured from the lot line with the greatest street frontage, parking is permitted above the first story under the following conditions:

a. One story of parking shall be permitted above the first story of a structure for each story of parking provided below grade that is of at least equivalent capacity, up to a maximum of two stories of parking above the first story.

b. Above the first story of a structure, parking is permitted up to a maximum of 70 percent of the length of each street-facing facade. Any additional parking must be separated from the street by another use. For structures located on corner lots, separation by another use shall be provided at the corner portion(s) of the structure for a minimum of 15 percent of the length of each street-facing facade.

4. For all parking located on stories above street level that is not separated from the street by another use, the parking shall be screened from view at street level, and, through the use of materials, fenestration, or other architectural treatment, the screening shall be designed to provide visual interest and to integrate the screened portions of the building facade with the overall design of the structure's street-facing facades.

5. The Director may permit, as a Type I decision, exceptions to subsection 23.50A.190.B.2.a to permit more parking above street level than otherwise allowed, if the Director finds that locating permitted parking below grade is infeasible due to physical site conditions such as a high-water table, contaminated soil conditions, or proximity to a tunnel. In such cases, the Director shall determine the maximum feasible amount of parking that can be provided below grade, if any, and the amount of additional parking to be permitted above street level.

* * *

Section 82. Section 23.50A.360 of the Seattle Municipal Code, enacted by Ordinance 126862, is amended as follows:

23.50A.360 Transportation management programs in the Industry and Innovation zone

* * *

C. The TMP shall be approved by the Director if, after consulting with Seattle Department of Transportation, the Director determines that the TMP measures are likely to achieve a mode-share target that is the average of mode-share targets for ((~~Urban Centers~~)) regional centers, with the exception of the Downtown ((~~Urban~~)) Regional Center, in any applicable subarea plans for regional centers in the Seattle ((~~2035~~)) Comprehensive Plan for trips made by employees driving alone who would work in the proposed development.

Section 83. Section 23.51A.004 of the Seattle Municipal Code, last amended by Ordinance 125558, is amended as follows:

23.51A.004 Public facilities in multifamily zones

* * *

B. The following uses in public facilities are permitted outright in all multifamily zones if the development standards for institutions in Section 23.45.570, other than dispersion requirements, are met, except as otherwise provided in subsection 23.51A.004.B.6:

1. Police precinct stations;

2. Fire stations;

3. Public boat moorages;

4. Utility service uses;

5. Other uses similar to any of the uses listed in this subsection 23.51A.004.B; and

6. Youth service centers existing as of January 1, 2013, in public facilities operated by King County in an LR3 zone within ((~~an Urban Center~~)) a regional center and replacement, additions or expansions to such King County public facilities. For youth service centers, the development standards for institutions in Section 23.45.570 apply, and subsections 23.45.570.D and 23.45.570.F relating to structure width and setbacks may be waived or modified by the Director as a Type II decision. The Director's decision to waive or modify standards shall be based on a finding that the waiver or modification is needed to accommodate unique programming, public service delivery, or structural needs of the facility and that the following urban design objectives are met. The Director's decision shall include conditions to mitigate all substantial impacts caused by such a waiver or modification.

a. Objective 1: Create visual interest along and activate each street frontage. Examples for achieving this objective include, but are not limited to, the following:

1) Incorporate prominent entrances and other features that welcome pedestrians;

2) Add visual interest using architectural detailing of the facade, transparency, decorative materials, or design features; and

3) Use signage consistent with ((~~the Sign Code,~~)) Chapter 23.55((~~,~~)) that helps orient pedestrians and adds interest to the street environment.

b. Objective 2: Create a continuous pedestrian environment along each frontage of the development in LR3. Examples for achieving this objective include, but are not limited to, the following:

1) Incorporate shade and rain protection, such as awnings, building overhangs, benches, freestanding pavilions, or kiosks;

2) Where site dimensions and program conditions allow, provide a landscaped setback between the structure and sidewalk; and

3) Design new or existing bus stops to integrate transit shelters, benches, and decorative treatments with the adjacent facade.

c. Objective 3: Address the bulk and scale of the building by design treatments that transition to the scale of nearby development. Examples for achieving this objective include, but are not limited to, the following:

1) Break down the apparent scale of the building and reduce the impact of blank walls by using modulation or decorative facade elements, such as material, shape, color, architectural detailing, painting, screening, artwork, or vegetated walls; and

2) Use landscaped setbacks where appropriate.

* * *

D. The following public facilities are prohibited in all multifamily zones((~~:~~))

1. Jails, except for youth service centers existing as of January 1, 2013, in public facilities operated by King County within ((~~an Urban Center~~)) a regional center;

2. Work-release centers;

3. Bus bases;

4. Sewage treatment plants;

5. Animal control shelters; and

6. Post office distribution centers.

* * *

Section 84. Section 23.52.004 of the Seattle Municipal Code, last amended by Ordinance 125757, is amended as follows:

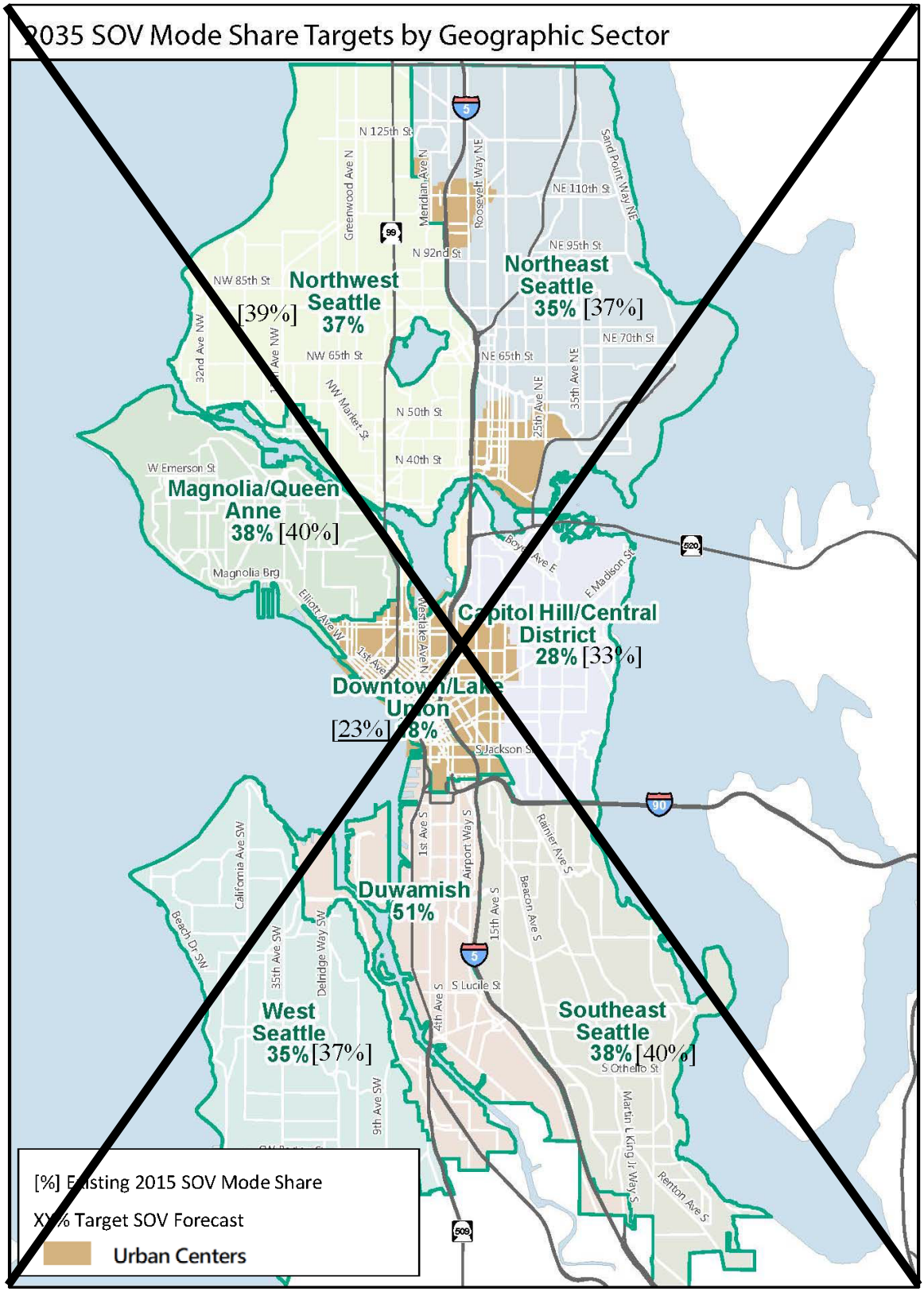
23.52.004 Requirement to meet transportation level-of-service standards

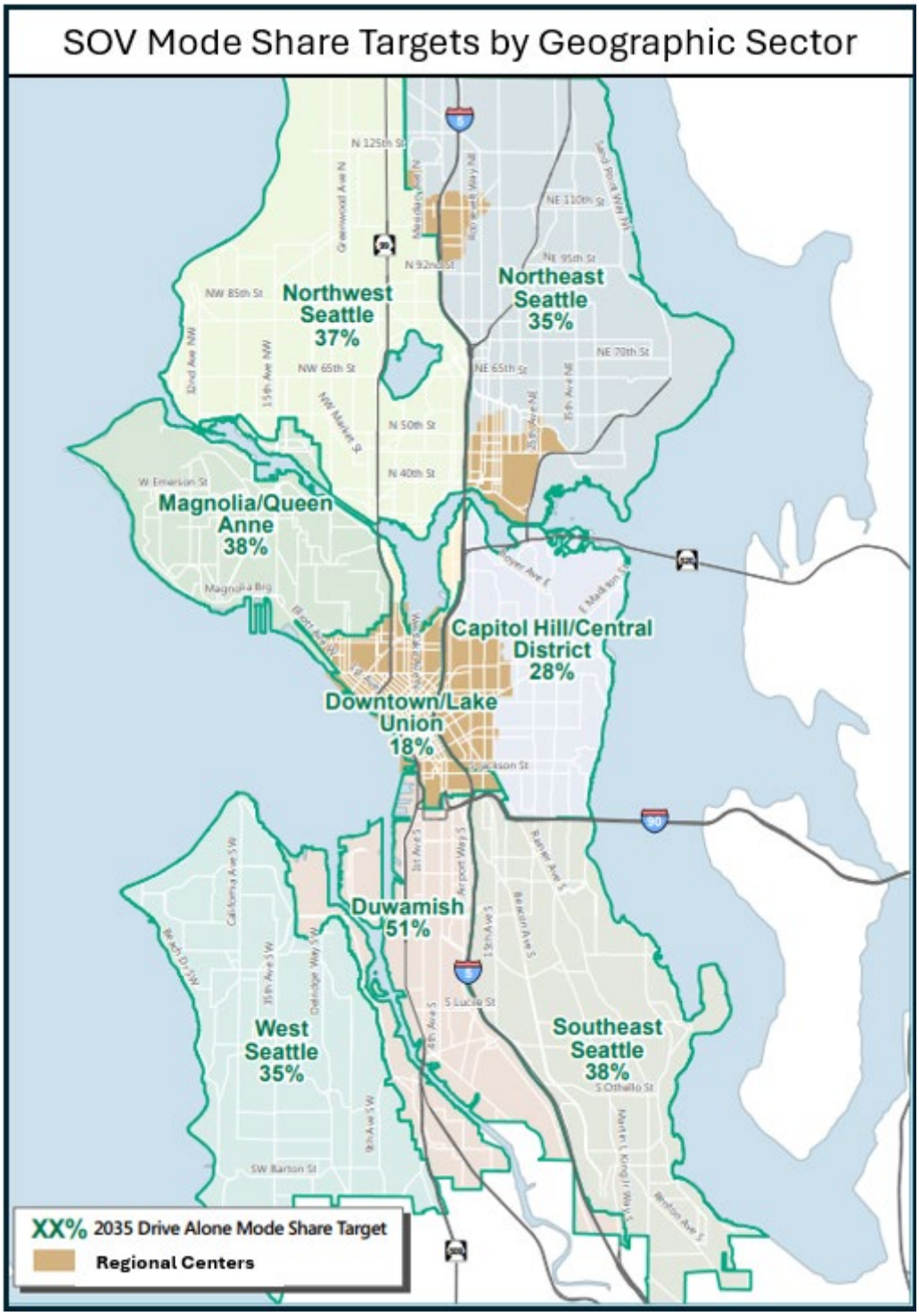
A. Applicability of this Subchapter I. Development that meets the following thresholds must contribute to achieving the percentage reduction targets shown on Map A for 23.52.004, which includes options for reducing the single-occupancy vehicle (SOV) trips associated with the development:

1. Proposed development in excess of any of the following: 30 dwelling units, 30 sleeping rooms, or 4,000 square feet of gross floor area in new nonresidential uses except for proposed development as provided in subsection 23.52.004.A.2;

2. Proposed development located in IG1 or IG2 zones and having more than 30,000 square feet of gross floor area in uses categorized as agricultural, high impact, manufacturing, storage, transportation facilities, or utility uses.

Map A for 23.52.004: 2035 SOV Mode Share Targets by Geographic Sector




SOV Mode Share Targets by Geographic Sector
Northwest Seattle 37%
Northeast Seattle 35%
Magnolia/Queen Anne 38%
Capitol Hill/Central District 28%
Downtown/Lake Union 18%
Duwamish 51%
West Seattle 35%
Southeast Seattle 38%
XX% 2035 Drive Alone Mode Share Target
Regional Centers

1

B. Requirements. Development above the thresholds in subsection 23.52.004.A shall contribute toward achieving the SOV reduction targets identified on Map A for 23.52.004, either based on location of the development in ((~~an urban center~~)) a regional center, ((~~hub urban village~~)) an urban center, or within one-half mile's walking distance of a light rail station, or where these locational criteria are not met, by selecting and implementing at least one mitigation measure from a list of measures identified in a Joint Directors' Rule adopted by the Directors of the Department of Construction and Inspections and the Seattle Department of Transportation.

Section 85. Section 23.52.008 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.52.008 Applicability of this Subchapter II

A. Applicability. The requirements of this Subchapter II apply to proposed new development as described in Table A for 23.52.008. Development located within ((~~an urban center or urban village~~)) a regional center or an urban center that is subject to SEPA environmental review per Chapter 25.05 is exempt from this Subchapter II of Chapter 23.52.

Table A for 23.52.008
Development ((~~Location~~)) location and ((~~Thresholds~~)) thresholds

Development location	**Number of dwelling units**	**Gross square feet of ((~~non-residential~~)) nonresidential uses[1] when located in a mixed-use development[2]**
((~~Urban~~)) Regional centers, other than the Downtown ((~~Urban~~)) Regional Center	31 to 200	Greater than 12,000 up to 30,000
Downtown ((~~Urban~~)) Regional Center	81 to 250	Greater than 12,000 up to 30,000
Urban ((~~villages~~)) centers	31 to 200	Greater than 12,000 up to 30,000
Outside ((~~urban centers and urban villages~~)) regional centers and urban centers	NA	NA

Table A for 23.52.008 Development ((~~Location~~)) location and ((~~Thresholds~~)) thresholds		
Development location	**Number of dwelling units**	**Gross square feet of ((~~non-residential~~)) nonresidential uses[1] when located in a mixed-use development[2]**
NA: Not applicable Footnotes to Table A for 23.52.008((~~:~~)) [1] Not including gross floor area dedicated to accessory parking. [2] The mixed-use development must contain at least one dwelling unit.		

* * *

Section 86. Section 23.53.006 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.006 Pedestrian access and circulation

* * *

C. ((~~Within urban centers and urban villages.~~)) Within ((~~urban centers and urban villages~~)) regional, urban, and neighborhood centers, sidewalks, curbs, and curb ramps are required when new lots, other than unit lots, are created through the full or short subdivision platting process or when development is proposed on a lot that abuts any existing street in any zone, except as specified in subsection 23.53.006.F. If the existing street includes sidewalks, curbs, curb ramps, and accessible crossings that do not comply with the Streets Illustrated Right-of-Way Improvements Manual or successor rule, they shall be brought into compliance.

D. ((~~Outside urban centers and urban villages.~~)) Outside ((~~urban centers and urban villages~~)) regional, urban, and neighborhood centers, sidewalks, curbs, and curb ramps are required on an existing street in any of the following circumstances, except as provided in subsection 23.53.006.F.

1. In any zone with a pedestrian designation, sidewalks, curbs, and curb ramps are required when new lots, other than unit lots, are created through the full or short subdivision platting process or when development is proposed.

2. In industrial zones, on streets designated on Map A for 23.50A.190, sidewalks, curbs, and curb ramps are required when new lots are created through the full or short subdivision platting process or when development is proposed. Sidewalks, curbs, and curb ramps are required only for the portion of the lot that abuts the designated street.

3. On arterials, except in the MML zone, sidewalks, curbs, and curb ramps are required when new lots, other than unit lots, are created through the full or short subdivision platting process or when development is proposed. Sidewalks, curbs, and curb ramps are required only for the portion of the lot that abuts the arterial.

4. In neighborhood residential zones, sidewalks, curbs, and curb ramps are required when ten or more lots are created through the full subdivision platting process or when ten or more dwelling units are developed.

5. Except in neighborhood residential zones and the MML zone, sidewalks, curbs, and curb ramps are required when six or more lots, other than unit lots, are created through the full or short subdivision platting process or when six or more dwelling units are developed.

6. In all zones, except the MML zone, sidewalks, curbs, and curb ramps are required when the following ((~~non-residential~~)) nonresidential uses are developed:

a. Seven hundred and fifty square feet or more of gross floor area of major and minor vehicle repair uses and multi-purpose retail sales; or

b. Four thousand square feet or more of ((~~non-residential~~)) nonresidential uses not listed in subsection 23.53.006.D.6.a.

* * *

Section 87. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required parking and maximum parking limits

* * *

C. Maximum parking limits for specific zones or areas

1. In the Stadium Transition Area Overlay District certain uses are subject to a maximum parking ratio pursuant to subsection 23.74.010.A.1.b. When there are multiple uses on a lot, the total parking requirement for all uses subject to a maximum ratio cannot exceed the aggregate maximum for those uses under Section 23.74.010.

2. In all commercial zones, except C2 zones outside of urban ((~~villages~~)) centers, no more than 145 spaces per lot may be provided as surface parking or as flexible-use parking.

3. In all multifamily zones, commercial uses are limited to no more than ten parking spaces per business establishment.

4. In the Northgate Overlay District, the Director may permit parking to exceed applicable maximum parking limits as a Type I decision pursuant to Chapter 23.76 if:

a. The parking is provided in a structure according to a joint-use parking agreement with King County Metro Transit; and

b. It can be demonstrated to the satisfaction of the Director through a parking demand study that the spaces are only needed to meet evening and weekend demand or as overflow on less than ten percent of the weekdays in a year, and the spaces shall otherwise be available for daytime use by the general public.

5. Notwithstanding the minimum parking requirements set out in Table A for 23.54.015, in the Industry and Innovation zones, the maximum parking ratio for all uses is one space per 1,000 square feet of gross floor area.

* * *

Table A for 23.54.015
Required parking for ((~~non-residential~~)) nonresidential uses other than institutions

Use		Minimum parking required
* * *		
II. Non-residential use requirements for specific areas		
I.	((~~Non-residential~~)) Nonresidential uses in ((~~urban~~)) regional centers or ((~~the~~)) Station Area Overlay ((~~District~~)) Districts [5]	No minimum requirement
J.	Non-residential uses in urban ((~~villages~~)) centers that are not within ((~~an urban center or the~~)) a Station Area Overlay District, if the non-residential use is located within a frequent transit service area[5]	No minimum requirement
* * *		

Footnotes for Table A for 23.54.015
[1] No parking is required for urban farms or community gardens in residential zones.
[2] Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three hours before an event is scheduled to begin and ending one hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five years. During an inaugural season, or for nonrecurring events, the best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be 50 percent or less of the facility's seating capacity, to an amount not less than that required for the certified projected attendance, at the rate of one space for each ten fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least 15 days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series 15 days prior to the first event in the series. If the Director finds that a certification of projected attendance of 50 percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or advance ticket sales, the Director shall, within 15 days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for

Table A for 23.54.015
Required parking for ((~~non-residential~~)) nonresidential uses other than institutions

Use	Minimum parking required

only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.

[3] For indoor sports and recreation uses that exceed 25,000 square feet in size in a Manufacturing Industrial Center, the minimum requirement is ((~~1~~)) one space for each 2,000 square feet.

[4] The amount of required parking is calculated based on the maximum number of staff or animals the center is designed to accommodate.

[5] The general minimum requirements of Part I of Table A for 23.54.015 are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser minimum parking requirement (which may include no requirement) under any other provision. To the extent that a non-residential use fits within more than one line in Table A for 23.54.015, the least of the applicable minimum parking requirements applies. The different parking requirements listed for certain categories of non-residential uses shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23.

Table B for 23.54.015
Required parking for residential uses

	Use	Minimum parking required
	* * *	
II. Residential use requirements for specific areas		
L.	All residential uses within ((~~urban~~)) regional centers or ((~~within the~~)) Station Area Overlay ((~~District~~)) Districts [2]	No minimum requirement
M.	All residential uses in commercial, RSL, and multifamily zones within urban ((~~villages~~)) centers that are not within ((~~an urban center or the~~)) a Station Area Overlay District, if the residential use is located within a frequent transit service area[2, 4]	No minimum requirement
	* * *	

Footnotes to Table B for 23.54.015

[1] For each moderate-income unit and each low-income unit, no minimum amount of parking is required.

[2] The minimum amount of parking prescribed by Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a greater or a lesser amount of minimum parking, including no parking, under any other provision of this Section 23.54.015. If more than one provision in this Table B for 23.54.015 is applicable, the provision requiring the least amount of minimum parking applies, except that if item O in Part II of Table B for

Table B for 23.54.015 **Required parking for residential uses**	
Use	**Minimum parking required**
23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015. [3] No parking is required for single-family residential uses on lots in any residential zone that are less than 3,000 square feet in size or less than 30 feet in width where access to parking is permitted through a required yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3. [4] Except as provided in Footnote 4, the minimum amounts of parking prescribed by Part 1 of Table B for 23.54.015 apply within 1,320 feet of the Fauntleroy Ferry Terminal.	

* * *

Table C for 23.54.015 **Required parking for public uses and institutions**		
Use		**Minimum parking required**
* * *		
II. General public uses and institutions for specific areas		
Q.	General public uses, institutions and Major Institution uses, except hospitals, in ((~~urban~~)) regional centers or ((~~the~~)) Station Area Overlay ((~~District~~)) Districts [11]	No minimum requirement
R.	General public uses and institutions, except hospitals, including institutes for advanced study in neighborhood residential zones, within urban ((~~villages~~)) centers that are not within ((~~the~~)) Station Area Overlay ((~~District~~)) Districts, if the use is located within a frequent transit service area	No minimum requirement
Footnotes to Table C for 23.54.015 [1] When this use is permitted in a neighborhood residential zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when the use is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.570. [2] The amount of required parking is calculated based on the maximum number of staff, children, or clients that the center is designed to accommodate on site at any one time. [3] As a Type I decision, the Director, in consultation with the Director of the Seattle Department of Transportation, may allow adult care and child care centers to provide loading and unloading spaces on street, if not prevented by current or planned transportation projects adjacent to their property, when no other alternative exists. [4] A child care facility, when co-located with an assisted living facility, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces. [5] When this use is permitted outright in a neighborhood residential or multifamily zone, the		

Table C for 23.54.015 **Required parking for public uses and institutions**	
Use	**Minimum parking required**
Director may reduce the parking and loading requirements of this Section 23.54.015 and the requirements of Section 23.44.016 or Section 23.45.536 on a case-by-case basis if the applicant can demonstrate that the modification is necessary due to the specific features, activities, or programs of the institution and links the reduction to the features of the institution that justify the reduction. Such modifications shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied. [6] When family support centers are located within community centers owned and operated by the Department of Parks and Recreation, the Director may lower the combined parking requirement by up to a maximum of 15 percent, pursuant to subsection 23.54.020.I. [7] Indoor gymnasiums are not considered ball courts, nor are they considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the gymnasium is one parking space for every eight fixed seats. Each 20 inches of width of bleachers is counted as one fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement is one space for each 350 square feet. [8] When a library is permitted in a multifamily or commercial zone as a conditional use, the Director may modify the parking requirements of this Section 23.54.015 and the requirements of Section 23.45.536 or Sections 23.47A.030 and 23.47A.032 on a case-by-case basis if the applicant can demonstrate that the modification is necessary due to the specific features, activities, or programs of the institution and links the reduction to the features of the institution that justify the reduction. Such modifications shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied. [9] For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements are determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown in this Table C for 23.54.015 for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ((~~10~~)) ten percent or less than that for the existing auditorium or other place of assembly, then no additional parking is required. [10] Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces. [11] The general requirements of lines A through P of this Table C for 23.54.015 for general public uses and institutions, and requirements of subsection 23.54.016.B for Major Institution uses, are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser parking requirement (which may include no requirement) under any other provision. To the extent that a general public use, institution, or Major Institution use fits within more than one line in this Table C for 23.54.015, the least of the applicable parking	

Table C for 23.54.015 Required parking for public uses and institutions	
Use	**Minimum parking required**
requirements applies. The different parking requirements listed for certain categories of general public uses or institutions shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23. [12] The Director may reduce the minimum parking requirements for a child care center in any zone if a portion of its parking demand can be accommodated in nearby on-street parking.	

* * *

Section 88. Section 23.54.016 of the Seattle Municipal Code, last amended by Ordinance 125558, is amended as follows:

23.54.016 Major Institutions – ((~~parking~~)) <u>Parking</u> and transportation

Except in the MPC-YT zone, Major Institution uses are subject to the following transportation and parking requirements:

A. General ((~~Provisions.~~)) <u>provisions</u>

1. Minimum requirements for parking quantity are established in subsection 23.54.016.B.

2. The maximum number of spaces provided for the Major Institution use shall not exceed 135 percent of the minimum requirement, unless additional spaces are approved through administrative or Council review as provided in subsection 23.54.016.C. For a Major Institution use in ((~~an urban~~)) <u>a regional</u> center or ((~~the~~)) Station Area Overlay District, the maximum limit shall not exceed 135 percent of the minimum parking requirements calculated pursuant to subsection 23.54.016.B.2.

3. Parking requirements for Major Institutions with more than one type of institutional use (for example, a hospital and a university), if applicable, shall be calculated for each use separately, and then added together to derive the total number of required spaces.

4. When a permit application is made for new development at an existing Major Institution and the new development is a hospital or located outside ((~~an urban~~)) a regional center or ((~~the~~)) Station Area Overlay District, parking requirements shall be calculated both for the entire Major Institution and for the proposed new development. If there is a parking deficit for the entire institution, the institution shall make up a portion of the deficit in addition to the quantity required for the new development, according to subsection 23.54.016.B.3. If there is a parking surplus above the maximum allowed number of spaces for the institution as a whole, required amounts of parking for new development will first be applied to the surplus in the required ratio of long-term and short-term spaces. Additional parking shall be permitted only when no surplus remains.

5. When determining parking requirements, individuals fitting into more than one category (for example, a student who is also an employee or a faculty member who is also a doctor) shall not be counted twice. The category requiring the greater number of parking spaces shall be used.

B. Parking ((~~Quantity Required.~~)) quantity required

1. In ((~~urban~~)) regional centers and ((~~the~~)) Station Area Overlay ((~~District~~)) Districts, no parking is required for Major Institution uses, except for hospitals.

2. For all other Major Institutions the minimum number of parking spaces required is as follows:

a. Long-term ((~~Parking.~~)) parking

1) Medical Institutions. A number of spaces equal to 80 percent of hospital-based doctors; plus 25 percent of staff doctors; plus 30 percent of all other employees present at peak hour;

2) Educational Institutions. A number of spaces equal to 15 percent of the maximum students present at peak hour, excluding resident students; plus 30 percent of employees present at peak hour; plus 25 percent of the resident unmarried students; plus one space for each married student apartment unit.

b. Short-term ((~~Parking.~~)) parking

1) Medical Institutions. A number of spaces equal to one space per six beds; plus one space per five average daily outpatients;

2) Educational Institutions. A number of spaces equal to five percent of the maximum students present at peak hour excluding resident students.

c. Additional ((~~Short-term Parking Requirements~~)) short-term parking requirements. When one of the following uses is a Major Institution use, the following additional short-term parking requirements shall be met. Such requirements may be met by joint use of parking areas and facilities if the Director determines that the uses have different hours of operation according to subsection 23.54.020.G:

1) Museum. One space for each 250 square feet of public floor area;

2) Theater, ((~~Auditorium, or Assembly Hall~~)) auditorium, or assembly hall. One space for each 200 square feet of audience assembly area not containing fixed seats, and one space for every ((~~10~~)) ten seats for floor area containing fixed seats;

3) Spectator ((~~Sports Facility Containing Fewer than 20,000 Seats~~)) sports facility containing fewer than 20,000 seats. One space for each ((~~10~~)) ten permanent seats and one space for each 100 square feet of spectator assembly area not containing fixed seats;

4) Spectator ((~~Sports Facility Containing 20,000 or More Seats~~)) sports facility containing 20,000 or more seats. One space for each ((~~10~~)) ten permanent seats and one bus space for each 300 permanent seats.

d. Bicycle ((~~Parking~~)) parking. Bicycle parking meeting the development standards of subsections 23.54.015.K.2 through 23.54.015.K.6 and subsection 23.54.016.D.2 shall be provided in the following quantities:

1) Medical Institutions. A number of spaces equal to two percent of employees, including doctors, present at peak hour;

2) Educational Institutions. A number of spaces equal to ((~~10~~)) ten percent of the maximum students present at peak hour plus five percent of employees.

If at the time of application for a master use permit, the applicant can demonstrate that the bicycle parking requirement is inappropriate for a particular institution because of topography, location, nature of the users of the institution, or other reasons, the Director may modify the bicycle parking requirement.

3. Parking ((~~Deficits~~)) deficits. In addition to providing the minimum required parking for a new structure, five percent of any vehicular or bicycle parking deficit as determined by the minimum requirements of this subsection 23.54.016.B, existing on ((~~the effective date of the ordinance codified in this section~~)) May 2, 1990, shall be supplied before issuance of a certificate of occupancy.

* * *

Section 89. Section 23.54.020 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.54.020 Parking quantity exceptions

The motor vehicle parking quantity exceptions set forth in this Section 23.54.020 apply in all zones except downtown zones, which are regulated by Section 23.49.019, and Major Institution zones, which are regulated by Section 23.54.016.

* * *

F. Reductions to required parking

1. When parking is required, reductions permitted by this subsection 23.54.020.F will be calculated from the minimum required parking in Section 23.54.015. Total reductions to required parking as provided in this subsection 23.54.020.F may not exceed 50 percent.

2. Transit reduction

a. In multifamily and commercial zones, the minimum required parking for all uses is reduced by 50 percent if the property is located within a frequent transit service area, and the property is not located in ((~~an Urban Center, Urban Village,~~)) a regional center, an urban center, or a Station Area Overlay District.

b. In industrial zones, the minimum parking requirement for a nonresidential use is reduced by 15 percent if the use is located within a frequent transit service area.

3. For new or expanding offices or manufacturing uses that require 40 or more parking spaces, the minimum required parking may be reduced by up to a maximum of 40 percent by the substitution of alternative transportation programs, according to the following provisions:

a. For every carpool space accompanied by a cash fee, performance bond, or alternative guarantee acceptable to the Director, the total required parking will be reduced by 1.9 spaces, up to a maximum of 40 percent of the parking requirement.

b. For every vanpool purchased or leased by the applicant for employee use, or equivalent cash fee for purchase of a van by the public ridesharing agency, the total required parking will be reduced by six spaces, up to a maximum of 20 percent of the parking requirement.

c. If transit or transportation passes are provided with a 50 percent or greater cost reduction to all employees in a proposed structure for the duration of the business establishment(s) within it, or five years, whichever is less, and if transit service is located within one-quarter mile (1,320 feet), the required parking shall be reduced by ((~~10~~)) ten percent. With a 25 percent to 49 percent cost reduction, and if transit service is located within one-quarter mile (1,320 feet), the parking requirement shall be reduced by five percent.

d. For every two covered long-term bicycle parking spaces provided, the total parking requirement shall be reduced by one space, up to a maximum of 20 percent of the parking requirement, provided there is access to an arterial over improved streets.

* * *

Section 90. Section 23.54.035 of the Seattle Municipal Code, last amended by Ordinance 124680, is amended as follows:

23.54.035 Loading berth requirements and space standards

* * *

B. Exception to loading requirements

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

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

a. All loading is proposed to occur on-site((~~,~~)) or ((~~b. Loading~~)) any loading that is proposed to occur in a public right-of-way can take place without disrupting pedestrian circulation or vehicular traffic;

((~~c.~~)) b. Additional evidence relating to the size, character, and operation of the building and likely tenancy; and

((~~d.~~)) c. Where loading occurs at a central loading facility, goods can be distributed to other buildings on-site without disrupting pedestrian circulation or vehicular traffic.

* * *

Section 91. Section 23.58A.014 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.58A.014 Bonus residential floor area for affordable housing

* * *

B. Performance option

* * *

8. Additional standards for off-site performance. If the affordable housing is not provided within the development that includes the bonus residential floor area, it may be provided off-site according to the following standards:

a. Off-site affordable housing must be provided within the South Lake Union ((~~Urban~~)) Regional Center if the development that includes bonus residential floor area is within the South Lake Union ((~~Urban~~)) Regional Center. If the development that includes bonus residential floor area is outside the South Lake Union ((~~Urban~~)) Regional Center, the off-site affordable housing must be in Seattle city limits, in priority order, (1) within the same ((~~urban center or village~~)) regional center or urban center as the development, (2) within ((~~1~~)) one mile of the development, (3) within 0.5 mile of a light rail or bus rapid transit station, or (4) within 0.25 mile of a bus or streetcar stop.

b. The applicant shall provide to the City an irrevocable letter of credit, or other sufficient security approved by the Director of Housing, prior to issuance and as a condition of issuance of any permit after the first building permit for the development that includes the bonus residential floor area and before any permit for any construction activity other than for excavation and shoring for the development is issued, unless completion of the affordable housing has been documented to the satisfaction of the Director of Housing and the

affordable housing is subject to recorded restrictions satisfactory to the Director of Housing. The letter of credit or other security shall be in an amount equal to the payment option amount calculated according to provisions in subsection 23.58A.014.C, plus an amount equal to interest on such payment. The Director of Housing is authorized to adopt, by rule, terms and conditions of such security including the amount of security and rate of annual interest, conditions on which the City shall have a right to draw on the letter of credit or other security, and terms should the City become entitled to realize on any such security.

c. Any failure of the affordable housing to satisfy the requirements of this subsection 23.58A.014.B shall not affect the right to maintain or occupy the bonus residential floor area if the Director of Housing certifies to the Director that either:

1) The applicant has provided the City with a letter of credit or other sufficient security pursuant to subsection 23.58A.014.B.8.b; or

2) There have been recorded one or more agreements or instruments satisfactory to the Director of Housing providing for occupancy and affordability restrictions on affordable housing with the minimum floor area determined under this Section 23.58A.014, all affordable housing has been completed, and the affordable housing is on a different lot from the bonus residential floor area or is in one or more condominium units separate from the bonus residential floor area under condominium documents acceptable to the Director of Housing.

d. Unless and until the Director of Housing shall certify as set forth in subsection 23.58A.014.B.8.c, it shall be a continuing permit condition, whether or not expressly stated, for each development obtaining bonus residential floor area based on the provision of housing to which this Section 23.58A.014 applies, that the affordable housing shall be

maintained in compliance with the terms of this Section 23.58A.014 and any applicable provisions of the zone, as documented to the satisfaction of the Director of Housing.

* * *

Section 92. Section 23.58A.024 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.58A.024 Bonus ((~~non-residential~~)) nonresidential floor area for affordable housing and child care

* * *

B. Performance option for housing

* * *

8. Additional standards for off-site performance. If the affordable housing is not provided within the development that includes the bonus ((~~non-residential~~)) nonresidential floor area, it may be provided off-site according to the following standards:

a. If the development that includes bonus ((~~non-residential~~)) nonresidential floor area is within the South Lake Union ((~~Urban~~)) Regional Center, the off-site affordable housing must be located within the South Lake Union ((~~Urban~~)) Regional Center or within one mile of the development that includes the bonus ((~~non-residential~~)) nonresidential floor area and no more than 0.25 mile from the South Lake Union ((~~Urban~~)) Regional Center boundary. If the development that includes bonus ((~~non-residential~~)) nonresidential floor area is outside of the South Lake Union ((~~Urban~~)) Regional Center, the off-site affordable housing must be in Seattle city limits, in priority order, (1) within the same ((~~urban center or village~~)) regional center or urban center as the development, (2) within one mile of the development, (3) within 0.5 mile of a light rail or bus rapid transit station, or (4) within 0.25 mile of a bus or streetcar stop.

b. The applicant shall provide to the City an irrevocable letter of credit, or other sufficient security approved by the Director of Housing, prior to and as a condition of issuance of any permit after the first building permit for the development that includes bonus nonresidential floor area and before any permit for construction activity other than excavation and shoring is issued, unless completion of the affordable housing has been documented to the satisfaction of the Director of Housing and the affordable housing is subject to recorded restrictions satisfactory to the Director of Housing. The letter of credit or other security shall be in an amount equal to the payment option amount calculated according to provisions in subsection 23.58A.024.D, plus an amount equal to interest on such payment. The Director of Housing is authorized to adopt, by rule, terms and conditions of such security including the amount of security and rate of annual interest, conditions on which the City shall have a right to draw on the letter of credit or other security, and terms should the City become entitled to realize on any such security.

c. Any failure of the affordable housing to satisfy the requirements of this subsection 23.58A.024.B shall not affect the right to maintain or occupy the bonus nonresidential floor area if the Director of Housing certifies to the Director that either:

1) The applicant has provided the City with a letter of credit or other sufficient security pursuant to subsection 23.58A.024.B.8.b; or

2) There have been recorded one or more agreements or instruments satisfactory to the Director of Housing providing for occupancy and affordability restrictions on affordable housing with the minimum floor area determined under this Section 23.58A.024, all affordable housing has been completed, and the affordable housing is on a different lot from the bonus nonresidential floor area or is in one or more condominium units

separate from the bonus nonresidential floor area under condominium documents acceptable to the Director of Housing.

d. Unless and until the Director of Housing certifies as set forth in subsection 23.58A.024.B.8.c, it shall be a continuing permit condition, whether or not expressly stated, for each development obtaining bonus nonresidential floor area based on the provision of housing to which this Section 23.58A.024 applies, that the affordable housing shall be maintained in compliance with the terms of this Section 23.58A.024 and any applicable provisions of the zone, as documented to the satisfaction of the Director of Housing.

* * *

Section 93. Section 23.58A.040 of the Seattle Municipal Code, last amended by Ordinance 125267, is amended as follows:

23.58A.040 Bonus floor area for open space amenities

* * *

C. Performance option

* * *

5. Standards for open space amenities. The following standards apply to open space amenities, except as otherwise specifically stated in the provisions of the zone.

a. Public access

1) Public access for open space amenities in ((~~Downtown~~)) downtown zones is regulated pursuant to subsection 23.58A.040.C.2.

2) Except for green street improvements, open space amenities not in ((~~Downtown~~)) downtown zones shall be open to the public, without charge, each day of the year for a minimum of ten hours each day for a neighborhood open space and for a mid-block

corridor in SM-U zones in the University ((~~Community Urban~~)) District Regional Center, and 24 hours each day of the year for a green street setback. The hours of public access identified above shall be during daylight hours, unless there are insufficient daylight hours, in which case the open space shall also be open during nighttime hours for the balance of the hours the open space is to remain open. Public access may be limited temporarily during hours that are otherwise required to be open to the public for necessary maintenance or for reasons of public safety.

3) Within the open space, property owners, tenants, and their agents shall allow members of the public to engage in activities allowed in the public sidewalk environment, except that those activities that would require a street use permit if conducted on the sidewalk may be excluded or restricted. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, any building, or other adjacent features, and without unreasonably interfering with the enjoyment of the space by others, shall be allowed. While engaged in allowed activities, members of the public may not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others unless the space is being closed to the general public consistent with this subsection 23.58A.040.C. No parking, storage, or other use may be established on or above the surface of the open space except as provided in subsection 23.58A.040.C.5.b.2.f. Use by motor vehicles of open space for which bonus floor area is granted is not permitted. The open space shall be identified clearly with the City's public open space logo on a plaque placed at a visible location at each street entrance providing access to the amenity. The plaque shall indicate, in letters legible to passersby, the nature of the bonus amenity, its availability for general public access, and additional directional information as needed.

b. Standards for neighborhood open space

1) Neighborhood open space in ((~~Downtown~~)) downtown zones in South Downtown is regulated pursuant to subsection 23.58A.040.C.2.

2) Neighborhood open space not in ((~~Downtown~~)) downtown zones used to qualify for bonus floor area shall meet the conditions in this subsection 23.58A.040.C.5.b.2, unless a modification is allowed by the Director as a Type I decision, based on the Director's determination that, relative to the strict application of the standards, the exception will result in improved public access and use of the space or a better integration of the space with surrounding development.

a) The open space shall comply with the applicable provisions of this Section 23.58A.040. The open space shall consist of one continuous area with a minimum of 3,000 square feet and a minimum horizontal dimension of 10 feet.

b) A minimum of 35 percent of the open space shall be landscaped with grass, ground cover, bushes, and/or trees.

c) Either permanent or movable seating in an amount equivalent to 1 lineal foot for every 200 square feet of open space shall be available for public use during hours of public access.

d) The open space shall be located and configured to maximize solar exposure to the space, allow easy access from streets or other abutting public spaces, including access for persons with disabilities, and allow convenient pedestrian circulation through all portions of the open space. The open space shall have a minimum frontage of 30 feet at grade abutting a sidewalk, and be visible from sidewalks on at least one street.

e) The open space shall be provided at ground level, except that in order to provide level open spaces on steep lots, some separation of multiple levels may be allowed, provided they are physically and visually connected and accessible to persons with disabilities.

f) Up to 20 percent of the open space may be covered by elements accessory to public use of the open space, including: permanent, freestanding structures, such as retail kiosks, pavilions, or pedestrian shelters; structural overhangs; overhead arcades or other forms of overhead weather protection; and any other features approved by the Director that contribute to pedestrian comfort and active use of the space. The following elements within the open space area may count as open space and are not subject to the percentage coverage limit: temporary kiosks and pavilions, public art, permanent seating that is not reserved for any commercial use, exterior stairs and mechanical assists that provide access to public areas and are available for public use, and any similar features approved by the Director. Seating or tables, or both, may be provided and reserved for customers of restaurants or other uses abutting the open space, but the area reserved for customer seating shall not exceed 15 percent of the open space area or 500 square feet, whichever is less.

c. Standards for green street setbacks

1) Green street setbacks in ((~~Downtown~~)) downtown zones in South Downtown are regulated pursuant to subsection 23.58A.040.C.2.

2) Green street setbacks in ((~~Downtown~~)) downtown zones outside South Downtown are regulated pursuant to Section 23.49.013.

3) Green street setbacks not in ((~~Downtown~~)) downtown zones shall meet the following standards:

a) Where permitted by the provisions of the zone, bonus floor area may be gained for green street setbacks by development on lots abutting those street segments that are listed or shown as green streets in the provisions of the zone.

b) A green street setback shall be provided as a setback from a lot line abutting a designated green street. The setback shall be continuous for the length of the frontage of the lot abutting the green street, and a minimum of 50 percent of the setback area shall be landscaped. The area of any driveways in the setback area is not included in the bonusable area. For area eligible for a bonus, the average setback from the abutting green street lot line shall not exceed 10 feet, with a maximum setback of 15 feet. The design of the setback area shall allow for public access, such as access to street-level uses in abutting structures or access to areas for seating. The Director may approve a modification to the standards in this subsection 23.58A.040.C.5.c.3.b as a Type I decision, based on the Director's determination that the modification is consistent with a green street concept plan, if one exists, established in accordance with Director's Rule 11-2007, or a successor rule.

d. Standards for green street improvement. Green street improvements used to qualify for bonus floor area shall be located on a designated green street and shall meet the standards of a city-approved streetscape concept plan or other design document approved by the Director.

e. Standards for mid-block corridor

1) Mid-block corridors used to qualify for bonus floor area in ((~~Downtown~~)) downtown zones in South Downtown are regulated pursuant to subsection 23.58A.040.C.2.

2) Mid-block corridors used to qualify for bonus floor area in the Mount Baker Station Area must meet the requirements in the Downtown Amenity Standards.

3) Mid-block corridors used to qualify for bonus floor area in the SM-U zones within the University ((~~Community Urban~~)) District Regional Center shall meet the applicable requirements of this subsection 23.58A.040.C and the requirements of subsection 23.48.640.E.

f. Standards for hillside terraces. A hillside terrace used to qualify for bonus floor area in South Lake Union ((~~Urban~~)) Regional Center or in ((~~Downtown~~)) downtown zones in South Downtown is regulated pursuant to subsection 23.58A.040.C.2.

g. Declaration. If open space is to be provided for purposes of obtaining bonus floor area, the owners of the lot using the bonus floor area, and of the lot where the open space is provided, if different, shall execute and record a declaration and voluntary agreement in a form acceptable to the Director identifying the bonus amenities; acknowledging that the right to develop and occupy a portion of the gross floor area on the lot using the bonus floor area is based upon the long-term provision and maintenance of the open space and that development is restricted in the open space; and committing to provide and maintain the open space.

h. Identification

1) Open space amenities in ((~~Downtown~~)) downtown zones in South Downtown shall meet the identification conditions of the Downtown Amenity Standards.

2) Open space amenities not in ((~~Downtown~~)) downtown zones shall be identified clearly with the City's public open space logo on a plaque placed at a visible location at each street entrance providing access to the amenity. The plaque shall indicate, in

letters legible to passersby, the nature of the bonus amenity, its availability for general public access, and additional directional information as needed.

i. Duration; alteration. Except as provided for in this subsection 23.58A.040.C.5.i, the owners of the lot using the bonus floor area and of the lot where the open space amenity is located, if different, including all successors, shall provide and maintain the open space amenities for which bonus floor area is granted, in accordance with the applicable provisions of this Section 23.58A.040, for as long as the bonus floor area gained by the open space amenities exists. An open space amenity for which bonus floor area has been granted may be altered or removed only to the extent that either or both of the following occur, and alteration or removal may be further restricted by the provisions of the zone and by conditions of any applicable permit:

1) The bonus floor area permitted in return for the specific open space amenity is removed or converted to a use for which bonus floor area is not required under the provisions of the zone; or

2) An amount of bonus floor area equal to that allowed for the open space amenity that is to be altered or removed is provided through alternative means consistent with the provisions of the zone and provisions for allowing bonus floor area in this Chapter 23.58A.

* * *

Section 94. Section 23.58A.042 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.58A.042 Transferable development potential (TDP) and rights (TDR)

* * *

F. Standards for vulnerable masonry structure TDR or TDP sending lots. Within the portion of the University ((~~Community Urban~~)) District Regional Center west of 15th Avenue NE or within the Uptown ((~~Urban~~)) Regional Center, TDR and TDP may be transferred from lots that comply with the following conditions:

1. The sending lot is located in the University ((~~Community Urban~~)) District Regional Center west of 15th Avenue NE and is in an SM-U, NC3, or NC3P zone with a mapped height limit of 55 feet or greater, or is located in the Uptown ((~~Urban~~)) Regional Center and is in an SM-UP, MR, LR3, or C2 zone;

2. The lot includes a structure that contributes to the historic architectural context of the neighborhood and is identified as such in the Department of Neighborhoods' (DON) Historic Resource Survey, and is also identified on a list of structures meeting specific criteria in a rule promulgated by the Director according to Section 23.48.627; and

3. The qualifying structure on the sending lot shall be retained as follows for a minimum of 50 years:

a. The structure is rehabilitated and maintained to comply with all codes applicable to seismic retrofitting of vulnerable masonry structures;

b. All exterior facades shall be retained; except that portions of a new structure may abut facades that are not street-facing facades or that set back a minimum of 30 feet from a street lot line that is generally parallel to the facade, and connections between the new structure and the facades of the retained structure are allowed; and

c. Additions or alterations to the structure that extend the useful physical life or economic viability of the structure are permitted, provided that:

1) The additions do not significantly alter the original structural system or result in significant alterations to any historic or architectural characteristics of the exterior appearance of the structure as documented in the DON Historic Resource Survey, except as may be required to comply with applicable codes; and

2) The total floor area of any additions to the original structure, excluding floor area added to reclaim floor area that may have been removed from the original structure over time, does not exceed one story in height and the equivalent of 0.5 FAR, as calculated on the lot on which the structure was originally permitted.

4. If development rights from a lot certified by the ((~~Department~~)) Director of the Seattle Department of Construction and Inspections as a vulnerable masonry structure sending site have not been sold within three years of certification, the lot must be recertified by the Director to determine if the structure continues to qualify as an eligible sending site; and

5. For transfers of vulnerable masonry structure TDR and TDP, the owner of the sending lot shall execute and record an agreement with the City, with the written consent of all holders of encumbrances on the sending lot, unless such consent is waived by the Director for good cause, that provides for the maintenance of the required structure on the sending lot for a minimum of 50 years. Such agreement shall commit to limits on additions and modifications to the structure consistent with the provisions of this subsection 23.58A.042.F and that are approved by the Director.

* * *

Section 95. Section 23.58B.040 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as follows:

23.58B.040 Mitigation of impacts – Payment option

* * *

B. Deposit and use of cash contributions

1. Cash contributions shall be deposited by the Director of Housing in a special account established solely for preservation and production of housing affordable for renter households with incomes no higher than 60 percent of median income and for owner households with incomes no higher than 80 percent of median income. Earnings on balances in the special account shall accrue to that account.

2. Use of cash contributions shall support the preservation and production of renter-occupied housing within Seattle, or the preservation and production of ownership housing within Seattle, as follows. Rental housing supported by the cash contributions shall be rent- and income-restricted to serve households with incomes no higher than 60 percent of median income for a minimum period of 50 years, with an expectation of ongoing affordability. At least five percent of total cash contributions on a yearly basis shall be dedicated to capital expenditures for development of ownership housing. Ownership housing supported by the cash contributions shall be priced to serve and sold to households with incomes no higher than 80 percent of median income, with resale restrictions for a minimum period of 50 years, with an expectation of ongoing affordability.

3. For purposes of determining the location for use of cash contributions, the City shall consider the extent to which the housing advances the following factors:

a. Affirmatively furthering fair housing choice;

b. Locating within ((~~an urban center or urban village~~)) a regional center or an urban center;

c. Locating in proximity to frequent bus service or current or planned light rail or streetcar stops;

d. Furthering City policies to promote economic opportunity and community development and addressing the needs of communities vulnerable to displacement; and

e. Locating near developments that generate cash contributions.

4. Each cash contribution shall be expended within five years of collection. Any cash contribution not so expended shall be refunded with any interest required by law.

Section 96. Section 23.58B.050 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as follows:

23.58B.050 Mitigation of impacts – Performance option

* * *

C. Additional performance standards. In addition to meeting the standards in subsection 23.58B.050.B, MHA-C units located on a site other than the same lot as the development required to mitigate affordable housing impacts according to this Chapter 23.58B shall meet the following additional standards:

1. Equal or better mitigation. The applicant shall demonstrate to the satisfaction of the Director of Housing that affordable housing impact mitigation provided through the performance option on a site other than the same lot as the development required to mitigate affordable housing impacts according to this Chapter 23.58B is equal to or better than mitigation provided through performance on the same lot.

2. Location. MHA-C units provided on a site other than the same lot as the development required to mitigate affordable housing impacts according to this Chapter 23.58B shall be located:

a. Within the same ((~~urban center or urban village~~)) regional center or urban center as the development required to mitigate affordable housing impacts according to this Chapter 23.58B; or

b. Within one mile of the development required to mitigate affordable housing impacts according to this Chapter 23.58B if such development is located outside of ((~~an urban center or urban village~~)) a regional center or an urban center.

3. Developer's agreement. If the owner of the development required to mitigate affordable housing impacts according to this Chapter 23.58B is not the owner of the MHA-C units, then in addition to the agreement required according to subsection 23.58B.050.B.17, the owner of the development required to mitigate affordable housing impacts according to this Chapter 23.58B and the owner of the MHA-C units shall execute a developer's agreement, acceptable to the Director of Housing, allowing the exclusive use of the MHA-C units to satisfy the requirements of this Chapter 23.58B in return for necessary and adequate financial support to the development of the MHA-C units.

4. Letter of credit

a. If the MHA-C units are located on a site other than the same lot as the development required to mitigate affordable housing impacts according to this Chapter 23.58B, the owner of the development required to mitigate affordable housing impacts according to this Chapter 23.58B shall provide to the Director of Housing an irrevocable bank letter of credit, approved by the Director of Housing, in the amount according to subsection 23.58B.040.A.

b. The Director of Housing may draw on the letter of credit one year after the date of issuance of the certificate of occupancy, or, if a certificate of occupancy is not required, the final building permit inspection, for the development required to mitigate affordable housing impacts according to this Chapter 23.58B if the certificate of occupancy or final building permit inspection for the MHA-C units has not been issued on or before that date. The owner of the development required to mitigate affordable housing impacts according to this Chapter 23.58B shall also pay an amount equal to the interest on the cash contribution, at the rate equal to the prime rate quoted by Bank of America, or its successor, plus three percent per annum, from the date of issuance of the first building permit that includes the structural frame for the development required to mitigate affordable housing impacts according to this Chapter 23.58B.

c. If and when the City becomes entitled to draw on any letter of credit, the Director of Housing may take appropriate steps to do so, and the amounts realized, net of any costs to the City, shall be used in the same manner as cash contributions according to subsection 23.58B.040.B.

Section 97. Section 23.58C.040 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.58C.040 Affordable housing – Payment option

* * *

B. Use of cash contributions

1. The Director of Housing shall be authorized to accept all cash contributions on behalf of the City. Cash contributions shall be deposited by the Director of Housing in a special account and shall be used for purposes authorized by RCW 36.70A.540. Earnings on balances in

the special account shall accrue to that account. At least five percent of total cash contributions on a yearly basis shall be dedicated to support ownership housing.

2. Income levels

a. Rental housing supported by cash contributions shall be rent- and income-restricted to serve households with incomes no greater than 60 percent of median income for a minimum period of 50 years, with an expectation of ongoing affordability.

b. Ownership housing supported by cash contributions shall be priced to serve and sold to households with incomes no greater than 80 percent of median income for a minimum period of 50 years, with an expectation of ongoing affordability.

3. Location. For purposes of determining the location for use of cash contributions, the City shall consider the extent to which the housing supported by cash contributions advances the following factors:

a. Affirmatively furthering fair housing choice;

b. Locating within ((~~an urban center or urban village~~)) a regional center or urban center;

c. Locating in proximity to frequent bus service or current or planned light rail or streetcar stops;

d. Furthering City policies to promote economic opportunity and community development and addressing the needs of communities vulnerable to displacement; and

e. Locating near developments that generate cash contributions.

Section 98. Section 23.58C.050 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.58C.050 Affordable housing – Performance option

* * *

C. Performance requirements. MHA-R units provided to comply with this Chapter 23.58C through the performance option shall meet the following requirements:

* * *

8. Additional requirements for MHA-R units provided through the performance option on a site other than the same lot as the development required to comply with this Chapter 23.58C

a. Equal or better - comparability of units. The applicant shall demonstrate to the satisfaction of the Director of Housing that MHA-R units on a site other than the same lot as the development required to comply with this Chapter 23.58C are equal to or better than MHA-R units on the same lot.

b. Location. MHA-R units on a site other than the same lot as the development required to comply with this Chapter 23.58C shall be located in a Lowrise or RSL zone. In addition, units shall be located:

1) Within the same ((~~urban center or urban village~~)) regional center or urban center as the development required to comply with this Chapter 23.58C; or

2) Within 1 mile of the development required to comply with this Chapter 23.58C if such development is located outside of ((~~an urban center or urban village~~)) a regional center or urban center.

c. Tenure. MHA-R units on a site other than the same lot as the development required to comply with this Chapter 23.58C shall be ownership units and shall comply with all additional requirements for ownership units according to subsection 23.58C.050.C.7.

d. Public subsidy. If any public subsidy is used for a development, and the public subsidy operates through subjecting units in the development to restrictions on the income levels of occupants and the rents or sale prices that may be charged, the development shall not be eligible to provide units through the performance option according to this subsection 23.58C.050.C.8.

e. Developer's agreement. If the owner of the development required to comply with this Chapter 23.58C is not the owner of the MHA-R units, then in addition to the agreement required according to subsection 23.58C.050.E, the owner of the development required to comply with this Chapter 23.58C and the owner of the MHA-R units shall execute a developer's agreement, acceptable to the Director of Housing, allowing the exclusive use of the MHA-R units to satisfy the requirements of this Chapter 23.58C in return for necessary and adequate financial support to the development of those MHA-R units.

f. Letter of credit

1) If the MHA-R units are located on a site other than the same lot as the development required to comply with this Chapter 23.58C, the owner of the development required to comply with this Chapter 23.58C shall provide to the Director of Housing an irrevocable bank letter of credit, approved by the Director of Housing, in the amount according to subsection 23.58C.040.A.

2) The Director of Housing may draw on the letter of credit one year after the date of issuance of the certificate of occupancy, or, if a certificate of occupancy is not required, the final building permit inspection, for the development required to comply with this Chapter 23.58C if the certificate of occupancy or final building permit inspection for the MHA-R units has not been issued on or before that date. The owner of the development required to comply with this Chapter 23.58C shall also pay an amount equal to the interest on the cash contribution, at the rate equal to the prime rate quoted by Bank of America, or its successor, plus three percent per annum, from the date of issuance of the first building permit that includes the structural frame for the development required to comply with this Chapter 23.58C.

3) If and when the City becomes entitled to draw on any letter of credit, the Director of Housing may take appropriate steps to do so, and the amounts realized, net of any costs to the City, shall be used in the same manner as cash contributions according to subsection 23.58C.040.B.

* * *

Section 99. Section 23.69.022 of the Seattle Municipal Code, last amended by Ordinance 126864, is amended as follows:

23.69.022 Uses permitted within 2,500 feet of a Major Institution Overlay District

A. A Major Institution shall be permitted to lease space, or otherwise locate a use outside a Major Institution Overlay (MIO) District, and within 2,500 feet of the MIO District boundary, subject to the following limitations:

1. The provisions of this Section 23.69.022 shall not apply to contractual arrangements with other entities, except for leases or other agreements for occupying space.

2. No such use shall be allowed at street level in a commercial zone, unless the use is determined to be similar to a general sales and service use, eating and drinking establishment, major durables retail sales, entertainment use, or child care center and is allowed in the zone. If the use is allowed in the zone but is determined not to be similar to a general sales and service use, eating and drinking establishment, major durables retail sales, entertainment use, or child care center, the Director may not allow the use at street level in a commercial zone unless provided otherwise in an adopted master plan or in a Council-approved ((~~neighborhood~~)) subarea plan;

3. Except as permitted in an adopted master plan, the use shall not result in the demolition of a structure(s) that contains a residential use nor shall it change a residential use to a nonresidential use.

4. The use(s) shall conform to the use and development standards of the applicable zone.

5. The use shall be included in the Major Institution's approved Transportation Management Program if it contains students or employees of the Major Institution.

6. If a Master Use Permit is required for the use, the Director shall notify the Advisory Committee of the pending permit application and the committee shall be given the opportunity to comment on the impacts of the proposed use.

* * *

C. A Major Institution that leases space or otherwise locates a use in a ((~~Downtown~~)) downtown zone shall not be subject to the limitations established in subsection 23.69.022.A or 23.69.022.B with respect to that space or use, except that subsections 23.69.022.A.3 and 23.69.022.A.4 shall apply.

* * *

Section 100. Section 23.69.026 of the Seattle Municipal Code, last amended by Ordinance 126626, is amended as follows:

23.69.026 Determination to prepare a master plan

* * *

C. A Major Institution with an adopted master plan that is not subject to subsection 23.69.026.B shall be required to prepare a new master plan in the following circumstances:

1. The Major Institution proposes to increase the total amount of gross floor area allowed or the total number of parking spaces allowed within the MIO District, except if a proposed change to a master plan involves:

a. Construction of a one-time single development per master plan period owned or affiliated with an educational ((~~major institution~~)) Major Institution that is part of the Washington State Community and Technical Colleges system; and

b. A property located within ((~~an Urban Center~~)) a regional center; and

c. A development that includes residential uses not exceeding 550 sleeping rooms, composed of dormitory, congregate housing, or other housing opportunities for students or employees of the Major Institution; or

2. A master plan has been in effect for at least ten years and the institution proposes to expand the MIO District boundaries; or

3. A master plan has been in effect for at least ten years and the institution proposes an amendment to the master plan that is determined to be major according to the provisions of Section 23.69.035, and the Director determines that conditions have changed

significantly in the neighborhood surrounding the Major Institution since the master plan was adopted.

* * *

Section 101. Section 23.69.035 of the Seattle Municipal Code, last amended by Ordinance 126626, is amended as follows:

23.69.035 Changes to master plan

* * *

D. Minor ((~~Amendments~~)) amendments. A proposed change to an adopted master plan shall be considered and approved as a minor amendment when it is not an exempt change according to subsection 23.69.035.B, when it is consistent with the original intent of the adopted master plan (except as provided in this subsection ((~~23.69.035.D.4~~)) 23.69.035.D), and when it meets at least one of the following criteria:

1. The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or

2. The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located; or

3. The amendment is a proposal by the Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within 2,500 feet of the MIO District boundary, and the use is allowed in the zone but not permitted

pursuant to Section 23.69.022. In making the determination whether the amendment is minor, the Director shall consider the following factors:

a. Whether an adequate supply of commercially zoned land for business serving neighborhood residents will continue to exist, and

b. Whether the use will maintain or enhance the viability or long-term potential of the neighborhood-serving character of the area, and

c. Whether the use will displace existing neighborhood-serving commercial uses at street level or disrupt a continuous commercial street front, particularly of personal and household retail sales and service uses, and

d. ((~~Whether~~)) If the area is located in a regional center with an adopted subarea plan, whether the use supports ((~~neighborhood planning~~)) goals and objectives ((~~as provided in a Council-approved neighborhood~~)) in the regional center subarea plan.

4. The amendment would accommodate a single development with residential uses composed of housing for students or employees of the Major Institution, that is consistent with criteria in subsection 23.69.026.C.1, and that either was not anticipated by or is in excess of what was anticipated in an adopted master plan. This kind of amendment could occur only one time per the lifetime of an adopted master plan. The floor area of said residential use, uses accessory thereto, and ((~~non-residential~~)) nonresidential uses such as required street-level uses shall be exempted from the calculation of total development capacity of the ((~~major institution~~)) Major Institution overlay, and shall be excluded from calculation of Floor Area Ratio and not counted against the Major Institution's development program permitted floor area for the campus.

E. Major ((~~Amendments~~)) amendments. A proposed change to an adopted master plan shall be considered a major amendment when it is not an exempt change according to subsection 23.69.035.B or a minor amendment according to subsection 23.69.035.D. In addition, any of the following shall be considered a major amendment:

1. An increase in a height designation or the expansion of the boundary of the MIO District; or

2. Any change to a development standard that is less restrictive, except if a proposed change relates to providing housing affiliated with certain educational ((~~major institutions~~)) Major Institutions as identified in subsection 23.69.026.C.1; or

3. A reduction in housing stock outside the boundary but within 2,500 feet of the MIO District, other than within a ((~~Downtown~~)) downtown zone, that exceeds the level approved in an adopted master plan; or

4. A change to the single-occupancy vehicle goal of an approved transportation management program that increases the percentage of people traveling by single-occupancy vehicle; or

5. A use that requires Council Conditional Use approval, including but not limited to a helistop or a major communication utility, that was not described in an adopted master plan; or

6. The update of an entire development program component of a master plan that was adopted under Land Use Code provisions prior to ((~~the 1996 Major Institutions~~)) Ordinance 118362 where the institution proposes an increase to the total amount of gross floor area allowed or the total number of parking spaces allowed under the institution's existing development program component within the MIO District. Changes to a development program relating to an

action described in subsection 23.69.035.D.4 shall not be considered a development program update of this kind.

* * *

Section 102. Section 23.71.020 of the Seattle Municipal Code, last amended by Ordinance 121362, is amended as follows:

23.71.020 Development Agreements((.))

Development Agreements may be proposed for development within the Northgate Overlay District pursuant to chapter 36.70B RCW ((~~36.70B~~)). In determining whether to approve a Development Agreement, the ((~~City~~)) Council shall consider the extent to which the proposed development or redevelopment:

((~~a.~~)) A. Contributes toward meeting the Northgate ((~~Urban~~)) Regional Center housing targets;

((~~b.~~)) B. Coordinates approaches to transportation planning and traffic analysis with surrounding properties and the City, with the goal of reducing use of single-occupant vehicles and reducing or minimizing pedestrian and vehicular conflicts and other potential negative traffic impacts on neighborhoods;

((~~c.~~)) C. Proposes improvements to the street-level environment and circulation for pedestrians, including coordination with area-wide pedestrian circulation and open space plans such as the ((~~5 th~~)) 5th Avenue Streetscape Design Plan;

((~~d.~~)) D. Includes natural drainage strategies such as those described in the Thornton Creek Five-Year Action Agenda and "Refining Our Choices" for Northgate; and

((~~e.~~)) E. Incorporates sustainable design and green building practices in the proposed development.

Section 103. Section 23.74.002 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as follows:

23.74.002 Purpose, intent, and description of the ((~~overlay district~~)) Overlay District—Rezone requirement—Rezone criteria

A. Purpose and intent. The purpose of this Chapter 23.74 is to implement the City's Comprehensive Plan, including the ((~~neighborhood~~)) subarea plan for the Greater Duwamish Manufacturing((~~/~~)) and Industrial Center, by establishing a Stadium Transition Area Overlay District for the area shown on Map A for 23.74.004. The Stadium Transition Area centers on large sports facilities and allows uses complementary to them. It is intended to contribute to a safer pedestrian environment for those attending events and permits a mix of uses, supporting the pedestrian-oriented character of the area as well as the surrounding industrial zone, while minimizing conflicts with industrial uses. Within the ((~~overlay district~~)) Overlay District, use provisions and development standards are designed to: create a pedestrian connection with downtown; discourage encroachment on nearby industrial uses to the south; and create a pedestrian-friendly streetscape. Allowing a mix of uses, including office development, restaurants, lodging, and maker uses and arts, is intended to encourage redevelopment and to maintain the health and vibrancy of the area during times when the sports facilities are not in operation.

* * *

Section 104. Section 23.84A.025 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.84A.025 "M"

* * *

"Mid-block corridor" means an amenity feature that provides open space and publicly accessible connections across extremely long blocks to mitigate transportation impacts of new development by improving pedestrian circulation in high-density areas, including but not limited to the South Lake Union ((~~Urban~~)) Regional Center, the University ((~~Community Urban~~)) District Regional Center west of 15th Avenue NE, the Uptown ((~~Urban~~)) Regional Center, the Northgate ((~~Urban~~)) Regional Center, and the Downtown ((~~Urban~~)) Regional Center east of Interstate 5.

* * *

Section 105. Section 23.84A.026 of the Seattle Municipal Code, enacted by Ordinance 122311, is amended as follows:

23.84A.026 "N"

* * *

"Neighborhood center" means an area designated as a neighborhood center in the Seattle Comprehensive Plan.

((~~"Neighborhood plan" means the goals and policies adopted by the Council into the Comprehensive Plan's Neighborhood Planning Element, that are developed to guide the growth and development of a specific neighborhood and deal with other neighborhood related issues such as housing, institutions, transportation, economic development and other community development activities.~~))

* * *

Section 106. Section 23.84A.032 of the Seattle Municipal Code, last amended by the Ordinance introduced as Council Bill 120969, is amended as follows:

23.84A.032 "R"

* * *

"Recycling." See "Utility."

"Regional center" means an area designated as a regional center in the Seattle Comprehensive Plan.

* * *

"Rural development credit" means the allowance of floor area on a receiving lot that results from the transfer of development potential from rural unincorporated King County to the Downtown ((~~Urban~~)) Regional Center pursuant to King County Code ((~~Chapter~~)) chapter 21A.55 or successor provisions and pursuant to the provisions of Section 23.49.011.

Section 107. Section 23.84A.038 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.84A.038 "T"

* * *

"TDR site, housing" means a lot meeting the following requirements:

1. The lot is located in any ((~~Downtown~~)) downtown zone except PMM, DH-1, and DH-2 zones, or is located in the South Lake Union ((~~Urban~~)) Regional Center in any SM zone with a height limit of 85 feet or higher;

2. Each structure on the lot has a minimum of 50 percent of total gross above-grade floor area as dwelling units or congregate residence sleeping rooms committed as restricted units affordable to and occupied by households with annual incomes no higher than 80 percent of median income for a minimum of 50 years;

3. The lot has above-grade gross floor area equivalent to at least 1 FAR as dwelling units or congregate residence sleeping rooms committed as restricted units affordable to

and occupied by households with annual incomes no higher than 50 percent of median income for a minimum of 50 years;

4. The dwelling units or congregate residence sleeping rooms according to subsections 2 and 3 of this definition is in one or more structures existing as of July 27, 2001, and the floor area was in residential use as of that date; and

5. The housing TDR site requirements are memorialized in a recorded agreement between the owner of the housing and the Director of Housing.

* * *

Section 108. Section 23.84A.040 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as follows:

23.84A.040 "U"

* * *

((~~"Urban village" means an area designated in Seattle's Comprehensive Plan as an urban center, hub urban village or residential urban village.~~

~~"Urban village, hub" means an area designated in Seattle's Comprehensive Plan as a hub urban village.~~

~~"Urban village, residential" means an area designated in Seattle's Comprehensive Plan as a residential urban village.~~))

* * *

Section 109. Section 23.84A.042 of the Seattle Municipal Code, last amended by Ordinance 125432, is amended as follows:

23.84A.042 "V"

* * *

"Vulnerable masonry structure" means a structure in specified zones within the University ((~~Community Urban~~)) District Regional Center west of 15th Avenue NE or within the Uptown ((~~Urban~~)) Regional Center that is identified in a Director's rule because it meets criteria for being included on the list of unreinforced masonry structures (URM) identified by ((~~Seattle~~)) SDCI and is also identified in the Department of Neighborhoods' Historic Resource Survey as a structure likely to qualify for nomination as a Seattle Landmark.

Section 110. Section 23.86.006 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.86.006 Structure height measurement

* * *

B. Within the South Lake Union ((~~Urban~~)) Regional Center, at the applicant's option, structure height shall be measured either as provided for in subsection 23.86.006.A, 23.86.006.E, or under provisions of this subsection 23.86.006.B. Structure height shall be measured for all portions of the structure. All measurements shall be taken vertically from existing or finished grade, whichever is lower, to the highest point of the structure located directly above each point of measurement. Existing or finished grade shall be established by drawing straight lines between the corresponding elevations at the perimeter of the structure. The straight lines will be existing or finished grade for the purpose of height measurement. When a contour line crosses a facade more than once, that contour line will be disregarded when establishing existing or finished grade.

* * *

E. Height measurement techniques in downtown zones and in the South Lake Union ((~~Urban~~)) Regional Center

1. Determine the major street lot line, which shall be the lot's longest street lot line. When the lot has two or more street lot lines of equal length, the applicant shall choose the major street lot line.

2. Determine the slope of the lot along the entire length of the major street lot line.

3. The maximum height shall be measured as follows:

a. When the slope of the major street lot line is less than or equal to 7.5 percent, the elevation of maximum height shall be determined by adding the maximum permitted height to the existing grade elevation at the midpoint of the major street lot line. On a through-lot, the elevation of maximum height shall apply only to the half of the lot nearest the major street lot line. On the other half of a through-lot, the elevation of maximum height shall be determined by the above method using the street lot line opposite and parallel to the major street lot line as depicted in Exhibit B for 23.86.006.

b. When the slope of the major street lot line exceeds 7.5 percent, the major street lot line shall be divided into four or fewer equal segments no longer than 120 feet in length. The elevation of maximum height shall be determined by adding the maximum permitted height to the existing grade elevation at the midpoint of each segment. On a through-lot, the elevation of maximum height shall apply only to the half of the lot nearest the major street lot line. On the other half of a through-lot, the elevation of maximum height shall be determined by the above method using the street lot line opposite and parallel to the major street lot line, as depicted in Exhibit C for 23.86.006.

c. For lots with more than one street frontage, where there is no street lot line that is essentially parallel to the major street lot line, when a measurement has been made for

the portion of the block containing the major street lot line, the next measurement shall be taken from the remaining street lot line that is opposite and most distant from the major street lot line.

* * *

Section 111. Section 25.05.164 of the Seattle Municipal Code, last amended by Ordinance 124843, is amended as follows:

25.05.164 Planned actions—Definitions and criteria

Under the authority of RCW 43.21C.440, the City Council may adopt ordinances designating planned actions. A planned action means one or more types of project action that:

* * *

B. Have had the significant environmental impacts adequately addressed in an EIS prepared in conjunction with:

1. A subarea ((~~or neighborhood~~)) plan adopted under chapter 36.70A RCW, or

2. A master planned development or phased project((~~-~~)) ;

* * *

Section 112. Section 25.05.665 of the Seattle Municipal Code, last amended by Ordinance 118012, is amended as follows:

25.05.665 SEPA policies—Overview

* * *

C. Relationship to ((~~neighborhood and business district~~)) subarea plans for regional centers and manufacturing and industrial centers. ((~~Neighborhood and business district~~)) Subarea plans ((~~which~~)) for regional centers and manufacturing and industrial centers that have been adopted by the City Council may serve as the basis for exercising substantive SEPA authority, subject to the following:

1. ((~~New plans.~~)) A plan ((~~approved subsequent July 11, 1988~~)) may serve as the basis of exercising substantive SEPA authority only to the extent that the provisions of the plan explicitly identify any of its elements intended to have application for SEPA purposes.

((~~2. Existing Plans. A plan existing prior to July 11, 1988 may be used as a basis for the exercise of substantive SEPA authority only to the extent that:~~

~~a. The plan identifies unusual circumstances such as substantially different site size or shape, topography, or inadequate infrastructure which would result in adverse environmental impacts which substantially exceed those anticipated by the code or zoning, or~~

~~b. The plan establishes a different balance of environmental and other goals than is characteristic of the Land Use Code as a whole;~~

~~Provided that the authority and conditions based upon an existing plan do not exceed the limitations contained in the cumulative effects policy and the specific environmental policies contained in Sections 25.05.670 and 25.05.675, respectively; and~~

~~3. All plans.~~)) 2. SEPA conditions based upon a ((~~neighborhood or business district~~)) subarea plan for a regional center or manufacturing and industrial center shall be consistent with any rezone action taken by the City Council subsequent to the adoption of the plan.

* * *

Section 113. Section 25.05.800 of the Seattle Municipal Code, last amended by Ordinance 126843, is amended as follows:

25.05.800 Categorical exemptions

The proposed actions contained in this Section 25.05.800 are categorically exempt from threshold determination and environmental impact statement requirements, subject to the rules and limitations on categorical exemptions contained in Section 25.05.305.

A. Minor new construction; flexible thresholds

1. The exemptions in this subsection 25.05.800.A apply to all licenses required to undertake the construction in question. To be exempt under this Section 25.05.800, the project shall be equal to or smaller than the exempt level. For a specific proposal, the exempt level in subsection 25.05.800.A.2 shall control. If the proposal is located in more than one city or county, the lower of the agencies' adopted levels shall control, regardless of which agency is the lead agency. The exemptions in this subsection 25.05.800.A apply except when the project:

a. Is undertaken wholly or partly on lands covered by water;

b. Requires a license governing discharges to water that is not exempt under RCW 43.21C.038;

c. Requires a license governing emissions to air that is not exempt under RCW 43.21C.0381 or WAC 197-11-800(7) or 197-11-800(8); or

d. Requires a land use decision that is not exempt under subsection 25.05.800.F.

2. The following types of construction are exempt, except when undertaken wholly or partly on lands covered by water:

a. The construction or location of residential or mixed-use development containing no more than the number of dwelling units identified in Table A for 25.05.800:

Table A for 25.05.800
Exemptions for residential uses

Zone	Number of exempt dwelling units		
	Outside ((~~urban centers and urban villages~~)) regional centers and urban centers	**Within ((~~urban centers and urban villages~~)) regional centers and urban centers where growth estimates have not been exceeded**	**Within ((~~urban centers and urban villages~~)) regional centers and urban centers where growth estimates have been exceeded**
NR and RSL	4	4	4
LR1	4	200[1]	20
LR2	6	200[1]	20
LR3	8	200[1]	20
NC1, NC2, NC3, C1, and C2	4	200[1]	20
MR, HR, and Seattle Mixed zones	20	200[1]	20
MPC-YT	NA	30[1]	20
Downtown zones	NA	250[1]	200
Industrial zones	4	4	4

Footnotes to Table A for 25.05.800
NA = not applicable
((~~Urban centers and urban villages~~)) Regional centers and urban centers are identified in the Seattle Comprehensive Plan.
[1] Pursuant to RCW 43.21C.229, new residential development or the residential portion of new mixed-use development located in ((~~an urban~~)) a regional center or in an urban ((~~village~~)) center is categorically exempt from the State Environmental Policy Act, unless the Department has determined that residential growth within the ((~~urban center or village~~)) regional center or urban center has exceeded exemption limits for the center that the Department has established pursuant to subsection 25.05.800.A.2.i.

b. The construction of a barn, loafing shed, farm equipment storage building, produce storage or packing structure, or similar agricultural structure, covering 10,000 square feet or less, and to be used only by the property owner or the property owner's agent in the conduct of farming the property. This exemption does not apply to feed lots;

c. The construction of office, school, commercial, recreational, service, or storage buildings, containing no more than the gross floor area listed in Table B for 25.05.800:

Table B for 25.05.800
Exemptions for ((~~non-residential~~)) nonresidential uses

Zone	Exempt area of use (square feet of gross floor area)		
	Outside ((~~urban centers and hub urban villages~~)) regional centers and urban centers	Within ((~~urban centers and hub urban villages~~)) regional centers and urban centers where growth estimates have not been exceeded	Within ((~~urban centers and hub urban villages~~)) regional centers and urban centers where growth estimates have been exceeded
NR, RSL, and LR1	4,000	4,000	4,000
LR2 and LR3	4,000	12,000[1] or 30,000[2]	12,000
MR, HR, NC1, NC2, and NC3	4,000	12,000[1] or 30,000[2]	12,000
C1, C2, and Seattle Mixed zones	12,000	12,000[1] or 30,000[2]	12,000
Industrial zones	12,000	12,000	12,000
MPC-YT	NA	12,000	12,000
Downtown zones	NA	30,000	30,000

Footnotes to Table B for 25.05.800
NA = not applicable
((~~Urban centers and urban villages~~)) Regional centers and urban centers are identified in the Seattle Comprehensive Plan.
[1] New ((~~non-residential~~)) nonresidential development that is not part of a mixed-use development and that does not exceed 12,000 square feet in size is categorically exempt from the State Environmental Policy Act (SEPA).
[2] Pursuant to RCW 43.21C.229, new ((~~non-residential~~)) nonresidential development that does not exceed 30,000 square feet and that is part of a mixed-use development located in ((~~an urban~~)) a regional center or in ((~~a hub~~)) an urban ((~~village~~)) center is categorically exempt from SEPA, unless the Department has determined that employment growth within the ((~~urban center or village~~)) regional center or urban center has exceeded exemption limits for the center that the Department has established pursuant to subsection 25.05.800.A.2.i.

d. The construction of a parking lot designed for 40 or fewer automobiles, as well as the addition of spaces to existing lots up to a total of 40 spaces;

e. Any fill or excavation of 500 cubic yards or less throughout the total lifetime of the fill or excavation; and any excavation, fill, or grading necessary for an exempt

project in subsections 25.05.800.A.2.a, 25.05.800.A.2.b, 25.05.800.A.2.c, or 25.05.800.A.2.d shall be exempt;

f. Mixed-use construction, including but not limited to projects combining residential and commercial uses, is exempt if each use, if considered separately, is exempt under the criteria of subsections 25.05.800.A.2.a through 25.05.800.A.2.d, unless the uses in combination may have a probable significant adverse environmental impact in the judgment of an agency with jurisdiction (see subsection 25.05.305.A.2.b);

g. In zones not specifically identified in this subsection 25.05.800.A, the standards for the most similar zone addressed by this subsection 25.05.800.A apply;

h. For the purposes of this subsection 25.05.800.A, "mixed-use development" means development having two or more principal uses, one of which is a residential use comprising 50 percent or more of the gross floor area;

i. To implement the requirements of Table A for 25.05.800 and Table B for 25.05.800, the Director shall establish implementation guidance by rule for how growth is measured against exemption limits and how changes to thresholds will occur if exemption limits are reached. The exemption limits shall consist of the growth estimates established in the Seattle Comprehensive Plan for a given area, minus a "cushion" of ten percent to assure that development does not exceed growth estimates without SEPA review; and

j. The Director shall monitor residential and employment growth and periodically publish a determination of growth for each ((~~urban center and urban village~~)) regional center or urban center. Residential growth shall include, but need not be limited to, net new units that have been built and net new units in projects that have received a building permit but have not received a certificate of occupancy. Per implementation guidance established by

rule, if the Director determines that exemption limits have been reached for ((~~an urban center or urban village~~)) a regional center or an urban center subsequent development will be subject to the lower thresholds as set forth in Table A for 25.05.800 and Table B for 25.05.800.

* * *

Section 114. Amendments made by Section 29 to subsections of Seattle Municipal Code Section 23.41.004 do not affect the expiration or repeal of those subsections by other ordinances.

Section 115. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the 16th day of December, 2025, and signed by me in open session in authentication of its passage this 16th day of December, 2025.

President _____ of the City Council

☑ Approved / ☐ returned unsigned / ☐ vetoed this 22nd day of December, 2025.

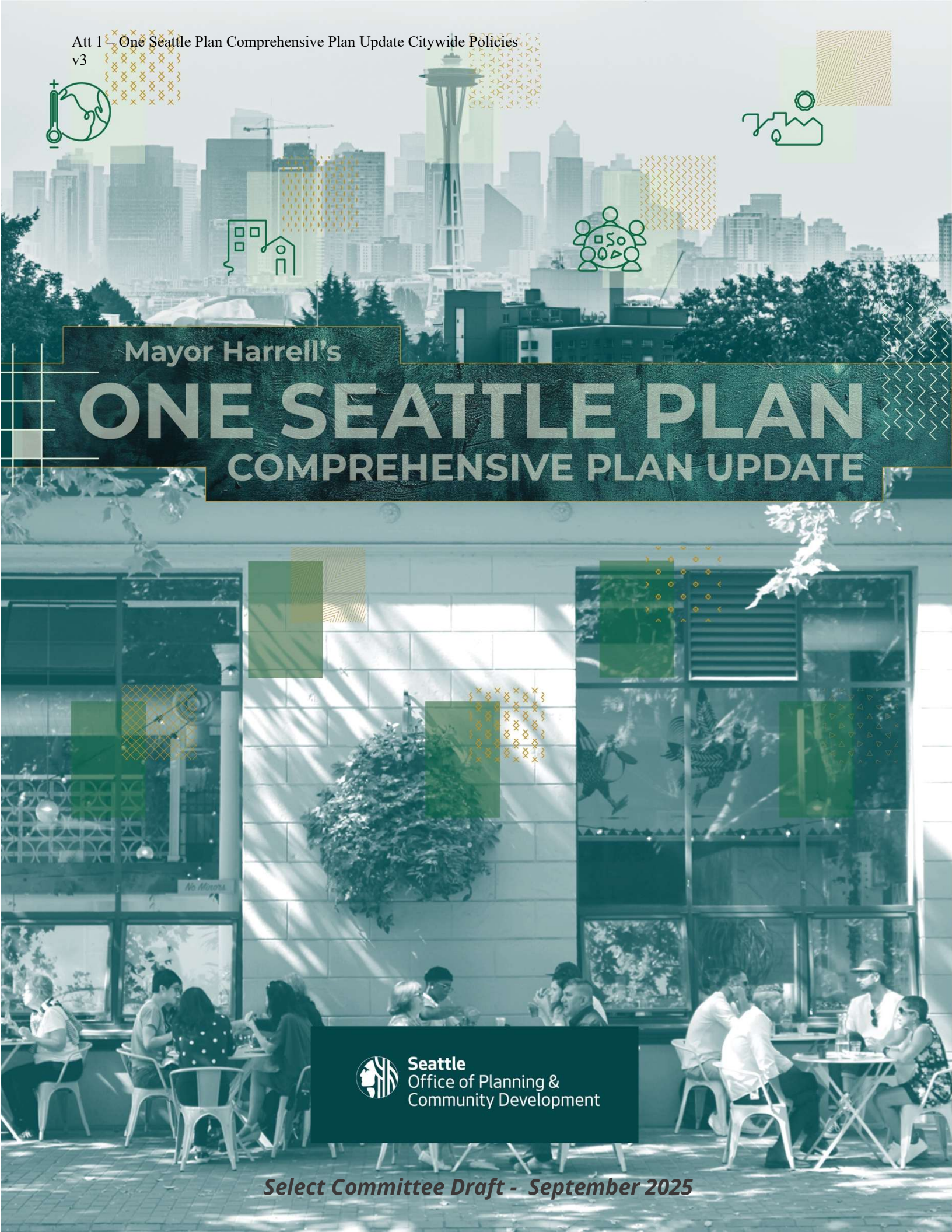
Bruce A. Harrell, Mayor

Filed by me this 22nd day of December, 2025.

Scheereen Dedman, City Clerk

(Seal)

Attachments:
Attachment 1 – One Seattle Plan Comprehensive Plan Update Citywide Policies
Attachment 2 – One Seattle Plan Comprehensive Plan Update Appendices
Attachment 3 – One Seattle Plan Comprehensive Plan Update Subarea Plans Placeholder



Mayor Harrell's

ONE SEATTLE PLAN

COMPREHENSIVE PLAN UPDATE

Seattle
Office of Planning &
Community Development

Select Committee Draft - September 2025

Acknowledgements

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PolicyLink

Community Engagement Partners – Community Based Organizations

Asian Pacific American Labor Alliance
Duwamish Valley Sustainability Association
Estelita's Library
Khmer Community of Seattle/King County/
KIMYUNITY/Noio Pathways
Capitol Hill EcoDistrict
Wa Na Wari/ CACE 21
sləp̓iləbəxʷ (Rising Tides) Indigenous Planning Group

Boards and Commissions

Seattle Planning Commission
sləp̓iləbəxʷ (Rising Tides) Indigenous Planning Group
Equitable Development Initiative Advisory Board
Community Involvement Commission
Green New Deal Oversight Board
Mayor's Council on African American Elders
Human Rights Commission
Seattle Arts Commission
Seattle Bicycle Advisory Board
Seattle Disability Commission
Seattle Freight Advisory Board
Seattle Immigrant and Refugee Commission
Seattle-King County Advisory Council for Aging & Disability
Seattle LGBTQ Commission
Board of Parks and Recreation Commission
Seattle Pedestrian Advisory Board
Seattle Planning Commission
Seattle Renters' Commission
Seattle School Traffic Safety Commission
Seattle Transit Advisory Board
Seattle Women's Commission
Seattle Youth Commission
Urban Forestry Commission

Very Special Thanks

To all the individuals and organizations who gave time and thought to participate in the

One Seattle Plan process in person and online. The Plan is better and stronger because of your involvement.

CBO	Central Budget Office
DON	Department of Neighborhoods
FAS	Finance and Administrative Services
HSD	Health and Human Services
LEG	City Council Central Legislative Staff
Metro	King County Metro
NWSA	NW Seaport Alliance
OAC	Office of Arts and Culture
OED	Office of Economic Development
OEM	Office of Emergency Management
OH	Office of Housing
OPCD	Office of Planning and Community Development
OSE	Office of Sustainability and Environment
Port	Port of Seattle
SC	Seattle Center
S-KCPH	Seattle King County Public Health
SCL	Seattle City Light
SDCI	Seattle Department of Construction and Inspection
SDOT	Seattle Department of Transportation
SFD	Seattle Fire Department
SIT	Seattle Information and Technology
SPL	Seattle Public Library
SPD	Seattle Police Department
SPR	Seattle Parks and Recreation
SPS	Seattle Public Schools
SPU	Seattle Public Utilities
ST	Sound Transit
WSDOT	Washington Dept of Transportation

Citywide Policies

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Introduction

Seattle's Comprehensive Plan is a roadmap for where and how our city will grow and invest in our communities over the next 20 years and beyond. Seattle last engaged in a citywide process to update its Comprehensive Plan nearly a decade ago. This major update, the One Seattle Plan, advances a vision for the future that aligns with our City's core values to make Seattle equitable, livable, sustainable, and resilient for today's residents and generations to come.

The One Seattle Plan (Plan) was created in dialogue with people throughout Seattle about the future they want to see for themselves, their families, their communities, and the city they call home. The Plan was developed through extensive public engagement with a focus on seeking diverse community input, and this dialogue will continue as we work to implement this Plan in the coming years.

The Comprehensive Plan addresses a wide range of topics, but a few themes comprise the heart of this Plan. These are the **four key moves** that respond to the issues and concerns emphasized by community members and stakeholders across the city and that will guide our planning for the next 20 years. The Plan also addresses important regional and statewide priorities and laws intended to facilitate construction of affordable and family housing, improve mobility, and allow for future population growth and climate resilience. Taken together, numerous goals and policies in the Plan further each of the following:

> **Housing and Affordability: Expand housing opportunities across the city**. This Plan is designed to meet Seattle's pressing housing needs now and into the future. In a rapidly growing region, a housing shortage is one factor that makes homes too expensive for people to afford and is a root cause of homelessness. The impacts are greatest for people with low incomes and Black, Indigenous, and People of Color (BIPOC) communities who may have less access to intergenerational wealth than white communities. Ultimately, many people across the city feel the strain of high housing costs in different ways. This Plan encourages more housing in more places to create a future where homes are plentiful, fewer households are burdened by unaffordable housing costs, and people achieve stable housing. This Plan also creates opportunities to employ our public resources, including the Seattle Housing Levy, to build the housing we need.
>
> The shortage of quality, affordable family-sized homes is pushing too many families out of our city or straining their resources to stay in Seattle. We must align our housing plans to meet this specific need and ensure that homes that meet the needs of families—particularly low- and middle-income households—are built and maintained in every neighborhood. Housing near schools, childcare, transit lines, and other services can help stabilize neighborhoods, improve enrollment in our schools, and keep Seattle a city that protects and supports kids and families.

Equity and Opportunity: Promote a more equitable Seattle as we grow. Over generations, Seattle's growth has not provided equal benefits to all communities. Policy decisions, lack of investment, and discriminatory housing practices, including redlining and racially restrictive covenants, have led to the displacement of BIPOC communities and limited access to home ownership and generational wealth building for these residents. This Plan takes steps towards addressing these harms, and ushers in a new, more equitable strategy for how Seattle will grow in the future. New growth must welcome newcomers, help communities thrive in place, *and* provide opportunities for former residents who have been displaced to return.

Community and Neighborhoods: Focus growth and investment in complete, walkable communities. Our vision for One Seattle includes a network of complete, connected communities that welcome more neighbors of all ages, races, ethnicities, and incomes. This Plan supports economically vibrant neighborhoods across the city with focused growth near transit, including light rail and high-quality frequent bus service, so residents can meet their everyday needs nearby without needing a car. This Plan takes steps to foster more walkable neighborhoods that are welcoming and accessible, with safe public spaces for neighbors to gather and build community.

Climate and Sustainability: Meet the challenges of climate change for a resilient future. Seattle residents are feeling the impact of the climate crisis with more extreme weather events every year, disproportionately impacting lower income residents and communities of color. This Plan introduces a Climate and Environment element that redoubles our effort to reduce our carbon footprint and build resiliency in frontline communities most vulnerable to climate impacts. The new element includes strategies to reduce climate pollution from key sectors: transportation, development pattern, buildings, energy, and solid waste. It also promotes a wide range of measures to enhance the resilience of our communities and natural environment that are threatened by current and potential climate impacts.

Trends and Challenges

Each major update to a city's comprehensive plan is an opportunity to take stock of what has changed since the last update and what issues and challenges are paramount for the city and its residents now. Significant trends and events that transpired in the last decade that shape this Plan are summarized below. The One Seattle Plan strives to address and respond to these and other recent and ongoing drivers of change.

Continued Rapid Growth

In the years preceding this Plan, Seattle was one of the fastest growing major cities in the country. From 2010 to 2020, the city experienced a huge increase in employment, adding more than 175,000 jobs – a gain of 38%. While housing was produced at a historic pace with the addition of 60,000 net

new homes over the same time period, an increase of 19%, the scale of production was not enough to keep pace with employment and population growth. Much of the new job growth was in high-wage fields, as Seattle's per capita income notched up to nearly $75,000, the second highest among U.S. large cities.

Effects of the Global Pandemic

The COVID-19 pandemic caused major immediate and potential long-term changes to cities around the world. In Seattle, BIPOC communities experienced disproportionate health, economic, and social impacts. These disparities underscore the racial and social inequities that persist in our city, region, and country. The pandemic also accelerated shifts in how we work, which has changed daily activity and commuting patterns, impacted centers of office employment like Downtown, and elevated the value of neighborhoods, public space, and local access to amenities.

Lack of Affordability

The cost of housing in Seattle continues to be a problem. The average annual Zillow Home Value Index for a detached home more than doubled from $415,000 to $945,000 from 2012 to 2022, far beyond what most Seattle-area households can afford. The median monthly cost of rent and basic utilities increased by 75% from $1,024 in 2011 to $1,787 in 2021. Lack of affordability is linked directly to an increase in people without a home, which reached an estimated 33,700 people in King County according to the state Department of Commerce's Snapshot of Homelessness for July 2022.

Displacement Pressure

In the years preceding this Plan, displacement pressure continued to be a major concern for many Seattle residents and businesses. A recent Puget Sound Regional Council (PSRC) survey found that 27% of Seattle households who moved within the region from 2014 to 2019 did so due to rising housing costs or other displacement-related reasons. While the population of color in Seattle as a whole has increased, many neighborhoods in South Seattle have seen substantial decreases in certain communities of color as housing in these areas becomes less affordable. Neighborhoods in and around the Central Area have continued to see very large decreases in the numbers of Black residents. Other neighborhoods with large shifts include Beacon Hill and Seward Park, where the Asian population has continued to decrease. Furthermore, the number of Hispanic and Latino residents counted in South Park decreased between 2010 and 2020 in significant contrast to this population's growth in the neighborhood between 1990 and 2010.

Climate Change

As the climate changes, Seattle residents are experiencing environmental, health, and economic effects. In recent years Seattle has seen numerous unprecedented or historically rare extreme weather events including but not limited to extreme heat events with temperatures over 105 degrees (2021), regular smoke events in late summer (2017, 2018, 2020, 2021, 2022, 2023), and tidal flooding of neighborhoods in the Duwamish River floodplain (2022). These changes are harmful for

everyone, but frontline communities, those who experience the first and worst consequences of climate change, bear a disproportionate burden of harm. Globally, the 10 warmest years in the historical record have all occurred since 2010.

Expansion of Regional Transit

Over the past several years, Sound Transit has taken major steps to expand light rail – the region's primary high-capacity transit system. Since the last Comprehensive Plan update light rail service was extended with service from University of Washington to Northgate and stations north of Seattle, and new service across Lake Washington with a station at Judkins Park will open in 2025. In 2016 voters approved the nearly $54 billion Sound Transit 3 measure, which will further expand light rail during the 20-year timeframe of the One Seattle Plan with a new line from Ballard to West Seattle and roughly a dozen new or expanded stations within the city.

Four Key Moves

The following summarizes how this Plan helps advance the four key moves.

Housing and Affordability: Expand Housing Opportunities across the City

The One Seattle Plan is designed to improve the supply, variety, and affordability of housing across the city. Our approach addresses past exclusionary policies and practices and the need to expand housing and neighborhood access. It sets a vision for the future of Seattle where housing options are diverse, affordable, and meet the needs of current and future households of all sizes, incomes, and cultures. Increasing our ability to build more housing in more places will help to ease market pressures that are driving up costs and contributing to displacement of BIPOC and low-income households and provide more affordable housing options for the working families of today and tomorrow.

ENCOURAGE MIDDLE HOUSING IN NEIGHBORHOOD RESIDENTIAL ZONES

The Growth Strategy allows for a broad range of housing types throughout Seattle's Neighborhood Residential (formerly Single Family) zones. The planned density and variety of housing is designed to meet new state requirements for "middle housing" (HB 1110) and includes opportunities to add new housing types, like duplexes, triplexes, fourplexes, sixplexes, stacked flats, and cottage housing in Neighborhood Residential zones across the city. These changes will provide new opportunities for diverse households to find the housing they need with access to high-quality neighborhood amenities. New homeownership options will provide housing stability and wealth building opportunities.

CREATE NEW HOUSING OPPORTUNITIES IN EXISTING AND EXPANDED CENTERS, INCLUDING NEW NEIGHBORHOOD CENTERS

For nearly 30 years, Seattle's growth strategy has concentrated growth in Urban Centers and Villages. The updated strategy creates new and expanded opportunities for housing and growth

near our major transit investments and established centers and villages. In addition, new Neighborhood Centers will allow additional moderate-density housing around commercial nodes, bus rapid transit stops, and neighborhood amenities. These additions to the City's current strategy for growth add to the supply of housing with wider opportunities for people to live within a short walk, bike, or transit ride to meet their daily needs.

EXPAND INVESTMENTS IN AFFORDABLE HOUSING

Even with the expansion of housing supply, market housing development is not expected to meet the needs of all segments of our community. The Housing element supports continued and increased investments in affordable housing. Under this Plan, resources from the Seattle Housing Levy, funds generated from development, current and potential new Federal and State resources, and incentives would expand the city's supply of income-restricted homes.

Equity and Opportunity: Promote a More Equitable Seattle as We Grow

Every resident should have the opportunity to thrive and to be a part of Seattle's future and its growing economy, but the benefits and burdens of our city's growth have not been distributed equitably. Many people, based on their race, ethnicity, gender, ability, income, or sexual orientation, have been historically excluded from the same housing and job opportunities, security, and freedoms that other Seattle residents have. This Plan begins to address the harmful effects of racially restrictive zoning by expanding the types of housing allowed in neighborhoods across Seattle. It also prioritizes programs and investments to support low-income and BIPOC communities that have experienced historical underinvestment to thrive. In these ways, this Plan works toward repairing historical injustices and building a more inclusive city.

REDUCE HOUSING AND NEIGHBORHOOD EXCLUSION

Policies in the Growth Strategy, Land Use, and Housing elements aim to lessen the patterns whereby BIPOC families and lower-income households have been excluded for generations from Seattle's neighborhoods and from homeownership opportunities. The Plan calls for more types of housing in many areas of the city and includes strategies to produce homes that are accessible, affordable, and designed to meet the needs of Seattle's diverse households. In doing so, we aim to redress the legacy of redlining and racially restrictive covenants that shape Seattle to this day. See the Housing Appendix for a detailed summary of racially disparate impacts and harms to BIPOC communities from racially restrictive policies and practices.

REDUCE RISK OF DISPLACEMENT

The Plan embraces a vision of growth without displacement of households, businesses, and cultural communities that are currently at risk of being forced to leave Seattle. The Plan highlights anti-displacement strategies across many elements and builds on many anti-displacement programs the City has in place. The Growth Strategy is designed to reduce market pressure that has contributed to displacement of lower-income households and boost the supply and variety of housing across the city to slow increases in the cost of housing. Both the Plan and the actions the City will take to achieve this vision are informed by data and ongoing input from communities at high risk of displacement.

SUPPORT WEALTH BUILDING

The Plan promotes a range of strategies to help BIPOC community members develop generational wealth. The Growth Strategy and Housing elements support new opportunities for homeownership. The Economic Development and Arts and Culture elements enhance support for local small businesses, cultural institutions, asset ownership, and job training. The Plan also includes policies supporting the ability of community members to benefit from employment and other opportunities created with City investments.

INVEST EQUITABLY TO MEET COMMUNITY NEEDS

Policies in the Transportation Element, Parks & Open Space Element, Arts and Culture, and Capital Facilities elements call for centering racial equity when directing investments into new facilities, infrastructure, and programs. The Plan prioritizes the allocation of resources for safer streets, new parks, arts facilities, community centers, and resilience hubs, among others, into communities that have been underinvested in and underserved for decades.

Community and Neighborhoods: Focus Growth and Investment in Complete, Walkable Communities

The One Seattle Plan aims to create more complete communities where Seattleites can gather with one another, meet their daily needs, and access what they love about their neighborhoods, all within an easy walk or bike, thus reducing reliance on automobiles. This Plan features new and expanded locations for growth, and focuses growth where residents can access transit, including light rail and high-quality frequent bus service, close to home. It supports economically vibrant neighborhoods, strong business districts, and new opportunities for convenient amenities like neighborhood corner stores. Several elements include goals and policies to build more complete neighborhoods and a more connected city.

CREATE COMPLETE COMMUNITIES

The Growth Strategy in this Plan will enable the development of more complete and connected neighborhoods where residents can walk, bike, and roll to meet their everyday needs. This will be achieved by building on the investments in our current Urban Villages and Centers and adding new and expanded areas for growth, creating housing opportunities around existing neighborhood business districts with shops, services, open space, and gathering places, and allowing a wider mix of non-residential uses in all our neighborhoods. New Neighborhood Centers are expected to feature more services and become focal points for their local communities.

ENSURE SAFE STREETS FOR ALL

This Plan was developed in coordination with the new Seattle Transportation Plan. In both plans, there is a strong focus on improving safety and reducing the degree to which streets are used for motor vehicles only. The Transportation element leads with physical safety, calling for protection of our most vulnerable road users. See the Promoting Safe Travel for All section of this element. The One Seattle Plan also promotes flexible use of our limited right of way and expanded safe and affordable transportation choices along with more options to use our right-of-way for people-centered activities and spaces that enliven streets and support communities.

ENHANCE AND EXPAND OPEN SPACES

The Parks and Open Space element focuses on addressing inequities in access to high-quality public spaces. Since Seattle is largely built out, this will include adding new opportunities and programming at existing parks and thinking creatively about new ways to provide public spaces in partnership with other agencies and community stakeholders.

CENTER ARTS AND CULTURE IN OUR NEIGHBORHOODS

The Arts and Culture element emphasizes the importance of cultural spaces and a network of activities that support the vibrancy of the city as a whole and, in particular, among BIPOC communities and young people. Goals and policies support a wide range of cultural spaces, both in the public realm and at a wide range of venues in community, that will help define the social character and identity of neighborhoods. The Plan calls for investments in public art that highlight the cultures of our neighborhoods and diverse communities.

Climate and Sustainability: Meet the Challenges of Climate Change for a Resilient Future

The One Seattle Plan introduces a new Climate and Environment element that redoubles our commitment to reduce the impacts of climate change. The element also focuses our efforts to make Seattle resilient in the face of these threats, especially for our most vulnerable populations and frontline communities. Our principles of stewardship and community resilience are shaped and strengthened by the values and practices of the Coast Salish peoples, informed by ongoing engagement with Tribes in the region and our urban Indigenous community members.

ACHIEVE CARBON NEUTRALITY BY 2050

The City has committed to making Seattle carbon neutral by the year 2050 in order to reduce our collective impact on the global environment through climate pollution that contributes to climate change. This Plan guides broad-based actions to further a just transition away from reliance on fossil fuels. Government, businesses, and residents will need to work together to fulfill the long-term goals set forth in Seattle's Climate Action Plan. Plan elements, such as Transportation, Capital Facilities, and Utilities, reinforce our climate mitigation with more specific policy direction to reduce our emissions.

REDUCE AUTOMOBILE DEPENDENCE

Goals and policies in numerous elements including Growth Strategy and Transportation promote development and investments that will make walking, biking, and public transit viable options for more people, thus reducing reliance on automobiles—a major source of climate pollution in this region.

BUILD CLIMATE RESILIENCE

The impacts of climate change affect everyone, but disproportionately affect BIPOC communities, immigrants, refugees, people with limited English language proficiency, people with disabilities, and low-income residents. Climate impacts include heat, smoke, sea level rise, flooding, and impacts from other extreme weather events. With the need to adapt to the present and future impacts of

climate change, a new climate resilience sub-element includes policies that will shape how we invest equitably in communities across the city to become more complete, healthy, and resilient over time.

CONTRIBUTE TO A SUSTAINABLE REGION

By taking on a more significant share of the region's growth, Seattle helps protect rural farms and forests from development. It is also a way for our City to contribute to reducing climate pollution on a regional scale by welcoming more affordable opportunities for people to live closer to regional centers of employment, education, and culture. The Growth Strategy element of this Plan adopts new approaches to accommodate more of the people coming to our region over the next 20 years.

State and Regional Policy Framework

Washington's Growth Management Act (GMA)

Enacted in 1990, Washington's Growth Management Act (GMA) requires counties and cities to create and regularly update comprehensive plans that prepare us for projected growth in population, housing, and jobs.

The GMA's goals include protecting farms and forests from sprawl and directing growth to already urbanized areas, especially cities. Each county, in collaboration with its cities, has established an urban-growth boundary, and each city must demonstrate that it is prepared for the urban growth that is expected over the next 20 years. The GMA requires comprehensive plans to address a range of topics and in recent years the State legislature added significant new requirements related to how local governments plan for housing and climate change. The GMA also requires that each city's plan be consistent with other plans in the region, as described below.

VISION 2050 / Seattle in the Region

With the most people and jobs of any city in Washington State, Seattle is the center of the fast-growing central Puget Sound region. Made up of King, Snohomish, Pierce, and Kitsap Counties, this growing and dynamic metropolitan region expects to reach a population of 5.8 million and include a total of 3.4 million jobs by the year 2050.

The Puget Sound Regional Council (PSRC) is the regional growth management, transportation, and economic development planning organization. PSRC's VISION 2050 Plan envisions the region's growth occurring in centers and alongside our transit investments. VISION 2050 allocates especially large shares of growth to five "metropolitan cities"—Seattle, Bellevue, Everett, Tacoma, and Bremerton. The One Seattle Plan reflects Seattle's commitment to accommodate its share of growth as the metropolitan city at the heart of the region. Multicounty Planning Policies (MPPs) in VISION 2050 also provide guidance for local plans. PSRC reviews and certifies comprehensive plans for consistency with the MPPs.

The PSRC formally designates centers of regional importance within cities. The One Seattle Plan identifies seven Regional Centers, referred to as Urban Centers in Seattle 2035, (see figures 2 and 3)

and two Manufacturing and Industrial Centers in Seattle (see figure 10). Subarea Plans for each of these centers will be included as part of the Plan as they are updated over time.

Countywide Planning Policies

In King County, the Growth Management Planning Council (GMPC) is made up of elected officials representing the county and its cities. These jurisdictions worked together to develop the Countywide Planning Policies (CPPs), which provide guidance for local comprehensive plans. The CPPs contain housing and job growth targets for each jurisdiction along with estimates of future affordable housing needs.

The CPPs include a process for designation of Countywide Centers, which, like Regional Centers, are locations where the region intends to focus growth and investment of the next 20 years. The CPPs provide a similar range of policy guidance for the content of local comprehensive plans as do the MPPs in VISION 2050, but with more detail to address the needs and goals of cities in King County.

Developing the One Seattle Plan

We developed the One Seattle Plan through a three-year process of research, analysis, and engagement with communities across the city. We analyzed data to better understand how the city had changed since the last time we updated the Comprehensive Plan and to explore the most pressing challenges facing the city, including, as described above, persistent racial inequities, climate change, and housing affordability.

We used the City's Racial Equity Toolkit (RET) to inform our process in creating the One Seattle Plan. The RET was created by the City's Office for Civil Rights as a framework for understanding the potential impacts of new government actions on racial equity and daylight any unintended consequences for BIPOC community members. The RET and Race and Social Justice ordinance guide the City's community engagement toward centering the voices of BIPOC and other historically under-represented communities.

The City's approach to equitable community engagement, which occurred online, in person, and through community organization partnerships, guided the preparation of this Plan and is reflected in the goals, policies, and narrative of the Plan. Feedback from communities across Seattle has been a critical input in its drafting.

Heightened engagement with Indigenous stakeholders, including Tribes, organizations serving and representing the urban Indigenous community, and community members, informed and shaped the major themes of this Plan which foster a sustainable and equitable future, as well as specific policies across multiple elements that address key issues. Informed by this work, Indigenous peoples' perspectives, values, and ideas are incorporated in various parts of the Plan.

Plan Implementation and Framework for Accountability

Implementing the Plan

The City will implement the One Seattle Plan through regulations, such as zoning and development standards, and through investments detailed in the functional plans developed by City departments. The principal purpose of this Comprehensive Plan is to provide policies that guide the development of the city in the context of coordinated regional planning and the City's core values. Community members and officials from all levels of government can look to these policies when planning for growth.

The Plan is made a reality through City-led coordination and actions by the private sector, non-profit and community-based organizations (CBOs), and other government agencies that also help shape Seattle's future in significant ways. For example, the private sector builds most new housing, King County provides bus service, Sound Transit builds and provides light rail, Seattle Public Schools provides public education, the Port of Seattle operates shipping terminals, and CBOs provide services like childcare and job training. The City partners with these agencies to ensure we collaboratively work toward common goals. Implementation of this Plan therefore relies on the City maintaining relationships with many organizations throughout the region.

Although the City itself will use the Plan to direct the development of regulations that govern land use and development, it will not use the Plan to review applications for specific development projects, except when an applicable development regulation expressly requires reference to this Comprehensive Plan.

Components and Structure of the Comprehensive Plan

Each element of this Plan generally presents goals followed by policies related to those goals and may also include a discussion about the goals and policies. Some chapters also have appendices that contain important data and analysis that inform and provide context for our goals and policies.

Goals represent the results that the City hopes to realize over time, generally within the 20-year life of the Plan, except where interim time periods are stated. Whether expressed in terms of numbers or only as directions for future change, goals are aspirations, not guarantees or mandates.

Policies should be read as if preceded by the words "It is the City's general policy to…". A policy helps to guide the creation of or changes to specific rules or strategies (such as development regulations, budgets, or program plans). City officials will generally make decisions on specific City actions by following ordinances, resolutions, budgets, or program plans that reflect relevant Plan policies, rather than by referring directly to this Plan.

Implementation of most policies involves a range of actions over time, so one cannot simply ask whether a specific action or project would fulfill a particular Plan policy. For example, a policy that states that the City will give priority to a particular need indicates that the City will treat the need as important, not that it will take precedence in every City decision. Some policies use the words shall,

should, ensure, encourage, and so forth. In general, such words describe the emphasis that the policy places on the action but do not necessarily establish a specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result.

Monitoring and Accountability for Plan Implementation

A monitoring and accountability framework for the One Seattle Plan will include regular data collection and reporting by the City on:

- Actions taken to implement the Plan, including by individual departments and in coordination among departments
- Indicators that tell us whether we are on track to achieve the outcomes envisioned by the Plan, especially racial equity outcomes

Reporting and monitoring will span the Plan's elements, with a special focus on the Growth Strategy and Housing. This will include metrics and mapping to assess how well the Growth Strategy is working to accommodate new housing and jobs; guide growth to create more complete, connected, and inclusive neighborhoods; and help existing residents and community-serving institutions and businesses to thrive. Monitoring will also look at how well place types in the Growth Strategy are performing their roles.

The City's recent reporting on indicators of equitable development and housing needs informing this Plan show deep disparities in well-being, access to opportunity, and displacement risks. Monitoring will build on these analyses and continue to include data on outcomes by race, income, neighborhood, and other factors so that people- and place-based actions and investments to implement the Plan can be focused to tackle remaining disparities.

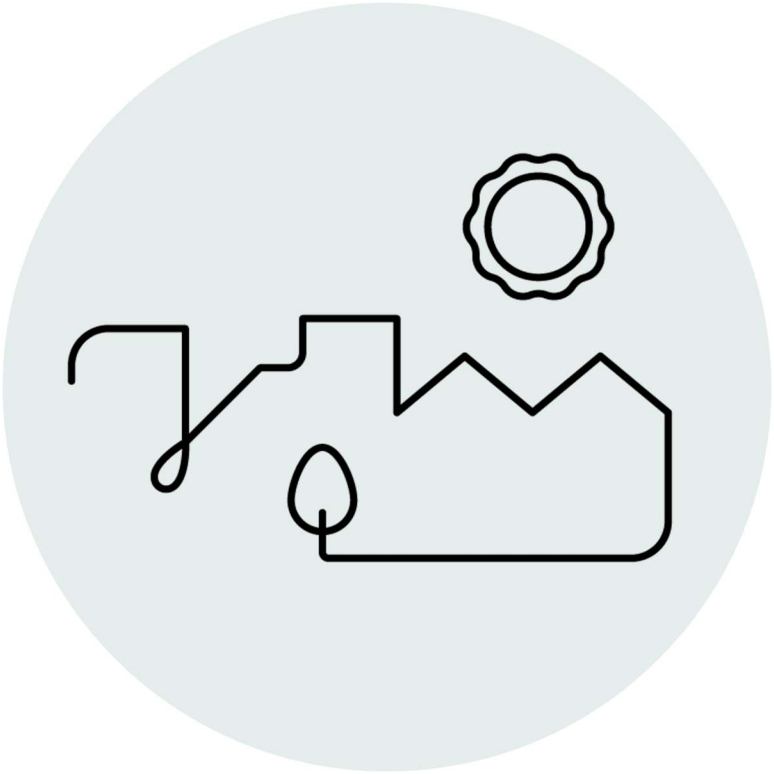
The City's approach to monitoring and accountability will include the following:

- Providing information that is accessible and useful for the public
- Enabling community stakeholders to engage in meaningful ways to shape monitoring, impact Plan implementation, and hold the City accountable when our actions or outcomes fall short of its goals
- Collaborating on an interdepartmental basis, leveraging the work that City departments are doing to monitor progress on functional plans and initiatives integral to implementing the One Seattle Plan
- Using monitoring to gauge progress, and to understand challenges that may require the City to intensify its efforts, consider different strategies, or amend the Comprehensive Plan

One important way the City will track progress is by working with the Affordable Housing Committee of the King County GMPC to monitor and report on our progress toward housing goals and policies consistent with new GMA requirements, including:

- Annual monitoring of housing trends and City implementation actions
- A 5-year implementation status report by 2029

The results of this and other similar accountability measures will shape future actions to implement this Plan to achieve our desired future for Seattle.



Growth Strategy

Introduction

Seattle is expected to grow significantly over the next 20 years and beyond. Forecasts of future growth and the region's growth plans indicate that the city will reach one million people by the middle of this century. Growth represents both an opportunity and a challenge. Accommodating new people and jobs can add vibrancy to our city and address climate change by allowing more people to live a low carbon lifestyle. However, if we don't plan for and accommodate a growing population, housing costs will continue to rise, pushing many people out of Seattle, worsening our homelessness crisis, and making many neighborhoods accessible only to high-income households.

In 1994, Seattle adopted its first Comprehensive Plan under the state Growth Management Act (GMA) with a growth strategy that concentrated nearly all growth in designated areas called Urban Centers and Urban Villages. Minimal growth was planned for single-family-zoned areas, which account for most land across the city. For 30 years, this "Urban Village strategy" has been effective in

creating dense, walkable, mixed-use neighborhoods served by high-quality transit in selected areas of the city. It has helped to shape major public and private investments, especially new and expanded transit service. The strategy also has helped the city accommodate an important share of the region's housing and employment as part of the region's collaborative approach to planning for growth. Between 2010 and 2020, 83% of new homes were built in Urban Centers or Villages.

Even with successes, however, the strategy has fallen short of meeting the needs of all Seattle residents for affordable and diverse housing choices, access to neighborhoods of opportunity, and community stability in the face of rising displacement pressures.

Many neighborhoods outside Urban Centers and Villages have few housing options beyond detached homes. As documented in detail in the Housing element and Housing Appendix, zoning that allows only low-density detached housing is rooted in a history of racial and class exclusion marked by policies and real estate practices such as redlining and racial covenants. With the prices of these homes rising dramatically, especially in the last 10 years, these neighborhoods are increasingly out of reach for most people, perpetuating patterns of racial and economic exclusion and contributing to market pressures that cause displacement and gentrification.

Meanwhile, many Seattle residents seek housing options and neighborhood choices that our growth strategy has not provided. Housing types such as duplexes, triplexes, fourplexes, small, stacked flats, cottage housing, courtyard apartments, and other low-scale residential types, all examples of what is frequently referred to as "middle housing," have not been allowed in most areas. Middle housing can provide comparatively affordable family-sized housing, options for homeownership, and opportunities to reside in neighborhoods with key amenities, such as parks and schools.

The updated growth strategy includes expanded middle housing options in all neighborhoods. These changes are consistent with new state requirements which will expand housing choices in cities across the region and state.

This Plan also embraces a vision for "complete communities" where a rich mix of housing options are available within a short walk or bike trip to the goods, services, and amenities that residents need every day. Making this vision a reality in more neighborhoods will address the needs and desires expressed by community members across the city while also supporting the City's climate goals.

Urban Centers and Villages will continue to play an important role in a proposed new growth strategy for the next 20 years. At the same time, the One Seattle Plan adds new opportunities and locations for housing and job growth to create more complete, connected, and inclusive communities. Key goals for this growth strategy are to:

- Accommodate new housing and jobs over the next 20 years and beyond
- Increase the supply, diversity, and affordability of housing to reduce upward pressure on prices and expand choices for diverse households
- Redress harms from neighborhood exclusion and housing discrimination, meet the housing needs of BIPOC households, and support wealth building opportunities

- Prevent the displacement of residents due to direct impacts and market forces
- Create and support communities where more people can access transit, shops, and services by walking, biking, and rolling
- Encourage a diverse mix of businesses and jobs in neighborhoods across the city and help existing businesses remain in place

Advancing this vision are goals, policies, and implementation actions outlined in multiple elements. This Growth Strategy element describes where and how the City should accommodate expected housing and job growth to achieve a more equitable, sustainable, and resilient development and investment pattern than in the past. This element includes a description of the types of uses and buildings that are appropriate in different parts of Seattle. Other elements of this Plan describe tools the City will use to achieve the growth strategy as well as other investments and strategies necessary to meet our overall goals. For example, the Land Use element describes how zoning and development regulations will control the location and size of new buildings in ways that help carry out the growth strategy. The Housing element includes policies that will guide the types and characteristics of housing the City will aim for and the tools the City will use to make it possible for people of all backgrounds and households at all income levels to find housing that meets their needs. The Transportation element includes a policy framework for investments in multiple modes of travel that serve all areas of the city where growth will occur.

Planning for Growth

DISCUSSION

This section includes the goals and policies that apply to the growth strategy as a whole and inform the more detailed approaches discussed in later sections.

The goals and policies in this section respond to the needs of the City as well as the need to plan for and accommodate population, housing, and jobs as set forth in requirements in the state Growth Management Act (GMA). Our growth strategy implements the Regional Growth Strategy in VISION 2050 adopted by the Puget Sound Regional Council as a long-range growth management plan for the four-county central Puget Sound region. The strategy also meets the City's obligation to accommodate a substantial share of the growth in King County as prescribed in the targets for housing and employment growth adopted by the Growth Management Planning Council (GMPC). Estimated GMPC growth targets for the 2024-2044 period are for the city to accommodate at least 80,000 housing units and 159,000 jobs.

GOAL

GS G1 Seattle becomes a more equitable, vibrant, connected, and livable city with housing for a diverse and growing population; space for working, learning, and finding joy; and complete communities where people of all ages and abilities can walk, bike, and roll to meet their everyday needs.

POLICIES

GS 1.1 Plan for expected growth over the next 20 years to accommodate minimum targets in the Countywide Planning Policies while also providing additional housing capacity to enable the City to respond to existing unmet needs and potential demand from future population and employment growth.

GS 1.2 Encourage and plan for a variety of housing types in all neighborhoods to provide opportunities for a diverse population to live throughout the city and to allow people to stay in their neighborhoods as their needs change.

GS 1.3 Accommodate and plan for non-residential uses in neighborhoods across the city, including opportunities for major employers in areas with access to high-capacity transit and opportunities for local-serving businesses and services throughout Seattle.

GS 1.4 Focus higher-density housing and commercial space in areas near transit, parks, shops, services, walking and biking infrastructure, and other amenities.

GS 1.5 Limit rezones that would result in negative impacts to environmentally critical areas.

GS 1.6 Avoid incompatible uses adjacent to general aviation airports.

GS 1.7 Focus higher-density office and employment uses in areas with access to regional transit.

GS 1.8 Focus industrial growth in designated Manufacturing and Industrial Centers while also allowing space in other areas throughout Seattle for light industrial businesses that support other businesses and residents.

GS 1.9 Coordinate planning for transportation, utilities, parks and recreation, libraries, and other public services to meet the anticipated growth and increased density throughout Seattle.

GS 1.10 Focus public investments to meet current and future needs, which includes supporting areas experiencing or planned for residential and employment growth, particularly in designated centers, and addressing current inequities and areas of historical under-investment.

Growth Strategy Overview

DISCUSSION

All areas in the city have a role in accommodating future housing growth, employment growth, or both. This section outlines the roles that different areas of Seattle should play and the type of residential, commercial, institutional, and industrial buildings that are appropriate in each.

Specifically, this section describes different "place types" and maps where they might be designated on the Future Land Use Map (FLUM).

The FLUM is a requirement of the Growth Management Act and is intended to show the desired scale and use of buildings for different parts of Seattle. This map provides guidance that is used in developing and updating more detailed zoning maps and development standards which regulate the size, use, and design for new development. As such, the FLUM and policies in the Growth Strategy element complement and are integral to goals and policies in the Land Use element.

Figures 1 and 2 below show the FLUM and briefly describe the place types that comprise the Seattle growth strategy. As the City's needs and priorities shift, the FLUM may be formally amended.

GOAL

GS G2 Seattle's development pattern, as shaped by the Future Land Use Map, results in a range of vibrant places that all play a role in accommodating housing and jobs.

POLICIES

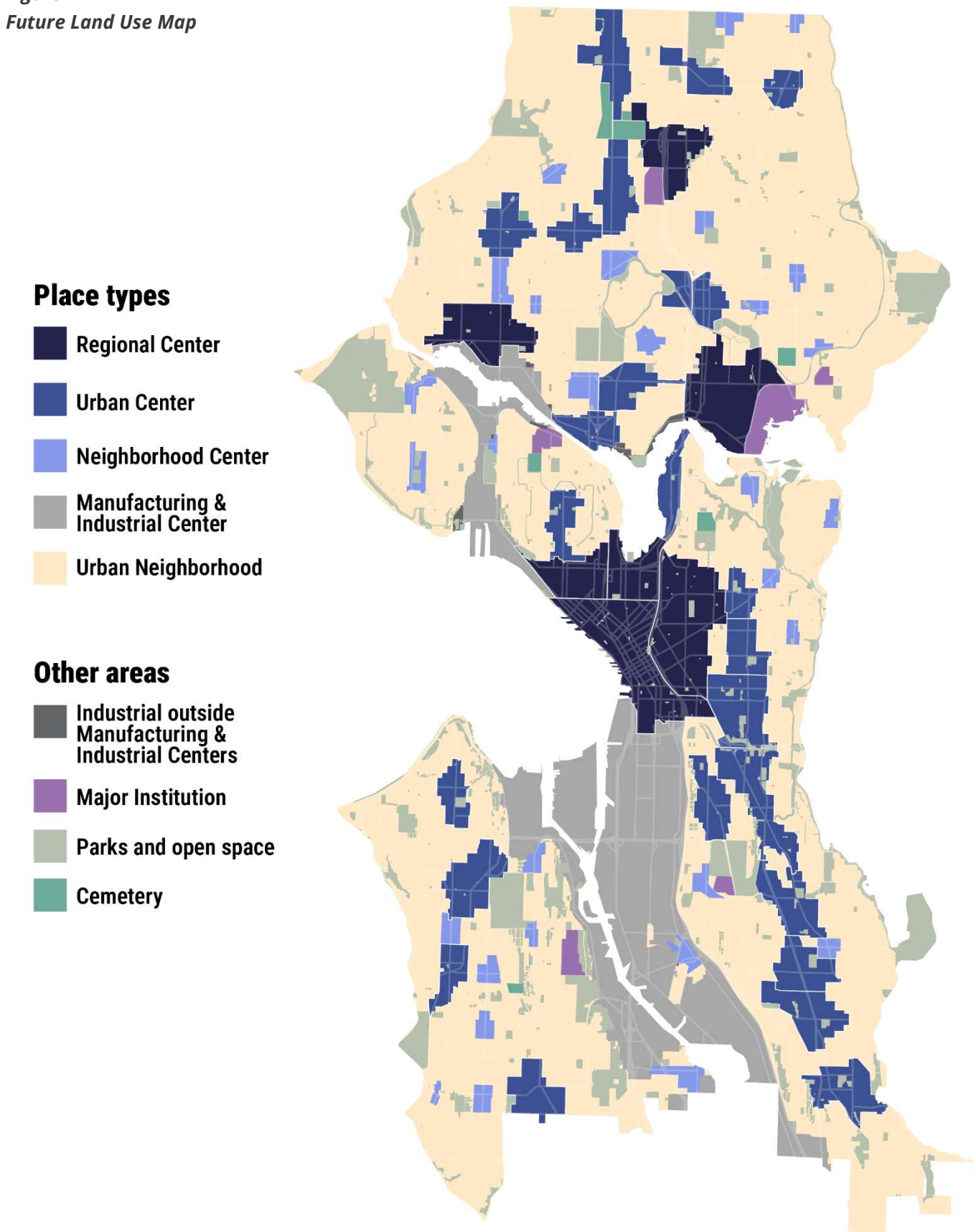
GS 2.1 Use the Future Land Use Map to guide land use regulation.

GS 2.2 Require FLUM amendments only when needed to achieve a significant change to the intended function of a large area.

Figure 1
Description of Place Types that appear on the FLUM

PLACE TYPES	DESCRIPTION
Regional Center	Places with an important regional role with substantial housing, office, retail, institutional, and/or entertainment uses and access to regional transit. Designated as Regional Growth Centers by the Puget Sound Regional Council.
Urban Center	Places with an important citywide role with a wide range of housing, jobs, shops, and services and access to regional or local transit. Designated as Countywide Centers by the King County Growth Management Planning Council.
Neighborhood Center	Places with an important local role with a variety of housing located around a commercial core and/or access to frequent transit that provides an opportunity for people to access everyday needs within a short walk or bike ride from their homes.
Urban Neighborhood	Places outside centers that are characterized by primarily residential development with limited non-residential uses.
Manufacturing and Industrial Center	Areas of concentrated industrial activity with limited retail, office, and residential uses, that primarily serve industrial businesses and workers. Designated as regional Manufacturing and Industrial Centers by the Puget Sound Regional Council.
OTHER AREAS	**DESCRIPTION**
Major Institutions	Hospitals, colleges, and universities of regional importance with limited housing and other uses.
Industrial	Areas of industrial zoning outside Manufacturing and Industrial Centers.
Parks & Open Space	City-owned parks and natural areas.
Cemeteries	Cemeteries.

Figure 2
Future Land Use Map

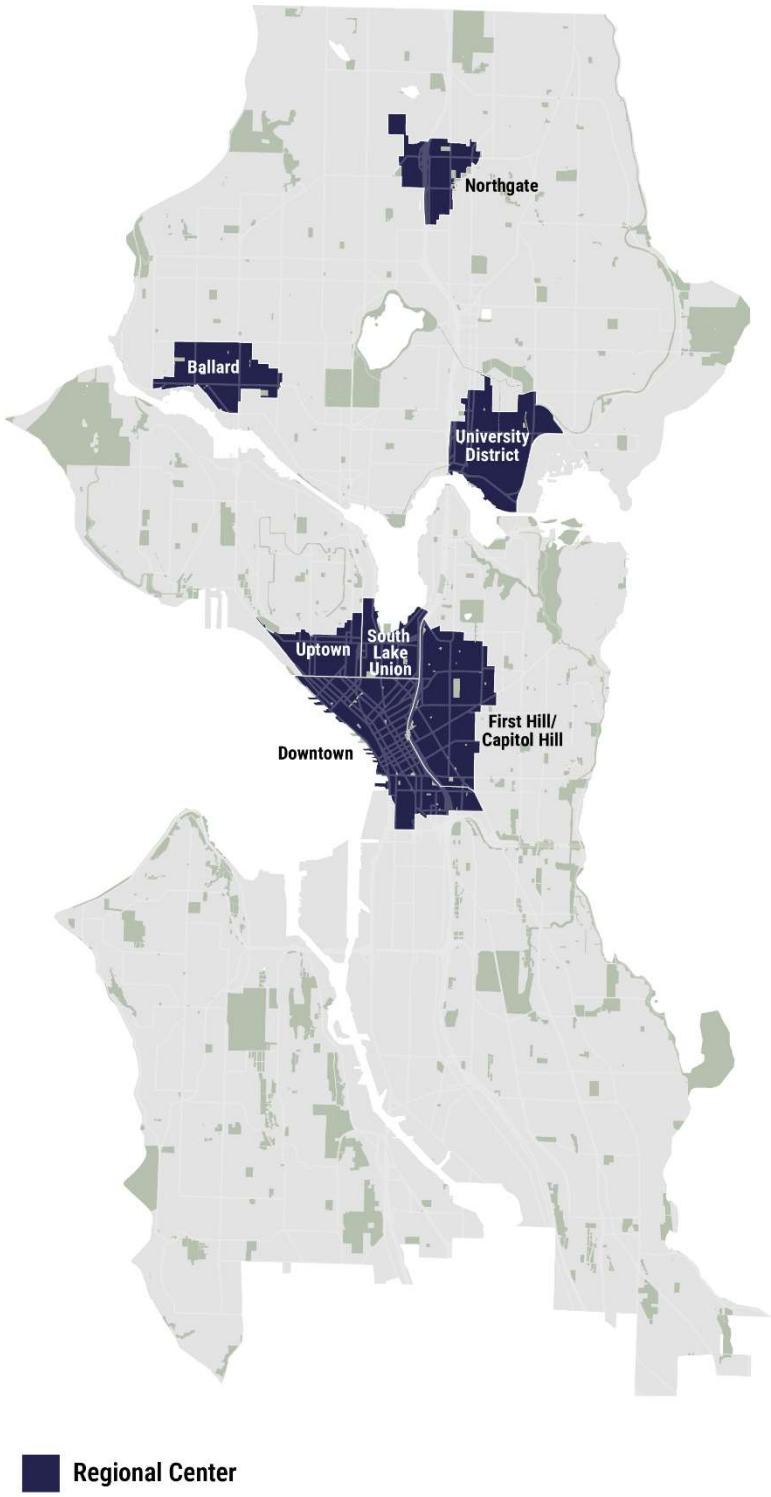


Regional Centers

Regional Centers (previously referred to as Urban Centers in the Seattle 2035 Comprehensive Plan) are the densest Seattle neighborhoods. They are places of regional importance with substantial housing, office, retail, institutional, and/or cultural and entertainment uses along with access to regional transit. Regional Centers include Downtown, South Lake Union, First Hill/Capitol Hill, Uptown, the University District, Northgate, and Ballard. These places contain some of the region's largest centers for business, commerce, and tourism and are hubs in the regional transportation network, especially high-capacity transit. To support this role and allow our region to grow, Regional Centers are planned to accommodate a substantial share of the city's growth.

Regional Centers are planned to align with Regional Growth Centers designations by the Puget Sound Regional Council and the King County Growth Management Planning Council. As such, they meet regional criteria for size, mix of uses, transportation, and other characteristics. Subarea plans for each Regional Center are developed and updated over time and adopted as part of the City's Comprehensive Plan.

Figure 3
Regional Center Map (right)



POLICIES

GS 3.1 Designate as Regional Centers places of regional importance due to the presence of substantial housing, office, retail, and/or entertainment uses at higher densities and access to regional transit.

GS 3.2 Recognize and plan for the unique role and character of different neighborhoods within large regional centers, particularly Downtown.

GS 3.3 Allow a wide range of higher-density housing types in Regional Centers. High-rise tower construction may be appropriate in Regional Centers.

GS 3.4 Allow a wide range of non-residential uses in Regional Centers including office, retail, institutional, and entertainment uses. Regional Centers should contain most of Seattle's office development.

GS 3.5 Seek to ensure that Regional Centers meet Puget Sound Regional Council and Countywide Planning Policy requirements for Regional Growth Centers.

GS 3.6 Adopt subarea plans for each Regional Center that are consistent with Puget Sound Regional Council requirements and responsive to the unique challenges, opportunities, and community needs within each center.

GS 3.7 Plan to accommodate growth over twenty years in each Regional Center that includes at least the numbers of new housing units and new jobs shown in Figure 4.

Figure 4
Estimated Regional Center Growth 2024–2044

Regional Centers	*New Housing Units*	*New Jobs*
Downtown	13,500	60,000
First Hill/Capitol Hill	9,000	3,000
University District	4,000	3,500
Northgate	2,000	2,500
South Lake Union	4,500	25,500
Uptown	3,500	2,500
Ballard	5,000	4,000

Urban Centers

Urban Centers (previously referred to as Urban Villages in the Seattle 2035 Comprehensive Plan) are walkable mixed-use areas that play an important role serving surrounding neighborhoods or even the entire city. Urban Centers include a wide range of housing, jobs, shops and services, and access to regional or local transit. These areas are destinations for residents in different districts of Seattle due to the high concentration of shops, restaurants, and businesses. Urban Centers are generally served with high-quality transit and biking and walking infrastructure. Over time, these areas have added a significant share of the city's new housing supply, primarily mid-rise multifamily housing, and are expected to continue in this role into the future.

Urban Centers are planned to align with the Countywide Centers designation by the King County Growth Management Planning Council. As such, they meet criteria in the Countywide Planning Policies for size, mix of uses, transportation, and other characteristics.

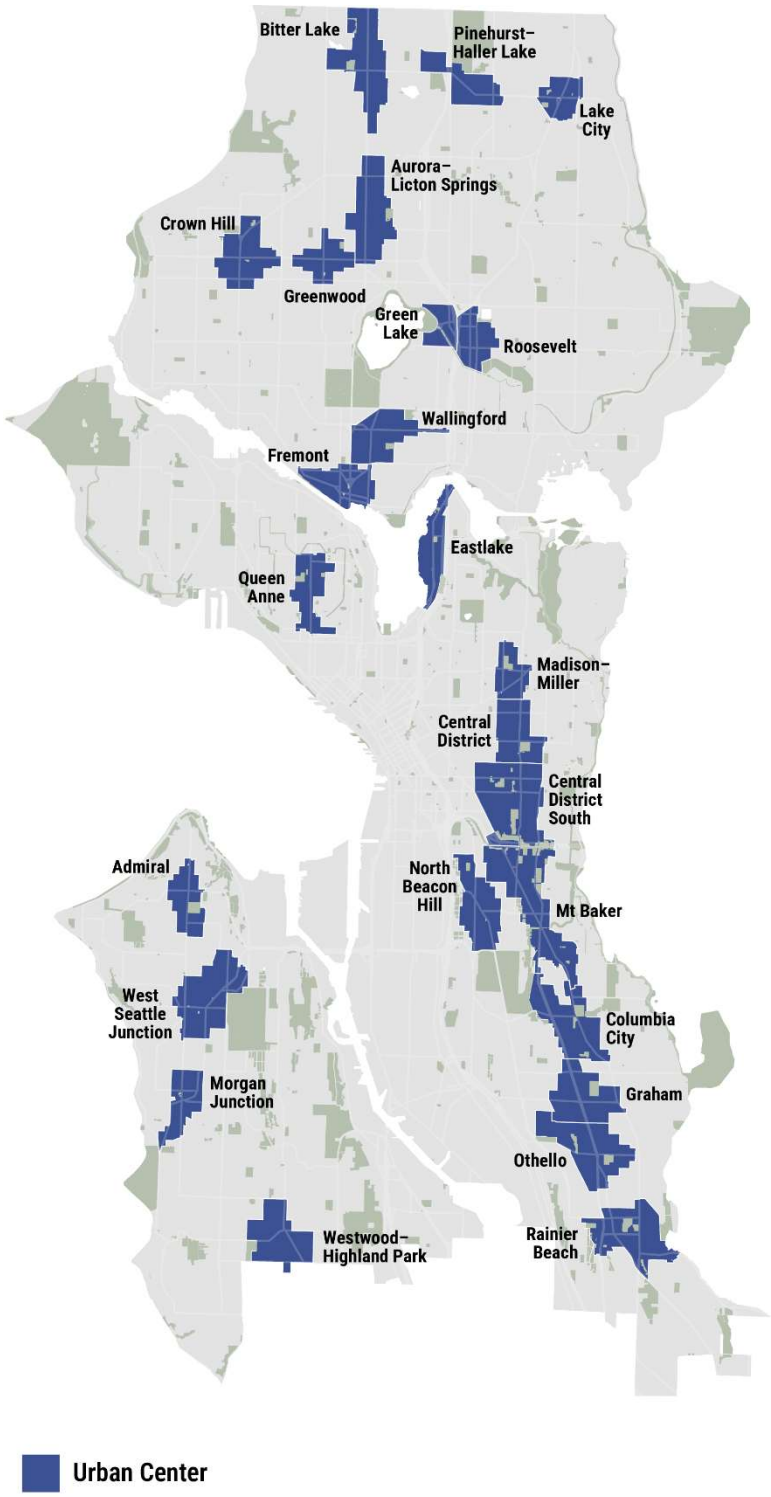


Figure 5
Urban Center Map (right)

POLICIES

GS 4.1 Designate as Urban Centers those areas that play an important citywide role with a wide range of housing, jobs, shops and services, and access to regional or local transit. Areas with light rail stations outside Regional Centers should generally be designated as Urban Centers unless major topographic constraints or industrial zoning would limit growth in these areas.

GS 4.2 Seek to ensure that Urban Centers meet King County's criteria for Countywide Centers.

GS 4.3 Allow a wide range of housing types in Urban Centers. Urban Centers should generally allow buildings of 3 to 8 stories. Buildings greater than 8 stories may be appropriate in Urban Centers near significant transit investments, especially light rail stations, or near existing concentrations of amenities and services.

GS 4.4 Allow a wide range of non-residential uses including office, retail, institutional, and entertainment uses in Urban Centers. Major office developments are appropriate in Urban Centers but should be encouraged primarily near light rail stations.

GS 4.5 Allow various sizes of Urban Centers based on local conditions, but generally include those areas within a 10-minute walk (half-mile) of a current or future light rail station or 8-minute walk (2,000 feet) of the central intersection if no light rail exists.

Figure 6
List of Urban Centers

Admiral

Aurora–Licton Springs

Bitter Lake

Central District

Central District South

Columbia City

Crown Hill

Eastlake

Fremont

Graham

Green Lake

Greenwood

Lake City

Madison–Miller

Morgan Junction

North Beacon Hill

North Rainier

Othello

Pinehurst–Haller Lake

Queen Anne

Rainier Beach

Roosevelt

Wallingford

West Seattle Junction

Westwood–Highland Park

Neighborhood Centers

Neighborhood Centers are places with a diversity of housing options located around a locally focused commercial core and/or access to frequent transit. Neighborhood Centers generally represent the core of a neighborhood providing shops, services, grocery stores, restaurants, childcare centers, and other businesses that residents need to access on a regular basis. These areas provide an opportunity for people to access everyday needs within a short walk or bike ride from their homes. Allowing more housing in these areas can increase opportunities to live in complete connected neighborhoods, strengthen local business districts, and help people reduce reliance on cars.

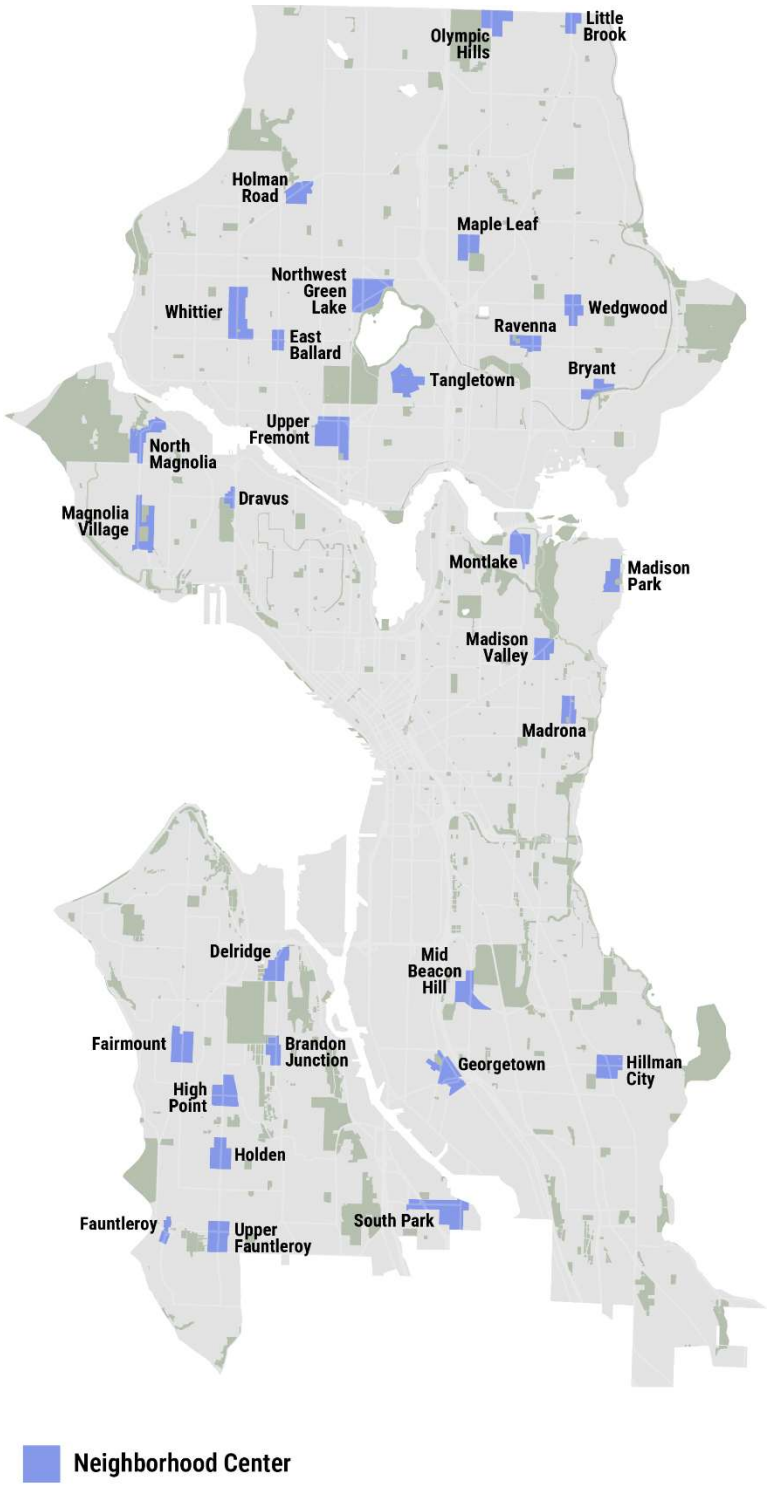


Figure 7
Neighborhood Center Map (right)

POLICIES

GS 5.1 Designate as Neighborhood Centers areas with a locally focused commercial core and/or access to frequent transit where diverse housing options could allow more people to live within walking distance of shops, services, transit, and amenities.

GS 5.2 Allow a diversity of housing, institutional, service, retail, and entertainment uses in Neighborhood Centers. Focus non-residential uses primarily in the core of the center. Generally, avoid allowing major office developments in these areas.

GS 5.3 Zoning in Neighborhood Centers should generally allow buildings of 3 to 6 stories, especially 5- and 6-story residential buildings to encourage the development of apartments and condominiums. Buildings greater than 6 stories may be appropriate in Neighborhood Centers near light rail stations.

GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

Figure 8
List of Neighborhood Centers

Brandon Junction	Holden	North Magnolia
Bryant	Holman Road	Northwest Green Lake
Delridge	Little Brook	Olympic Hills
Dravus	Madison Park	Ravenna
East Ballard	Madison Valley	South Park
Fairmount	Madrona	Tangletown
Fauntleroy	Magnolia Village	Upper Fauntleroy
Georgetown	Maple Leaf	Upper Fremont
High Point	Mid Beacon Hill	Wedgwood
Hillman City	Montlake	Whittier

Urban Neighborhoods

Urban Neighborhoods are places outside centers that are primarily comprised of residential development. While lacking the larger business districts located in centers, Urban Neighborhoods may provide opportunities for mixed-use and commercial development along major arterial streets with access to frequent transit. They may also include at-home businesses, corner stores, childcare centers, and other non-residential uses located throughout to support small business and institutions and provide opportunities for ready access to everyday needs.

Over the next 20 years and beyond, Urban Neighborhoods represent an opportunity to add more diverse housing options in all neighborhoods. By providing new options to add middle housing, such as duplexes, triplexes, fourplexes, and cottage housing, across the city and apartments near transit, Urban Neighborhoods will contribute to making Seattle a more affordable and racially inclusive city.

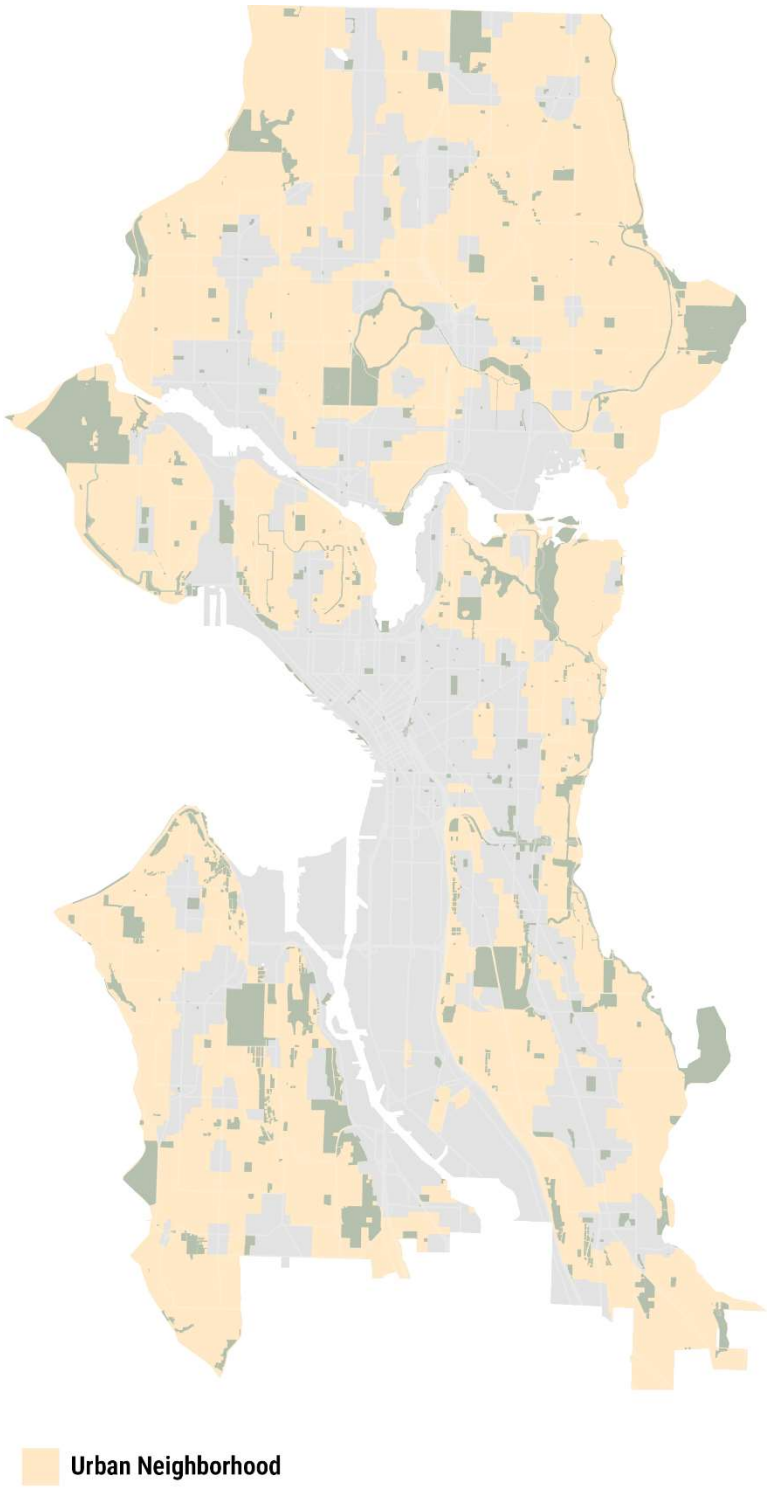


Figure 9
Urban Neighborhood Map

POLICIES

GS 6.1 Designate as Urban Neighborhood those areas outside centers that are appropriate for primarily residential development with limited non-residential uses.

GS 6.2 Allow a mix of lower-scale housing types, generally up to 3 stories, such as detached homes, duplexes, triplexes, fourplexes, sixplexes, stacked flats, and cottage housing throughout Urban Neighborhoods.

GS 6.3 Allow moderate-scale housing of 4 to 6 stories in areas currently zoned for such housing and along arterials where zoned densities may be increased to provide more housing options near frequent transit.

GS 6.4 Allow a range of commercial and mixed-use development on major streets and smaller-scale non-residential uses such as small institutions, corner stores, and at-home businesses throughout Urban Neighborhood areas.

Manufacturing and Industrial Centers

Manufacturing and Industrial Centers (MICs) are areas of concentrated industrial activity with limited retail, office, and residential uses that primarily serve industrial business and workers. Seattle has two MICs: Greater Duwamish MIC and Ballard–Interbay–Northend MIC. Both MICs are places of regional importance due to the presence of industrial businesses in a range of sizes and major transportation facilities such as the container port, marinas, and rail infrastructure.

MICs are regionally designated by the Puget Sound Regional Council and the Growth Management Planning Council. This means they meet regional criteria for size, mix of uses, transportation, and other characteristics. Subarea plans for each MIC are developed and updated over time and adopted as part of the City's Comprehensive Plan.



Figure 10
Manufacturing and Industrial Center Map

POLICIES

GS 7.1 Designate as Manufacturing and Industrial Centers areas that meet criteria for designation as MICs adopted by the Puget Sound Regional Council and the Growth Management Planning Council and have the following characteristics:

- Relatively flat terrain that allows for efficient industrial processes

- Reasonable access to the regional highway, rail, air, and/or waterway systems for transportation of goods
- Presence of significant manufacturing, warehousing, and distribution uses
- Transitions between industrial and non-industrial areas that allow for a range of industrial activities at a scale compatible with non-industrial areas
- Sufficient development capacity to accommodate a minimum of ten thousand jobs

GS 7.2 Establish boundaries for MICs that generally include continuous areas of primarily industrial use and consider natural barriers like highways and waterways and transitions to neighboring uses.

GS 7.3 Prioritize land that is proximate to irreplaceable industrial infrastructure such as deep-water ports, rail, and regional highways for continued industrial use.

GS 7.4 Allow a wide variety of manufacturing and industrial uses in MICs to support the retention and expansion of existing industrial businesses and provide opportunities for the creation of new businesses consistent with the character of industrial areas.

GS 7.5 Maintain manufacturing and industrial activity as the primary use in MICs.

GS 7.6 Allow limited commercial uses that are compatible with the primarily industrial nature of MICs.

GS 7.7 Plan to accommodate growth over twenty years in each MIC that attains at least the numbers of new jobs shown in Figure 11.

Figure 11
Estimated Manufacturing and Industrial Center Growth 2024–2044

MIC	Estimated New Jobs
Greater Duwamish	12,500 jobs
Ballard–Interbay–Northend	6,000 jobs

Major Institutions

The Major Institution place type includes the campuses of regionally important hospitals, colleges, and universities that may also include limited housing and other uses. The geography of this place type is limited to areas outside centers where institutions have worked with the City to develop Major Institution Master Plans. These plans allow for the creation of area-specific regulations that balance the importance of accommodating major institutions with managing impacts on adjacent areas.

POLICIES

GS 8.1 Designate as Major Institutions the campuses of regionally important hospitals, colleges, and universities that develop Major Institution Master Plans.

GS 8.2 Allow Major Institution Master Plans to guide development in these areas, rather than the underlying zoning.

GS 8.3 Allow housing and limited commercial uses within the Major Institution place type, whether or not they are directly related to the Major Institution, to address the needs of workers and students as well as other people who want to work, learn, or live in the area.

GS 8.4 Prioritize growth within existing Major Institutions boundaries over the expansion of established boundaries.

Parks and Open Space

The Parks and Open Space place type includes City-owned developed parks and natural areas. This place type is different than other place types as it is primarily intended to describe existing conditions rather than desired future land use change outcomes.

POLICIES

GS 9.1 Designate as Parks and Open Space those City-owned areas currently being used as parks or open space.

GS 9.2 Maintain park and open space uses as the primary use in the Parks and Open Space place type.

GS 9.3 Allow housing in the Parks and Open Space place type only where it currently exists or is located within a development containing a park and open space use such as a community center or pool.

GS 9.4 Allow limited commercial and institutional uses in the Parks and Open Space place type within existing buildings or where it could activate park and open space uses.

Area Planning

DISCUSSION

The Comprehensive Plan provides broad *citywide* direction for the future of Seattle as the city grows over the next several decades. To fulfill the vision of this Plan and implement the growth strategy, the City also undertakes more focused planning in our Regional Centers, Urban Centers, transit station areas, and other neighborhoods. Area plans are intended to provide more detailed and actionable direction on the full range of policy areas reflected in this Plan, such as land use, housing, transportation, public spaces, climate resilience, and more. A plan for a specific area within the city reflects its unique characteristics and needs while recognizing the role that each place will play in the overall growth strategy.

The City advances area planning through focused initiatives such as subarea planning for Regional Centers, including Downtown, Uptown, South Lake Union, First Hill/Capitol Hill, University District, Ballard, and Northgate, which are home to a significant share of Seattle's residents and workers and locations that are intended to accommodate a significant share of Seattle's future growth. Another key focus area is station area planning for equitable transit-oriented development, particularly around new Sound Transit stations.

Area planning reflects a commitment to equitable growth and development across the city. By centering a diversity of community voices in the area planning process, we can accommodate the needs of all stakeholders in a growing, diverse population.

GOAL

GS G10 Regional Centers, Manufacturing and Industrial Centers, station areas, and other priority areas in the city will have updated area plans guiding City and community actions to create and sustain equitable and resilient communities.

POLICIES

GS 10.1 Develop and adopt subarea plans for Regional Centers and Manufacturing and Industrial Centers.

GS 10.2 Develop station area plans for high-capacity transit station areas and surrounding communities.

GS 10.3 Identify locations and prioritize resources for area planning with consideration of designated Regional and Urban Centers, areas with high risk of displacement and/or low access to opportunity, areas experiencing major investments in transit or other capital facilities, and areas impacted by significant climate or other environmental factors.

GS 10.4 Apply an inclusive process in all area planning efforts that prioritizes equity-driven community engagement and centers the voices of marginalized and communities.

GS 10.5 Adopt processes that increase transparency and accountability in the development and implementation of area plans.

GS 10.6 Develop area plans that reflect the unique characteristics and local vision in each community to become more equitable, vibrant, and resilient in the future.

GS 10.7 Develop and implement strategies, identified in partnership with affected communities, to achieve equitable transit-oriented development in areas at risk of displacement that have existing or planned high-capacity transit facilities.

GS 10.8 Ensure area plans are consistent with and implement the vision in the Comprehensive Plan and are coordinated with and reflect other City plans and strategies.

Annexation

DISCUSSION

Several areas of unincorporated King County lie immediately south of the Seattle city limits. King County currently provides services to these areas. The state's Growth Management Act (GMA) anticipates that all areas within the county's urban growth boundary will eventually be annexed or incorporated and become part of a city. Generally, cities are considered better able to raise the revenue needed to meet local community needs and better positioned to plan for and invest in local communities. The annexation process, which is a collaboration of city, county, and community stakeholders, is informed by local input and analysis of service needs, costs, and resources.

The Countywide Planning Policies have designated three Potential Annexation Areas (PAAs) that Seattle has indicated an intention to annex into the city sometime in the future. Figure 12 shows the locations Seattle has identified as PAAs, the largest of which is the North Highline PAA.

GOAL

GS G11 Seattle has established a process for annexation of all Potential Annexation Areas through a negotiated process that meets the needs of the City and affected residents.

POLICIES

GS 11.1 Identify unincorporated areas for potential annexation that have access, or can easily be connected, to City services.

GS 11.2 Cooperate with adjacent jurisdictions, as needed, in order to reach equitable and balanced resolutions about jurisdictional boundaries for the remaining unincorporated areas abutting city limits and ensure any boundary-change agreements will result in an equitable distribution of revenues and costs, including asset transfer and the development, maintenance, and operation of facilities.

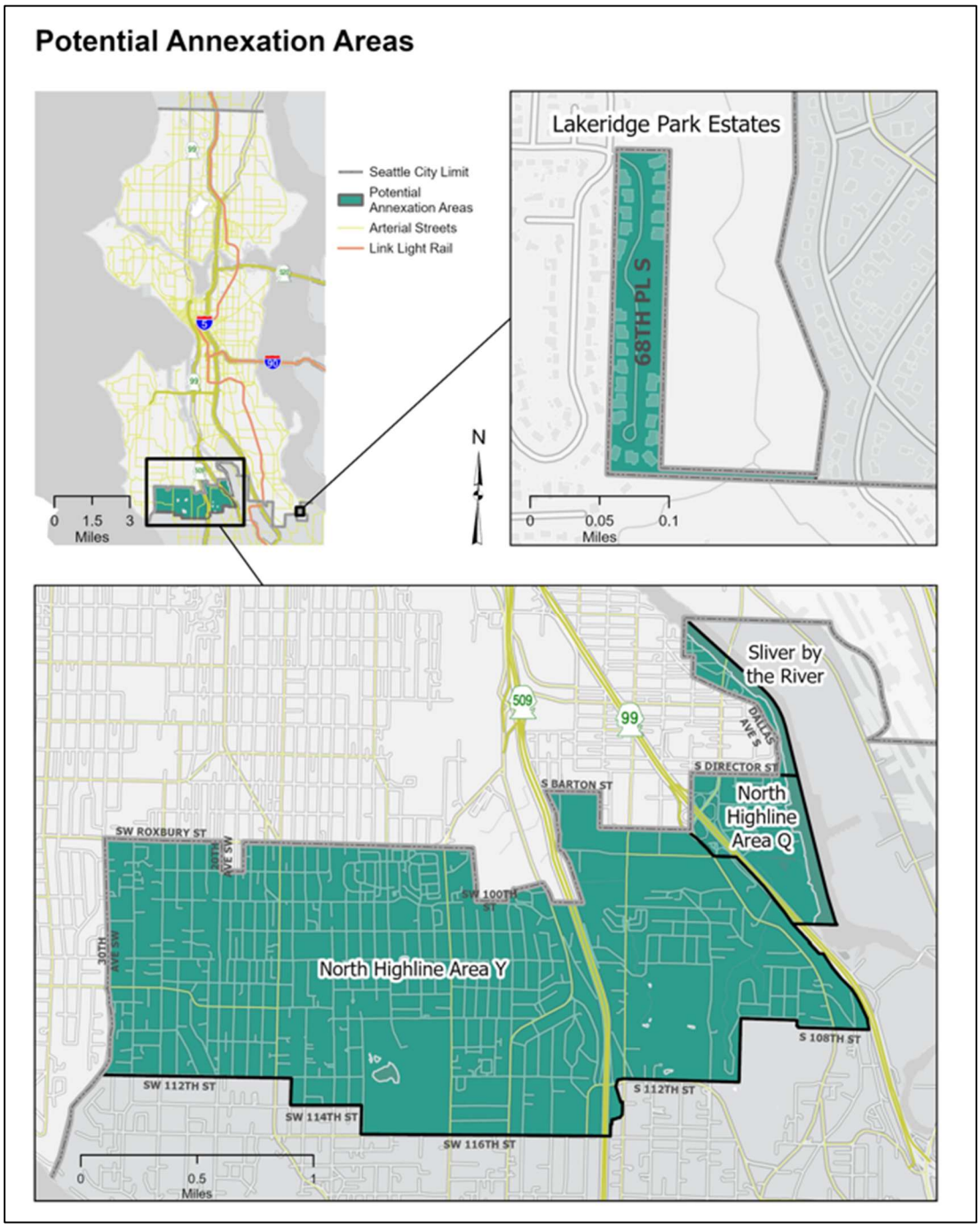
GS 11.3 Use tools and strategies to meet community needs in PAAs, such as transferring permitting authority, service and infrastructure financing, and identifying appropriate funding sources.

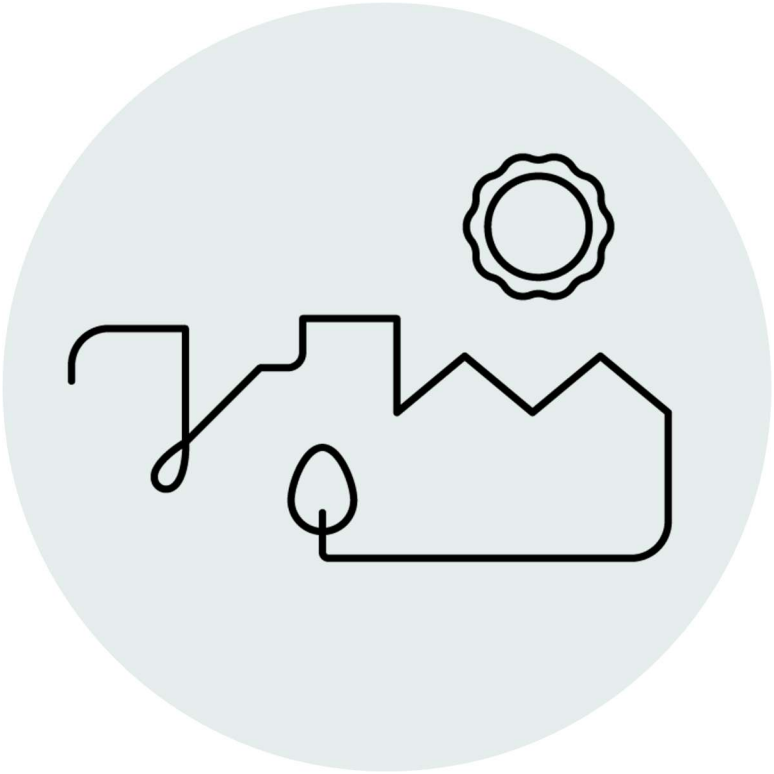
GS 11.4 Work with King County to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.

GS 11.5 Collaborate with King County to develop a process for future annexation of Seattle's PAAs that can be achieved within the current 20-year planning period, including a timeframe for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.

GS 11.6 Consider annexation requests by the residents of unincorporated areas and engage communities within and adjacent to PAAs in the annexation planning process to ensure that the desires and needs of the community, particularly marginalized communities, are centered in the process.

Figure 12
Potential Annexation Areas





Land Use

Introduction

The Land Use element provides guidance on how the City's zoning and development regulations should shape new development. The goals and policies in this element are designed to meet a range of City objectives, including and especially the implementation of the growth strategy as described in the Growth Strategy element and depicted in the Future Land Use Map.

Zoning and development regulations shape the design and limit the size and allowed uses of new buildings in Seattle. These regulations are critical to shaping Seattle's growth but can also have unintended consequences if they significantly increase the cost of new housing, make it difficult for new businesses to grow, or result in designs that conflict with our City goals. This element outlines our goals for these regulations and provides guidance to maximize their benefits while minimizing unintended impacts.

Overarching Goals and Policies

DISCUSSION

The purpose of this section is to establish the goals and policies that inform all the following sections.

GOAL

LU G1 Zoning and development standards encourage and shape growth and development to:

- Implement the vision contained in this Plan.
- Create housing that works for households of all types and income levels.
- Create spaces for the diverse needs of businesses and institutions.
- Encourage high-quality, well-designed, and sustainable buildings.
- Protect and enhance the natural environment.
- Mitigate the impacts of new construction.

POLICIES

LU 1.1 Support a wide variety of housing options in all non-industrial neighborhoods, including lower-cost market-rate and income-restricted homes.

LU 1.2 Support a wide variety of businesses and institutions in neighborhoods throughout Seattle, especially those that meet the everyday needs of residents.

LU 1.3 Apply development standards such that new uses and buildings protect public health and safety and minimize impacts on adjacent homes and businesses.

LU 1.4 Encourage development that contributes to vibrant, equitable, complete, and walkable neighborhoods.

LU 1.5 Seek to balance the benefits of regulating land use and development with the impacts to property owners and the cost of housing and non-residential space.

LU 1.6 Seek to reduce the potential health impacts of air pollution on residential populations and other sensitive uses near corridors with high volumes of vehicle traffic, the King County Airport, major rail yards, truck routes, and point sources of pollution.

LU 1.7 Review future legislative rezones to determine if they pose a risk of increasing the displacement of residents, especially marginalized communities, and the businesses and institutions that serve them.

LU 1.8 Consider zoning pilot programs that demonstrate the social benefits of equitable development, including community-serving uses and housing available to a spectrum of household incomes by setting onsite affordability standards and incentives for development of housing and equitable development uses through partnerships between public, private, and community-based organizations.

Urban Design

DISCUSSION

As Seattle changes over time, thoughtful urban design can help to enhance the aspects of its physical environment that make Seattle so appealing to residents and visitors alike. These include well-defined and diverse mixed-use neighborhoods; compact, walkable scale; proximity to nature; and attractive parks, streets, and public spaces. In a growing city, urban design can help seamlessly integrate the new with the old, producing positive results with design approaches that put people first and reflect Seattle's diverse neighborhoods, populations, and natural features.

The policies included in this section outline the City's objectives for the design of buildings, sites, and public space. The policies are separated into three specific areas of focus: Natural Environment, Built Environment, and Public Spaces. More detailed direction for individual projects can be found in the Land Use Code's regulations and in the City's design guidelines.

The policies in this element are not intended to be used for reviewing individual projects. Rather, they can help inform the changes to zoning regulations and design review processes which more directly shape projects.

GOAL

LU G2 Seattle's unique character and sense of place, including its natural setting, history, design quality, and community identity, is maintained and enhanced as the city grows and changes.

POLICIES

Natural Environment

LU 2.1 Encourage the protection, restoration, and celebration of Seattle's natural features and landforms such as bluffs, beaches, streams, and forests.

LU 2.2 Design public facilities to emphasize physical and visual connections to Seattle's natural surroundings with special attention to public vistas of shorelines, Mount Rainier, the Olympic Mountains, and the Cascade Range.

LU 2.3 Encourage design that recognizes natural systems, integrates ecological functions such as stormwater filtration or retention, and reduces hazards to wildlife from the built environment.

LU 2.4 Provide both physical and visual public access to streams, lakes, and Puget Sound.

LU 2.5 Encourage landscaping and other urban design interventions for sites with a substantial number of impervious surfaces such as surface parking lots, rooftops, and freeway edges.

LU 2.6 Promote, in consultation with Tribes, the use of native, edible, and culturally significant plants for landscaping to emphasize the region's natural identity and Indigenous culture and to foster environmental health.

LU 2.7 Encourage the preservation and expansion of the tree canopy throughout the city for the aesthetic, health, and environmental benefits trees provide and focus public tree planting programs on residential and mixed-use areas with the least tree canopy in order to distribute the benefits equitably.

LU 2.8 Recognize the role that waterways, forests, and other natural areas play in Indigenous practice, culture, and community and work with Indigenous communities and Tribes to improve access to and design of these spaces.

Built Environment

LU 2.9 Encourage the preservation of characteristics and features that contribute to communities' multiple identities, including in areas of historic, architectural, cultural, or social significance.

LU 2.10 Design public infrastructure and private development to contribute to the visual interest, walkability, cultural heritage, and accessibility of neighborhoods.

LU 2.11 Design streets that reflect a particular street's function, right-of-way width, adjoining uses, and role within a citywide system.

LU 2.12 Seek opportunities for new pedestrian and bike connections to knit together neighborhoods. Support efforts to use lids and other connections over highways that separate neighborhoods, especially when such lids provide opportunities to reconnect neighborhoods and provide amenities such as affordable housing, open spaces, or pedestrian and bike connections to transit stations.

LU 2.13 Design neighborhoods to be walkable and accessible by enhancing pedestrian connections, public open spaces, walking and biking infrastructure, and wayfinding, and by encouraging buildings with retail and active uses that flank the sidewalk.

LU 2.14 Consider the value of designing buildings and public spaces that maximize use of natural light and provide protection from inclement weather.

LU 2.15 Encourage the use of land, rooftops, and other spaces for urban food production.

LU 2.16 Consider promoting varied building forms to enhance attractive and walkable neighborhoods.

LU 2.17 Consider taller building heights in key locations to define activity centers, such as near light rail stations in Regional and Urban Centers.

LU 2.18 Consider the impacts of tall buildings on public views and on sunlight in public streets and parks when defining upper-level building standards such as lot coverage, tower spacing, or setbacks.

Public Spaces

LU 2.19 Encourage street designs that prioritize pedestrians, provide public space, support business districts, and create space for community events.

LU 2.20 Promote well-defined and accessible outdoor spaces that are designed for a range of potential users and that are well integrated with adjoining buildings and spaces.

LU 2.21 Design public spaces that consider the nearby physical context and the needs of the community and specific user groups, particularly those communities that have been traditionally underrepresented in public space design.

LU 2.22 Design public spaces so they feel safe and inviting to a wide variety of people.

Uses

DISCUSSION

The City regulates how land is used through zoning. Each zone has a specific set of rules defining what types of uses are allowed in that area. Regulations ensure we focus jobs, housing, and services in the places that match our vision, and allow us to address potential conflicts that can occur between different types of uses. As we strive to be a city where people can walk, bike, and roll to meet their everyday needs, use regulations can help to create neighborhoods with a variety of uses while minimizing the conflicts between them.

GOAL

LU G3 Use regulations are designed to:

- Allow a variety of housing types to accommodate housing choices for households of all types and income levels.
- Support a wide range of employment-generating activities to provide jobs for a diverse population, as well as a variety of services for residents and businesses.
- Accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community.
- Guide new development to locations consistent with the growth strategy.
- Minimize conflicts between different uses.

POLICIES

LU 3.1 Allow or prohibit uses in each zone based on the zone's intended function 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 centers.

LU 3.2 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 on sensitive environments or on other permitted uses.

LU 3.3 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.

LU 3.4 Allow a wide range of shops and services in neighborhoods throughout Seattle to support a growing population and enable residents in all neighborhoods to walk, roll, or bike to their everyday needs.

LU 3.5 Allow nonconforming uses to be maintained and enhanced, but generally not to be expanded, and encourage them to become more conforming over time.

LU 3.6 Identify uses that support equitable development and take steps to remove regulatory barriers to and increase the feasibility of those uses in neighborhoods throughout Seattle.

LU 3.7 Support increased access to food by providing zoning flexibility for grocery stores.

General Development Standards

DISCUSSION

Development standards are the rules that define the size and design of buildings, structures, and other improvements. Standards often include limits on building height, setbacks from property lines, maximum lot coverage, and requirements for the external and internal design of the building. Development standards help shape the look and feel of Seattle's neighborhoods as they grow. They help ensure new buildings contribute to the overall neighborhood and advance city goals relating to public health and safety, utility service provision, open space, environmental stewardship, energy efficiency, and other topics.

GOAL

LU G4 Development standards effectively guide building design to serve each zone's function; produce the scale and building forms desired; protect public health, safety, and welfare; protect the environment; and address the need for new housing and commercial space.

POLICIES

LU 4.1 Allow for flexibility in development standards so existing structures can be maintained and improved and new development can respond to site-specific conditions.

LU 4.2 Develop and apply development standards that provide predictability regarding the allowed intensity of development and expected development types for each zone.

LU 4.3 Control the massing of structures to make them compatible with the area's planned scale, provide for open space on a site, and allow the building to receive adequate natural light.

LU 4.4 Use maximum height limits to maintain the desired scale of development, address varied topographic conditions, and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development may be unlimited.

LU 4.5 Consider opportunities to create gradual transitions in allowed building height and scale within blocks, across alleys, and between areas of higher density and lower density when modifying maximum height limits.

LU 4.6 Provide for residents' recreational needs on development sites by encouraging private or shared amenity areas such as rooftop decks, balconies, ground-level open spaces, or enclosed spaces.

LU 4.7 Use setbacks in residential areas as needed to allow for adequate light, air, and ground-level open space and promote compatibility with the desired development pattern.

LU 4.8 Use tree requirements to preserve and enhance the City's physical, aesthetic, and cultural character and to enhance the value of trees in addressing stormwater management, pollution reduction, and heat island mitigation.

LU 4.9 Enhance the visual quality of an area through standards for screening and landscaping appropriate to each zone.

LU 4.10 Establish standards for drainage, flooding, and stormwater runoff to mitigate or cleanse discharges that could pollute our waters.

LU 4.11 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.

LU 4.12 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.

LU 4.13 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.

LU 4.14 Regulate activities that generate air emissions, such as dust, smoke, solvent fumes, or odors, to maintain and encourage successful commercial and industrial activities while protecting employees, clients, nearby residents, the general public, and the natural environment.

LU 4.15 Protect public views through:

- Zoning that considers public views, with special emphasis on shoreline views
- Development standards, such as setbacks that help to reduce impacts on public views
- Environmental policies that protect specified public views, including views of mountains, major bodies of water, designated landmarks, and the Downtown skyline

LU 4.16 Require higher-density development to offset its impacts through mechanisms such as incentives for landmark preservation, open space amenities, and below-market cost housing.

LU 4.17 Implement policies and programs that result in the seismic retrofit of buildings to minimize damage, death, and displacement after an earthquake while also minimizing the impact of retrofits on the cost of housing.

LU 4.18 Seek excellence in new development through a design review process that complements development regulations and allows for flexibility in the application of development standards to achieve quality design.

Off-Street Parking

DISCUSSION

Parking is found on both public and private property. Policies regarding on-street parking are covered in the Transportation element.

Off-street parking, which is shaped by land use regulations, can help to reduce the competition for on-street parking that occurs in certain areas due to the large number of trips made by car or truck. However, it can also encourage vehicle travel; negatively impact the design of buildings, on-site open spaces, and adjacent streets; and can significantly increase the cost of construction. Moreover, some people find it important to have their own off-street parking space while other people choose to live car-free and don't want to pay more for a building with parking.

Because of the potential positive and negative impacts of requiring off-street parking and the diverse needs of individual households, the City's approach to regulating parking varies in different areas and for different uses. For some areas and uses, the City requires a minimum amount of parking; while for other areas and uses, it limits the maximum amount of parking allowed.

Where parking is required, the amount of parking is generally set to avoid requiring parking that will be poorly utilized. Additionally, the City regulates the location of parking spaces and access to avoid impacts on the street and sidewalk.

GOAL

LU G5 Off-street parking regulations balance multiple goals including:

- Addressing parking demand.
- Reducing reliance on automobiles.
- Reducing greenhouse gas emissions.
- Improving public health and safety.
- Minimizing construction costs to reduce the cost of housing.
- Reducing impacts on the street and sidewalk.
- Creating attractive and walkable environments and public spaces.
- Promoting economic development throughout the city.

POLICIES

LU 5.1 Use minimum parking requirements where appropriate to balance the goals of allowing accessibility, reducing competition for on-street spaces, discouraging underused parking facilities, providing for electric vehicle charging, minimizing impacts to the cost of housing, and increasing the use of public transit, carpools, walking, and bicycles as alternatives to the use of single-occupant vehicles.

LU 5.2 Set minimum parking requirements, where they are implemented, to discourage underused parking facilities, even if occasional spillover parking could result. Require fewer parking spaces per business when several businesses share customer parking, thereby enabling customers to park once and walk to numerous businesses.

LU 5.3 Avoid setting minimum parking requirements for housing in Regional and Urban centers and areas well-served by transit.

LU 5.4 Use maximum parking requirements to discourage single-occupancy-vehicle travel in regional centers that are served by light rail where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.

LU 5.5 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.

LU 5.6 Limit the impacts of off-street parking on pedestrians and the 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.

LU 5.7 Prohibit most street-level parking between buildings and the street in residential 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.

LU 5.8 Locate off-street parking facilities to minimize impacts on the pedestrian environment, especially in areas designated for active pedestrian use.

LU 5.9 Prohibit principal-use parking in places where that parking would be incompatible with the area's intended function.

LU 5.10 Discourage the development of major stand-alone park-and-ride facilities within Seattle. Additions to park-and-ride capacity could be considered:

- At the terminus of a major regional transit system.
- Where opportunities exist for shared parking.
- Where alternatives to automobile use are particularly inadequate or cannot be provided in a cost-effective manner.

LU 5.11 Encourage bicycle parking in new residential construction to promote bicycle ownership and use.

Public Facilities and Small Institutions

DISCUSSION

Throughout Seattle, our communities are dotted with facilities that provide needed services to residents. These include schools and childcare centers, fire and police stations, and other buildings that serve special functions that require them to be different from other buildings in the same zone. For instance, fire stations may need extra room for trucks and schools need to be much larger than the homes around them. Similar issues sometimes arise with facilities and small institutions not operated by the public sector, such as churches, childcare centers, private schools, and nursing homes.

GOAL

LU G6 Public facilities and small institutions are designed and located so that they meet the goals of their mission and are generally compatible with the function and scale of the surrounding area, even if some deviation from certain regulations is necessary.

POLICIES

LU 6.1 Regulate public facilities and small institutions to promote compatibility with other development in the area.

LU 6.2 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. Consider providing greater flexibility for schools in recognition of their important role in the community.

LU 6.3 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.

LU 6.4 Encourage land and buildings no longer used as schools to be put to other uses not otherwise permitted in the applicable zone.

LU 6.5 Provide a process for identifying and siting essential public facilities, including facilities that are not already identified in state law. A public facility should be considered essential if it provides or is necessary to provide a public service and is difficult to site. A public facility should be considered difficult to site if any of the following conditions exist:

- The public facility needs a specific type of site of such a size, location, or availability of public services, for which there are few choices.
- The public facility needs to be located near another public facility or is an expansion of an essential public facility at an existing location.
- The public facility has, or is generally perceived by the public to have, significant adverse impacts that make it difficult to site.
- Use of the normal development review process would effectively preclude the siting of an essential public facility.
- Development regulations require the proposed facility to use an essential public facility siting process.

LU 6.6 Provide a process to allow the siting of essential public facilities in locations where they might not otherwise be allowed that considers the following:

- Interjurisdictional analysis
- Financial analysis
- Special purpose districts
- Measures to facility siting
- Analysis of alternatives to the facility

LU 6.7 Provide a process to allow the waiver of regulations to allow the siting of an essential public facility.

LU 6.8 The City may impose conditions or mitigation to reduce or eliminate adverse environmental impacts as part of the permitting process as part of the siting of local, regional, state, or federal essential public facilities.

LU 6.9 Work cooperatively with King County, the State, and/or other cities to site essential public facilities.

Telecommunications Facilities

DISCUSSION

Telecommunications facilities have become essential infrastructure to support access to key services and opportunities. Cell phone and mobile broadband service providers and broadcast radio and television stations require equipment that can transmit their signals. This equipment usually must be placed high enough that signals can effectively distribute to the service coverage area. Telecommunications facilities are primarily regulated by federal law. AM and FM radio and VHF and UHF television transmission towers are considered major communication utilities. Minor

communication facilities are generally smaller and include such things as personal wireless service and cellular communication facilities.

GOAL

LU G7 The benefits of high capacity and reliable telecommunications services are available citywide. Radio and television broadcast utilities (major communications utilities) and cellular utilities (minor communications utilities) are designed and located to support continued and improved service to the public and to address potential impacts to visual aesthetics and public health.

POLICIES

LU 7.1 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 7.2 Encourage replacing existing antennas with new antennas to achieve higher service capacity and lower levels of radio-frequency radiation at ground level.

LU 7.3 Prohibit new major communication utilities, such as radio and television transmission towers, in residential zones and in pedestrian-oriented commercial/mixed-use zones and encourage existing major communication utilities to relocate to nonresidential areas.

LU 7.4 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.

LU 7.5 Limit the impact minor communication utilities could have on communities by encouraging collocation of facilities and by requiring mitigation of visual and noise impacts.

Downtown Zones

DISCUSSION

Downtown is the commercial and entertainment core of our region and contains some of the densest neighborhoods in Washington state. It also contains substantial diversity in the scale and character of existing development. Downtown zones recognize the unique circumstances of the various neighborhoods of this area.

GOAL

LU G8 Downtown zones promote Downtown Seattle's unique role in the region by encouraging a high density of development, a wide diversity of residential and non-residential uses, and a vital and attractive environment that is inviting to visitors.

POLICIES

LU 8.1 Use a range of land use zones that recognize the distinct areas of Downtown that are defined by their histories and by their land use functions.

LU 8.2 Use a range of land use zones and height limits to support the existing and desired character of different areas within Downtown.

LU 8.3 Implement development standards that support desired street-level and upper-story conditions.

LU 8.4 In the core of Downtown, allow a broad range of uses and significant flexibility to switch uses in order to allow Downtown to adjust to changing conditions and to encourage a 24/7 environment.

Seattle Mixed Zones

DISCUSSION

Seattle Mixed is a zone designed to address the unique local conditions in high-density, mixed-use areas outside of Downtown. These include parts of South Lake Union, Dravus, North Rainier, University District, Uptown, Northgate, and an area next to the Rainier Beach light rail station.

GOAL

LU G9 Seattle Mixed zones support unique local conditions in high-density, mixed-use areas outside of Downtown.

POLICIES

LU 9.1 Use a range of Seattle Mixed zones and height limits to support the existing and desired character of different high-density, mixed-use areas outside of Downtown.

LU 9.2 Implement development standards that support desired street-level and upper-story conditions.

Multifamily Zones

DISCUSSION

Multifamily zones allow primarily residential development ranging from townhouses to high-rise towers.

GOAL

LU G10 Multifamily zones create areas of primarily residential development at a variety of scales that:

- Include housing suitable for a broad array of households and income levels.

- Support neighborhoods where people can walk, bike, and roll to transit, shops, services, and amenities.

POLICIES

LU 10.1 Provide a range of multifamily zones that allow development at various heights, densities, and configurations and that are well suited to the variety of specific conditions and development goals in diverse areas of the city.

LU 10.2 Establish multifamily residential use as the predominant use in multifamily areas but allow non-residential uses that help people access everyday needs within a short walk or bike from their home.

LU 10.3 Allow a variety of attached and stacked housing types to accommodate a wide diversity of households in multifamily zones, including housing that meets the needs of residents with specific needs such as families with children, multi-generational households, and older adults.

LU 10.4 Design multifamily zones to be appealing residential communities with high-quality housing and development standards that promote livability and a sense of community, including landscaping, street amenities, and, in appropriate locations, limited commercial uses that serve the neighborhood's residents.

LU 10.5 Allow high-rise multifamily zoning designations only in Regional Centers and near high-capacity transit stations, where the mix of activities offers convenient access to regional transit, a range of services and amenities, and jobs.

LU 10.6 Encourage child-friendly housing with unit sizes and layouts that work for larger households and public spaces and amenities that improve livability for families with children. Provide for facilities, such as childcare centers, that support the daily needs of families with children.

Commercial Zones

DISCUSSION

Commercial zones include both Commercial (C) and Neighborhood Commercial (NC) zones. These zones allow various commercial, institutional, and light industrial uses. Residential is allowed outright or as a conditional use depending on the zone. These zones tend to occur mostly in business districts or along busier streets.

GOAL

LU G11 Commercial zones create areas of commercial and mixed-use activity that:

- Provide a focus for the surrounding neighborhood.
- Encourage new businesses and provide stability and expansion opportunities for existing businesses.

- Accommodate residential development in livable environments.

POLICIES

LU 11.1 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.

LU 11.2 Apply limits on the size of specific uses in commercial zones when those limits would:

- Help ensure that the scale of uses is compatible with the 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.
- Provide opportunities for small local businesses to locate, especially in culturally relevant business districts throughout the city.

LU 11.3 Limit new drive-in businesses and accessory drive-in facilities by prohibiting them in certain areas and allowing them in other areas with development standards that address the potential for traffic impacts, pedestrian/vehicle conflicts, disruption of an area's business frontage, and the overall appearance of the commercial area.

LU 11.4 Assign height limits to commercial zones 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:

- Further the growth strategy.
- Accommodate the desired functions and intensity of development.
- Accommodate desired transitions with development in adjacent areas.
- Allow more housing near transit, parks, shops, and services.

LU 11.5 Use neighborhood commercial zones to achieve:

- 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.
- An active, attractive, accessible, walkable pedestrian environment with continuous commercial street frontages.

LU 11.6 Use general commercial zones to:

- Accommodate the broadest range of commercial activities, including retail uses of all sizes, small office buildings, warehouses, and light and general manufacturing facilities.
- Support auto-oriented commercial areas that serve a citywide or regional clientele where they can maintain compatible development conditions.

LU 11.7 Locate general commercial zones predominately in areas along arterials or that border industrial zones outside of regional, urban, and neighborhood centers.

Neighborhood Residential Zones

DISCUSSION

Neighborhood Residential zones generally allow lower-scale housing types, such as detached homes, duplexes, triplexes, fourplexes, sixplexes, and cottage housing. Housing types in these zones provide options for homeownership and larger units for families and other multi-person households. Neighborhood Residential zones also allow small commercial businesses and institutions that support residential neighborhoods, including corner stores, home occupations, schools, childcare centers, and religious institutions.

GOAL

LU G12 Neighborhood residential zones create areas of relatively low-scale, primarily residential development with housing options suitable for a diversity of household types and income levels.

POLICIES

LU 12.1 Use neighborhood residential zones to encourage a range of housing types such as detached homes, duplexes, triplexes, fourplexes, sixplexes, and cottage housing.

LU 12.2 Encourage a range of housing types, sizes, and affordability levels in neighborhood residential areas, including smaller homes for individuals and homes appropriate for families with children and other multigenerational households.

LU 12.3 Allow limited nonresidential uses, such as small institutions like childcare centers, corner stores, and at-home businesses, in neighborhood residential areas to support small business development and enhance residents' access to everyday needs. Apply appropriate development standards for nonresidential uses in order to mitigate potential negative impacts.

LU 12.4 Use tools such as additional development capacity to promote creation of homes affordable to low-income households in neighborhood residential areas.

Industrial Zones

DISCUSSION

Seattle has a long history as the main shipping, manufacturing, and freight distribution center for the region. Those activities take place mostly in industrial zones located in the city's two Manufacturing and Industrial Centers. These maritime and industrial employment lands are large and generally flat. In these areas, City zoning allows industrial activity such as manufacturing, warehousing, and shipping of goods through waterways, railways, and highways. Maritime and industrial employment lands are an important source of living wage jobs and improve the diversity and resilience of the local and regional economy, making the local economic base more stable. Having industrial activity in the city makes Seattle less vulnerable to shifts in the economy. Due to the volume of truck traffic, the need some industrial businesses have for access to rail service, the large sites that many of those businesses need, and noise, odor, and other impacts generated by these businesses, it is important to provide separate areas for these activities.

GOALS

LU G13.1 Industrial zones provide sufficient land for industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.

LU G13.2 In industrial zones, support employment-dense emerging industries that require greater flexibility in the range of on-site uses and activities.

POLICIES

LU 13.1 Designate industrial zones generally where:

- 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.
- Sufficient separation or special conditions exist to reduce the possibility of conflicts with development in adjacent less intensive areas.

LU 13.2 Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.

LU 13.3 Ensure predictability and permanence for industrial activities in industrial areas by limiting changes in industrial land use designation. There should be no reclassification of industrial land to a non-industrial land use category except as part of a City-initiated comprehensive study and review of industrial land use policies or as part of a major update to the Comprehensive Plan.

LU 13.4 Accommodate the expansion of current industrial businesses and promote opportunities for new industrial businesses and emerging industries within Seattle to strengthen the city's industrial economy.

LU 13.5 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.

LU 13.6 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, leveraging investments in high-capacity transit service, providing transitions between industrial areas and less intensive areas, and promoting high-quality environments attractive to business expansion or to new industrial activities.

LU 13.7 Use the following industrial land use designations:

- Maritime, manufacturing, and logistics: This designation supports the city's maritime, manufacturing, logistics and other industrial clusters. Areas that have significant industrial activity, accessibility to major industrial infrastructure investments, or locational needs (Port facilities, shipyards, freight rail, and shoreline access) may be considered for the maritime, manufacturing, and logistics designation.
- Industry and innovation: This designation promotes emerging industries and leverage investments in high-capacity transit. These industrial transit-oriented districts may be characterized by emerging industries and high-density industrial employment that combine a greater mix of production, research and design, and office uses found in multi-story buildings. Areas in MICs that are generally within one quarter and one-half mile of high-capacity transit stations may be considered for the industry and innovation designation.
- Urban industrial: This designation encourages a vibrant mix of uses and relatively affordable, small-scale industrial, makers and arts spaces. Areas located at transitions from industrial to commercial and residential areas traditionally zoned for buffer purposes may be considered for the urban industrial designation.
- Industrial commercial: This designation is for industrial land located outside of Manufacturing and Industrial Centers and is intended to permit a range of activities such as light industrial uses, research and development uses, and offices.

LU 13.8 Prohibit new residential development in industrial zones except for certain types of dwellings, such as caretaker units and, in urban industrial zones, dwellings for workers, that are related to the industrial area and that would not restrict or disrupt industrial activity. Within the Stadium Area Transition Overlay District, only allow residential uses east of First Avenue S and do not expand that area.

LU 13.9 Use the maritime, manufacturing, and logistics zones to promote a full range of industrial activities and related support uses.

LU 13.10 Apply the maritime, manufacturing and industrial zone mostly within the designated Manufacturing and Industrial Centers, where impacts from industrial activity are less likely to affect residential or commercial uses. Outside of Manufacturing and Industrial Centers, the maritime, manufacturing, and logistics zone may be appropriate along waterways used for maritime uses.

LU 13.11 Avoid placing industrial zones within regional, urban and neighborhood centers. However, in locations where a center borders a Manufacturing and Industrial Center, use the industrial commercial zone within the center where it abuts the Manufacturing and Industrial Center to provide an appropriate transition to help separate residential uses from heavier industrial activities.

LU 13.12 Consider using the urban industrial zone in locations where a center or village borders a Manufacturing and Industrial Center and where it may provide an appropriate transition to help separate residential uses from heavier industrial activities.

LU 13.13 Limit the density of development for nonindustrial uses in the Manufacturing and 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 a limited amount of stand-alone commercial uses in industrial areas as workforce amenities. Strictly limit the size of office and retail uses not associated with industrial uses in order to preserve these areas for industrial development.

LU 13.14 Recognize the unique working character of industrial areas by allowing flexibility in application of landscaping and street standards for industrial activities in the maritime, manufacturing, and logistics zone.

LU 13.15 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. Limit parking in the industry and innovation zone located in the vicinity of high-capacity transit stations.

LU 13.16 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, bike, and transit access.

LU 13.17 Permit noise levels in industrial areas, except buffer areas, that would not be allowed in other parts of the city, in recognition of the importance and special nature of industrial activities. When residential uses are permitted in industrial areas apply

noise attenuation measures to the dwelling units to lessen impacts from noise on residents.

LU 13.18 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 near less intensive zones.

LU 13.19 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. Consider allowing such uses in the urban industrial zone only.

LU 13.20 In the industry and innovation zone, consider development regulations that are compatible with employment-dense transit-oriented development. Establish minimum density standards to ensure employment density at a level necessary to leverage transit investments. Use upper-level density limits to discourage higher value ancillary uses that are more appropriate in non-industrial areas.

LU 13.21 In the industry and innovation zone, use development standards that promote development that meets the needs of industrial businesses including load-bearing floors, freight elevators, and adequate freight facilities.

LU 13.22 Use the urban industrial zone to provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.

LU 13.23 In the urban industrial zone, allow a range of ancillary non-industrial uses. Recognize that industrial businesses in this zone have a greater need for a limited amount of space for such uses as tasting rooms and retail facilities that directly support the industrial activity of the business.

LU 13.24 Develop transitions between industrial areas and adjacent neighborhoods that support healthy communities, reduce adverse environmental impacts, and minimize land use conflicts.

LU 13.25 In the urban industrial zone, establish buffer standards to ease the transition from industrial areas to urban villages and other non-industrial parts of Seattle.

LU 13.26 Recognize the unique development opportunities that the Washington National Guard Armory in the BINMIC and the WOSCA site in the Duwamish MIC represent. Work with the State of Washington or other future owners of these sites to develop a comprehensive industrial redevelopment plan that maximizes public benefits and reflects its location within a Manufacturing and Industrial Center. This Plan should include features such as green infrastructure, district energy and waste management programs, and workforce equity commitments.

LU 13.27 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 13.28 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.

LU 13.29 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.

LU 13.30 Allow a wide mix of employment activities in the industrial commercial zones, such as light manufacturing and research and development.

LU 13.31 Support employment-dense emerging industries that require greater flexibility in the range of on-site uses and activities.

LU 13.32 Limit development density in industrial commercial and maritime, manufacturing, and logistics zones in order to reflect transportation and other infrastructure constraints, while taking into account other features of an area.

LU 13.33 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 13.34 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 the area—such as views of water, shoreline access, and the neighborhood scale—to make sure that these features will continue to be enjoyed, both within the zone and from the surrounding area.

LU 13.35 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.

LU 13.36 Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the function of industrial areas.

LU 13.37 Consider high value-added, living wage industrial activities to be a high priority.

LU 13.38 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.

Location-Specific Regulations

DISCUSSION

In certain places, different sets of rules "overlay" and modify the underlying zoning regulations. These overlays recognize a special use or characteristic of the area. The policies in this section guide how the City adjusts its regulations to specific areas including:

- Major institutions, environmentally critical areas, and historic districts, which are also discussed in the Historic Preservation and Cultural Resources section within this element.
- Shoreline areas, which are also discussed in the Shoreline element of this Plan.
- Other overlays like the station area overlay, Pike/Pine overlay, stadium district transition overlay and master planned communities zone.

GOAL

LU G14 Location-specific regulations support the unique conditions that exist in certain areas of Seattle.

POLICIES

LU 14.1 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.

LU 14.2 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 multiblock sites inside a regional center that are subject to unified control.

LU 14.3 Consider establishing a master planning process for large sites outside of Regional Centers in order to promote development that incorporates good urban design and appropriate public benefits.

LU 14.4 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.

Major Institutions

DISCUSSION

Hospitals, colleges, and universities deliver vital services to residents of Seattle and the Pacific Northwest. They employ a significant number of Seattle workers and diversify the city's economy. However, they can also create localized traffic impacts and displace housing and businesses. The policies in this section help guide the City in supporting these institutions as they grow, while mitigating the impacts of that growth on the livability of surrounding neighborhoods.

GOAL

LU G15 Major Institution Overlays (MIOs) support the functions and benefits that major institutions provide 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.

POLICIES

LU 15.1 Support the coordinated growth of major institutions through the creation of MIO districts and the development of conceptual master plans to guide development in these areas. 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.

LU 15.2 Allow MIOs 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.

LU 15.3 Balance the need for major institutions to grow and change with the need to maintain the livability and vitality of neighboring areas.

LU 15.4 Prioritize growth within existing boundaries over the expansion of established boundaries.

LU 15.5 Encourage community involvement in the development, monitoring, implementation, and amendment of major institution master plans, including the establishment of advisory committees that include community and major institution representatives.

LU 15.6 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.

LU 15.7 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.

LU 15.8 Establish parking requirements in each MIO district to address the needs of the major institution, reduce parking demand in nearby areas, minimize unnecessary traffic in the surrounding areas, and limit the use of single-occupant vehicles.

LU 15.9 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 especially at peak times. Allow short- or long-term parking space requirements to be modified as part of a transportation management program.

LU 15.10 Encourage housing production and preservation within MIO 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 noninstitutional housing for replacement by principal-use parking that is not necessary to meet the parking requirement. Prohibit development by a major institution outside 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.

Historic Preservation and Cultural Resources

DISCUSSION

Historic preservation recognizes and protects aspects of our shared cultural heritage—buildings, districts, designed landscapes, and areas long used by Indigenous communities—that link to Seattle's past. From the Coast Salish peoples who have inhabited these lands and waters since time immemorial, to all newcomers from around the world who have come this place to live and work. Over time, Seattle has acquired historic features that have become part of the city's civic identity. Through the preservation of buildings, landscapes, archaeological sites, and objects of historic, cultural, political, economic, architectural, engineering, or geographical significance, and areas of Indigenous settlement, the city can continue to celebrate its heritage and maintain its unique sense of place.

Seattle values its past and recognizes and protects its heritage through understanding the relationships of people with the places they inhabit and the stories these places tell. One way we do this is by calling out more than 450 buildings, objects, and sites of exceptional significance, and eight historic districts. These visible connections to the past strengthen our sense of place and help build community. The benefits of historic preservation are not merely aesthetic. Preservation is integral to our economic development, and it also enhances our city's identity as a center for tourism, itself an important source of local jobs. Preserving historic buildings can help incubate small locally owned

businesses, revitalize commercial districts, and generate local jobs. Historic preservation promotes sustainability through the reuse, repair, and upgrading of existing built resources. The City can also help to recognize and celebrate areas of historic Indigenous settlements, protect the archeological resources that remain, and support ongoing use of these area by local Tribes.

This section discusses how the City should work to identify and regulate historic places and structures and cultural resources.

GOAL

LU G16 Historic and cultural resources are preserved, maintained, and celebrated to:

- Enhance the city's diverse cultural identity and heritage.
- Promote the economic opportunities and benefits of historic preservation.
- Promote the environmental benefits of preserving and adaptively reusing historic buildings and other features of our built and natural environment.

POLICIES

LU 16.1 Maintain a comprehensive survey and inventory of Seattle's historic and cultural resources. Prioritize and center BIPOC and under-represented communities in survey and inventory work in order to benefit and enrich all communities.

LU 16.2 Promote inclusive outcomes through representation of diverse narratives and equitable community engagement in historic preservation and a focus on the buildings and sites important to different cultural communities.

LU 16.3 Support the designation of areas as historic, cultural, 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, cultural, or architectural identities.

LU 16.4 Tailor development standards and design review processes specifically for a special review district to describe design-related features allowed, encouraged, limited, or excluded from the district. Allow adopted guidelines to modify, exempt, or supersede the underlying zone's standards.

LU 16.5 Encourage the adaptive reuse of designated landmark structures by allowing uses in these structures that may not otherwise be allowed under the applicable zoning.

LU 16.6 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 locally-designated historic and special review districts.

LU 16.7 Seek to protect the scale and character of the established development pattern in locally-designated historic and special review districts, while encouraging compatible and context-sensitive infill development.

LU 16.8 Expand outreach mechanisms to encourage inclusive outcomes through preservation in neighborhoods and communities that have not traditionally benefited from historic preservation efforts.

LU 16.9 Identify historic resources that can be successfully used to meet the city's housing goals.

LU 16.10 Support the preservation and perpetuation of living cultural traditions that form the relationships that people have with place.

LU 16.11 Work with local Tribes and indigenous communities to support Indigenous cultural sites, places, and areas of significance.

LU 16.12 Where possible, Identify, preserve, and protect archaeological and cultural resources including Indigenous sites and artifacts.

LU 16.13 Recognize the economic value of Seattle's historic resources in attracting tourism; encourage reinvestment of a share of the revenue derived from tourism to sustain and expand historic preservation.

LU 16.14 Encourage rehabilitation opportunities and reinvestment in vacant or underutilized historic properties to spark economic revitalization and add housing.

LU 16.15 Encourage rehabilitation of existing buildings to expand housing choices.

LU 16.16 Explore and provide various financial and regulatory incentives, if possible, to allow for the productive, reasonable, and adaptive reuse of historic resources.

LU 16.17 Encourage rehabilitation and adaptive reuse of buildings to conserve resources, increase energy efficiency, reduce embodied carbon emissions, reduce waste, and demonstrate stewardship of the built environment. Encourage deconstruction and salvage of building materials in lieu of mechanical demolition when adaptive reuse options for a building are determined infeasible to divert materials from the landfill, improve air quality, and support a circular economy.

LU 16.18 Promote seismic and energy efficiency retrofits of historic buildings to reduce carbon emissions, save money, and improve public safety.

Environmentally Critical Areas

DISCUSSION

Environmentally Critical Areas represent those areas of Seattle that require additional regulation due to their high environmental function or unique geologic conditions. Addressing the unique circumstances of these areas is important for environmental conservation and to prevent possible harm to people and structures from landslides, floods, and other events. These areas also play an important role in the cultural heritage of Seattle as areas of habitat and connection to the natural

world. For these reasons, the City has regulations that designate these areas and regulate development within them.

While this section discusses City regulations, the City also has an important role in restoring and stewarding natural areas to improve their value for wildlife and humans. Stewardship of our forests and waterways should be done in partnership with the Indigenous communities that have been stewarding these areas since time immemorial.

GOAL

LU G17 Environmentally critical areas regulations seek to:

- 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.
- Inform the public by identifying seismic and volcanic hazard areas.
- Minimize harm to people, property, public resources, or the environment.

POLICIES

LU 17.1 Use best available science when updating environmentally critical area policies and development standards.

LU 17.2 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.

LU 17.3 Limit disturbance of soil and vegetative cover within riparian corridors, wetland buffers, and steep slopes to:

- Control erosion.
- Conserve soil and ground conditions that support native vegetation.
- Prevent siltation and high-water temperatures in downstream habitats.
- Reduce runoff and dampen fluctuations in surface-water flows, which are typically problematic in urbanized areas.
- Maintain groundwater recharge flow to support stream flows during drier seasons.
- Protect contiguous vegetation to maintain wildlife habitat and corridors.
- Protect aquatic and wildlife habitats.
- Reduce the risk of other environmental impacts to streams, lakes, Puget Sound, and the City's stormwater facilities.

LU 17.4 Permit modification of development standards in environmentally critical areas and buffers to protect the ecological functions and values of the critical areas while allowing reasonable development.

LU 17.5 Seek to reduce the economic and administrative burden for projects that undertake voluntary enhancement and restoration.

LU 17.6 Provide opportunities for nonregulatory measures for protecting environmentally critical areas such as voluntary restoration efforts, environmental education, public recognition, grants for restoration of private property, and acquiring or retaining properties as natural areas.

LU 17.7 Work in partnership with Indigenous communities to update and implement environmentally critical areas regulations.

Geologic Hazards and Steep Slope Erosion Areas

LU 17.8 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.

LU 17.9 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.

LU 17.10 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.

Flood-prone Areas

LU 17.11 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.

Wetlands

LU 17.12 Seek a net gain in wetland function by enhancing and restoring wetland functions across the city in City projects.

LU 17.13 Protect Seattle's unique remaining wetland resources and use mitigation sequencing to address construction and postconstruction impacts in wetlands and their buffers.

LU 17.14 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.

Fish and Wildlife Habitat Conservation Areas

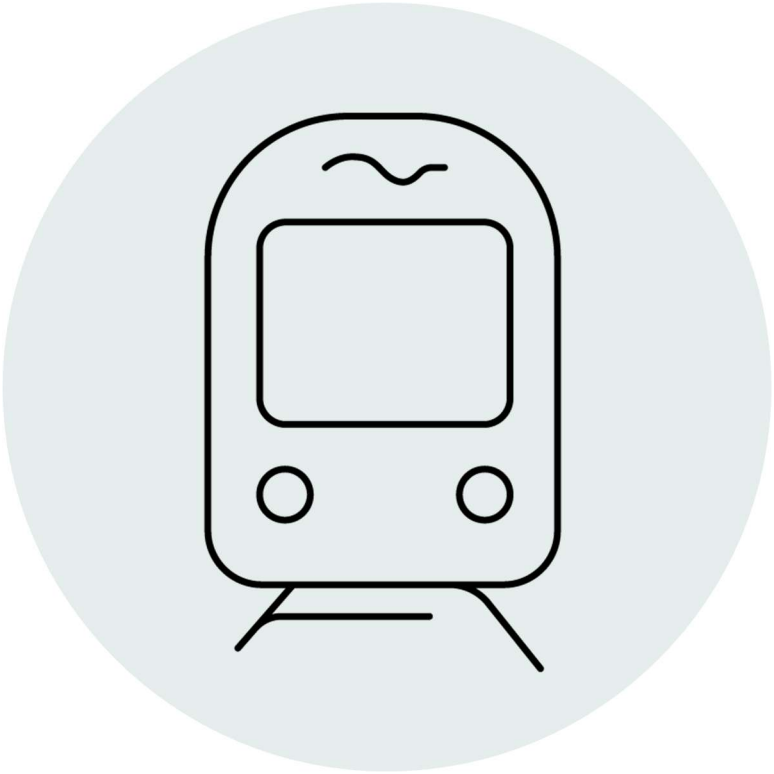
LU 17.15 Regulate development in and near designated fish- and wildlife-habitat conservation areas in order to protect native fish and wildlife, especially anadromous fish and other ESA listed species.

LU 17.16 Promote daylighting of streams that are in pipes, especially streams that support or will likely be able to support anadromous fish in the future.

LU 17.17 Limit development within the riparian corridor to protect the natural functions and values of these areas from the negative effects of urban development.

Abandoned Landfills

LU 17.18 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.



Transportation

Introduction

The Transportation element guides transportation investments to serve the city's current residents and businesses and to accommodate Seattle's future growth. Hundreds of thousands of residents and businesses in Seattle and throughout the region depend on the city's transportation system to access jobs, services, and community facilities, and to deliver freight and goods. Thousands more people will depend on it in the next 20 years as the city and region continue to grow.

In Seattle's future, a robust transportation system should:

- Help to build a more equitable city where all people have access to a safe and affordable transportation system that meets their daily needs for mobility.
- Contribute to a safer city by working to eliminate serious injuries and fatalities on city streets.
- Support safe and reliable freight and urban goods movement.
- Create an interconnected city where people have reliable, easy-to-use travel options.

- Support a more vibrant city with streets and sidewalks that generate economic and social activity, adding to the city's overall health, prosperity, and happiness.
- Contribute to a more affordable city with high-quality and affordable transportation options that allow people to spend their money on other things.
- Create a more sustainable and resilient city with greatly reduced greenhouse gas emissions from our transportation system.

Seattle's transportation system in 2044 will look very different than it does now. Light rail transit and frequent bus networks will be much more extensive, with light rail extending to West Seattle and Ballard and providing regional connections to Redmond, Tacoma, and Everett. New technological innovations in transportation such as smart parking and automated vehicles will change the way people move through Seattle. This Plan will guide the City's future actions to address these and other changes. The Plan will also shape a transportation future where all residents, especially in our most vulnerable and underinvested communities, benefit equitably.

Seattle already has a core network of streets serving a highly urbanized land use pattern. There is no room for major new streets, and it is neither feasible nor desirable to widen existing streets, which creates challenges but also opportunities as the City plans for growth. Therefore, we must use the streets and sidewalks we have in the most efficient way possible. This means prioritizing street space so that it can be used by the most people, at most times of the day, and in a variety of ways. While many people still rely on a personal car as their best or only transportation option, the City plans to make travel more efficient and predictable for all by offering high-quality travel alternatives. It also means reimagining how we use the right-of-way to include multiple public uses and amenities that make our neighborhoods and the city as a whole more livable.

The One Seattle Plan is coordinated with and provides policy guidance for implementation of the Seattle Transportation Plan, an integrated strategy to invest in multiple modes of travel to meet Seattle's future needs. The Seattle Transportation Plan provides more detailed direction for all of the transportation investments that Seattle will need over the next 20 years, including facilities that address non-automobile modes of travel—walking, biking, and transit—as well as freight movement and a continued important role for private automobile travel.

To support the goals and policies in this element, the Transportation Appendix contains inventories of transportation facilities and an analysis of the transportation needs over the next 20 years as we implement this Plan's growth strategy.

Supporting the Seattle Growth Strategy

DISCUSSION

The One Seattle Plan anticipates a future where Seattle continues to grow in the coming decades toward a population approaching one million residents. The level of growth, as well as how and where we grow, will have a big effect on future transportation needs. The development pattern described in the Growth Strategy and Land Use elements of this Plan will have a major influence on future transportation needs and shape how we plan for the City's transportation system.

In the City's new Growth Strategy, every area of Seattle has an important role in accommodating growth. This includes planning for compact walkable Regional, Urban, and Neighborhood Centers with a mix of uses. It includes more low-scale housing options in Urban Neighborhoods across the city. The strategy aims to make it easy to walk and bike to local shops and services. Planning for employment space will continue to focus on our Regional and Urban centers. Manufacturing and Industrial Centers will focus additional employment and economic activity near port, freight, and other key infrastructure.

Crucial to the success of the Growth Strategy is reliable transportation to, from, and within these places. This will require a transportation system that includes many methods of travel for all trips throughout the day, including during the evening and on weekends. Automobile and freight access to property will remain important for accommodating growth throughout the city. In addition, transportation facilities that connect to and support the city's industrial areas are important to the city's economy.

The Growth Strategy builds on the idea of complete communities where residents have access to their daily needs — shops, amenities, schools, parks, places of employment — via an easy and enjoyable walk, bike, roll, or transit trip. Many areas for future growth in the city already have a rich network of transportation options; others, including neighborhoods that are home to BIPOC and other communities that have experienced a history of under-investment, have gaps that must be filled over time. The One Seattle Plan aims to strike a balance between serving the areas that will see the most growth and equitably providing transportation services to all who need it.

GOAL

TG 1 Transportation decisions, strategies, and investments support the growth strategy for the City and the region and are coordinated with this Plan's land use goals.

POLICIES

T 1.1 Provide safe and reliable multimodal transportation facilities and services to promote and accommodate the growth that this Plan anticipates citywide, including centers of various types and sizes and urban neighborhoods across the city.

T 1.2 Maintain, preserve, and enhance the City's roads, bridges, and transportation infrastructure so that the transportation system can accommodate the growth that this Plan anticipates citywide.

T 1.3 Design transportation infrastructure in Regional, Urban, and Neighborhood centers to support compact, accessible, and walkable neighborhoods for all ages and abilities.

T 1.4 Design transportation facilities to be compatible with planned land uses, with consideration of the planned scale and character of the surrounding neighborhood.

T 1.5 Plan for transportation improvements in Regional Centers that maintain and enhance a rich network of transit, pedestrian, and bicycle facilities and access to light rail and other regional connections.

T 1.6 Plan for transportation improvements within and between Urban Centers that provide access to high-capacity or frequent transit and maintain and expand pedestrian and bicycle facilities.

T 1.7 Plan for transportation investments within Neighborhood Centers and to surrounding Urban Neighborhood areas that prioritize walking and biking on safe, comfortable, and enjoyable routes to meet every day needs and that enhance connections to transit.

T 1.8 Provide a variety of affordable travel options, including pedestrian, transit, and bicycle facilities, to better meet the needs of historically underserved communities.

T 1.9 Identify the potential impacts of transportation investments on communities that are at risk of displacement and collaborate across City departments to mitigate those impacts through project design and construction and implementation of anti-displacement strategies that enable households, businesses, and cultural anchors to remain in place.

T 1.10 Develop multimodal level-of-service measures and standards to assess the performance of the transportation system and indicate potential need for transportation investments and demand management strategies as the city grows over time, consistent with the growth strategy.

T 1.11 Level of service shall be measured as follows:

	For City as whole	**For each Regional, Urban, and Neighborhood Center**
Vehicles	Single occupant vehicle trip share; and Vehicle miles traveled	SOV share (for each Regional Center and by subarea citywide)
Transit	Percentage of homes near a stop on a frequent transit route	Presence of frequent transit or light rail service
Bicycling	Percentage of homes near an all ages and abilities (AAA) bikeway	Access to an all ages and abilities (AAA) bikeway
Walking	Percentage of block faces that have a sidewalk	Percentage of block faces that have a sidewalk

T 1.12 Assess the multimodal LOS measures and standards over time and adjust as needed, based on review of other City transportation measures and goals.

Making the Best Use of the Streets We Have

DISCUSSION

To serve our needs today and in the future, the public street space in Seattle needs to accommodate different travel functions, community uses, and street trees. Because it will be difficult to expand our available public street space in any significant way, it is important for the City to use the existing streets in ways that meet our shared priorities and enhance quality of life for all residents. This section of the Plan establishes the policy framework for making those decisions.

To meet the different needs and functions of the right of way, streets are typically divided into three right-of-way zones. The **pedestrian realm** typically includes the sidewalk area, street trees, and landscape strip between the property line and the curb. The **travel way** portion of the road is typically dedicated for mobility. Finally, the **flex zone** typically found along the curb is the portion of the road with more flexible uses, such as addressing critical building access and loading needs, bus stops, and bicycle parking. In order to meet multiple needs, there are opportunities to reallocate space currently dedicated to vehicles, particularly vehicle storage, to be available as places for people, including open streets, shared streets, parklets, play streets, street trees, and other activating or greening uses of the street. Providing spaces for all these functions efficiently and where they are needed helps make the most of a limited resource.

Not every function can fit in every street. The goals and policies in this section provide direction on integrating and, where necessary, prioritizing functions within the different parts of a street. These policies also recognize that collectively two or more streets can combine to serve as a "complete corridor," since not every street can accommodate every need.

GOAL

TG 2 Seattle's streets accommodate and promote safe, comfortable, efficient movement of people and goods and include inviting spaces for community within the right-of-way.

POLICIES

T 2.1 Devote space in the right-of-way to accommodate multiple functions of mobility, access for commerce and people, activation, landscaping, and better management of vehicle parking.

T 2.2 Ensure that the street network accommodates multiple travel modes and users, including transit, freight movement, people walking, biking, or rolling, people with disabilities, general purpose traffic, and shared transportation options.

T 2.3 When prioritizing functions in the right-of-way, consider safety improvements, priority investment networks, and adjacent land uses.

T 2.4 Prioritize mobility needs in the street travel way first based on safety concerns and then on the recommended networks and facilities identified in the Seattle Transportation Plan.

T 2.5 Include at least one general-purpose through travel lane per direction of travel on most arterials, where vehicular mobility will be maintained, as part of the project development process.

T2.6 Modernize our streets toward achievement of our vehicle-mile traveled and mode-split goals, including through project analysis and evaluation processes that result in traffic volumes consistent with these goals.

T 2.7 Align transportation investment priorities with the values, goals, and targets in the Seattle Transportation Plan related to safety, equity, environmental sustainability, mobility and economic vitality, livability, and maintenance and modernization.

T 2.8 To resolve potential conflicts in the right-of- way, employ the following tactics:

- Implement transportation and parking-demand management strategies to encourage more efficient use of the existing right-of-way.
- 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.
- Encourage off-street accommodation for non-mobility uses, including parking, electric vehicle charging, and transit layover.
- Meet critical access needs of establishments to ensure parcels, goods, services, passenger, and solid waste services can be done safely and efficiently.
- Consider the unique needs of local communities within the decision-making process.

T 2.9 Build new and upgrade existing sidewalks, where needed, including in areas planned for new growth and development, and consistent with the dimensional standards as specified in Streets Illustrated. Complete gaps in the pedestrian network with sidewalks and sidewalk alternatives on at least one side of the street to improve pedestrian accessibility in the public right of ways across the city.

T 2.10 For streets where priorities for modes of travel overlap and where rights-of-way are constrained, generally apply the following principles to guide corridor investments and management:

- Within regional, urban, and neighborhood centers and near light rail stations, prioritize the needs of people walking, rolling, and biking.

- Within manufacturing and industrial centers (MICs), prioritize safe and efficient truck movement, especially at freight bottlenecks and areas where industrial lands are zoned to accommodate increased density, new construction, or non-traditional industrial uses, with strategies that may include operational strategies, increased turn radii, dedicated truck parking and queuing space, freight-and-bus (FAB) lanes, and truck-only lanes.
- Outside of regional, urban, and neighborhood centers and MICs, prioritize transit travel time and reliability.
- On streets prioritized for transit and trucks, prioritize freight and transit travel time and reliability, with strategies that may include FAB lanes, transit-only lanes, and other right-of-way and operational strategies.
- On streets that accommodate both freight and bicycle travel, facilities for trucks and bicycles should be clearly separated and fully comply with width and materials standards, consistent with Streets Illustrated.

T 2.11 Preserve and enhance the boulevard network to create a usable open space system that accommodates healthy and active transportation while meeting local access needs.

T 2.12 Maintain, preserve, and enhance the City's alleys as a valuable network for access, loading and unloading for freight, and utility operations, and where appropriate opportunities for public space.

T 2.13 Manage travel within limited street space, including reallocation of street space as needed, to enhance comfort, convenience, and directness for walking, biking, rolling, and transit.

T 2.14 Implement curb space management strategies, such as on-street parking pricing and time limits, load zones and other critical access needs for buildings, and residential parking management to promote transportation choices, enhance the efficient delivery of goods and services, improve customer access, and enable public space activations in curb lanes.

T 2.15 Address critical access needs for buildings when affected by transportation projects and private redevelopment by re-allocating load zones, encouraging shared parking amongst area businesses, and considering an area-wide curb management plan.

T 2.16 If a building does not have off-street loading access, whether on-property or via an alley, it should have its critical access needs provided for at the curb, achieved by maintaining curb space for commerce, solid waste pick-up, building maintenance, and accessible pick up/drop off.

T 2.17 Design and manage the transportation system, including the curb space, so that people with limited mobility have safe and convenient access to their destinations.

T 2.18 In collaboration with the community, create and design vibrant public spaces within and near rights-of-way that:

- Foster social interaction and enhance the public realm
- Prioritize community functions, public life, and greening
- Promote access to sustainable transportation options
- Deemphasize vehicular use in strategic locations
- Reallocate street space from vehicle storage to people-oriented uses

T 2.19 Prioritize freight on streets classified as Major Truck Streets; Complete Street improvements that support other modes may also be considered on these streets.

T 2.20 Limit impacts to emergency response vehicles along high-volume response routes as other modal priorities are implemented.

Expanding Transportation Options

DISCUSSION

This Plan emphasizes strategies to increase travel options, moving away from reliance on single-occupant vehicle travel, and toward more options to get around the city.

Transit, bicycling, and walking reduce collisions, stress, noise, and air pollution, while increasing social contact, economic vitality, affordability, and overall health. They also make more efficient use of our rights-of-way by increasing person throughput vital to meeting the mobility needs of a growing city. Finally, with a large portion of our vehicle fleet still reliant on internal combustion engines, reducing car travel will help the city reduce greenhouse gas emissions sooner. The best way to get Seattleites to take advantage of these options is to make them easy. enjoyable, and safe choices for people of all ages and abilities and accessible to people at all income levels.

Strategies for increasing travel options include providing more housing options in centers that are well served by transit, along with completing the City's transit, bicycle, and pedestrian networks. The City has incorporated its plans for individual travel modes into the Seattle Transportation Plan.

The Seattle Transportation Plan includes a series of Priority Investment Networks, which describe and prioritize investments in infrastructure that supports different modes of travel, along with accompanying maps. These include maps for transit service, transit capital investments, bikeways, pedestrian facilities, and truck routes. These maps are included in the Transportation appendix.

While not everyone can always walk, bike, use a car-share service, or ride transit, the City can reduce the number of drive-alone trips that residents, employees, and visitors take, and even reduce the need to own a personal vehicle. Improving transportation choices can protect the environment, enhance the local economy, and support healthy communities. If more people use different types of transportation during the busiest times of day, more people and goods can get to their destinations

in a reasonable time. Reducing drive-alone trips during congested periods is consistent with the City's overall commute-trip reduction goals and overall expansion to manage travel demand for all trips.

To help residents make informed decisions, the City must consider all aspects of the transportation system. One effective approach is through transportation demand management, which aims to reduce travel impacts on the system, especially drive-alone trips during peak times of the day. This includes evaluating parking availability, cost, and proximity to destinations which influence the choice to drive or use other travel options. Promoting transit, bicycle, and pedestrian safety to reduce barriers to alternatives to drive-alone trips. Efficient first-mile and last-mile travel is crucial for transit users. The first and last mile can often be traveled by walking, biking, ride sharing, or local bus service. To ensure we are doing this equitably, we need to improve accessibility to frequent, reliable, and safe transit in neighborhoods with proportionally more people who have lower incomes or depend heavily on transit.

Plans that the City has developed for individual travel modes are addressed in an integrated approach described in the Seattle Transportation Plan (2024). For more information on the specific investments that the City anticipates and plans to make to support transit and bicycle use, refer to the maps in Appendix 1. For more information about the investments the City plans to make in infrastructure that supports walking, see the Seattle Transportation Plan.

GOAL

TG 3 People's mobility needs are met by providing equitable access to and encouraging the use of multiple transportation options.

POLICIES

T 3.1 Expand transportation options to and within Regional, Urban, and Neighborhood centers, where most of Seattle's population and job growth will occur.

T 3.2 Invest equitably in initiatives, projects, and programs that aggressively encourage mode shift towards low-emissions transportation options for all trips.

T 3.3 Develop and maintain a high-quality network of connected bicycle, pedestrian, and transit facilities.

T 3.4 Strengthen the coordination among land use, housing, transportation, and economic strategies to reduce overall household travel costs.

T 3.5 Plan for and develop transportation systems and facilities so that all residents, regardless of income, age, ability, and vehicle-ownership, have access to a wide range of affordable travel options.

T 3.6 Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares, and partnerships with agencies and other providers.

T 3.7 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, including commute and non-commute trips.

T 3.8 Improve access to transit by supporting first-/last-mile connections, including on-demand shared rides to trunk line stations and improved safety and walking infrastructure connecting to transit stops and stations.

T 3.9 Improve transit security to provide a safe and welcoming environment for transit riders and operators, encourage positive passenger experiences, reduce barriers to transit use, and promote ridership growth.

T 3.10 Improve east-west mobility between neighborhoods and destinations, especially as additional light rail service begins, and bus service is redeployed.

T 3.11 Make transit services affordable to low-income residents through programs that reduce household transportation costs.

T 3.12 Optimize bus, train, and streetcar operations by adjusting signals and providing transit-only, freight and bus-only, or transit-priority lanes to promote competitive travel times for transit relative to automobile travel.

T 3.13 Partner with Sound Transit, King County Metro, and other transit providers to continuously improve the overall transit experience, including improvements to system capacity, accessibility, and system facilities and amenities.

T 3.14 Create welcoming community and mobility hubs that combine transportation options, traveler amenities, community spaces, and travel information into a seamless experience.

T 3.15 Partner with private mobility providers, such as car share, bike share, taxis, and on-demand micro-transit, to expand access to their services throughout the city and reduce pricing terms for lower-income individuals.

T 3.16 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.

T 3.17 Look for opportunities to reestablish or improve connections across highways and railroads by enhancing existing crossings and creating new ones and by constructing lids, especially where these can also enhance opportunities for development, open space, income-restricted homes, and neighborhood cohesion.

T 3.18 Accelerate and scale sidewalk construction and refurbishment by ensuring coordinated development of sidewalks and pedestrian safety infrastructure in line with anticipated higher-density development envisioned in the Growth Strategy.

T 3.19 Design new and improve existing pedestrian crossings on arterials to meet or exceed Americans with Disabilities standards.

T 3.20 Develop facilities and programs to support bike sharing, e-scooter sharing, and other similar micromobility options that encourage short trips to be made by walking, biking, or other zero-emission mobility devices.

T 3.21 Implement improvements, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops, to make traveling in Seattle more accessible for people of all abilities.

T 3.22 When determining if and where a new or emerging form of mobility belongs within the right-of-way, consider vehicle size, speed, and other safety-related factors.

T 3.23 Support and plan for innovation in privately provided transportation options such as shared mobility, including car sharing, bike sharing, micromobility, taxis, and transportation network companies, which can increase travel options and enhance mobility.

T 3.24 Anticipate, manage, and leverage innovative transportation technologies to meet community values and minimize their potential negative impacts related to safety, equity, affordability, and environmental sustainability.

T 3.25 Adapt streets for new and evolving forms of mobility devices, such as commercial or private cargo bikes, e-scooters, personal delivery devices, and low-speed electric vehicles (LSEVs), to create more travel options beyond traditionally sized vehicles.

T 3.26 Develop and implement strategies to manage the evolution toward connected and autonomous vehicles, recognizing that government and industry must partner to deliver their anticipated benefits safely, including the discouragement and limiting of zero-occupancy automated passenger vehicles.

Creating an Equitable Transportation System

DISCUSSION

The Seattle Department of Transportation's work—delivering an equitable transportation system—is guided by a Transportation Equity Framework (TEF), which was developed in partnership with community. It aims to amplify community voices through inclusive decision-making, co-creation, and prioritizing investments in underserved areas to improve safety, accessibility, and affordability, while also considering the needs of people with mobility challenges.

Our transportation system today does not serve everyone equally. Black, Indigenous, and People of Color (BIPOC) communities, people with disabilities, and people with lower incomes face higher costs—whether monetary, time-related, or impacting their health and welfare. These challenges are worsened by displacement due to high living costs and limited access to affordable housing and

high-quality transit. Climate change disproportionately affects communities least responsible for it, often those historically underserved. Through climate justice, we can focus investments on those most impacted by climate change, while assigning responsibilities to groups better able to address it.

GOAL

TG 4 Transportation-related inequities are eliminated through community-driven solutions and restorative practices.

POLICIES

T 4.1 Include the perspectives, priorities, and needs of communities of color and underrepresented groups in transportation planning and decision-making.

T 4.2 Address inequities in the transportation system by prioritizing investments in historically underserved communities, improving accessibility for people with mobility challenges, and supporting local residents and businesses, especially those at high risk of displacement.

T 4.3 Remove cost as a barrier so everyone can take the trips they need to make.

T 4.4 Provide equitable transportation access through direct subsidies and tailored mobility services for disadvantaged populations, including for people with mobility impairment or low income.

T 4.5 Support shifts towards non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets.

Building a Green Transportation System

DISCUSSION

Encouraging the use of non-automobile travel options supports not only the City's growth strategy but also its environmental goals, including those related to climate change. Cars, buses, trucks, and other motorized transportation make up Seattle's largest source of greenhouse gas emissions, and the City's Climate Action Plan sets high standards for reducing greenhouse gas emissions. Using more fuel-efficient transportation options to move larger numbers of people on well-designed and well-maintained streets is a crucial step to creating a healthy urban environment, especially in neighborhoods and communities, including communities of color, that have been disproportionally impacted by pollution. By reducing the need for personal car use, the City can also reduce congestion and provide more opportunities to reallocate public right-of-way for street trees and landscaping. Providing and promoting a wider variety of transportation options is also integral to achieving these environmental goals.

GOAL

TG 5 Seattle's transportation system promotes healthy communities, protects and improves our environmental quality, and contributes to a future free of climate pollution.

POLICIES

T 5.1 Accelerate and scale strategies to reduce transportation related greenhouse gas emissions consistent with the long-term goal of net-zero citywide emissions by 2050.

T 5.2 Accelerate and scale reduction in vehicle miles traveled (VMT) to achieve 37% reduction by 2044.

T 5.3 Implement projects, policies, programs, and street designs, including right-sizing the amount of space dedicated to general-purpose travel and long-term vehicle storage, to reduce drive-alone vehicle trips and vehicle-miles traveled.

T 5.4 Pursue a mix of capital and programmatic investment along with management strategies to establish low-carbon/low-pollution neighborhoods (LPNs), designated areas or streets where the City can deploy a variety of pilot, policy, program, and physical improvements to improve air and water quality, mobility, and community health. Prioritize employment of these strategies in neighborhoods that have been historically impacted by pollution such as the Duwamish Valley.

T 5.5 Manage the transportation system, including movement of both people and goods, to support a shift to electrification, clean fuels, and smaller vehicles, such as cargo bikes, e-scooters, and other emerging mobility options, and phase out over time the use of fossil fuel-powered vehicles.

T 5.6 Encourage the use of electric freight, transit, motor vehicles, and e-cargo bicycles. Promote the expansion and equitable access of electric vehicle charging stations citywide for personal vehicles, private fleets, private micromobility (including electric bicycles and wheelchairs), and transit.

T 5.7 Accommodate publicly accessible electric vehicle charging infrastructure in the right-of-way when nearby off-street options are limited to promote equitable access and just transition to electric vehicles. Consideration should be given to right of way locations that do not preclude construction of priority transportation network investments nor use of the curb to provide for critical building access needs such as loading or solid waste cart staging.

T 5.8 Improve freight mobility and access to pick up and delivery points to reduce truck idling, improve air quality, and minimize the impacts of truck parking and movement in residential areas.

T 5.9 Design and manage streets to promote green infrastructure, new technologies, and active transportation modes while addressing safety, accessibility, and aesthetics.

T 5.10 Enhance and expand tree canopy and landscaping in the street right-of-way.

T 5.11 Retrofit transportation facilities to improve fish passage.

T 5.12 Design and implement new and retrofitted transportation facilities with water quality and quantity stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Puget Sound.

Supporting a Vibrant Economy

DISCUSSION

The movement of goods and services is critical to economic development in Seattle and the region. Seattle's businesses and residents rely on truck routes for safe and timely transportation of goods. Freight carriers depend on a well-functioning network of rail, water, air, and truck transportation. The Seattle Transportation Plan identifies the city's overall freight network and prioritizes investments for freight mobility projects. This includes addressing the exponential growth in delivery trips to dispersed locations across the city and preparing for the changing needs of goods movement and delivery due to evolving consumer demand and overall population growth.

In addition to goods movement, a well-designed transportation network supports a thriving economy by enhancing access to jobs, businesses, schools, and recreation. This kind of easy access contributes to the success of our neighborhood business districts and small businesses and makes it easier for people to access their daily needs for goods and services. Enhancing freight mobility and access also enhances Seattle's role as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

GOAL

TG 6 The transportation system improves mobility and access for goods and services to support and promote economic opportunity throughout the city.

POLICIES

T 6.1 Sustain and enhance the freight network that connects Manufacturing and Industrial Centers (MICs) to the city and region, enhances freight mobility and operational efficiencies, and promotes the city's economic health.

T 6.2 Enhance goods and services movement to, within, and between Seattle's MICs and Regional, Urban, and Neighborhoods centers.

T 6.3 Design, maintain, and operate freight corridors to provide for efficient movement of truck traffic to and from regional connectors.

T 6.4 Expand neighborhood delivery hubs, central drop-off / pick-up locations for goods, to more locations to improve overall urban goods delivery throughout the city.

T 6.5 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.

T 6.6 Improve safety and operational conditions at at-grade rail crossings of city streets, including consideration of grade separation.

T 6.7 Work with freight stakeholders and the Port of Seattle to maintain and improve intermodal freight connections involving Port container terminals, rail yards, industrial areas, airports, and regional highways.

T 6.8 Where appropriate, support efficient and safe movement of goods by rail and promote efficient operation of freight rail lines and intermodal yards.

T 6.9 Increase efficient and affordable transportation access to jobs, education, and workforce training.

T 6.10 Promote freight demand management technologies and strategies that can consolidate urban goods delivery trips and encourage vehicles that are sized appropriately for an urban environment.

T 6.11 Encourage and create great streetscapes and activate public spaces in the right-of-way to promote economic activity.

Promoting Safe Travel for All

DISCUSSION

Safety guides every decision that the City makes for transportation system operation and design. People expect to feel safe as they use streets, transit facilities, sidewalks, and trails. Collisions involving pedestrians or people riding bicycles represent a high percentage of the serious injuries and fatalities in the city. When we invest in protecting our most vulnerable road users, such as pedestrians and bicyclists, we help build strong communities where residents and visitors are more likely to walk or bike, especially for short trips. Safer streets are also more efficient streets; they have fewer and less severe collisions, allowing people and goods to move safely and efficiently. In addition to making safety improvements, the City works to build a culture of mutual awareness between travelers. The City respects the right of all to travel safely and also feel safe regardless of how they choose to get around.

The policies in this section reflect and build on the culture of Vision Zero, an approach to designing and managing our streets to eliminate traffic deaths and serious injuries. Vision Zero focuses on the most effective ways to reduce harm while creating a culture of care and dignity for all travelers. To achieve Vision Zero, we need to evolve our streets for slower speeds; limit conflict points between travelers; and focus on the safety and sense of safety of people walking, biking, and rolling. The Seattle Transportation Plan provides guidance to accelerate progress toward Vision Zero through a "Safe System" framework.

GOAL

TG 7 Seattle's transportation system is safe for everyone, particularly the most vulnerable travelers.

POLICIES

T 7.1 Work toward Seattle's Vision Zero goal to end traffic deaths and serious injuries on city streets by 2030 by focusing on the most effective and equitable ways to reduce harm.

T 7.2 Adopt speed limits that enhance safety and use strategies, including enforcement and other measures, to reduce vehicle speeding.

T 7.3 Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.

T 7.4 Enhance safety at locations with heightened risks of conflict in the right-of-way, including at-grade railroad crossings and free-flowing ramps on and off city streets.

T 7.5 Improve safety for all modes of transportation on streets heavily used by trucks.

T 7.6 Guided by the federally recognized Safe System approach and Seattle's Transportation Equity Framework, make transportation safety and mobility investments in the most effective and equitable way, emphasizing design over punitive practices and individual level behavior change.

T 7.7 Make safety a top priority, especially for people traveling outside the protection of a vehicle, and incorporate Vision Zero and Safe System approaches into every project and program.

T 7.8 Use complete street principles, traffic-calming, and neighborhood traffic control strategies to promote safe neighborhood streets and discourage cut-through traffic.

T 7.9 Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made.

T 7.10 Support public safety through maintenance of critical access routes, including but not limited to emergency vehicle routes and priority snow-clearance routes.

Connecting to the Region

DISCUSSION

Seattle is the largest employment and cultural center in the central Puget Sound region. As such, the city is a destination for people from all over the metropolitan area for work, shopping, entertainment, events, and recreation. The city is served by a number of state and regional transportation facilities, including two interstate highways; several state highways; a regional light

rail, commuter rail, and bus system; a ferry network; waterways; and railroads. While the bulk of the Transportation element addresses transportation within the city limits, this section provides guidance for larger regional projects and facilities that serve Seattle. It also provides guidance for Seattle's participation in regional transportation planning and funding efforts.

GOAL

TG 8 Regional projects and programs affecting Seattle are consistent with City plans, policies, and priorities and help to connect the city with the surrounding region.

POLICIES

T 8.1 Coordinate with regional, state, and federal agencies, other local governments, and transit providers when planning and operating transportation facilities and services, especially those that reach beyond the city's borders.

T 8.2 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.

T 8.3 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.

T 8.4 Support a strong regional ferry system that maximizes the movement of people, freight, and goods.

T 8.5 Support improvements to ferry terminals that encourage walk, bicycle, rolling, and transit access to and from the terminals, improvements that enhance transfer and waiting environments, and, along with management strategies, improvements that minimize vehicle queueing on city streets.

T 8.6 Plan for the City's freight network to connect to the state and regional freight network and to continue providing good connections to regional industrial and warehouse uses.

T 8.7 Work with 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.

T 8.8 Work with regional transit agencies to plan for and provide service that is consistent with this Plan's growth strategy.

T 8.9 Support federal, state, and regional agencies to build out and expand intercity rail service including commuter rail, Amtrak, and high-speed rail.

T 8.10 Work with private shuttle, intercity bus, and charter service operators to support their operations and manage their routes, stop locations, and curbside access.

T 8.11 Support the state and region in advancing transportation mobility management strategies.

T 8.12 Work with neighboring jurisdictions and King County to integrate the City's bicycle network with regional bicycle facilities, the regional multi-use trail network, and the Great American Rail-Trail.

T 8.13 Collaborate with local, county, and regional agencies to promote transportation demand management, including to reduce cross-jurisdiction drive-alone trips.

T 8.14 Collaborate with county, regional, and state transportation partners, as well as employers, to adopt strategies to meet the transportation needs of people displaced from Seattle to continue to access community and cultural amenities and employment within the city.

Operating and Maintaining the Transportation System

DISCUSSION

Thoughtful operation and maintenance of the transportation system promotes safety, efficiency, infrastructure preservation, and a high-quality environment. Caring for the condition of the transportation system brings many co-benefits. Street pavement that serves cars and trucks is the same surface that supports smooth transit operations, reliable deliveries, safe biking, and even surfaces for stable street crossings by walking or rolling. Well-maintained streets, sidewalks, bridges, and other infrastructure make conditions safer for all travelers, especially those with limited mobility due to age and/or disability.

Spending money on maintaining and preserving the system today can prevent spending more dollars on replacing parts of the system later. This is particularly true for the more expensive and vital transportation assets, such as pavement, sidewalks, parking pay stations, intelligent transportation system devices, traffic-signal infrastructure, and bridges. When we prevent infrastructure from falling into disrepair, we can even influence travel choices and encourage people to spend time in public spaces, meet neighbors, and shop at local businesses.

Since the City makes and maintains its transportation improvements with taxpayer money, it must spend every dollar wisely and in a way that is consistent with the City's overall vision. The City keeps a comprehensive inventory of transportation assets that includes information about the condition of its most valuable assets. The City uses performance measures to decide whether and when to repair or replace infrastructure. In addition to planning for future maintenance, the City must address the significant backlog of unmet maintenance needs that currently exists. Investments in operations and maintenance are also key opportunities to modernize our transportation system and to address the needs of BIPOC and other communities that have experienced historical underinvestment.

As we take care of the transportation system we have today, we must also look to the future. The technologies and systems we use to safely and efficiently operate our streets—such as signals, cameras, and sensors—are constantly evolving. Updating them can help us operate the system

more effectively, and sensors can help us monitor the structural health of infrastructure in real-time to aid in asset management.

To ensure our streets work today and in the future, we need to maintain our streets, sidewalks, and bridges. And incorporate planned safety and priority network improvements with maintenance work. In doing so, we can reduce the disparities in the quality of infrastructure among neighborhoods. At the same time, we can prepare our streets and be ready to adapt for new travel options and emerging technologies.

GOAL

TG 9 Transportation assets are maintained and modernized, ensuring the long-term viability of investments, reduced costs, and safe conditions.

POLICIES

T 9.1 Operate the transportation system to prioritize safety while also promoting efficient mobility consistent with identified priority modes, priority investment networks, and land use context.

T 9.2 Develop multiple modal levels-of-service measures aligned with our priority modes to guide project development decision making and encourage more efficient use of the existing right-of-way.

T 9.3 Employ state-of-the-art intelligent transportation systems to increase efficiency of movement and reduce travel delays.

T 9.4 Use asset maintenance and replacement opportunities to not only improve the condition of transportation infrastructure and equipment, but to also enhance safety, reduce dependence on driving, promote sustainable travel options, and support economic vitality.

T 9.5 Achieve and maintain an average Pavement Condition Index of 80, at a minimum, for arterial streets by 2050 or sooner.

T 9.6 Achieve and maintain a Federal Highway Administration Bridge Rating of good for at least 30% of vehicle bridges and a rating of Fair for at least 60% of vehicle bridges by 2050 or sooner.

T 9.7 Explore innovative means of reducing maintenance costs such as converting right-of-way into other uses when appropriate.T 9.8 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.

T 9.9 Work to eliminate disparities in the condition of transportation infrastructure in historically underserved neighborhoods.

T 9.10 Promptly repair potholes to extend the useable life of roads and keep streets serviceable.

T 9.11 Create training, youth employment, and living wage opportunities in the construction and major maintenance of transportation facilities for members of BIPOC and other communities with a history of underinvestment.

Funding

DISCUSSION

The City's transportation network is vital to preserving the quality of life, prosperity, and health of all Seattleites. Only with adequate funding can Seattle continue to operate, maintain, and improve its transportation network to meet current and future needs. Transportation funding comes from a variety of dedicated and flexible sources. The City currently uses various known sources and may explore additional or new options to supplement available funding. Significant current city funding sources for transportation include:

- Property tax levies
- Sales tax revenues
- Commercial parking tax revenues
- Automated traffic enforcement camera revenues
- Transportation network company tax revenues
- Federal and State grants
- Partnerships with key stakeholders like Sound Transit, King County, and the Port of Seattle
- City General Fund
- Real estate excise taxes
- Motor vehicle excise taxes
- Vehicle license fees
- Street use and occupation, permit review, and other developer fees

The 2024 Transportation Levy provides $1.55 B over 8 years (through 2033). The levy funds will be used to enhance the city's transportation infrastructure including building sidewalks and crosswalks, paving streets, repairing bridges, planting trees, making connections to light rail stations and transit, and creating more walking, rolling, and biking routes to places where people live, work, and play. Over the next 20 years, the City may also consider pursuing additional funding options in partnership with the State, such as tolls and road user charges based on vehicle miles traveled. These new sources, however, will require time to develop and implement.

Delivering priority transportation projects and programs in Seattle depends on various funding sources, each with different usage restrictions. These restrictions often reflect legislative or voter intent, such as the voter-approved 0.15 percent sales tax for transit support. Some funds are

flexible, while others are highly restricted or tied to specific projects or locations. The transportation department carefully manages this diverse funding landscape to align investments with community values. The department will continue to navigate funding opportunities, constraints, and partnerships to successfully implement strategies to achieve our transportation goals.

Given funding restrictions and availability, the City is developing an adaptable, multi-faceted transportation funding plan. The availability of funding will determine the pace of delivering the STP's vision through projects and programs over its 20-year lifespan. Additional information on transportation financing is included in the Transportation appendix, including estimated revenues and projected expenditures.

GOAL

TG 10 Transportation funding is sufficient to operate, maintain, and modernize the transportation system that supports the City's transportation, land use, economic, environmental, equity, and other goals.

POLICIES

T 10.1 Develop a holistic multi-resource long-range funding plan to guide decisions about levies, ballot measures, the commercial parking tax, and other funding sources.

T 10.2 Work with regional and state partners to encourage a shift to greater reliance on user-based taxes and fees, and on revenues related to impacts on the transportation system and the environment.

T 10.3 In partnership with WSDOT and PSRC, build on a long history of stakeholder and community discussions to deliver equitable mobility management strategies that provide multiple benefits including:

- managing travel demand;
- reducing vehicle miles traveled and greenhouse gas emissions;
- generating revenue to supplement or replace declining gas tax revenue; and
- using revenue to pay for equitable transportation investments and outcomes.

T 10.4 Leverage local funding resources by securing grants from regional, state, and federal sources, and through contributions from those who benefit from improvements.

T 10.5 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 neighborhood and environmental justice impacts from construction of transportation facilities.

T 10.6 Make strategic investment decisions consistent with the Seattle Transportation Plan and the city's growth strategy.

T 10.7 Prioritize investments by considering how they advance the Seattle Transportation Plan goals for Safety, Equity, Sustainability, Mobility & Economic Vitality, Livability, and Maintenance & Modernization.

T 10.8 Consider use of transportation impact fees to help fund transportation system improvements needed to serve growth.

T 10.9 Plan to meet future transportation needs by preparing a six-year Capital Improvement Plan (CIP) that identifies anticipated projects, programs, and funding strategies, along with longer term transportation facilities plans and analyses that identify anticipate additional future transportation needs, costs, and potential revenue sources.

T 10.10 Identify and evaluate possible additional funding resources and/or alternative land use and transportation scenarios if the level of transportation funding anticipated falls short of the estimated amount.



Housing

Introduction

A Vision of Housing Abundance

The One Seattle Plan envisions a future where everyone in Seattle has a home that meets their needs. When housing is safe, affordable, and abundant, we can fulfill many of our goals for the future. Households achieve the stability necessary to build roots in their community. Families have plentiful options to grow, shrink, and meet their changing needs. People have the mobility to access jobs and educational opportunities, local businesses have a customer base that sustains them, and employers can attract and retain workers. Achieving housing abundance is fundamental to addressing our homelessness crisis, redressing historical patterns of segregation and exclusion, and creating opportunities for displaced residents to return to their communities.

Achieving this vision will require us to address the root causes of Seattle's longstanding housing crisis. Despite substantial construction in recent years, housing supply has not kept up with population and employment growth, causing an overall shortage of homes that drives up rents and

sales prices. Most new housing production has been small rental apartment units in areas long designated as Urban Centers and Villages in Seattle's Comprehensive Plan. Despite growing our investments in affordable housing, we are far from meeting the housing needs of low-income people who currently live, work, or wish to live in Seattle but cannot afford market prices. As prices rise, households must devote more and more of their income toward housing costs, leaving less for other basic needs, and straining their ability to save towards homeownership.

This crisis forces many to leave their communities, with ripple effects throughout our city and region. Families who relocate to find a suitable and affordable home must endure longer commutes from suburban locations with consequent environmental and health impacts. Low-income households are displaced, with the greatest impacts on people of color, immigrants, and refugees who have less income and wealth, and who have withstood generations of institutionalized racism and face ongoing discrimination in housing. Ultimately this causes more people to lose their housing entirely, as a $100 increase in median rent is associated with a nine percent increase in homelessness.[1]

A Legacy of Racial Exclusion and Inequity

Today's housing crisis has its origins in a long history of racial discrimination, beginning with the arrival of white European settlers to the Pacific Northwest in the 1840s. At that time Washington was part of the Oregon Territory and subject to the Black exclusion laws that forbade Black people from settling or owning property in the region. Early laws in Seattle barred Indigenous people from residing within city limits.

In the 20th century, land use and housing became tools of racial segregation. Seattle's first zoning ordinance, adopted in 1923, was crafted by a planner who touted zoning's power to "preserve the more desirable residential neighborhoods" and prevent movement into "finer residential districts… by colored people."[2] It established for the first time areas reserved for detached housing, which the City's zoning commission promoted as a way to prevent "lowering… the standard of racial strength and virility," that expanded over time through periodic downzoning.[3]

Racially restrictive covenants reinforced this pattern. Written into private property deeds, racial covenants limited the sale and use of property based on race, ethnicity, and religion, making many Seattle neighborhoods inaccessible to people of color. In the limited areas where people of color were allowed to live, the practice of redlining typically rendered them ineligible for government-backed home loans. To determine areas safe for mortgage lending, the Federal government explicitly referenced neighborhoods' racial composition, citing the presence of racial restrictions in

[1] GAO-20-433
[2] In *The Color of Law*, Rothstein reveals the racial motivations of many regulators who devised zoning schemes to circumvent the 1917 Buchanan decision. See also https://www.epi.org/publication/making-ferguson.
[3] Excerpt from "A Zoning Program for Seattle." Record Series 1651-02 Box 1, Folder 1. Seattle Municipal Archives.

neighborhoods deemed creditworthy while demarcating in red to signify "hazardous" those places with greater shares of people of color.

The legacy of these practices, which the Housing Appendix details further, persists today, visible in the lasting segregation across Seattle, racial wealth and homeownership gaps, and the restricted housing choices and market pressures at the root of our displacement crisis.

Addressing These Challenges

How do we redress this history and address ongoing disparity, high housing costs, and displacement? This Housing element advances three key strategies:

INCREASE HOUSING PRODUCTION

First, the Housing element complements this Plan's Growth Strategy by promoting more housing production overall, of diverse types and throughout all neighborhoods. This is necessary to meet the needs of a diversifying population, keep pace with demand as the region continues to grow, and address past underproduction. This Plan also identifies the need for a streamlined and predictable permitting process for housing.

INVEST IN AFFORDABLE HOUSING

Second, this Plan supports resources, investment, and a variety of tools to address housing needs unmet by the market. Despite historic levels of investment in affordable housing for low-income households, we continue to fall far short of the need. The Housing element identifies the critical need for significant public investment to produce and preserve rental units, to develop social housing, and to create homeownership opportunities for people with incomes too low to afford housing in Seattle. This Plan also supports land use rules that boost our ability to add income-restricted homes in all neighborhoods.

IMPLEMENT MEASURES TO PREVENT DISPLACEMENT

Third, this Plan supports a broad array of anti-displacement strategies to keep vulnerable households in place and cultural communities intact. Affordable and social housing housing are primary anti-displacement measures. Measures to protect low-income tenants from rent increases and eviction and preserve housing affordable to them are critical. Additional tools focus on stabilizing communities, increasing community ownership, and redressing past discrimination and exclusion, particularly for Black and Indigenous communities.[4,]

What is Affordable Housing?

Affordable housing can be created through public subsidy or other action to meet the needs of people who cannot afford market housing. In Seattle, the City's Office of Housing (OH) invests public

[4] Africatown Community Land Trust and E'lip Tilikum Land Conservancy are two examples of these efforts.

resources in the creation and preservation of affordable housing and administers programs that support and stabilize low-income residents. Other public-sector and non-profit organizations, including the Seattle Housing Authority and independent public development authorities (PDAs), also provide affordable housing. Seattle currently has more than 17,000 City-funded affordable units and is a national leader in municipal investment in affordable housing.

Most lower-income households, however, live in market-rate housing. Some market housing may be comparatively lower cost due to its location, size, quality or condition, or other characteristics. Low-cost market-rate housing is both a critical way low-income people find housing in our community — and a distinctly less reliable one since its residents can be vulnerable to sudden rent increases or outright housing loss due to demolition. Low-income households typically pay a large share of their income on housing costs or make other sacrifices like sharing living space with other housemates, delaying having children, or foregoing homeownership.

The term **area median income (AMI)** refers to annual median family income for the Seattle area, which includes King and Snohomish counties, as published by the US Department of Housing and Urban Development, with adjustments for household size. This statistic is used as a benchmark to determine the maximum income of eligible households and the housing cost affordable to households at that income level. Housing regulated by local, state, or federal agencies is for households with incomes at or below a particular AMI level. The maximum rent or sales price for housing varies by unit size, configuration, and amenities. The maximum household income varies by size of household.

The following table approximates the income equivalents for select AMI levels, as adjusted for household size. In this Housing element, policies for City regulated affordable housing refer to households within specific income ranges (generally at or below 60% of AMI for rental or at or below 80% of AMI for ownership) and other policies refer more broadly to households in all categories of need (at or below 120% of AMI). [5]

[5] In Seattle, median income is closer to 77% of AMI for renters and 175% of AMI for owners. While AMI levels are the standard for establishing housing cost limits on income-restricted housing, using a singular AMI for all households in the region fails to capture the substantial disparity in income between renters and homeowners in Seattle.

Figure 13
Area Median Income Levels

Annual Household Incomes by Area Median Income (AMI) Level[6]				
AMI level	**1-person household income**	**2-person household income**	**3-person household income**	**4-person household income**
30% AMI	$30,750	$35,150	$39,550	$43,950
50% AMI	$51,300	$58,600	$65,950	$73,250
80% AMI	$82,050	$93,750	$105,500	$117,200
100% AMI	$102,550	$117,200	$131,850	$146,500
120% AMI	$123,050	$140,650	$158,200	$175,800

Washington state's Growth Management Act requires that jurisdictions "plan for and accommodate" housing affordable to all economic segments of the population. This includes:

- **Permanent housing units** for households with incomes 0-30%, 30-50%, 50-80%, 80-100%, and 100-120% of AMI, accounting for both projected future household growth and existing unmet housing needs at each income level.
- **Permanent supportive housing (PSH)**, which is publicly funded low-income housing paired with on- or off-site voluntary human services to support people living with behavioral or physical health conditions and currently or at risk of experiencing homelessness.
- **Emergency housing** that provides temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless in forms such as short-term apartments, hotel rooms, traditional shelter arrangements, shelters for victims of domestic violence, and tiny home villages.

Based on county-level growth projections allocated to cities by the King County Growth Management Planning Council (GMPC), Seattle is responsible for accommodating certain minimum housing needs, totaling 112,000 units for a 25-year period from 2019 to 2044. The greatest need is among extremely low-income households, with more than 43,600 units needed for households with incomes at or below 30% of AMI, which will require substantial subsidy. Subsidy will likely also be

[6] Estimated household incomes for each AMI level in Table X are calculated based on the HUD-published Median Family Income (MFI) for fiscal year 2023 ($146,500 for a family of four), as adjusted for household size. This table is provided for general reference. Income limits for regulated affordable housing vary according to specific housing covenants. Income limits for City-regulated affordable housing are available on the Office of Housing's website.

needed for 19,000 additional units affordable to households with incomes of 30-50% of AMI. The estimated need also includes roughly 8,000 units for households with incomes of 50-80% of AMI, 5,400 units for households with incomes of 80-100% of AMI, and 6,100 units for households with incomes of 100-120% of AMI.

The goals and policies in this Housing element are informed by extensive data and analysis in the Housing Appendix, covering a range of topics that includes housing production, household characteristics, demographic trends, development capacity, and growth targets and future need projections adopted by the GMPC.

Overarching Vision

DISCUSSION

The policies in this section broadly support our vision for housing in 2044, where diverse housing choices, affordable to people of all income levels and suitable to all types of households, exist in every Seattle neighborhood. People who work in Seattle, who relocate from elsewhere in search of opportunity or safety, and who are struggling with housing insecurity or homelessness can all find a stable and suitable place to live. Families can grow and shrink over time and fulfill their changing household needs. Through affordable homeownership, particularly permanently affordable homeownership opportunities, households achieve stability. Other households can achieve stability through publicly owned social housing designed for households with a range of incomes including middle-income households who earn too much to qualify for affordable housing. Affordable rental housing provides flexibility for people at various stages of life and helps make it possible for people to achieve other goals, like saving to buy a home, sending children to college, or starting a business. In this vision, after more than a century of racist and exclusionary housing and land use practices, racial disparities in housing outcomes are closing.

GOAL

H G1 Housing in Seattle provides stability, expands access to opportunity, and closes racial and class disparities for all who seek to live in Seattle.

POLICIES

H 1.1 Implement strategies and programs that preserve, improve, and increase Seattle's housing supply to accommodate current and projected future housing needs, including units affordable to households in all categories of need.

H 1.2 Implement strategies and programs to ensure a range of rental and ownership housing opportunities affordable for Seattle's workforce.

H 1.3 Evaluate housing disparities based on race, ability, income, other protected classes, and geography to identify zoning, programmatic, and investment actions designed to close identified racial disparities and redress past discriminatory housing and land use practices.

H 1.4 Develop housing strategies that reflect the values and meet the specific needs of communities most impacted by housing discrimination and injustice, including supporting equitable access to a healthy built environment for these communities.

Meeting Seattle's Housing Needs

DISCUSSION

Seattle was one of the fastest-growing large cities in the country over the last decade. From 2010 to 2020, the number of jobs in Seattle rose 38 percent, but our housing supply grew by only 19 percent.[7] Simply put, despite recent construction, we have not built enough housing overall to keep pace with employment growth. This shortage has many factors, including barriers in our zoning that limit the type and location of housing built, increases in construction costs, and the complex and lengthy regulatory process homebuilders must navigate. The net result of housing scarcity is greater competition that drives housing prices upward.

Boosting the supply of housing plays a major role in making Seattle and the region more affordable. When housing is scarce, regional growth pushes prices further out of reach. While market housing can cause instability for low-income households vulnerable to sudden rent increases, increasing its supply nonetheless relieves pressure on the finite public resources we can invest in affordable housing. Accordingly, this Plan embraces a dual strategy of expanding the supply of both market and, discussed further below, below-market housing to address our current and future needs. This section promotes expanding production of all housing types.

GOAL

H G2 Seattle's housing supply expands sufficiently to meet current and projected future needs for housing suitable and affordable for all economic and demographic groups.

POLICIES

H 2.1 Expand capacity for housing development broadly to encourage market production that meets short- and long-term housing needs, reduces upward pressure on costs caused by scarcity, accommodates current and projected future growth, and accounts for past underproduction of housing.

H 2.2 Monitor regularly the supply, diversity, tenure, and affordability of housing in Seattle, the impact of development regulations on housing production, and demographic information about Seattle households, and use this information to support and evaluate strategies and policies to meet housing needs and advance racial and social equity.

[7] PSRC Covered Employment dataset and 2010 and 2020 decennial Census counts from the U.S. Census Bureau.

H 2.3 Promote the production of housing with lower market price points, including by removing regulatory barriers to the development of social and affordable housing, to meet Seattle's projected 20-year affordable housing needs.

H 2.4 Recognize the role of rental housing owners in growing and operating Seattle's housing supply, particularly small-scale apartment buildings, and pursue strategies that help them successfully operate rental housing, maintain health and safety, preserve affordability, and comply with tenant protections.

H 2.5 Use a range of tools to support efforts to reach the goal that at least 25 percent of Seattle's new housing units include two bedrooms or more, including private, public, and non-profit built housing.

DISCUSSION

In November 2023, residents voted to renew the Seattle Housing Levy at a record level of $970 million. Even with recent commitments from the City and other public and private funders, the region falls short of being able to meet the full need for rental and ownership housing affordable to people with low incomes over the next 20 years.

The Housing Appendix provides a comprehensive overview of the range of housing assistance programs funded by the City along with an analysis of the gap between existing funds, including City capital funds, and projected housing needs. The City alone cannot fill this gap and there are critical roles for other local governments in the region, state and federal funders, and the private sector.

The policies below guide Seattle towards greater affordability by meeting the needs of households with lower incomes who cannot afford rising rents and sales prices and struggle to withstand the volatility of our housing market. They address both public investment and regulations to achieve this goal and complement the critical role of increasing housing supply to reduce pressure on the finite public resources available for affordable housing. The policies support maintaining and expanding public and private funding to meet the capital and operating, maintenance, and services (OMS) costs of producing and preserving sufficient affordable housing.

GOAL

H G3 People whose housing needs are unmet by the market can live affordably in Seattle.

POLICIES

H 3.1 Pursue public and private funding sources, and advocate for robust federal and state funding, for preservation and production of income-restricted homes, including housing for people with special needs, people experiencing or at risk of experiencing homelessness, and others struggling or unable to afford housing in Seattle.

H 3.2 Expand housing preservation and production programs that ensure long-term affordability for income-eligible households and continue to prioritize efforts that address the needs of Seattle households with incomes 30% of AMI or less.

H 3.3 Create a more diverse and inclusive city by building and preserving income-restricted homes in all Seattle neighborhoods.

H 3.4 Invest in income-restricted homes near frequent transit with the goals of lowering the combined housing and transportation costs of residents, enabling lower-wage workers to live nearer their jobs, and reducing GHG emissions.

H 3.5 Reduce the burden of housing-related costs, including utilities, among households in all categories of need.

H 3.6 Renew investment in existing income-restricted homes to ensure ongoing affordability, health, and safety for residents.

H 3.7 Fund acquisition and rehabilitation of multifamily housing to achieve long-term affordability and housing stability for lower-income households.

H 3.8 Promote and pursue funding for redevelopment of suitable publicly owned sites for income-restricted rental and ownership housing and social housing.

H 3.9 Waive or modify development standards and requirements for construction of income-restricted affordable housing and social housing to reduce costs, delays, and uncertainty in the development process.

H 3.10 Encourage and advocate for new federal, state, and county laws, regulations, programs, and incentives that would increase the production and preservation of income-restricted homes.

H 3.11 Use a range of tools to create income-restricted homes with new market development, including development regulations, inclusionary zoning, incentives, and permit fee reductions, where the public benefits provided are commensurate with the benefit to the development, are racially equitable, and prioritize housing for households most in need.

H 3.12 Consider using property tax exemption programs, such as multifamily tax exemption (MFTE), to encourage the production of more housing, including affordable, workforce, and market rate homes.

H 3.13 Consider strategies that incentivize owners to upgrade older lower-cost residential properties in exchange for income and rent restrictions on a share of the units.

H 3.14 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.

H 3.15 Consider requiring affordable housing with new development when rezones or changes to development standards significantly increase development capacity.

H 3.16 Create opportunities for households with incomes up to 80% AMI, including families with children, to purchase a permanently affordable home in Seattle.

H 3.17 Support programs that promote homeowner stability, health, and safety, and reduce energy bills and the costs of home repair and weatherization.

H 3.18 Consider requiring production and preservation of income-restricted homes as part of major institution master plans and development agreements to mitigate impacts of housing demolition or employment growth.

H 3.19 Encourage employers to fund housing affordable to their workforces.

Equitable Access to Housing

DISCUSSION

Housing is a basic human necessity that everyone deserves to be able to access, free from discrimination and regardless of their ability to afford prices set by the market. Under the federal Fair Housing Act, landlords cannot discriminate against or in favor of any individual or group based on race, religious, national origin, sex, color, disability, or family status (meaning pregnancy or the presence of children under 18). These are considered protected classes under the law. The State of Washington and City of Seattle have each expanded these protections to additional classes, including marital status, sexual orientation, gender identity, age, use of Section 8 voucher, political ideology, and veteran or military status. These protections increase housing choices for people of all incomes and backgrounds and are fundamental to our vision of an equitable and inclusive city.

Equitable access also includes addressing barriers like zoning that limit the types and location of new housing. In most of Seattle, relatively lower-cost housing forms, like rental apartments, are prohibited. This limits who can afford to live in places with good access to parks, safe streets, and schools and makes it very difficult for the City to invest in affordable homes for low-income households in these neighborhoods. Where past policies and practices explicitly excluded people from these areas on the basis of race, today the high cost of scarce housing perpetuates economic exclusion.

This section supports a variety of actions to remove these barriers by encouraging more diverse, affordable, and accessible housing in all neighborhoods. It includes strategies to ensure the City's investments in affordable homes and other housing resources, like rental assistance, are shared proactively with the households most in need by addressing language barriers, disparities in access to technology, and discriminatory practices.

GOAL

H G4 All people seeking housing in Seattle have fair and equitable access to housing.

POLICIES

H 4.1 Help create a culture where everyone knows, understands, and respects the fair housing rights protected by federal, state, and local laws.

H 4.2 Promote fair housing choices and foster racially inclusive communities free from discrimination through actions like fair housing education and enforcement.

H 4.3 Use tools like affirmative marketing, pre-screening, in-language support, and centralized resources to help housing operators achieve fair housing goals and help households otherwise unlikely to apply for affordable housing become aware of vacancies, feel welcome to apply, and face fewer barriers to accessing housing.

H 4.4 Remove barriers that prevent households from using rental assistance in all Seattle neighborhoods, including by providing information in culturally and language appropriate formats.

H 4.5 Remove zoning and building code barriers that prevent the development of comparatively lower-cost forms of housing, particularly in residential neighborhoods with a history of racial exclusion.

H 4.6 Use development standards and incentives to increase the feasibility of income-restricted homes in all Seattle neighborhoods, particularly to further fair housing in neighborhood residential areas where such housing is scarce today.

H 4.7 Support programs and investments that seek to address racial disparities in homeownership and lending practices, including homebuyer education, capacity building, estate planning, and financial assistance, especially those led by culturally relevant community-based organizations.

H 4.8 Identify and remove barriers to stable housing for individuals and families, like unlawful housing screening practices that restrict access to housing on the basis of criminal history.

H 4.9 Ensure that engagement with the neighbors of proposed publicly funded affordable housing is inclusive and culturally sensitive and furthers fair housing.

H 4.10 Seek to ensure that renter and buyer households in all categories of need benefit and avoid harm from clean energy and other green new deal policies related to housing.

H 4.11 Support the creation of social housing to provide permanent, publicly owned homes for low-income households and households who can't afford market rate housing but earn too much to qualify for affordable housing.

Housing Security and Stable Communities

DISCUSSION

Throughout Seattle's history, growth has not unfolded equitably, leading low-income households and communities of color to experience insecurity and displacement. In the past, this occurred through treaties and laws that forcibly removed Native people from their land and racist practices that restricted access to homeownership, neighborhoods, and opportunity. Today, displacement occurs in a context of rapid population and economic growth, where scarcity and market demand drive unregulated housing and land prices upward, leaving people with less income and wealth and who face barriers to accessing housing most vulnerable to displacement.

In practice, displacement can unfold in several ways:

- **Physical displacement** can occur through eviction, acquisition, rehabilitation, or demolition of housing; when covenants expire on rent-restricted housing; and due to other factors, such as climate impacts.
- **Economic displacement** happens as housing becomes less affordable and residents can no longer weather rising rents or the costs of homeownership, like property taxes.
- **Commercial displacement**, though not directly related to housing, is when these pressures affect small businesses, many of which rent their space and are subject to market prices.
- **Cultural displacement** occurs as residents relocate because their cultural community is leaving, and culturally relevant businesses and institutions lose their customer base or membership.
- **Exclusionary neighborhoods** also fuel displacement by pushing households to lower-cost neighborhoods, increasing pressures on the housing supply there.

While renter households face particular vulnerability due to their exposure to rent increases, homeowners with lower incomes and fewer resources also experience displacement pressure from the burden of property taxes and via predatory behaviors and speculation by investors and developers.

In recent years, the City has built up a range of anti-displacement tools, including robust protections for renters, regulations and funding sources for affordable housing, and investments through the Equitable Development Initiative (EDI) in community-driven and -led projects. The One Seattle Plan envisions a future where growth in Seattle welcomes newcomers, helps community members remain and thrive in place, and creates pathways so former residents who have been displaced can return to their communities. This section establishes a policy basis for the anti-displacement strategies the City will carry out with its partners and community.

GOAL

H G5 As Seattle grows and develops, residents and communities can remain in place and thrive, particularly those facing displacement pressure and who have experienced exclusion and housing discrimination.

POLICIES

H 5.1 Regularly evaluate present and potential future physical, economic, and cultural displacement, particularly among BIPOC communities, immigrants and refugees, low-income people, people with disabilities, and other vulnerable populations, as well as the effectiveness of City efforts to mitigate displacement.

H 5.2 Identify tools and resources to address financial, educational, and regulatory barriers facing homeowners with incomes 120% of AMI or less who seek to retain, redevelop, or add housing on their property, particularly barriers that disproportionately affect homeowners of color and within communities with a documented history of housing discrimination.

H 5.3 Require advance notice to all tenants and payment of relocation assistance to income-eligible tenant households before issuing permits for housing demolition, change of use, or substantial rehabilitation; before removing use restrictions from income-restricted homes; and before a substantial increase in housing costs takes effect.

H 5.4 Analyze and seek to minimize the potential loss of low-cost housing units due to demolition, rehabilitation, or rent increases ahead of zoning and other land use policy changes.

H 5.5 Take steps ahead of zoning changes to protect homeowners against predatory behaviors, such as by reaching out to residents in communities at risk of displacement, disseminating culturally relevant educational resources, and discouraging speculative practices.

H 5.6 Establish requirements and pursue funding for a housing acquisition strategy that creates opportunities for qualified nonprofits and public development authorities to purchase market-rate housing to preserve long-term affordability and maintain or increase housing quality.

H 5.7 Explore tenure conversion strategies that create opportunities for tenants to purchase their housing and support community-based organizations working to help those tenants.

H 5.8 Support the efforts of religious, arts and culture, and heritage organizations, particularly those addressing displacement in BIPOC communities, to develop needed rental and ownership affordable housing.

H 5.9 Provide financial, regulatory, and technical support for community-based developers working to help BIPOC homeowners and prospective homebuyers avoid displacement, achieve or retain homeownership, or return to their cultural communities.

H 5.10 Pursue and support strategies like land banking and housing acquisition in areas with a high risk of displacement and in current and future station areas to increase income-restricted housing choices.

H 5.11 Support the efforts of Native-led and -serving nonprofits and community organizations to acquire and conserve land for affordable housing, cultural space, gathering space, and other programming that honors and meets the needs of urban Native and Indigenous people.

H 5.12 Establish and provide funding to implement a right to legal counsel for tenant households facing eviction who cannot afford an attorney.

H 5.13 Support and strengthen property tax relief for low- and fixed-income homeowners, through deferrals, exemptions, and incentives, including those that may require changes in local, county, or state law.

H 5.14 Support the efforts of community-based organizations to develop cultural housing for seniors, enabling them to stay in their communities and access culturally relevant services.

Diversity of Housing Types

DISCUSSION

Seattle's overall housing supply has increased in recent years, but certain housing types remain in short supply. From 2016 to 2022, 68% of new units were in multifamily buildings with 50 units or more. Townhouses comprised only 15% of new housing units, in part because of limited land area where zoning allows them. Just 6% were new detached homes despite 72% of land zoned for housing reserved for that type. Accessory dwelling unit (ADU) production increased fourfold between 2019 and 2022, demonstrating the demand that exists for smaller, lower-cost homes in high-opportunity neighborhoods, if we allow them to be built.

The multifamily flats that account for most recent housing development are critical for housing our growing population and are affordable to a wider range of households. Zoning for this scale of housing is also vital for income-restricted rental housing, which generally requires capacity for midrise development. In market-rate buildings, most homes are studio and one-bedroom units that provide comparatively lower-cost options, in buildings of four to seven stories at densities that make frequent transit viable.

Still, this narrow range of housing types doesn't work well for all households. The One Seattle Plan sets a course where, by 2044, housing in Seattle meets a broader range of needs, including:

- Creating affordable options suited to families with children and larger households.
- Serving people with accessibility or mobility needs through universal design features and homes without stairs.

- Planning for older adults to age in place with services nearby.
- Increasing condominiums, co-ops, and smaller homes that lower the bar to homeownership.

GOAL

H G6 Seattle offers a full range of housing types that provide opportunity and choice in all neighborhoods for people of various ages, races, ethnicities, cultural backgrounds, and abilities and for all household sizes, types, and incomes.

POLICIES

H 6.1 Allow and encourage a wide range of housing types that meet the needs of current and future households in Seattle.

H 6.2 Explore and implement, where appropriate, strategies to promote innovative and nontraditional housing designs to accommodate residential growth and provide choices with comparatively lower prices, including through incentives, alternative development standards, and pilot programs to test new housing types.

H 6.3 Increase housing opportunities for older adults and people with disabilities by promoting universal design features in new and renovated housing and housing that allows for independent living, various degrees of assisted living, and/or skilled nursing care, particularly near health care and other services and amenities.

H 6.4 Encourage in all neighborhoods the development of housing suitable for families with children, larger households, and multigenerational living that is affordable for households with a broad range of incomes. and support strategies that enable the renovation of existing housing to meet the needs of diverse types of households.

H 6.5 Allow and encourage greater production and variety of housing types in Neighborhood Residential zones, including options that lower the bar for entry to homeownership and address the needs of renters, people with disabilities, older adults, and small households.

H 6.6 Promote the construction of small-scale attached and stacked housing, such as by addressing the impacts of code requirements and permitting process on development cost and feasibility.

H 6.7 Advocate for state legislation to encourage production of condominiums and co-operatives, including by mitigating risks associated with warranty liability.

H 6.8 Allow small housing units that, by virtue of their size, might have market rents affordable to people with minimum wage jobs.

Housing Construction, Quality, and Design

DISCUSSION

In addition to meeting the affordability needs of current and future residents, Seattle's housing must also achieve several other critical goals related to safety, health, energy efficiency, and livability. Our homes are where we spend much of our time, especially with the rise of remote work. The indoor environment where we live therefore has a major effect on our physical and mental health, and life safety depends on the quality and durability of the structures we reside in.

The City enforces regulations intended to protect health and safety, like the Residential Code, the Building Code, and the Housing and Building Maintenance Code. Most Seattle households live in rental housing, and the Rental Registration and Inspection Ordinance (RRIO) helps ensure that it is safe and meets basic housing maintenance requirements through regular inspections.

When it comes to climate goals, buildings account for more than one-third of Seattle's GHG emissions, and housing comprises a large portion of new construction in Seattle. Reducing energy usage and promoting resiliency strategies in new and existing housing is an important way we can prepare for the effects of climate change and reduce impacts on our most vulnerable residents in the future.

This section promotes a range of strategies to ensure that the city's housing supply achieves these objectives, and it does so in a way that makes benefits available for all, regardless of income, race and ethnicity, disability, national origin or citizenship, or household type, and mitigates impacts on lower-income households, including potential risk of displacement or retaliation as a result of code enforcement.

GOAL

H G7 Seattle's housing supply is healthy, safe, and carbon-neutral, reflects and embraces culturally relevant design principles, and can adapt to changing demographic conditions.

POLICIES

H 7.1 Provide programs, regulations, and enforcement to help ensure that all housing is healthy and safe and meets basic housing-maintenance requirements.

H 7.2 Adopt zoning, development, and permitting standards that accommodate or incentivize new construction methods and materials, including mass timber, cross-laminated timber (CLT), and similar wood-based building products that promote circular and bio-economic benefits, and encourage further innovation in residential design, construction, and technology to reduce carbon footprints, accelerate building assembly, and provide seismic durability.

H 7.3 Implement regulations and incentives for housing construction and operations to conserve water, energy, and materials; reduce greenhouse gas emissions; limit water

runoff; create habitable and healthy indoor environments; and reduce other environmental and health impacts.

H 7.4 Support property owners to electrify their buildings and make other climate resiliency and energy efficiency retrofits, such as cooling, prioritizing assistance that benefits lower-income households.

H 7.5 Promote opportunities to combine housing and historic preservation efforts by rehabilitating structures of historic value for residential use.

H 7.6 Explore strategies for converting nonresidential uses to housing, particularly those that produce units for households unable to afford market housing costs.

H 7.7 Adopt development regulations that encourage new construction or modification of housing that accommodates the needs of older adults, including accessible units, intergenerational care facilities, and community space suited to elders.

H 7.8 Promote and remove barriers to construction of new construction or modification of housing that incorporates accessibility and universal design features to meet the needs of people of all abilities.

H 7.9 Promote unit, building, and site designs and layouts that accommodate and incorporate open space, communal areas, and gathering spaces to support cultural placemaking, community cohesion, shared living, and belonging.

H 7.10 Promote, reflect, and accommodate Native art, language, traditional knowledge, and design principles in Seattle's housing, based on the guidance of Indigenous artists, architects, and designers.

Homelessness

DISCUSSION

Homelessness remains one of the biggest challenges confronting Seattle. In 2015, the City first declared a State of Emergency for homelessness. Despite intentional efforts and substantial spending, the emergency has worsened since the beginning of the COVID-19 pandemic. While support for shelter, outreach, services, and other resources is critical, the only way to ensure lasting progress on the homelessness crisis is to address the housing affordability crisis.

Homelessness is fundamentally a housing issue with multiple root causes and contributing factors, including:

- **Affordability.** Homelessness starts with an inability to afford a safe place to reside indoors. In Seattle, challenges like rising home prices, scarce affordable housing choices, and income inequality are particularly acute. When residents lack a strong safety net and stable housing is unaffordable, the loss of a job, medical expenses, or other economic hardships can

precipitate homelessness. Youth who age out of foster care at age 18 often struggle to access assistance, with more than one-third becoming homeless within one year. [8]

- **Equity.** Homelessness disproportionately impacts people of color, especially Black and American Indian/Alaska Native communities who have been impacted by a long history of race-based discrimination in housing, land use, and finance. These communities compriseonly 7% of the total County population, but together comprise about 35% of the households receiving homelessness services in King County.
- **Health.** Homelessness can both produce and result from physical and mental health challenges, including addiction. The longer people remain unsheltered, the more likely they are to need help. Breaking this cycle requires urgent action to bring people indoors and provide health services.

To meet this enormous challenge, the region's approach centers on rapidly reducing the number of people currently forced to live outside by substantially expanding both temporary shelter and permanent housing options. As of 2023, Seattle has approximately 4,335 of the 25,734 temporary shelter spaces and 5,230 of the 20,255 permanently supportive housing units estimated to be needed by the end of 2044.

The homelessness services system currently comprises the following the types of housing interventions:

Emergency Shelter

Homeless shelters provide a place for people and families experiencing homelessness to find safety, protection from exposure to weather, and an opportunity to connect with services on their path to permanent housing. Various types of emergency shelter differ based on certain key characteristics, including:

- Overnight versus 24/7 hours of operation
- Ability to "drop-in" to access to shelter
- Congregate versus non-congregate
- Hot meals or options for kitchens
- Ability to bring pets or partners
- Ability to store belongings for extended periods

[8] https://kingcounty.gov/~/media/depts/community-human-services/housing-homelessness-community-development/documents/one-table/one-table_all.ashx?la=en#:~:text=CHILD%20WELFARE%20SYSTEM%20One%2Dthird,to%20obtain%20housing%20and%20employment.

- Permitted length of stay
- Populations served (single adults, families, youth and young adults, culturally specific, etc.)
- Availability seasonally or during severe weather events

"Congregate" refers to communal sleeping arrangements in emergency shelter settings; "non-congregate" describes a setting with single-room occupancy and/or separate rooms. During the COVID-19 pandemic, the benefits of non-congregate shelters, including micro-modular shelters, tiny house villages, and hotel/motel shelters, became apparent, with several studies demonstrating its correlation with improved short-term health outcomes.[9] Having a space separate from other people and safe for belongings provides privacy and stability and improves overall wellness and service connections. For that reason, non-congregate shelters of all kinds constitute a substantial area for further temporary housing expansions.

Transitional Housing

Transitional housing is a specific program, defined by the federal Department of Housing and Urban Development (HUD), that provides temporary housing with supportive services to individuals and families experiencing homelessness with the goal of interim stability and support to successfully move to and maintain permanent housing. Transitional housing can provide housing and accompanying supportive services at no cost for program participants for up to 24 months.

Rapid Rehousing

Rapid Rehousing (RRH) is a low-barrier, time-limited intervention connecting households experiencing homelessness to permanent housing through a tailored package of assistance, including short-term rental assistance and supportive services, without any pre-conditions or requirements (such as employment, income, absence of criminal record, or sobriety). RRH includes three core components: 1) housing identification, 2) move-in and rental assistance, and 3) housing-focused case management services and supports. Housing-focused case management is provided, with an emphasis on immediate efforts to secure housing, using the minimum assistance necessary to resolve each household's immediate housing crisis.

[9] Fleming MD, Evans JL, Graham-Squire D, et al. Association of Shelter-in-Place Hotels with Health Services Use among People Experiencing Homelessness During the COVID-19 Pandemic. JAMA Network Open. 2022;5(7): e2223891. doi:10.1001/jamanetworkopen.2022.23891; The Promise of Service-Enriched, Hotel-Based Housing as an Alternative to Congregate Shelters for High-Need Persons Experiencing Homelessness | Emergency Medicine | JAMA Network Open | JAMA Network

Prevention and Diversion

Prevention and diversion activities help individuals and families minimize time spent homeless or averting it altogether. Program participants can receive short- and medium-term tenant- or project-based rental assistance as well as assistance with rental arrears, rental application fees, security deposits, last month's rent payments, utility deposits and payments, moving costs, housing search and placement, housing stability case management, mediation, legal services, and credit repair.

GOAL

H G8 Homelessness is rare and brief, people experiencing homelessness secure housing and supportive services, and shelter is available as an interim, emergency step toward permanent and stable housing.

POLICIES

H 8.1 Implement strategies and programs that preserve, improve, and expand Seattle's supply of permanent supportive housing, emergency housing, and shelter to meet all current and projected future needs.

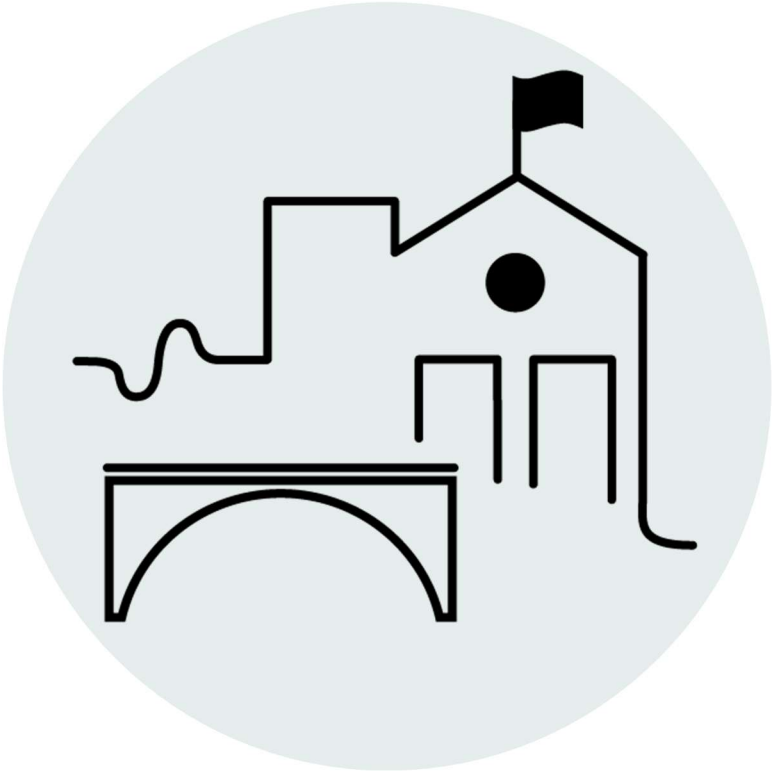
H 8.2 Support strategies and actions that ensure sufficient overall housing supply, including and especially permanently supportive housing and housing affordable to households with incomes at or below 50% AMI, to aid in the City's ability to reduce and respond to homelessness.

H 8.3 Identify and implement a robust range of anti-displacement strategies and interventions that address the needs of people and households at high risk of becoming homeless.

H 8.4 Collaborate with King County and other jurisdictions in efforts to prevent and end homelessness and focus those efforts on providing permanent housing with supportive services, expanding safe temporary shelter, and securing the resources to do so.

H 8.5 Support efforts to respond to homelessness among the Native American population, particularly strategies identified, and services provided by Native-led organizations.

H 8.6 Support and remove regulatory barriers to siting a small home for an individual or household experiencing homelessness on the property of homeowners throughout Seattle.



Capital Facilities

Introduction

Capital facilities are major assets that have a long useful life. Maintaining, improving, and expanding capital facilities is critical for sustaining a high-quality of life as the city grows and making our facilities more efficient, carbon neutral, and equitable. The City cannot fully deliver on our City service or policy priorities without investments in the places where our City workforce performs their work and where community members meet their needs, especially in areas planned for future growth and development.

The Capital Facilities element addresses facilities owned by the City and managed by various City departments: police and fire, parks and recreation, libraries, neighborhood service centers, City office space, arts and cultural space, the Seattle Center, the Central Waterfront, animal shelter, training facilities, and various shops, yards, and warehouses. The facilities and infrastructure of City-operated utilities are also capital facilities but are funded mostly by rate revenues (and are covered in the Utilities element of this Plan). Capital facilities owned and managed by other public entities

that serve Seattle residents include schools, hospitals, and transit. The City also funds community-led capital projects, including projects that are designed to counter displacement or address past discrimination and community underinvestment. Examples of recent community-led capital projects include cultural spaces, affordable housing, open space, and early learning facilities.

Each year the City funds capital facility projects including new facilities, improvements to existing facilities, and rehabilitation or restoration of existing facilities. Projects may address an existing deficiency, a community need related to growth, or community needs not related to growth but that enhance the quality of life. Overall, the City's network of capital facilities, serving an area that is already highly urbanized, is generally sufficient to accommodate forecasted housing and job growth through 2044. While some facilities may require replacement, most capital investments are dedicated to improving existing facilities to extend their useful life: seismic retrofits, decarbonization, climate adaptation, and other natural hazard retrofits. See the Capital Facilities appendix for inventories of current capital facilities and a discussion of future needs.

The Capital Facilities element provides guidance for all City-owned capital facilities as well as guidance for coordination with other public entities that serve Seattle. Policies in this element apply to all City-owned capital facilities including transportation, utility, and park facilities with additional policy guidance provided in other elements. The Capital Facilities appendix includes an inventory and analysis of future need for City-owned facilities, as well as information about capital facilities owned by other public entities. Policy direction, inventories, and forecast of future need for some capital facilities are addressed in other elements and appendices (see Figure 14). The Capital Facilities element includes a six-year plan for financing capital facilities. This information is contained in Seattle's Capital Improvement Program which is updated as part of the City's annual budget process and is included in this Comprehensive Plan by reference.

Figure 14
Capital Facilities Providers and Information Sources

PUBLIC ENTITY	CAPITAL FACILITIES IN SEATTLE	ELEMENTS W/ POLICY GUIDANCE	APPENDIX
Seattle Department of Transportation	Local rights of way including roadways, bicycle and pedestrian infrastructure, shoreline street ends, public open spaces within the ROW	Capital Facilities Transportation Parks and Open Space	Transportation
Sound Transit	Light rail, commuter rail, and bus rapid transit stations and facilities	Transportation	Transportation
King County Metro	Bus and water taxi facilities	Transportation	Transportation
Amtrak	Passenger rail facilities	Transportation	Transportation

PUBLIC ENTITY	CAPITAL FACILITIES IN SEATTLE	ELEMENTS W/ POLICY GUIDANCE	APPENDIX
Washington State Dept. of Transportation	State and interstate highways, ferries, and ferry terminals	Transportation	Transportation
Port of Seattle	Marine, rail, and air intermodal facilities, public open space	Transportation	Transportation
Seattle Department of Parks and Recreation	Parks, greenbelts, athletic fields, sports courts, golf courses, viewpoints, trails, recreation facilities, boating facilities, community centers, environmental centers, art facilities, crew quarters, equipment storage	Capital Facilities Parks and Open Space	Capital Facilities
Seattle City Light	Electrical distribution systems, streetlights, EV charging stations	Capital Facilities Utilities	Utilities
Seattle Public Utilities	Sewer and drainage systems, solid waste transfer stations, green infrastructure,	Capital Facilities Utilities	Utilities
Seattle Department of Finance and Administration	SFD facilities, SPD facilities, offices (owned and leased), various shops and yards, warehouses, communications, animal shelter, social service facilities, senior and community centers, service centers	Capital Facilities	Capital Facilities
Seattle Public Library	Central Library, branch libraries	Capital Facilities	Capital Facilities
Seattle Center	Buildings and public open space at Seattle Center campus and the Central Waterfront	Capital Facilities	Capital Facilities
Seattle Information Technology	Data, telephone, and radio networks; data centers, servers, storage, and backup; video production facility	Capital Facilities Utilities	Capital Facilities
Seattle Public Schools	Schools, administrative offices, athletic facilities, support buildings	Capital Facilities	Capital Facilities

Strategic Planning and Investment

DISCUSSION

The City leverages funding from federal, state, and regional governments to augment City funds and utility revenues to maintain and improve our capital facilities to meet the city's needs as we grow. The investment decisions we make will have long-term implications for our ability to serve a changing population. Establishing strategic priorities for our investments will help the City implement needed improvements efficiently and with limited resources.

Priorities for investment reflect our shared values such as equity, sustainability, life/safety, as well as regulatory requirements in developing and prioritizing capital facility projects. Additional prioritization criteria may be introduced by certain funding sources, state and federal laws, and City resolutions, ordinances, and Executive Orders.

GOAL

CF G1 The City sets clear priorities among potential capital projects to meet the needs of a growing city and to maximize long-term environmental, economic, equity, health, and other benefits.

POLICIES

CF 1.1 Identify new or improved capital facilities needed to support the location and intensity of housing and employment growth anticipated in the growth strategy.

CF 1.2 Implement processes for regularly evaluating capital facility needs, updating planned projects and funding to meet these needs, and, where probable funding for capital improvements falls short of projected needs, identify additional funding sources and/or land use strategies, as appropriate.

CF 1.3 Identify and periodically review criteria to help set priorities among potential capital facility investments, including consideration of equity and displacement risk.

CF 1.4 Identify opportunities to co-locate capital facilities that include multiple uses, mixed-use development, joint-use, reuse, and repurposing of existing City-owned land and buildings.

CF 1.5 Initiate inter-departmental and inter-agency coordination in early planning for new facilities or repurposing of existing public lands and buildings, especially for affordable housing or other priority uses.

CF 1.6 Protect, enhance, and adaptively reuse City-owned historic facilities.

Sustainable Design and Construction

DISCUSSION

The City of Seattle owns and maintains over 650 buildings totaling approximately 10 million square feet. Each year existing facilities are improved, and some new facilities are built. In addition, the City manages more than 110,000 acres of public land, including land outside the city boundary. To reduce its environmental impact, the City has adopted policies and programs to address the sustainability of new building construction and major renovations, as well as day-to-day operations. These policies are more urgent as we increase efforts to combat climate change and adapt to its impacts. Reducing the environmental impacts related to capital facilities can also address environmental justice goals.

The City adopted its first Sustainable Building Policy in 2000, and a more ambitious policy in 2011, to improve the environmental performance and resiliency of City-owned buildings, sites, and natural environments. The policy drew from national, regional and local sustainability rating systems including 2030 Challenge, Capital Green, Evergreen Sustainable Development Standard, Ideal Green Parks, Leadership in Energy and Environmental Design, Living Building Challenge, and Sustainable Sites Initiative. These policies not only achieve substantial cost savings but also demonstrate leadership by raising public awareness of the benefits of climate pollution reductions, promoting clean energy, energy and water efficiency, nature-based solutions, natural environment restoration and inspiring others to adopt similar practices.

Since 2011, the design and construction industry has continued to innovate and introduce new approaches and standards that the City may include in future Sustainable Building Policy updates.

GOAL

CF G2 Capital facility projects are designed to achieve resiliency, sustainability, high levels of environmental performance, zero climate pollution, and minimal environmental impacts consistent with principles of environmental justice.

POLICIES

CF 2.1 Periodically review and amend Seattle's Sustainable Building Policy to reflect best practices, innovations, and other City priorities, such as reductions in embedded carbon, improved indoor air quality, and impacts on the natural environment., .

CF 2.2 Meet the minimum requirements of the adopted green building standard and pursue opportunities to achieve a higher level of environmental sustainability and resilience through capital facility pilot projects.

CF 2.3 Establish minimum standards for construction practices, building and landscape features not yet included in the Sustainable Building Policy or required by the Land Use Code.

CF 2.4 Achieve high levels of energy and water efficiency in capital facilities.CF 2.5 Employ landscape best management practices that achieve multiple environmental, economic, and social health benefits in capital facilities.

CF 2.6 Site and design new capital facilities, or adapt existing capital facilities, to be resilient to climate impacts and other natural hazards, such as earthquake and liquefaction-prone areas, to ensure capital facilities function as intended over their planned life cycle.

CF 2.7 Adapt existing capital facilities to be resilient to the impacts of climate change, natural hazards, and human-made disasters.

CF 2.8 Promote physical activity in the design of capital facilities through features such as the placement and design of stairs, elevators, and indoor and outdoor spaces.

CF 2.9 Incorporate and integrate art into facility design, such as by including artists on the design team and integrating commissioned art into the building and site design.

CF 2.10 Site capital facilities in locations that support efficient delivery of services, are accessible to the general public, especially pedestrians, cyclists, and transit users, maximize value to local community, especially communities that have experienced historical underinvestment, avoid the impacts of climate change, and minimize impacts to the natural environment.

CF 2.11 Support the City of Seattle's tree canopy cover goals by maximizing tree canopy cover potential of capital project sites where compatible with proposed uses.

CF 2.12 Design capital facilities so they feel safe and welcoming to a wide variety of people,

CF 2.13 When designing or renovating capital facilities, consider Including building features that can help shelter displaced residents during emergencies.

CF 2.14 Where applicable, design new capital facilities to incorporate reused and recycled content building materials and to better enable deconstruction at the building's end of life.

CF 2.15 Prioritize adaptive reuse or deconstruction for aging or surplus capital facilities.

CF 2.16 Where feasible, include public restrooms in capital facilities to increase public access to toilets, handwashing, drinking water and baby changing tables.

Equitable Capital Facilities and Services

DISCUSSION

In the past, the planning of capital facilities did not fully consider impacts on marginalized and communities and vulnerable populations. This has resulted in a distribution of public amenities and

necessary facilities with inequitable benefits and impacts for adjacent communities. We recognize the impacts of climate change disproportionately affect vulnerable populations, making it harder for them to avoid and recover from climate impacts. The City's commitment to race and social justice has changed the capital planning process to ensure equity is considered in the earliest stages of planning.

The City has increased funding to support community-initiated capital projects. Communities play a role in initiating capital projects implemented by City departments and in directly developing capital projects that involve land, buildings, and other physical structures. This model is especially important in communities that have experienced past disinvestment and harm. This community-driven model for capital projects has proven successful for various capital facilities and builds the capacity of community organizations.

The City is leveraging its capital investments to expand opportunities for underrepresented communities, as well as women- and minority-owned contractors. For example, the City's Priority Hire Community Workforce Agreement and its Public Works Women Minority Business Enterprise Inclusion Plan are designed to benefit women and minorities who have been excluded from City contracting in the past.

GOAL

CF G3 Capital facilities improve the living conditions for underserved communities, address historical community under-investment, and distribute services and amenities equitably to all residents.

POLICIES

CF 3.1 Make capital facilities accessible in physical design, language, and affordability, and relevant to people of all abilities, socioeconomic backgrounds, ages, and cultures.

CF 3.2 Locate new capital facilities where they would support a more equitable distribution of services and address the needs of underserved communities.

CF 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.

CF 3.4 Seek to mitigate environmental and displacement impacts from the construction or operation of capital facilities on adjacent communities, especially lower-income residents, small locally owned businesses, and communities that already bear a disproportionate amount of such impacts.

CF 3.5 Adapt existing capital facilities to better meet the needs of an increasingly diverse population.

CF 3.6 Improve City-owned, community-serving facilities, such as libraries and community centers, to support emergency response associated with natural disasters and extreme weather events, especially facilities located in frontline communities.

Improvements could include seismic retrofits, air conditioning, air filtration, and backup energy sources.

CF 3.7 Create training opportunities and living wage jobs, particularly for underrepresented groups and residents, through capital facility investments.

CF 3.8 Expand the capacity of community-based organizations in underserved communities to plan and implement community-led capital projects to better meet community needs.

CF 3.9 Consider alternate service delivery models that may be more resource efficient or that could better reach underserved communities.

CF 3.10 Structure user fees and scholarships to mitigate disproportionate cost burdens on low-income households.

CF 3.11 Prioritize investment in Seattle Public Library programs and resources so that they remain free and open to all.

Facility Operations and Maintenance

DISCUSSION

The operation and maintenance of existing capital facilities affects the efficient use of resources, resiliency, and climate pollution. Maintaining capital facilities ensures these investments achieve long and productive service, avoid the need for the construction of new facilities, and reduce climate pollution. The policies below apply to daily operations and monitoring of these facilities, as well as minor improvements to them.

GOAL

CF G4 The City's capital facilities optimize efficient and effective operations and maintenance to prolong their service lives.

POLICIES

CF 4.1 Employ energy benchmarking and building tune-ups for capital facilities.

CF 4.2 Develop and implement maintenance plans for capital facilities to make efficient use of limited financial and physical resources.

CF 4.3 Manage existing facilities with a resource-conservation approach to reduce energy use, water use, stormwater impacts, and utility costs.

CF 4.4 Plan for and provide resources for all municipal buildings to operate without fossil fuel systems and appliances by no later than 2035.

CF 4.5 Manage existing capital facilities to maintain healthy and safe conditions for occupants, users, neighboring businesses, and residents.

Non-City Service Providers

DISCUSSION

In addition to directly providing services through its own capital facilities, the City works with other entities that serve Seattleites. These include Seattle Public Schools (see next section), Public Health—Seattle & King County, Washington State, and King County, as well as other jurisdictions and nonprofit organizations. This can include joint planning, funding other service providers, and allowing other entities to use City-owned property. Working together, we can better provide services to Seattle's residents as the city grows.

GOAL

CF G5 Facilities and services provided by non-City agencies and organizations will equitably and efficiently meet the needs of Seattle's communities.

POLICIES

CF 5.1 Collaborate with other public and nonprofit organizations to construct or expand community-based facilities or public amenities.

CF 5.2 Work with other public or nonprofit agencies to identify and pursue co-location, joint-use, and temporary use opportunities in public facilities for community programs, services, performances, exhibits, and meetings.

CF 5.3 Join with other jurisdictions in King, Snohomish, Pierce, and Kitsap counties to explore regional funding strategies for capital facilities, especially those that serve or benefit residents regionwide.

CF 5.4 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 communities.

CF 5.5 Consider the needs of target populations in locating human service facilities. Administer funds available for human services to ensure the coordination of housing and human service needs of low-income populations. Seek to avoid over-concentration of human service facilities in any one area, such as downtown, including Chinatown-International District and Pioneer Square, and encourage the location of needed facilities in areas lacking such facilities.

Public School Facilities

DISCUSSION

Seattle Public Schools (SPS) builds and operates public schools and pre-schools within the City of Seattle. As of the 2022-23 school year, SPS operates 105 schools serving about 50,000 students. The average age of SPS buildings is 64 years. Seventy-eight buildings are more than 50 years old,

including 19 more than 100 years old as of 2021. The district also has 34 buildings that are designated City of Seattle Landmarks with nine others with the potential for landmark designation.

SPS prepares a ten-year Facilities Master Plan to project future capital building/facility needs. At the time of the 2021 update to the Facilities Master Plan, enrollment shifts during the COVID-19 pandemic created uncertainty about how those changes might affect future enrollment and capacity. Even before the pandemic, SPS experienced a leveling off of growth rates, perhaps due to falling birth rates, the high cost of housing in Seattle, or other factors.

SPS uses a variety of information to assess the need for capital investment in its school campuses, including building condition, learning environment assessment, student enrollment trends, and building capacity and equity tier designation. Over the next decade, shifts in enrollment may require consolidations and/or closures. Also, SPS has committed to transitioning facilities off fossil fuels for all its operations no later than 2040.

The City and SPS collaborate in planning for educational facilities. They have a joint use agreement to share recreation facilities. SPS is a major partner in hosting the Seattle Preschool Program. The City shares data about population and housing growth to inform enrollment projections and SPS facility master planning. The City works closely with SPS to permit new schools that may require zoning variances and to support transportation improvements to make it safer to walk, bike, and roll to schools.

GOAL

CF G6 Seattle has a system of zero-carbon emission school campuses that support high-quality instruction and learning experiences and meet the educational needs of a growing city.

POLICIES

CF 6.1 Coordinate with SPS to plan for expected amount and distribution of growth in student population.

CF 6.2 Explore opportunities to reduce the costs of developing new schools, such as identifying surplus properties that could be available for school sites.

CF 6.3 Facilitate zoning and permitting processes that support the development of new or renovated schools, and where providing non-educational community benefits, the adaptive reuse of any surplus schools.

CF 6.4 Collaborate with SPS and the community to explore if underutilized or surplused school buildings and properties can be redeveloped for other purposes, such as affordable housing, childcare, workforce development opportunities or enhancements for public safety.

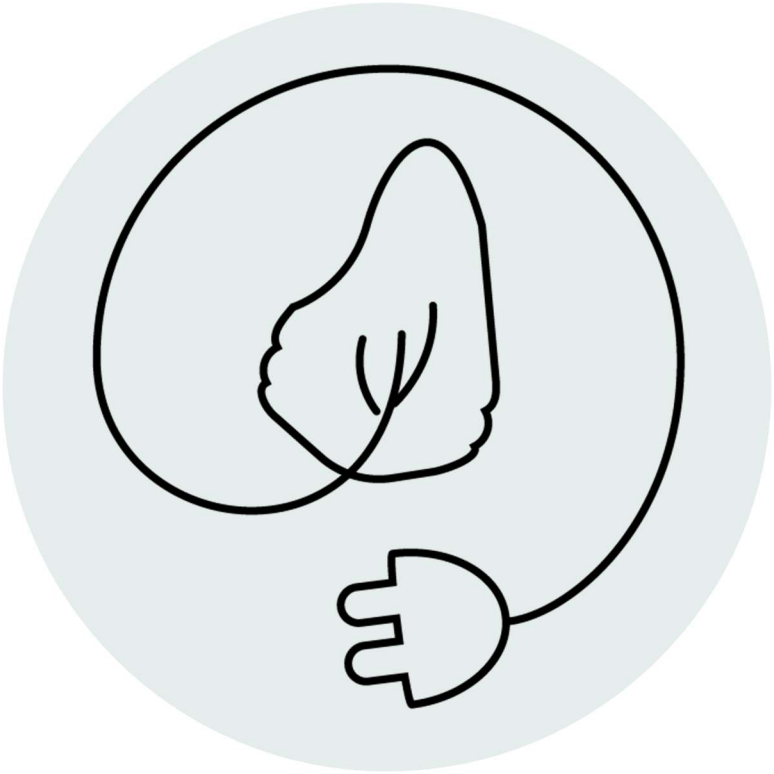
CF 6.5 Expand opportunities for joint use by the City and SPS of buildings, playing fields, and other facilities.

CF 6.6 Coordinate pedestrian and bicycle infrastructure to make it easy and safe for students and families to walk, bike, and roll to school.

CF 6.7 Encourage more walking, biking, and transit ridership for students, teachers, and staff.

CF 6.8 Support efforts to transition SPS buildings, operations, and transportation from fossil fuels toward 100% zero-carbon electricity.

CF 6.9 Encourage SPS to preserve and improve open space when redeveloping school sites, where balanced with SPS educational program needs.



Utilities

Introduction

Utilities are basic services that keep the city working. As a highly urbanized area, Seattle has a fully developed and comprehensive utility infrastructure system. This system provides energy, drinking water, water for fire suppression, drainage, sewers, solid waste management, and communication services throughout the city. These services are managed by different public and private providers that often share space, above and below ground, within City-owned rights-of-way. Utility providers include:

- Seattle City Light, a City-owned utility, provides electricity throughout the city and beyond the city boundaries.
- Seattle Public Utilities, a City-owned utility, provides drinking water, drainage and sewer systems, and solid waste services within the city limits. In addition, it provides water service directly or indirectly to much of King County.

- The Seattle Information Technology Department maintains an extensive data and fiber optic network. It shares conduit installation and maintenance with multiple partners, leases excess fiber capacity to private providers, and regulates cable TV service within the city.
- King County provides combined drainage and sewer services in portions of Seattle and is responsible for treating all wastewater generated in the city.
- Puget Sound Energy, a privately owned utility, provides natural gas in Seattle.
- CenTrio, a privately owned district energy company, provides thermal energy including steam, hot water, and chilled water to buildings in downtown Seattle.

Additionally, multiple companies provide broadband high speed internet services, mobile and landline phone services, and associated infrastructure. As the regulator of the public right-of-way, the City has limited control over private utilities. However, its agreements with various service providers help ensure technical quality, protect customer rights, and support public services.

As Seattle continues to grow over the coming years, the utilities are preparing to serve additional customers and invest in infrastructure as needed. With proper maintenance, smart strategic planning, and adequate financial resources the existing infrastructure can be adapted or replaced to support the City's broader goals of sustainability, carbon neutrality, economic efficiency, and equitable service access for all Seattleites. To thrive over the next 20 years, utilities will need to address aging buildings, facilities, and systems, and respond to changing needs, technologies, climate change impacts, decarbonization, and other factors.

The Utilities element outlines goals and policies that will guide City decisions about providing and improving utility services and addressing emerging issues. Seattle City Light and Seattle Public Utilities periodically prepare various plans and studies that guide the work of the utilities to support the adopted Growth Strategy in this Plan.

An inventory of existing utilities, along with analyses of potential future needs, is in the Utility Appendix. More detailed information about utility infrastructure can be found in specific plans and studies by Seattle City Light and Seattle Public Utilities.

Information on planned and funded projects for City-owned utilities is contained in Seattle's Capital Improvement Program which is updated as part of the City's annual budget process and is part of this comprehensive plan by reference.

Utility Services to Support Future Growth

DISCUSSION

While adequate capacity currently exists to provide electricity, drinking water, drainage conveyance, and waste disposal to serve growth over the next twenty years, it is important that the City and utility providers continue to monitor and make investments as needed to ensure our continued ability to fully serve both existing and future residents, businesses, and other users. Just as important, proper stewardship of these resources is vitally important for meeting the other key

goals, including reducing impacts on the environment, reducing greenhouse gas emissions, and preparing for climate change.

GOAL

U G1 Utility infrastructure and services support existing and new development consistent with the Growth Strategy.

POLICIES

U 1.1 Establish and maintain performance metrics that can be used to monitor and evaluate capacity of City-owned utilities to meet the need for utility services as the city grows.

U 1.2 Regularly consult with non-City owned utilities to ensure utility needs are met as the city grows.

U 1.3 Ensure that new private development provides adequate connections to the existing utility infrastructure and is water and energy efficient. Consider programs to equitably balance the costs of infrastructure improvements needed to accommodate growth.

Equitable Utility Services and Community Partnerships

DISCUSSION

Seattle's utility providers are committed to making racial equity central to the development and delivery of services, fees, programs, education, employment, contracting, and outreach. Systems planning includes targeted outreach to ensure that the burdens and benefits of high-quality utilities infrastructure are distributed equitably throughout the city. Future infrastructure investments will help rectify existing environmental and service disparities while supporting the health and economic opportunity of underinvested communities. Utility programs and partnerships with private providers help make services affordable for low-income households. Priority hiring and workforce development programs create more opportunities for those excluded by past discrimination.

GOAL

U G2 Safe and reliable utility services are accessible and affordable to community members regardless of economic, racial, or housing status, or ability to pay.

POLICIES

U 2.1 Set equitable performance standards that account for existing community conditions, how decisions will impact varied geographic and socioeconomic groups, and service equity as a criterion in decision-making.

U 2.2 When and where feasible, make utility services as affordable as possible through equitable delivery of utility discount programs, incentives, and customer assistance.

U 2.3 Implement community-driven processes that promote shared decision-making in utility investments.

U 2.4 Maximize co-benefits and community benefits of utility investments.

U 2.5 Broaden the public health outcomes of utility investments to include social and environmental health.

U 2.6 Create and expand opportunities for low-income households to participate in utility conservation and efficiency programs provided by City-owned utilities and private utilities and vendors.

U 2.7 Create training and living wage job opportunities, particularly for underrepresented populations, through investments and agreements with private utilities and vendors.

U 2.8 Cultivate a utility workforce with the skills and knowledge to align with evolving technologies, business needs and advance social justice.

U 2.9 Support community entrepreneurship and wealth building programs that focus on environmental stewardship and utility infrastructure management.

U 2.10 When feasible and consistent with City rate policies, explore options to lower upfront and operating utilities costs to enable affordable housing providers to build cost-effective, resilient, energy- and water-efficient, all-electric projects.

Coordinated Utility Projects

DISCUSSION

Above, below, and on the ground, Seattle's roads, paths, and other right-of-way spaces contain a vast array of utility infrastructure. Pipes, conduits, wires, poles, service vaults, storage tanks, pollution-control structures, streetlights, gutters, swales, and infiltration facilities are carefully integrated into the city's overall landscape. Increasingly this space also includes non-City utility infrastructure such as fiber, cable, natural gas lines, district steam, and small cell wireless. Due to limited space, placement and maintenance of this infrastructure must be carefully managed. The City must work to minimize conflicts between the utilities and other uses of the right-of-way, and ensure that infrastructure investments are well maintained.

At the same time, new investments in these facilities—particularly projects that result in opening the pavement—also provide opportunities to improve a variety of existing facilities and meet multiple objectives. Consequently, the City should look for opportunities to share costs, undertake joint projects, or otherwise consider the goals of other departments when undertaking projects in the right-of-way.

The City works with non-City utilities, such as natural gas, district energy, and communications providers. The City reviews street use permits, coordinates projects, creates development and leasing policies, and executes franchise agreements or programmatic term permits. These

relationships offer opportunities to improve service provision for customers, reduce the impacts of construction, and encourage non-City utilities to work toward City goals. Specific policies about the location of communications facilities are included in the Land Use element.

GOAL

U G3 Utility projects are coordinated to meet utility needs, maximize community benefits, increase safety, minimize costs and disruptions to the community, and align with the City's climate goals.

POLICY

U 3.1 Coordinate planning for utility projects among City-owned utilities, City departments, and non-City utilities, particularly projects located in the right-of-way, to lower costs, improve outcomes, provide co-benefits, limit construction and operational impacts and increase climate and seismic preparedness.

U 3.2 Align utility investments with mobility, open space, extreme heat mitigation, and other improvements.

U 3.3 Build partnerships among City departments, non-City-utilities, public agencies, Tribal governments, and community organizations to increase capacity for collaboration in utility planning and projects.

U 3.4 Provide affected non-City utilities with timely and effective notices of planned road and right-of-way trenching, maintenance, and upgrade activities.

U 3.5 Give data and telecommunication service providers equitable access to the right-of-way to support competition and to better serve their customers.

Water System

DISCUSSION

Water is our most precious resource and essential to everything we do. One Water is an approach adopted by Seattle to carefully manage all water systems in an integrated, inclusive, and sustainable manner. The City designs and implements its drinking water, drainage, and wastewater systems projects and programs with a focus on achieving multiple benefits—economic, environmental, and social. Investment in communities disproportionately affected by water issues is prioritized to ensure everyone has equal access to clean drinking water, drainage, and wastewater services.

There is much uncertainty about the impacts of climate change on these systems, making resiliency a priority in coming years. The City will continue to make significant investments in the water system to protect public health, comply with federal and state regulations, replace aging infrastructure, improve system performance in the event of an earthquake, aid salmon recovery, and address impacts of climate change. These investments are carried out in ways that keep utility rates affordable.

GOAL

U G4 Water is treated as an essential resource and managed in a sustainable and integrated way to support healthy natural environment and communities.

POLICIES

U 4.1 Provide reliable, affordable, high quality drinking water.

U 4.2 Promote water efficiency strategies to reduce per capita water use by customers.

U 4.3 Reduce the impacts of flooding and sewer backups from the public drainage and wastewater system into private property and the public right of way, and prioritize neighborhoods that have experienced historical disinvestment.

U 4.4 Protect water quality, improve aquatic health, and reduce combined sewer overflows to benefit all life that relies on our local waterbodies.

U 4.5 Treat stormwater runoff, especially runoff from roadways and other high pollutant generating surfaces, using green stormwater infrastructure and other best management practices.

U 4.6 Periodically update climate vulnerability assessments of the water supply system and the drainage and wastewater system.

U 4.7 Invest in water infrastructure that can adapt to future challenges and build system resiliency, especially in areas most vulnerable to environmental hazards.

U 4.8 Increase the resiliency of water supply watersheds and transmission and distribution infrastructure that may be impacted by climate change, earthquakes, wildfires, and other hazards.

Moving Upstream to Zero Waste

DISCUSSION

The City of Seattle has built a reputation as an international leader in solid waste management. Among many achievements, Seattle has reduced City waste generation and disposal to landfills, and increased recycling and composting despite tremendous population growth. Seattle has also pursued opportunities in the Construction & Demolition (C&D) waste realm to ban recyclable materials from disposal and require that salvage be considered prior to demolition. To further advance a zero-waste goal, Seattle is focused on eliminating or minimizing waste from the start, not just maximizing the recycling rate. The City is working to identify opportunities for preventing waste as early or as far upstream in that life cycle as possible to reduce environmental and health impacts. Zero waste means producing and using less, not just recycling more. All resources have value, and we strive to waste nothing.

GOAL

U G5 Seattle's solid waste system generates zero waste by creating a circular economy and by reducing waste and climate pollution.

POLICIES

U 5.1 Identify and promote opportunities, including contracting and grant funding, for circular material processing models at the local level that keep products and materials in use.

U 5.2 Implement and enforce policies and programs to reduce the amount of food waste generated to align with statewide goals.

U 5.3 Advance waste prevention through research and data, outreach, food waste prevention, reusable alternatives to single use items, community-led programs, green purchasing policies, expanded opportunities for reused material and repair services, and textile waste prevention.

U 5.4 Improve the quality of recycled material through advocacy, reduced contamination, product stewardship programs, and industry-led take-back recycling programs.

U 5.5 Increase and/or improve the quality of composting through standards for compostable food packaging, market development of compost products, and assessment of options for diaper and pet waste recovery.

U 5.6 Expand education campaigns to increase awareness of the City's solid waste and waste prevention programs and services, including targeted outreach to underserved communities.

U 5.7 Prevent and divert construction and demolition debris through industry outreach, improved compliance enforcement, and incentives.

U 5.8 Expand reuse and recycling opportunities at City transfer stations and private solid waste facilities.

U 5.9 Continue to monitor markets for traditional recyclable materials (glass, plastic, etc.) and construction and demolition materials, take measures to ensure responsible recycling of collected materials, and identify opportunities to support emerging markets such as City purchases of recycled content products.

Clean Energy

DISCUSSION

Seattle's energy future is based on carbon-free renewable resources. The Washington Clean Energy Transformation Act adopted in 2019 requires Washington utilities to transition to a carbon-free electricity supply by 2045 and to ensure all customers benefit from the transition to clean energy. In

2020, 97% of Seattle's electricity came from non-emitting resources (3% unspecified), with 86% from hydropower. Seattle City Light, the city's municipal electric utility, has been net carbon neutral since 2005, purchasing off-sets for any GHG emitting resources. In order to meet our growing load due to building and transportation electrification in the future, Seattle City Light's 2022 Integrated Resource Plan calls for the utility to acquire additional resources between 2022 and 2031, including utility scale wind & solar, customer-side solar, energy efficiency, and demand response.

Seattle's long-range energy demand is changing. Energy efficiency technologies continue to drive down per capita use. But more energy will be needed to decarbonize and electrify transportation, buildings, and industry. More frequent periods of extreme temperatures due to climate change will alter peak demand. Electric vehicle adoption relies on sufficient clean energy and a dense network of fast charging stations. Distributed energy resources such as solar photovoltaics and energy storage, as well as energy efficiency, and demand response will help manage rising demand.

Moving away from fossil fuels toward a clean energy future requires significant commitments and partnerships, new infrastructure, and a modernized grid to make the delivery of electricity resilient, secure, flexible, carbon-free, and affordable. The transition to clean energy must be an equitable one. People who have been unable to access clean energy services or job opportunities associated with clean energy due to economic or social barriers must benefit from this energy transition.

GOAL

U G6 Future energy needs are met with safe, affordable, reliable, and environmentally responsible power.

POLICIES

U 6.1 Grow demand for clean energy through electrification of all utilities sectors in a responsible manner.

U 6.2 Invest in access to low-cost carbon-free renewable power by enhancing and updating the electricity grid to support customers as more buildings and transportation modes become electric and as climate change impacts grid capacity.

U 6.3 Prepare for the increased integration of distributed energy resources and more customer options.

U 6.4 Deploy new strategies to encourage customers to use energy efficiently. Use targeted outreach to low-income households to ensure they benefit from new strategies.

U 6.5 Deploy new technology and infrastructure to better manage increased electrical loads from building and transportation decarbonization.

U 6.6 Improve demand side management and energy efficiency options to serve customers while meeting our sustainability goals.

U 6.7 Implement an integrated distribution, transmission, and generation resource planning framework.

U 6.8 Participate in emerging regional and multi-state organizations to develop coordinated planning and a western energy market.

U 6.9 Require new district energy utilities to generate carbon neutral energy consistent with City and State carbon reduction goals.

Internet for All

DISCUSSION

The internet has changed how people get jobs, learn, receive health information, and participate in society. Access to affordable, reliable high-speed internet is now as essential as clean water and electricity. For decades Seattle has been at the forefront of advancing digital equity, yet digital inequities persist in key demographic groups lacking high-speed internet and devices needed for school and work. The City is committed to working with public entities and telecommunications providers to achieve equitable internet access for all residents of Seattle.

GOAL

U G7 All Seattle residents have access to high-speed internet service that is reliable and affordable.

POLICIES

U 7.1 Increase awareness and adoption of low-cost internet programs and devices.

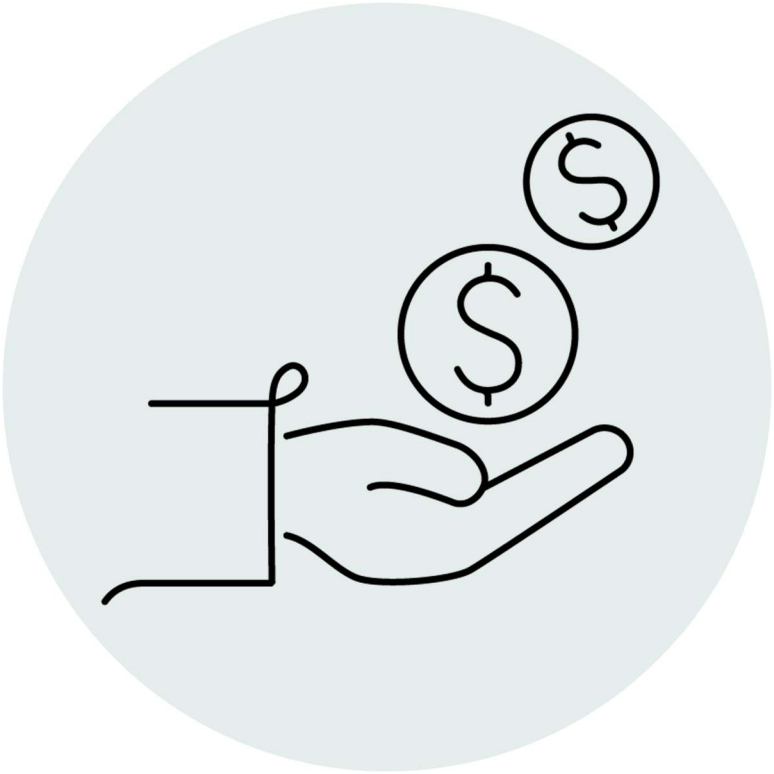
U 7.2 Advocate for and partner with telecommunications carriers to expand free or low-cost internet in targeted areas of the city, including free Wi-Fi in community centers, libraries, and other City-owned facilities.

U 7.3 Partner with organizations to deliver culturally relevant digital equity programs.

U 7.4 Coordinate with other public entities and telecommunications providers to improve and expand telecommunications infrastructure throughout the city.

U 7.5 Advocate to ensure Internet Service Provider offerings meet residents' current and future needs.

U 7.6 Examine new technologies to ensure best-in-class internet infrastructure and consumer choices.



Economic Development

Introduction

The City anticipates adding 159,000 net new jobs over the next 20 years. The Growth Strategy identifies the geographic areas best suited for job growth. Some businesses and jobs are best suited to mixed-use, walkable neighborhoods and business districts within our Regional Centers, Urban Center, and Neighborhood Centers. Others require unique features, services, and targeted land uses that fit best in our Manufacturing and Industrial Centers (MICs). Guided by the policies in this Plan, Seattle will manage our local economy to sustain existing businesses while anticipating the needs of emerging businesses and industries.

Seattle is an attractive place to live, giving it a competitive economic advantage. Seattle's beautiful physical setting, thriving cultural scene, walkable neighborhoods, diverse restaurants, unique shopping, access to nature, and historic locations generate direct economic benefits to residents. These attributes also contribute to the high-quality of life that draws businesses, people, and tourists to the city. Seattle also benefits from the way leaders from public and private sectors work together to encourage innovation and to support business formation, retention, and expansion.

Throughout its history, however, economic expansion has not benefited Seattle's residents equitably. Marginalized communities have not had the same access to opportunities in growing industries that many Seattleites have benefited from.

The purpose of the Economic Development element of this Plan is to provide direction about how to maintain and grow Seattle's vibrant, diverse, and increasingly global economy to benefit individuals equitably across income levels, as well as business, industry, and the city's racially and culturally diverse communities. As Seattle grows, the City will strive to reduce income inequities and to identify and address policies that contribute to or create inequity.

Neighborhood Business Districts

DISCUSSION

Seattle enjoys an attractive, flourishing Downtown core that contains about 40 percent of all jobs within the city. Outside of Downtown, and throughout Seattle, are many long-standing, distinctive, walkable central places within neighborhoods. This is where many small businesses thrive, communities come together, and many local jobs are created. About 12 percent of Seattle's jobs are located in these areas. Neighborhood business districts are often a central anchor for BIPOC and immigrant communities providing opportunities for goods and services, cultural activities, and community gathering spaces.

GOAL

ED G1 Seattle consists of healthy, vibrant, and diverse businesses and business districts and commercial areas that serve local communities in neighborhoods across the city.

POLICIES

ED 1.1 Invest in and promote stability, growth, and accessibility in the downtown core, as the economic and cultural center of the city and the region.

ED 1.2 Make investments for a safe, walkable, and accessible downtown core to attract businesses, residents, workers, and visitors.

ED 1.3 Build on downtown's cultural, historic, nightlife, and other assets to enhance living, working, shopping, recreation, tourism, and entertainment.

ED 1.4 Develop proactive and collaborative approaches toward achieving mutual compatibility of activities, including nightlife and entertainment and both businesses and residents.

ED 1.5 Invest in and promote neighborhood business districts and the smallest businesses that make up those business districts as the economic and cultural centers of their communities and as unique places within the city and region.

ED 1.6 Strengthen local organizations that support businesses, conduct marketing and events, maintain a clean, safe, accessible, and attractive environment, and advocate for community needs.

ED 1.7 Support business districts and the smallest locally owned businesses serving historically underserved communities, including Native American communities, that have benefited from fewer economic opportunities.

ED 1.8 Enrich the vibrancy of neighborhood business districts through the integration of design, public art, public space, historic preservation, small locally owned businesses, and cultural spaces and programming.

ED 1.9 Support the long-term success of the smallest locally owned businesses and their ability to remain in neighborhood and commercial districts where they exemplify and promote their community's identity, cultural richness, and character, and provide needed goods and services to their community and the city.

ED 1.10 Promote the development of affordable commercial spaces that meet the economic and cultural needs of BIPOC and other historically underserved communities, with a focus on serving the needs of businesses that are at risk of displacement.

ED 1.11 Support formation of Business Improvement Areas (BIA) and other business partnerships and alliances, to help provide clean and safe services, marketing and promotion, business and economic development planning, community appearance and pedestrian environment, urban design, advocacy, and organizational development/administration in commercial districts and key industries.

Growing Business and Industry

DISCUSSION

Seattle's best prospects for future economic growth are in its key "industry clusters"—concentrated networks of interdependent firms in a defined geographic area that share common markets, technologies, and a need for skilled workers. Examples of Seattle's industry clusters include manufacturing, maritime, construction, biotech and life sciences, the creative economy, global health and health care, clean technology, information technology, tourism, and film and music.

These clusters help the associated businesses, which benefit from the rapid exchange of information, leading to innovative and efficient operations. The clusters are also an asset to the overall economy. Generally, businesses in industry clusters pay higher than average wages, bring new capital into the economy, are environmentally minded, and add variety to the economic base. By identifying key sectors of the economy in which Seattle has a competitive advantage, the City is better able to nurture industry clusters that contribute to a vibrant, balanced, diversified, and equitable economy that benefits individuals across all income levels. At the same time, we must work to reverse historically inequitable results from changing economic structures of the city that

lead to uneven access to employment opportunities, increases in housing costs, and displacement of marginalized communities.

GOAL

ED G2 Seattle's innovative industry clusters in growing and essential high–wage industries continue to grow and develop, enhancing our competitive advantage as a city and region.

POLICIES

ED 2.1 Seek investments in workforce development and infrastructure to support maritime and manufacturing clusters.

ED 2.2 Support regional partnerships targeting maritime and manufacturing, to sustain and grow middle- and high-income jobs locally and support the regional and state economy.

ED 2.3 Promote, support, and improve linkages between industry clusters and research institutions, hospitals, educational institutions, and other technology-based businesses.

ED 2.4 Catalyze collaboration among businesses within and across industry clusters in the areas of marketing, research, capital and talent acquisition, job training, and career pathway development.

ED 2.5 Improve the ability of industry clusters to transfer technology.

ED 2.6 Work with strategic industry clusters to diversify key occupations, ensuring that the employed workforce is representative of Seattle's racial and socioeconomic groups.

ED 2.7 Promote and lead 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.

ED 2.8 Identify and support innovative, small locally owned businesses that have the potential to form new industry clusters.

ED 2.9 Promote employer retention through robust engagement with existing businesses to understand their needs and help them thrive in Seattle.

Business and Industry Retention and Growth

DISCUSSION

A city's business climate is determined by how well it attracts and sustains businesses. The external factors that shape this climate include quality of the workforce, taxes, regulations, incentives, and other government policies and investments, as well as overall quality of life in the city. Seattle is

renowned for its mild climate, extraordinary access to recreation and natural resources, and diverse cultural offerings. Seattle's collaborative culture is another economic advantage. However, some aspects of Seattle's business climate pose challenges for business, such as complex development regulations, earthquake risk, challenges in funding transportation and education systems, and past under-investment in many of the city's cultural communities and neighborhoods.

GOAL

ED G3 Seattle's business climate encourages new investment and business retention to achieve high quality job creation, economic resilience, and opportunities to ensure cultural identity, diversity, and inclusion.

POLICIES

ED 3.1 Promote the expansion of interstate commerce and international trade within Seattle and throughout the region.

ED 3.2 Support a stable and more competitive business climate through policies and planning that are implemented with transparent, predictable, and efficient regulations and approval processes.

ED 3.3 Foster partnerships with the state, counties, other cities, schools, community colleges, port districts, businesses, and organizations engaged in diversifying and expanding the economic base for people who live, work, and own businesses in Seattle.

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.

ED 3.5 Prepare for post-disaster economic recovery by planning for long-term systemic needs and short-term mitigation strategies.

ED 3.6 Monitor and advocate for fiscal and other policies through data driven analysis that consider benefits and costs to business growth and retention, particularly those driving wealth creation within marginalized communities.

ED 3.7 Plan for and invest in transportation for movement of freight and people, infrastructure, and utilities to support strategic industries.

ED 3.8 Use Seattle's competitive advantages to attract and expand business, a highly skilled workforce, and good paying jobs to advance community and environmental sustainability.

ED 3.9 Implement zoning and other tools to encourage business growth and development that uses and promotes sustainable technologies.

ED 3.10 Identify opportunities to leverage Major public facilities and capital investments to drive for economic development and business retention.

ED 3.11 Assist businesses in identifying locations that suit their needs by tracking appropriate and available sites for business attraction or expansion.

Investing in Talent and Developing our Workforce

DISCUSSION

The success of industry clusters depends on a skilled and competitive workforce. However, employers often face challenges finding qualified job applicants for some positions in Seattle. This includes a variety of industries that have been unable to find enough local college graduates to fill jobs in certain engineering, computer, and life science fields, as well as traditional industries looking to replace an aging highly skilled workforce. As a result, many employers look to attract talent from elsewhere. Better education and training of local workers can connect displaced workers, disadvantaged youth, and recent immigrants to highly skilled job opportunities. Workforce development is one of the ways that the City can provide equitable access to career opportunities to BIPOC and immigrant communities.

GOAL

ED G4 Seattle has a highly trained and well-educated local workforce that effectively secures stable, meaningful, and productive employment, earns a living-wage, meets the needs of business, and increases opportunities for social mobility.

POLICIES

ED 4.1 Promote racial and social inclusion in the workforce by creating and growing workforce development programs specifically focused on diversifying talent pipelines for living wage jobs.

ED 4.2 Support and encourage businesses to pay a living wage, provide necessary employee benefits, and train and hire local residents so that the existing and future workforce can share in the city's prosperity.

ED 4.3 Explore opportunities to prioritize and coordinate community development activities and climate resiliency with targeted workforce development strategies in underserved neighborhoods, especially those disproportionately impacted by industrial uses, environmental pollution, and historic disinvestment, such as neighborhoods in the Duwamish Valley. Emphasize hiring local residents and growing employment pathways that lead to long-term living-wage jobs for community members facing systemic barriers to employment.

ED 4.4 Expand internships, apprenticeships, and other "earn and learn" models for early career workers in high demand occupations supporting key industries.

ED 4.5 Create and grow re–training programs to help dislocated workers, including older workers, transition to new high-quality jobs in high–demand occupations.

ED 4.6 In collaboration with community-based organizations, expand and elevate programs designed to fully engage marginalized communities – particularly residents of neighborhoods overburdened by environmental harm and limited access to opportunity, such as neighborhoods in the Duwamish Valley – in the labor force, putting members of those communities on a path to economic self-sufficiency and climate resiliency. Seek to center racial and social equity and provide clear, accessible pathways to stable, high-quality employment and long-term economic self-sufficiency.

ED 4.7 Reduce barriers to education, training, and employment by developing program linkages, including digital access, to worker and student financial assistance, wrap-around supports, and childcare.

ED 4.8 Expand investments in youth of color and their parents and guardians to raise awareness and provide additional access to regional education and training pathways that lead to high demand careers and good quality jobs.

ED 4.9 Expand investments to promote stable employment and retain people working in arts, culture, technology, and other parts of the creative economy.

ED 4.10 Promote the development and expansion of high demand career pathways in occupations that result in good quality jobs in Science, Technology, Engineering, Arts, and Mathematics (STEAM) fields and related key industries.

Women, Minority-owned, and Small Business Supports and Entrepreneurship

DISCUSSION

Achieving a thriving and equitable community means we need to support entrepreneurial activity, particularly for women and minority-owned small businesses. As technological advances continue to lower the cost of starting some types of new businesses, the number of new entrepreneurs may rise. In addition to attracting new types of businesses, we must redouble our efforts to retain the small, culturally diverse businesses that support equally diverse communities.

Our city is home to major national companies such as Trident Seafoods, Filson, Cascade Designs, Starbucks, Amazon, and Nordstrom, to name a few. However, most Seattle businesses are much smaller and have fewer than 10 employees. Sectors with an especially high proportion of small businesses include construction, wholesale trade, manufacturing, retail and related services, and, increasingly, start-ups in technology and other creative industries. In addition, small food growers, processors, and distributors are a quickly expanding presence within the local economy.

GOAL

ED G5 Seattle's economy promotes and supports entrepreneurship and the growth and long-term viability of women and minority-owned small businesses.

POLICIES

ED 5.1 Strengthen small business start-ups by connecting women- and minority-based enterprises (WMBE) and other small businesses to capital.

ED 5.2 Support the expansion of higher education programs that promote commercialization of research innovations and incubate and accelerate the growth of new start-ups.

ED 5.3 Support and grow arts and culture activities to attract creative economy workers, living wage employers, and tourists to Seattle, as well as to enrich our overall culture of innovation.

ED 5.4 Develop strategies to lower the cost of business infrastructure for small businesses, including building relationships, finding resources, and providing shared infrastructure.

ED 5.5 Establish incentives for building owners to offer affordable spaces for start-ups and small businesses and partner with community–based organizations to own and operate their own affordable commercial real estate.

ED 5.6 Reduce barriers to business start-up and entrepreneurship, especially barriers that confront BIPOC, immigrant, and refugee communities, including by providing access to and support.

ED 5.7 Review City regulations and processes to identify and address barriers for small and WMBE businesses.

Asset Ownership

DISCUSSION

Asset ownership is an effective strategy to provide economic opportunity, create generational wealth, expand access to markets, and provide jobs. This strategy is particularly important for women and minority owned businesses and it promotes economic stability through a flourishing small business sector.

GOAL

ED G.6 Seattle's economy fosters growth in business and asset ownership among small businesses and expand access to markets, particularly women, minority-owned and BIPOC businesses.

POLICIES

ED 6.1 Support owner–occupied commercial real estate financing strategies, with a focus on women, minority-owned and BIPOC business owners, enabling businesses that are leasing commercial spaces to get the capital needed to buy them.

ED 6.2 Support community-based programs to enable women, minority, BIPOC and low-income residents to acquire residential and commercial real estate through mechanisms such as community land trusts or community investment trusts.

ED 6.3 Support individual financial empowerment programs, including financial literacy training, bank access, and access to savings products like college savings accounts.

Build and Invest in the Green Economy

DISCUSSION

Building a green economy provides opportunities for new industries, wealth building careers, and complements current industrial clusters seeking to advance climate friendly modernization.

GOAL

ED G7 Seattle's economy includes vital green industry sectors to provide employment opportunities while promoting an environmentally sustainable future.

POLICIES

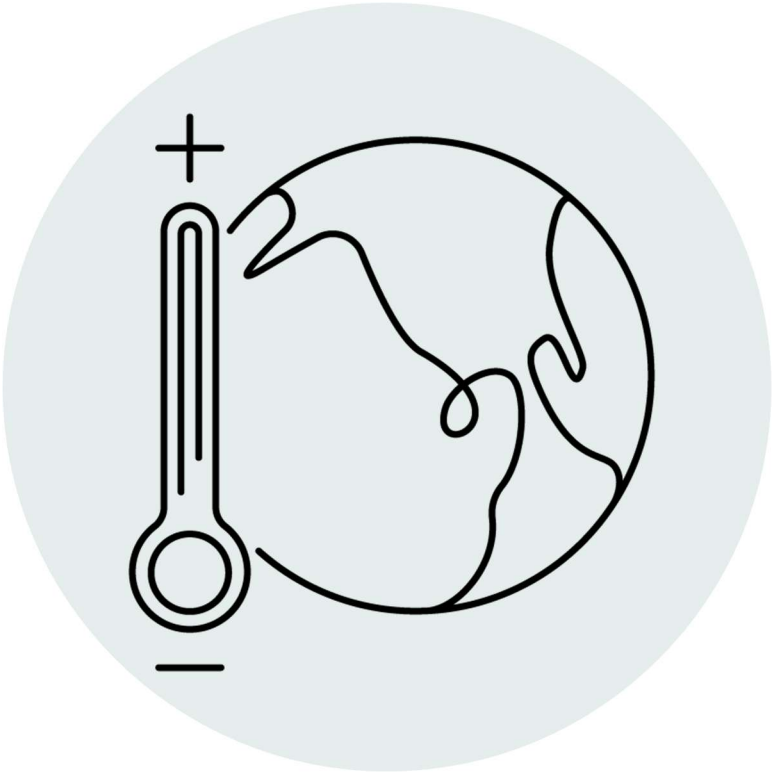
ED 7.1 Establish partnerships to build workforce capacity to advance continuation of city-wide decarbonization and climate adaptation efforts, as consistent with state law, including through electrification, construction, conservation, and other new green technology programs.

ED 7.2 Promote and support access within BIPOC communities to wealth building, careers, asset ownership, and youth opportunity in strategic industries which are transitioning to a green economy.

ED 7.3 Support business partnerships and models which are centered on climate mitigation, climate adaptation, and/or a shift toward sustainable operational models within established industries, including incubator and accelerator funding of new sustainable businesses.

ED 7.4 Invest in resources and staff to increase and sustain STEAM education in K-12 systems with a focus on closing gender and race gaps in STEAM career fields.

ED 7.5 Use Seattle's sustainability policies and investments as a business recruitment tool.



Climate and Environment

Introduction

Seattle is a place of unparalleled natural beauty. Indigenous peoples, stewards of these lands and waters from time immemorial, continue to remind us of our connections to nature to sustain and inspire us. Newcomers are drawn by access to nature both within the city as well as to the mountains, rivers, and beaches beyond. Our natural environment, including trees, forests, and water resources, are central to Seattle's quality of life and identity, and essential to the survival of imperiled native species, such as salmon and orca. Strong values of environmental protection and sustainability have shaped our Comprehensive Plan from the start.

But Seattle is facing a growing and evolving challenge: climate change. The burning of fossil fuels and land use changes have increased the concentration of carbon in the atmosphere and in our oceans. As seawater absorbs carbon from the atmosphere it becomes more acidic, making it difficult for oysters, clams, corals and other organisms to build and maintain their calcium carbonate structures. Warmer average temperatures, more frequent extreme heat events, prolonged wildfire smoke episodes, extreme precipitation, and sea level rise are projected to worsen under a variety of

future climate scenarios. The severity of climate scenarios depends on the ability to reduce greenhouse gas emissions and improve adaptation for the City's systems and communities.

The natural environment plays an important role in the battle against climate change by helping the city adapt to impacts and mitigate climate pollution. Trees and vegetation buffer the impacts of extreme heat and poor air quality. Wetlands and floodplains absorb excess rain and reduce flooding. Trees, shrubs, and soil absorb and store carbon, preventing its release into the atmosphere. Climate change also affects the health and sustainability of these resources. Preservation and restoration are necessary for a healthier and more resilient city. The City of Seattle is redoubling efforts to reduce carbon emissions that contribute to global climate change. Just as important, the City is working on multiple fronts to strengthen the resilience of our communities and natural environment to current and future climate impacts and other hazards that climate change can exacerbate such as earthquakes, landslides, tsunami, biological hazards, fires and power outages. Seattle is leading this work with climate justice to ensure those most harmed by past racial, economic, and environmental injustice are not further harmed by the impacts of climate change or the transition away from fossil fuels. As the City takes action to adapt and decarbonize, environmental benefits must be equitably distributed, and burdens must be minimized and equitably shared.

In 2023 the Washington State legislature passed House Bill 1181 updating the State's planning framework to improve the state's response to climate change. This bill requires Seattle to adopt a new climate change and resiliency element including sub-elements addressing greenhouse gas emissions reduction and resiliency. This Climate and Environment element is organized to include two required sub-elements (see below). Because of the broad reaching impacts of climate change, additional policies addressing climate change are included in every element of this Plan.

- **Carbon Pollution Reduction** includes goals and policies that reduce carbon pollution.
- **Healthy Resilient Communities and Environment** includes goals and policies that foster climate resiliency to the impacts of climate change and natural hazards and sustain healthy tree canopy, water resources, and local food system.

Climate and Environment Sub-element:
Carbon Pollution Reduction

Global and local climate change is a direct result of an excessive amount of carbon pollution trapping too much heat in our atmosphere. It is imperative that the sources of carbon pollution be reduced and ultimately eliminated. Seattle has been a world leader in reducing carbon pollution. Seattle was the first city in the nation to adopt a green building goal for all new municipal facilities. Seattle City Light was the nation's first large electric utility to become carbon neutral. Mayor Nickels launched the Mayor's Climate Protection Initiative and challenged U.S. mayors to reduce carbon pollution 7% below 1990 levels by 2012. Seattle was one of the first cities in the nation to adopt a Climate Action Plan (CAP) in 2006 to achieve that goal.

Though much progress has been made, it has not been enough. Carbon pollution levels continue to warm our planet, and the impacts of climate change are ever more apparent. Ultimately, Seattle aims to reach zero carbon—no greenhouse gas (GHG) emissions.

Setting Goals and Measuring Progress

DISCUSSION

Carbon pollution, also called greenhouse gas or GHG, is a gas in the atmosphere that traps and holds heat. When we use the phrase carbon pollution, we are talking about the gases released into the atmosphere primarily as a result of human activities. The more carbon pollution we release, the more our climate is impacted.

Every two years, Seattle releases a geographic-based GHG inventory that tracks emissions that occur within the city's borders in three key core sectors: transportation, buildings, and waste. The *2022 Community GHG Emissions Inventory* finds that from 2020 to 2022, Seattle's core GHG emissions rose 4% while the City's economy grew 22%.

- Transportation (58% of core emissions): 4% increase in GHG emissions. While vehicle efficiency improved, the primary driver for the emissions, vehicle miles traveled, increased nearly 9%. Likely contributors include increased business and employee activity, travel, and tourism. Transit ridership has also been gradually increasing since the low-point of the pandemic.
- Buildings (40% of core emissions): 6% increase in GHG emissions. Emissions from residential and commercial gas and electricity both rose by a few percentage points, with nearly all emissions in buildings coming from burning fossil gas. Extreme weather and pandemic-induced consumption changes likely had an important role. There were 15% more cooling degree days and 13% more heating degree days in 2022 versus 2020.
- Waste (2% of core emissions): 7% increase in GHG emissions. 2022 saw a significant increase in emissions associated with waste brought by customers directly to the city's transfer stations (approximately 40%). This was caused by increased disposal of materials that should have been recycled or composted and by more waste coming from outside Seattle to the city's transfer stations.

Seattle and King County have also collaborated on an inventory of consumption-based GHG emissions sources to measure the GHG emissions associated with the food we eat, the things we buy, how we travel, and the homes we live in. This analysis, based on 2019 data, shows that Seattle's consumption-based emissions are estimated to be two to four times larger than our typical geographic-based emissions. Seattle is committed to measuring and managing the complete scope and scale of our climate pollution and identifying where the opportunities are for our greatest impact.

To further reduce emissions, the City is focused on decarbonizing buildings and shifting to zero emission vehicles, travel modes, and trips. The City is fortunate to have Seattle City Light's majority clean, affordable, and reliable electricity to power our transportation and buildings. They are

planning for the future by identifying additional clean power sources to meet increased demand and readying the power grid to be more flexible, reliable, and resilient enough to withstand an increased load demand from the electrification of buildings and transportation, and changing heating and cooling needs. The City is also addressing consumption-based emissions by supporting policies and practices that prevent waste such as food waste prevention and food rescue, building deconstruction and building materials salvage, and the promotion of reuse and repair. The City also supports a range of policies and practices that prevent emission-producing waste.

GOAL

CE G1 Seattle's core GHG emissions are reduced by 58 % from 2008 levels by 2030 and attain carbon neutrality by 2050.

POLICIES

CE 1.1 Work collaboratively across City departments to periodically inventory, evaluate, and update geographic-based GHG emissions reduction targets to reflect the latest international climate science targets and analysis methods and to align with state and regional goals.

CE 1.2 Incorporate additional and better data into the inventory, evaluation, and targets for expanded emissions and community consumption emissions.

CE 1.3 Develop and implement policies, programs, and projects to equitably reduce GHG emissions to meet our adopted targets in partnership with the Green New Deal Oversight Board and the Environmental Justice Committee.

CE 1.4 Partner with regional agencies, local jurisdictions, frontline communities, the state, academic institutions, community leaders, industry, Tribes, and public, private, and not-for-profit groups to promote programs and policies that achieve GHG emission reduction targets and increase the awareness and transparency of GHG emissions inventories.

Transportation

See also Transportation Element

DISCUSSION

Transportation accounts for the majority of Seattle's core GHG emissions, The City is focused on cutting transportation emissions by reducing personal vehicle use by making walking, biking, and transit options more attractive. Another key strategy is to support and accelerate transportation electrification by ensuring the electricity system (supply and distribution) can meet increased demand, providing more public electric vehicle charging facilities, and supporting all-electric buses across our region. But Seattle is not yet on track to meet our 2030 emissions reduction goals. More aggressive change is needed across the transportation sector to transition from fossil fuels to zero-emissions energy sources.

GOAL

CE G2 GHG emissions are reduced by reducing vehicle trips and transitioning to zero-emissions trips.

POLICIES

CE 2.1 Make short trips safe, affordable, and zero emissions by expanding facilities for walking and biking and support the use of shared bikes and scooters.

CE 2.2 Create opportunities for zero emission trips that are affordable for lower-income households.

CE 2.3 Focus and tailor efforts within neighborhoods to reduce vehicle traffic and encourage walking and biking, such as by designating low-pollution neighborhoods.

CE 2.4 Establish neighborhood delivery hubs to reduce trips from delivery vehicles and to facilitate more zero emission delivery trips via electric vehicles and bikes.

CE 2.5 Expand first- and last-mile public transportation options for people to access regional and frequent transit services.

CE 2.6 Explore policies to price the use of vehicles, including expanded parking pricing, user fees, tolls, and low-pollution neighborhoods and including provisions to achieve equitable distribution of burdens.

CE 2.7 Develop regulations and incentives to shift personal trips to zero-emission travel modes (transit, biking, and walking) to achieve 90% zero emission trips by 2030.

GOAL

CE G3 GHG emissions are reduced by expanding and expediting the transition to electric vehicles.

POLICIES

CE 3.1 Partner with transportation service providers and private companies to electrify public transit, taxis, transportation network and carshare vehicles to achieve a goal that 100% of shared mobility is zero emissions by 2030.

CE 3.2 Ensure that infrastructure required for transportation electrification is installed and operational in a proactive and timely manner.

CE 3.3 Streamline permitting and installation for electric vehicle charging and grid modernization infrastructure to support the adoption of electric vehicles.

CE 3.4 Work with utility providers, developers, electric vehicle companies, and other partners to expand electric vehicle charging infrastructure across the city including at City buildings, multifamily homes, apartment buildings, major employer buildings, and parking garages.

CE 3.5 Support the electrification of freight vehicles through strong partnerships with the State of Washington and the NW Seaport Alliance to reduce GHG emissions, improve air quality and health outcomes in communities with high freight traffic, and to support the goal of 30% of goods delivery being zero-emission by 2030.

CE 3.6 Develop and regularly update a plan outlining policies, regulations, capital facilities and programs needed to support and expand electric vehicle charging infrastructure.

CE 3.7 Support state-level policies and actions that incentivize and create requirements for clean fuels and electrification of private and commercial fleet vehicles.

CE 3.8 Encourage residents and workers to choose electric vehicles through education, promotions, incentives and other strategies.

Development Pattern

See also Growth Strategy and Land Use Elements

DISCUSSION

Living in an urban area like Seattle can substantially reduce a person's GHG emissions by allowing them to travel shorter distances to shops, services, and amenities and to use transit, walking, and biking to accomplish more trips. Urban residents tend to live and work in compact buildings that use less energy. Growth in urban areas also reduces development on the urban fringe, which contributes to sprawl, vehicle miles traveled, and the conversion of farms and forests. Consequently, accommodating more jobs and housing in Seattle is one of the best things we can do to support our climate goals. Additionally, as we grow, we have an opportunity to focus our growth in ways that let more people access jobs, shops, services, and amenities by transit, walking, and biking.

GOAL

CE G4 The location of new jobs and housing reduces carbon pollution and discourages fossil fuel use.

POLICIES

CE 4.1 Plan for the location of jobs and housing within Seattle to reduce regional emissions due to transportation, sprawl, and greenfield development.

CE 4.2 Promote the development of complete, connected communities where people can walk, bike, and roll to everyday needs.

CE 4.3 Focus new housing and jobs in areas near transit and activity centers, where people can walk, bike, and roll to shops, services, and amenities.

CE 4.4 Consider limits on new or expanded bulk fossil fuel facilities in order to ensure public health and safety, promote resiliency, and support achievement of the City's climate goals.

Buildings and Energy

See also Land Use, Capital Facilities, and Utilities Elements

DISCUSSION

In Seattle, buildings are one of the largest and fastest growing sources of climate pollution, responsible for more than a third of our city's GHG emissions. More than 90% of these emissions result from burning fossil fuels for heat, hot water, and appliances. For our health and resilience in the face of a changing climate, Seattle is committed to a goal of eliminating climate pollution and transitioning to 100% clean energy in all buildings by 2050.

GOAL

CE G5 Buildings are zero emission and use 100% clean energy.

POLICIES

CE 5.1 Use building, energy, and zoning codes to require or encourage meeting established energy targets, reducing embodied carbon of materials, increasing mass timber and other engineered wood products, reducing fossil fuel use, improving climate adaptation, and supporting a transition to electric vehicles and clean energy.

CE 5.2 Incentivize green building certification for new development from third party organizations that align with the City's climate goals.

CE 5.3 Implement building performance standards with other major building improvements that improve resiliency such as seismic retrofits.

CE 5.4 Plan for all municipal buildings to maximize energy efficiency and operate without fossil fuel systems and appliances no later than 2035.

CE 5.5 Educate and assist building owners to access resources, including federal and state incentives and rebates for switching from fossil fuels to electric appliances.

CE 5.6 Lessen the impacts of transitioning to clean energy on low-income renters and homeowners, such as by providing more time for affordable housing to meet building performance standards.

CE 5.7 Provide information, technical assistance, and financial support to low-income homeowners and landlords of affordable housing to implement weatherization, electric heat pump conversion, and other electrification and energy efficiency home retrofits.

CE 5.8 Encourage the use of clean energy sources, such as renewables or waste heat, in both existing and new buildings.

CE 5.9 Consider new regulations and incentives for existing buildings to improve energy efficiency and transition to clean energy sources.

CE 5.10 Support and expand building energy efficiency retrofit programs that maximize the utilization of local, state and federal funds to reduce building energy use and improve energy resilience, especially in affordable housing.

CE 5.11 Decarbonize the maritime industry and increase the resiliency and reliability of the Seattle waterfront microgrids.

Solid Waste

See also Utilities Element

DISCUSSION

As waste sent to landfills decays, it produces GHG emissions. The *2020 Community GHG Emissions Inventory*, a geographic-based inventory, calculated that the waste sector accounts for 2% of Seattle's core GHG emissions. In 2023 the City completed its first *Seattle Communitywide Consumption-based GHG Emissions Inventory* which estimated the production and consumption of goods and food accounts for 38 percent of Seattle's consumption-based emissions. The inventory confirmed that waste prevention remains an important climate change mitigation strategy. Seattle uses incentives, policies, and recycling and composting programs to prevent waste and divert waste from landfills. In 2021, recycling rates reached 53%.

Moving forward, there will be more emphasis on waste prevention, which targets product consumption and consumer behavior to address the root cause of waste and toxins to reduce their impact. This requires a shift from a traditional extractive economy (take, make, dispose) to a circular economy that keeps resources in use for as long as possible by designing out waste and regenerating natural systems. In a circular economy, end waste products become inputs for new production.

GOAL

CE G6 Seattle's solid waste system has zero carbon pollution by 2050 and supports a circular economy.

POLICIES

CE 6.1 Reduce the amount of waste generated by the residents, businesses, and other public and private organizations in the city

CE 6.2 Increase the amount of recoverable waste that is diverted from garbage to recycling and composting.

CE 6.3 Encourage the use of durable, local products and recycled-content or reused materials, reused building materials, low carbon materials, along with recycling at the end of products' lives.

CE 6.4 Support a food system that encourages consumption of local foods and healthy foods with a low carbon footprint, reduces food waste, and fosters composting.

CE 6.5 Implement community outreach and education programs around proper waste reduction, recycling, and composting with a focus on food waste.

CE 6.6 Update solid waste contracts to further reduce carbon pollution.

CE 6.7 Encourage the building industry and consumers to choose reused and low-carbon building materials to prevent and divert construction and demolition debris.

Climate and Environment Sub-element:

Healthy, Resilient Communities and Environment

All residents deserve access to clean air, fresh water, and a healthy community and environment. Building healthy resilient communities encompasses many things, including keeping neighbors safe and connected during climate events, managing and preserving tree canopy and urban forests to reduce climate impacts, and accessing healthy, locally grown, and culturally relevant foods.

In 2023, the Seattle Climate Vulnerability Assessment documented the potential impacts of climate change on the city. This study found that climate change impacts and hazards will have multiple transformative impacts on Seattle, including affecting the local economy, exacerbating public health disparities, stressing infrastructure systems, affecting community well-being and resiliency, and transforming local ecosystems and habitats. The burden of these impacts will be unevenly experienced across Seattle. Areas with fewer community services—such as grocery stores, parks, libraries, and transit—often coincide with neighborhoods that were historically redlined and have a higher population of residents of color, non-English speaking residents, and older adults. These areas, also called frontline communities, will also be more vulnerable to climate-related extreme events.

Aging infrastructure systems will be more vulnerable to climate-related hazards and extreme events. Many systems are connected so impacts to one system will often have cascading impacts to other systems, services, and assets. While Seattle's systems and assets are relatively resilient to the impacts of climate change, consequences and damages are still highly likely during and after extreme events.

Extreme events—such as the 2021 heat dome event or the 2022 King Tide flood event—are likely to continue to occur, leading to cascading and compounding impacts for residents, businesses, and systems. For example, the 2021 heat dome event led to peaks in heat-related emergency calls and injuries, impacts to highways and public transit systems, and temporary business closures. These

extreme events may have long-term mental and community health impacts, such as anxiety or post-traumatic stress disorder.

Planning for Resilience

DISCUSSION

Even with aggressive reduction of carbon pollution, climate change is inevitable, and Seattle is already experiencing impacts. While the City has already made strides to improve resiliency, the vulnerability to climate change must be considered in all City plans and strategies. The City must adapt to climate change in ways that increase resilience to other natural hazards, notably earthquakes. Resilient people and communities are better-prepared and able to withstand the catastrophic shocks of a sudden disaster as well as the slower-moving stressors of climate change.

Improved resilience can avoid additional impacts on Tribal communities, ancestral lands and resources. The City can also benefit from peer networks focused on climate change, such as C40 Cities, King County Cities Climate Collaboration (K4C), SeaAdapt, Puget Sound Climate Preparedness Collaborative to solve problems across municipal boundaries, share resources, and learn about best practices and innovative strategies.

GOAL

CE G7 Seattle is well prepared for the direct and indirect impacts of climate change and other natural hazards.

POLICIES

CE 7.1 Regularly update citywide all hazard and climate vulnerability assessments that address physical, social, and economic vulnerabilities and consider cascading or compounding effects across multiple systems.

CE 7.2 Develop and implement emergency response, recovery, and mitigation plans for specific hazards that integrate race and social equity along with overall climate planning.

CE 7.3 As new climate change impact data become available, review and, as needed, update development regulations to encourage adaptation and reduce vulnerability to extreme weather and natural hazards exacerbated by climate change including flooding, coastal erosion, landslide, liquefaction, sea-level rise, extreme heat, drought, and wildfire smoke.

CE 7.4 Consider climate impacts and embed climate adaptation into City plans such as land use plans, strategic business plans, system plans, infrastructure plans, capital facility plans, and asset management processes.

CE 7.5 Update Seattle's hazard mitigation plan and emergency management plans to reflect hazards caused by climate impacts like sea-level rise and associated flooding.

CE 7.6 Improve climate resilience and advance climate adaptation through coordination, collaboration and partnerships among City departments, other public agencies, knowledge sharing networks, funders, Tribes, and affected communities, especially the impact of sea-level rise for multijurisdictional shorelines

CE 7.7 Establish performance metrics and periodic reporting to track progress on climate resilience and adaptation.

CE 7.8 Promote sustainable management of public and private open spaces, trees, and vegetation through methods such as preserving or planting native and naturalized vegetation, removing invasive plants, improving soil health, using integrated pest management, and engaging the community in long-term stewardship activities.

Community-Based Climate Resilience

DISCUSSION

The impacts of climate change fall disproportionately on frontline communities and vulnerable populations. A history of redlining and housing exclusion has forced low-income and BIPOC communities to live in areas that have greater risk of climate impacts such as flooding and sea level rise, and greater exposure to pollution from vehicles. The 2022 floods in South Park illustrated the devastation wrought by climate impacts as people fled their homes and weeks of cleanup followed.

Climate change is not the only crisis our city faces. Climate action is interwoven with other community priorities and challenges, including public health, economic opportunity, anti-displacement, and pandemic recovery.

Community-based climate resilience builds the capacity of disproportionately impacted communities to adapt to and recover from climate impacts. Community-based organizations design and deliver community-centered programs before, during, and after climate-related and other natural hazard events to keep neighbors safe and foster greater community cohesion.

City initiatives, such as the One Seattle Climate Justice Agenda, Green New Deal, Transportation Equity Framework & Implementation Plan, and Shape Our Water, are centered on partnering with community to ensure those most impacted by systemic racism benefit from City investments and are resourced to thrive in a changing climate and evolving mobility landscape.

GOAL

CE G8 Communities have the capacity to prepare for, respond to, and recover from the impacts of climate change and other natural hazards.

POLICES

CE 8.1 Prioritize partnerships, policies, programs, and actions that reduce the disproportionate climate impacts on vulnerable populations, and frontline communities.

CE 8.2 Mitigate climate impacts by prioritizing green infrastructure and nature-based solutions that provide co-benefits to community, such as providing living wage jobs and enhancing social connectedness.

CE 8.3 Invest in community capacity to co-develop and co-lead equitable and inclusive community education and technical assistance about climate resilience, adaptation, and emergency response for individuals, businesses, and organizations.

CE 8.4 Work towards achieving racial and social equity in health outcomes so that members of all communities live long healthy lives.

CE 8.5 Mitigate the economic impacts of transitioning to zero carbon and resilience strategies on low-income residents.

Extreme Heat and Wildfire Smoke

See also Land Use Element

DISCUSSION

Seattle, one of the least air-conditioned cities in the U.S, is experiencing more frequent extreme heat events. The trend toward hotter and drier summers due to climate change impacts infrastructure, power supply, air quality, food and water supplies, and health and safety. Extreme heat affects people, pets, shellfish, birds, and other wildlife and disrupts the local food system and economy.

Extreme and extended wildfire smoke events are happening more frequently. Smoke from wildfires in Washington as well as British Columbia, Oregon, and California drift into Seattle and degrade local air quality. Smoke-filled air exacerbates the already poor air quality that many over-burdened communities, workers, and families experience from more localized sources.

Potential health impacts include dehydration, heat illness, severe respiratory distress, hypo/hyperthermia, heart attacks, strokes, internal organ failure, and even death. These events pose life-safety threats for vulnerable populations due to loss of electricity, increased drowning and recreational accidents, increased injury due to burns or smoke inhalation, and secondary illness onset or damaged infrastructure, such as delayed medical care access or impacts on hygiene and sanitation needs and access. Wildfire smoke events pose health risks to workers responding during the event and others who continue to work outdoors.

GOAL

CE G9 Seattle has planned for and adapted to the impacts of extreme heat and wildfire smoke events.

POLICIES

CE 9.1 Develop response and recovery plans specifically for extreme heat and smoke events.

CE 9.2 Design new and retrofit existing City capital facilities and infrastructure to adapt to increased temperatures, extreme heat events, and wildfire smoke.

CE 9.3 Expand tree canopy and greenspace, especially in communities that experience disproportionate impacts of extreme heat and smoke events.

CE 9.4 Encourage building design to incorporate passive cooling approaches to limit overheating and improve energy efficiency.

CE 9.5 Develop and implement strategies to mitigate the impacts of extreme heat and smoke events on the urban forest, aquatic resources, and other components of the natural environment.

CE 9.6 Coordinate with Seattle King County Public Health and Puget Sound Clean Air Agency to protect residents and outdoor workers during extreme heat and smoke events.

CE 9.7 Provide information and technical assistance to employers, building owners, and renters to make homes and workplaces safer during extreme heat and smoke events.

Sea-Level Rise and Flooding

See also the Land Use, Capital Facilities, Utilities and Shoreline Elements

DISCUSSION

Seattle experiences three types of flooding: riverine, coastal, and urban. All flooding types are expected to become more intense and more frequent due to climate drivers such as sea level rise and extreme precipitation events. Areas that have historically flooded will flood more often and new areas may experience infrequent flooding events in the future. Sea levels are projected to rise across Seattle's marine and estuarial shorelines in the coming decades, though sea-level rise will vary due to local geological conditions.

Sea levels in Puget Sound have risen nine inches since 1900 and are expected to rise another two to five feet by 2100. This means more coastal flooding, storm surge and high tide inundation, shoreline erosion, rising groundwater levels, and flood risks for infrastructure and facilities on Seattle's coasts and shorelines. Saltwater intrusion and increasing acidification and warming of Puget Sound waters will adversely affect marine organisms and habitat.

GOAL

CE G10 Seattle has planned for and adapted to impacts of sea level rise in coastal, riverine, and inland areas.

POLICIES

CE 10.1 Update City plans and projects as needed to reflect the science-based estimates of the magnitude and timing of coastal flooding related to climate change impacts.

CE 10.2 Develop a citywide sea level rise adaptation plan to guide City infrastructure investments and development to protect residents and the broader economy.

CE 10.3 Raise public awareness of how climate change affects coastal flooding and flood risk.

CE 10.4 Where feasible, use open space, green infrastructure, and other nature-based solutions to buffer communities from flooding impacts.

CE 10.5 Restore coastal environments to foster resilient ecosystems and species and consider sea level rise in restoration projects.

More Frequent Intense Storms and Longer Dry Periods

See also the Land Use and Utilities Elements.

DISCUSSION

Precipitation patterns are shifting across Seattle and the Puget Sound region. While annual precipitation will continue to remain variable, there will be seasonal shifts. Winter and fall precipitation are expected to increase and precipitation will increasingly fall as rain rather than snow. Additionally, winter precipitation may be concentrated in extreme rain events, which can exacerbate flooding risks. Summer precipitation is projected to decrease, contributing to regional heat stress, drought conditions, and water supply impacts.

Changing precipitation patterns could affect areas prone to geologic hazards, such as landslides and liquefaction. Heavy precipitation, particularly over prolonged periods, can contribute to slope instability and failure. Events like these will likely increase in frequency and intensity into the future, contributing to increased risks of landslides that cause damage and blockage to transportation routes, buildings, other infrastructure, and natural areas across the city. As sea level rises along the Seattle shoreline, water tables will also rise, increasing soil saturation and the likelihood and severity of liquefaction in the event of an earthquake, especially during the winter.

Seattle can experience water shortages during the summers that follow winters with low snowpack. The main shortage impacts are reduced stream flows for salmon, usage restrictions, and economic hardship for businesses that require large amounts of water. Less electricity is generated by hydroelectric dams, causing SCL to buy more expensive power from outside the region.

GOAL

CE G11 Seattle has planned for and adapted to the impacts of more frequent and more intense precipitation, storm events, longer dry periods, and potential water shortages.

POLICIES

CE 11.1 Improve drainage system resiliency through the use of green stormwater infrastructure.

CE 11.2 Coordinate efforts among City departments and with other public agencies to resource holistic flood hazard management and sea level rise adaptation efforts and implement innovative approaches such as integrating publicly-owned open space into a green stormwater infrastructure system.

CE 11.3 Invest in adaptive and flexible drainage and wastewater system improvements and reduce impervious surfaces, particularly in low lying areas, high impervious surface coverage areas, and historically redlined areas.

CE 11.4 Protect the function and integrity of flood prone areas, wetlands, and fish habitat conservation areas to reduce the city's exposure to geological and flood hazards and ensure the health of sensitive habitats.

CE 11.5 Include impacts of water shortages in emergency management plans and power generation plans.

Urban Forest and Tree Canopy

See also the Parks and Open Space Element.

DISCUSSION

Seattle's urban forest is fundamental to our quality of life, especially as Seattle continues to grow and experiences the impacts of climate change. The urban forest consists of trees and associated understory plants, and provides crucial ecosystem services, such as stormwater reduction, air pollution removal, wildlife habitat, carbon storage, and reducing the heat island impacts of our warming climate. The urban forest extends across public property, private property, and the right-of-way and includes parks and natural areas, as well as the trees along streets and in yards.

Since European settlement much of the native urban forest has been logged and leveled for development. Yet the urban forest continues to hold cultural significance for Tribal communities.

The Urban Forest Management Plan guides the City's decisions to help maintain, preserve, enhance and restore its urban forest. Every five years the City undertakes a canopy cover assessment to understand how the urban forest has changed. The most recent study is the 2021 Canopy Cover Study.

GOAL

CE G12 Seattle has a healthy urban forest with a tree canopy which maximizes the environmental, economic, social, and climate-related benefits of trees.

POLICIES

CE 12.1 Aim to achieve an overall tree canopy coverage of 30% by 2037.

CE 12.2 Preserve, restore, maintain, and enhance the urban forest across the city.

CE 12.3 Consider the needs of frontline communities in all urban forestry actions.

CE 12.4 Manage the urban forest to increase its resilience to potential impacts, especially from climate change.

CE 12.5 Regularly update the tree canopy analysis to monitor changes and trends in the amount, distribution, and condition of the urban forest and use this information to shape urban forestry management plans, decisions and actions.

CE 12.6 Coordinate among City departments and collaborate with other agencies, stakeholders, and community members to increase tree canopy.

CE 12.7 Reach out to, educate, and partner with the community to identify tree planting locations, as well as care for, preserve and celebrate Seattle's urban forest.

CE 12.8 Provide support to the community, via incentives, education, and regulations, for retaining, caring for, removing, replacing, and planting trees. Consider targeted support to advance tree canopy equity.

CE 12.9 Encourage the protection, maintenance, and expansion of tree canopy throughout the community, prioritizing residential and mixed-use areas with the least current tree canopy to equitably distribute benefits.

CE 12.10 Manage parks and greenbelts to decrease climate risks, protect residents, and improve ecosystem health and habitat.

CE 12.11 Promote adequate care for newly planted trees to enable their long-term health and viability.

CE 12.12 Recognize the importance of old, large, and native trees of diverse species to the regional ecology and ability to combat the effects of climate change. Recognize the importance of providing space for trees to thrive in the city.

Water

See also Utilities Element, Water System

DISCUSSION

Seattle is a city of water. Puget Sound, Lake Washington, Lake Union, the Lake Washington Ship Canal, the Duwamish River, Green Lake, urban creeks, and small lakes all enhance the quality of life for the people and wildlife that live here. Four species of salmon—including the threatened Chinook salmon—call this area home, as do resident trout, blue herons, bald eagles, and various other water-dependent species. Seattle's major waterways bustle with business and recreational opportunities and support one of the premier industrial seaports on the West Coast. Moreover, Seattle's aquatic areas give residents the chance to enjoy and experience nature close to home.

Tribal communities have a special relationship to water resources and salmon. Salmon fishing holds deep cultural significance for native peoples, and the decline of wild salmon threatens this vital resource. As the original watershed stewards, living in harmony with nature and stewarding the waters and habitats of our region is central to tribal culture and life. The struggle to assert tribal water and fishing rights has strengthened and deepened this connection. Tribes play a leading role in the Puget Sound region's watershed restoration and salmon recovery efforts.

Despite their integral place in the local culture, landscape, and economy, Seattle's aquatic resources have been significantly degraded as a result of urban growth. A six-mile stretch of the Duwamish River is now a federal Superfund site. More than 90 percent of Seattle's 146 miles of shoreline have been modified and now lack natural connections to the water. The city's creeks have seen stormwater flows equivalent to some rivers. Fish in local waters contain high amounts of mercury and PCBs, and some of our coho salmon are dying before they can reach Seattle streams to spawn.

Climate change is a growing threat to the Puget Sound and other waterbodies. The impacts include ocean acidification, increasingly frequent and extreme storms, warming air and water temperatures, and sea-level rise.

Yet even these resources, polluted as they may be, have amazing vitality and resilience. If stewarded well by the residents of the city and region, they have the potential to become even greater assets to Seattleites in the future.

GOAL

CE G13 All water is treated as an essential resource and managed in a sustainable and integrated way.

POLICIES

CE 13.1 Control and reduce water pollution sources, as far upstream as possible.

CE 13.2 Use and encourage sustainable land management practices that preserve native vegetation, limit and mitigate impervious surface, minimize pesticides, enhance water absorption, and build soil.

CE 13.3 Support sustainable land use and development that improves urban water management.

CE 13.4 Encourage the capture and reuse of water at both the site and district scale.

CE 13.5 Restore, protect, and manage fish and wildlife habitat using comprehensive approaches, such as reconnecting floodplains, daylighting creeks, restoring native vegetation, and removing fish barriers, to accelerate ecosystem recovery of salmon, orca, and other endangered species.

CE 13.6 Increase community connections to our waterbodies and natural systems.

CE 13.7 Mitigate the impacts of climate change on Puget Sound and other Seattle waterbodies.

CE 13.8 Work to clean up existing contaminated water body sediments.

CE 13.9 Encourage action to reduce and/or slow ocean acidification in Puget Sound, including reducing GHG emissions, and reducing polluted runoff.

CE 13.10 Recognize the importance of salmon and orca to the local ecosystem. Work to improve water quality and habitat for salmon in order to improve the hydrological ecosystem and orca health. Consider the impacts of policy decisions on salmon, orca, other endangered aquatic species and aquatic habitats.

CE 13.11 Support clean water and healthy near-water habitat in order to maintain a healthy ecosystem, and streams, trees, and habitat that support blue herons, bald eagles, and other aquatic birds and animals.

Air Quality

See also Transportation Element and other sections of this element for policies to reduce, and mitigate climate pollution.

DISCUSSION

Clean, healthy air is essential to daily well-being and long-term health, and the health of our environment. The Federal Clean Air Act focuses on reducing air pollution that poses the greatest health risks to our region. Air quality is monitored, and air quality regulations are enforced through the Puget Sound Clean Air Agency. In our region, particle pollution, smog, and air toxics pose the greatest risk to our well-being. Outdoor air pollution can cause heart attacks, asthma, strokes, cancer, and premature death.

Because we are concerned about our climate we also focus on the reduction of GHG emissions, which are the leading cause of climate change. In our region, climate change will likely lead to warmer, drier summers which increase levels of smog pollution, posing health risks to those with lung and heart diseases. Climate change is also increasing the frequency of wildfire smoke events in Seattle.

Unfortunately, the level to which Seattle residents experience our environmental benefits varies widely by race. Due to our historical land use patterns, the majority of residents who live closest to our city's heavily trafficked roadways are people of color and people with low incomes and thus, experience poorer air quality compared to the rest of Seattle.

GOAL

CE G14 Seattleites have equitable access to clean and healthy air.

POLICIES

CE 14.1 Work with federal, state, and regional clean air agencies to monitor air quality, enforce regulations, and meet established standards.

CF 14.2 Provide resources, education, and information to Seattle residents about causes and impacts of unhealthy air, and strategies to reduce harm.

CE 14.3 Reduce the number of vehicle trips and vehicle miles travelled to improve air quality, especially during periods of poor air quality.

CE 14.4 Use approaches, such as designating low-pollution neighborhoods, where the City can test and implement actions to improve air quality.

CE 14.5 Support the shift from fossil fuel to clean energy, including in vehicles, heating systems, equipment, and appliances.

CE 14.6 Recognize the importance of creating ecosystems and spaces that support bees and other pollinators. Consider the impacts of policy decisions on bees and other pollinators.

Healthy Food System

DISCUSSION

The food system affects our everyday life in many ways. It provides the food we eat, is a major employer, is a large household expense, impacts the built and natural environment, and significantly impacts our health and the climate. The food system comprises all the ways in which food moves from farm or sea (producer) to table (consumer). That includes the farms on which it grows, the places where food is foraged, the waters and beaches where fish and shellfish are harvested, the manufacturers who process and produce foods, the venues in which the foods are delivered to the public, the way the consumer receives and consumes food, and the food waste that is generated and handled.

Healthy food is integral to the health and well-being of our communities. Healthy food is defined as food that is fresh and nutritious and grown without harming its producers or our air, water, or soil. In a healthy food system, healthy food is available and accessible for all community members. There is a strong network of successful businesses that produce, process, cook, transport, and sell that food; there are opportunities to gather, forage, and produce food locally. Food waste is prevented.

Supporting a healthy food system is important for health, the environment, economy, and community. Rising obesity and diet-related diseases increase health care costs and decrease life expectancy. One in five children in King County does not always have enough to eat, and growing economic inequality makes healthy food even harder for many to afford. Chemically intensive agriculture degrades the quality of our land, our air, and our water. Food sales, restaurants, food products, and food service are a growing sector of the local economy. Food inequities disproportionately affect low-income residents, children, seniors, and communities of color. Growing, eating, and sharing food brings local communities together.

The recent pandemic demonstrated how access to food can be quickly disrupted. Longer and dryer summers from our changing climate will also affect the food system in coming years. A resilient food system is increasingly important.

GOAL

CE G15 Seattle has an accessible, resilient, equitable, and zero-waste food system that provides easy access to fresh, affordable, nutritious and culturally relevant food.

POLICIES

CE 15.1 Expand access to culturally relevant and empowering food and nutrition education for youth, adults, and older adults.

CE 15.2 Support traditional foods and regenerative practices, locally grown and harvested foods, and community food projects, focusing on communities historically excluded from land and water access and honoring Tribal sovereignty and treaty rights.

CE 15.3 Provide for convenient access to culturally relevant, equitable, and nutritious food and work to reduce food insecurity.

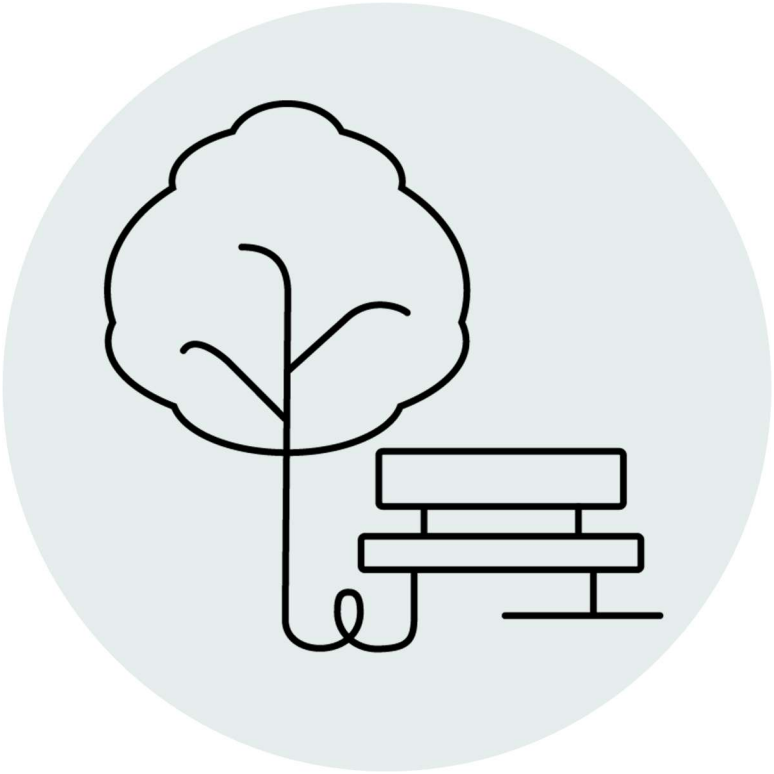
CE 15.4 Create an equitable, fair, and healthy local food economy for workers, businesses, and residents.

CE 15.5 Foster equitable, environmentally sustainable, and strengthened local food supply chains.

CE 15.6 Strive to prevent food waste, rescue and redistribute surplus food for people who need it, and locally compost the rest.

CE 15.7 Reduce climate pollution associated with Seattle's food system and support regenerative food production practices that improve the environment.

CE 15.8 Work to increase grocery options and food access across the city, prioritizing food deserts.



Parks and Open Space

Introduction

Parks and open spaces help make Seattle a great place to live, play, and raise families. These places contribute not only to the city's environmental health but also to the physical and mental health of its residents. Access to open space can benefit individuals by giving them places to exercise their bodies and refresh their minds. Open spaces support an amazing diversity of life. Thousands of plant and animal species can be found in Seattle's natural areas. This urban biodiversity provides ecosystem services such as cleaning air and water, and providing valuable wildlife and vegetation habitat that might otherwise be scarce in the city. Parks and open space help make cities livable.

Public space includes any outdoor, publicly accessible area dedicated primarily to human or environmental use (exclusive of transportation use). Seattle has more than 1,000 public spaces owned and managed by several different agencies and private entities, comprising about 20 percent of the total city land area. Public spaces include gardens, plazas, trails, schoolyards, parks, natural areas, and more. From the magnificent views from the bluffs of Discovery Park to the tree-lined boulevard system and intimate pocket parks, these areas provide opportunities for residents and

visitors to relax, play, exercise, or meet with friends and neighbors. The public right-of-way, comprising about 30 percent of the City's land area, is public land primarily used for transportation, but is sometimes used as public space either temporarily or permanently such as along Cheasty and Ravenna Boulevards or in Bell Street Park.

Off-road bike trails, including the Burke-Gilman Trail and Alki Beach Park, offer other types of active recreation. An extensive system of P-Patches and other community gardens throughout the city offer gardening spaces for residents to grow their own fruits, vegetables, and flowers. Seattle Center and the Central Waterfront are also City-owned and managed public spaces offering unique urban amenities of open space and a wide variety of programs and cultural activities.

Seattle's park system includes extensive areas of forest, meadow, shorelines and marine reserves. Natural areas within parks are established for the protection and stewardship of wildlife, habitat and other natural systems support functions such as stormwater management, carbon sequestration, heat island mitigation, air and water quality, erosion control and protecting environmentally sensitive areas. Many different public spaces in Seattle are owned and maintained by entities other than the City. These include fields and playgrounds at public and private schools, areas such as the federal Chittenden Locks, several waterfront access points provided by the Port of Seattle, and the open spaces on several college and university campuses. Numerous private developments have made plazas and other open areas available to the public, such as Waterfall Garden Park in Pioneer Square.

Puget Sound and the city's lakes provide another form of open space. These wide stretches of water are open to the sky and offer visual relief from the urban environment, as well as visual connections to other areas of the city and region.

Public spaces are also important places for supporting artistic and cultural performances, festivals, events, and public gatherings.

City-owned park and recreation lands are protected by a 1996 voter-initiated and approved legislation, Initiative 42. It sets out a process for considering the transfer or change in use of any lands held for park and recreation purposes, and requirements for replacing park and recreation lands lost.

In 2014 voters in Seattle approved the formation of the Seattle Park District. This district implements a new taxing authority and funding source for the maintenance and improvement of City parks, as well as for programs aimed at serving historically underserved residents and communities. Some of the ways the City obtains new parkland are by using state funds, acquiring surplus federal land, establishing requirements for new development projects, providing incentives for developers, and creatively using public rights-of-way.

The Capital Facilities Appendix includes a high-level inventory of City-owned parks. The 2024 Parks and Open Space Plan, updated by Seattle Parks and Recreation every six years, provides additional information about where park development, improvements and maintenance projects should occur and where open space should be prioritized for acquisition.

Access to Public Space

See also the Capital Facilities Element.

DISCUSSION

While Seattle has one of the best public space networks in the country overall, some neighborhoods are better served than others, with more public space being concentrated in affluent and majority white neighborhoods. There are also disparities in vulnerability to climate impacts that disproportionately affect low-income communities and communities of color. Public spaces can reduce these climate impacts on residents. But major public space investments can also have negative impacts on neighborhood affordability.

The City of Seattle is continuously working to improve equity and fairness in our public space system. As the City works to improve and add open space to decrease these disparities, it is important to prioritize preserving community stability and affordability while making such investments. In addition to improving access to public space for communities of color, it is also important to improve the responsiveness of those spaces to the needs, interests, and cultures of the people they serve.

At the same time, the City continues to look for ways to improve this system. Seattle is already very developed, so there aren't many opportunities to find new land for parks and open spaces. Creating the system that we desire—one that will address existing inequities and serve our growing population—will require new strategies, including strategies to increase capacity and add new opportunities within existing parks. The City also strives to make parks and recreation facilities more accessible to those with limited mobility and other physical challenges. The City continues the necessary work to remove documented barriers as well as incorporate accessibility improvements in all capital projects.

This section addresses the design and distribution of our citywide public space system, including how new parks and open space are acquired and developed and existing public spaces improved.

GOAL

P G1 Public spaces are expanded and enhanced as the city grows, and current inequities are addressed, so that everyone has access to the full range of recreational, social, cultural, and health benefits that public spaces provide.

POLICIES

P 1.1 Create new and enhanced public spaces in areas that lack them, especially where population growth is anticipated in the Growth Strategy, such as in regional and urban centers including the greater downtown area.

P 1.2 Provide a variety of public spaces to serve the city's current and future population consistent with the priorities identified in the City's Parks and Open Space Plan.

P 1.3 Identify opportunities to develop new public spaces or enhance existing public spaces to accommodate a wide variety of uses and public benefits, including: community gathering and social connection; cultural expression and celebration; civic action and democratic expression; respite and connection to nature; physical activity, health, and well-being; and food security and local economic vibrancy.

P 1.4 Enhance and activate public spaces that are currently underused due to lack of investment.

P 1.5 Equitably expand access to existing public spaces, including by providing safe, multi-modal connections to surrounding communities.

P 1.6 Plan for all ages and abilities access by transit, bicycle, and foot when siting and designing new park facilities or improving existing ones.

P 1.7 Design healthy public spaces considering the needs of varying age groups including young children and their caretakers, school-aged children, teenagers, and older adults.

P 1.8 Continue to develop a network of all ages and abilities trails that connect to public spaces and shorelines.

P 1.9 Explore how existing rights-of-way can be repurposed to create more public space for temporary uses, such as community events, street fairs, farmers' markets, arts and cultural events and neighborhood celebrations.

P 1.10 Identify opportunities to convert rights-of-way to permanent public space uses, such as gardens, play areas, urban plazas, and wildlife corridors.

P 1.11 Consider temporarily or permanently restricting general purpose vehicle usage on rights-of-way within or directly adjacent to public space and shorelines to improve usability, non-motorized access, and the recreational value of these public spaces.

P 1.12 Provide areas to preserve or restore important natural or ecological features and allow people access to these spaces by building or expanding trail systems through greenbelts and other natural areas while protecting habitat and wildlife.

P 1.13 Create connections between natural areas and open spaces for both people and wildlife using habitat corridors, green streets, pollinator pathways, and other green connections.

P 1.14 Provide sustainable public access to shorelines by improving shoreline street ends, applying shoreline regulations, acquiring waterfront land, removing shoreline armoring, and restoring coastal habitat.

P 1.15 Encourage private development to incorporate on-site open space that is welcoming and accessible to all populations.

P 1.16 Consider the use of open space impact fees to support public space system expansion and enhancement that will serve expected population growth.

P 1.17 Maintain, expand, or initiate cooperative agreements with Seattle Public Schools, universities, and other public or private agencies to provide or expand access to open spaces they control and increase the tree canopy and green space they provide.

P 1.18 Prioritize investments in recreation programs and facilities that reduce disparities in health outcomes and neighborhood environmental quality and in locations most easily accessed by the most people, for example in regional and urban centers anticipated to accept the most growth.

P 1.19 Mitigate the noise and air pollution impacts on public space from adjacent busy roadways, especially in neighborhoods with poor health outcomes, using strategies such as noise walls, vegetated buffers, and roadway design and management, repurposing, or removal.

P 1.20 Design open spaces that protect the natural environment and provide light, air, and visual relief within the built environment.

P 1.21 Design public spaces to provide multiple benefits, such as providing a variety of recreational uses and environmental functions, such as stormwater capture and urban heat relief.

P 1.22 Engage with community members to design and develop parks and recreation facilities based on the specific needs and cultures of the communities the park is intended to serve.

P 1.23 Prioritize cleaning up contaminated sites in historically underserved neighborhoods, particularly on sites dedicated or planned for community-serving or environmental uses.

P 1.24 Create opportunities to use existing public land and buildings for public space and recreation, such as reallocation of the right-of-way, integration with green and climate and hazard-resilient infrastructure, removal, lidding, or redesign of highways and streets to create public space or multimodal trails, addition of green or accessible roofs on public buildings, and redesign of single-purpose or fee-based public spaces, especially near high-capacity transit.

P 1.25 Incorporate weather protection for outdoor equipment such as playgrounds, weather-mitigating elements, and appropriate programming for all seasons and times of day.

P 1.26 Consider joint-use or mixed-use development opportunities, such as a community center with housing or office above, where appropriate.

P 1.27 Consider a range of alternative financing strategies, including, where feasible, value capture tools, to build, improve, or maintain public spaces.

P 1.28 Increase access to culturally relevant healthy foods, particularly in locations with poor access to grocery stores, by increasing community gardening opportunities on public green space.

P 1.29 Incorporate Indigenous ecological and cultural knowledge in open space design, plant selection, and interpretive elements.

P 1.30 Work to increase access to community centers in locations where the most people can access their services, such as building new community centers in urban and regional centers.

Recreation, Activation, and Programming

DISCUSSION

Recreational opportunities, activation, and programming of our public spaces help to ensure that all residents can enjoy the benefits of healthy activities, social interaction, and experiences that promote overall well-being.

Recreational opportunities should address the diverse needs, abilities, and interests of individuals, offering opportunities for physical activity, leisure, and play.

Activation refers to the design and utilization of public spaces to create vibrant and engaging environments. Through thoughtful activation strategies, public spaces can become lively gathering spots that stimulate community interaction, cultural exchange, and economic vitality. This involves organizing events, festivals, performances, and markets that celebrate diversity and local talents, attracting people from different backgrounds and fostering a sense of belonging. By activating public spaces in an equitable manner, cities can combat social isolation, break down barriers, and create spaces that are truly welcoming for everyone.

Programming in public spaces refers to the planning and coordination of activities and services that cater to the diverse needs and interests of the community. It involves offering a range of programs, such as educational workshops, art installations, fitness classes, and community events that are accessible, inclusive, and representative of the community's demographics. By incorporating programming that addresses the specific needs and interests of marginalized communities, public spaces can become platforms for empowerment, learning, and cultural expression.

GOAL

P G2 People of all ages, abilities, and incomes have access to a rich variety of culturally relevant, affordable recreational and social activities and events.

POLICIES

P 2.1 Develop activities at parks and community centers based on the specific needs of each community they serve.

P 2.2 Promote the use of open spaces and park facilities for events that celebrate our history and the many cultures of our communities.

P 2.3 Provide welcoming, culturally informed, accessible, and affordable recreation and social programs, equipment, and facilities for people of all ages and abilities and all cultural and linguistic backgrounds, while prioritizing opportunities for young children and their caretakers, older adults, and marginalized communities.

P 2.4 Develop programs that foster awareness and appreciation of nature, wildlife, and biodiversity from the neighborhood scale to the regional scale and provide activities for residents to help protect or restore the environment.

P 2.5 Integrate opportunities for nature play and social interaction into public spaces and along trails or walkways.

P 2.6 Consider removing barriers for the sale of food and alcoholic and other beverages within public spaces to increase activation and usage.

P 2.7 Support free and affordable arts and cultural activities and performances in public spaces, particularly those led by BIPOC organizations and individuals. Support artists to design permanent and temporary improvements and installations in public space.

P 2.8 Encourage safe and welcoming evening experiences in nightlife areas and encourage a greater diversity of activities in the adjoining public spaces.

Operations and Maintenance

See also the Capital Facilities Element.

DISCUSSION

The upkeep and effective management of public spaces helps them to remain accessible, safe, and inclusive for all individuals in the community. Equitable maintenance practices prioritize the needs of BIPOC, low-income, and other underserved populations, ensuring that public spaces in their neighborhoods receive the same level of attention and care as those in more affluent areas. The maintenance of public spaces can contribute to creating healthier and more sustainable communities. This includes implementing sustainable landscaping practices, water conservation measures, and environmentally friendly maintenance techniques that minimize negative impacts on the surrounding ecosystem.

GOAL

P G3 Public space operations and maintenance practices contribute to healthy urban ecological systems, protect historical and cultural resources, reduce unjust environmental burdens, and ensure access to high-quality public spaces for all.

POLICIES

P 3.1 Work to limit water and energy use, eliminate pesticide use, and maximize environmental sustainability in parks and open space construction and maintenance activities.

P 3.2 Protect habitat and wildlife areas through education, interpretation, and wildlife-management programs.

P 3.3 Preserve and reclaim park property for public use and benefit and ensure continued access to parkland for the growing population.

P 3.4 Leverage public space capital and program investments and agreements with private vendors to provide training, apprenticeships, youth employment, and living wage job opportunities for members of marginalized communities.

P 3.5 Improve environmental quality by reducing pollution and emissions in public space maintenance, irrigation, and land management practices.

P 3.6 Site maintenance and operation facilities that provide local environmental and economic benefits in communities with greater environmental burdens.

P 3.7 Adjust maintenance standards for public space and recreational facilities to reflect increasing and changing use by a growing and diversifying population.

Partnering with Communities

DISCUSSION

Partnering with communities in the design, activation, and stewardship of public spaces is key to creating inclusive and responsive environments. Resourcing community members with funding and capacity-building opportunities enables them to actively engage in these processes and have a meaningful impact. By removing current barriers such as bureaucratic hurdles and resource disparities, communities can fully participate in shaping their public spaces. Empowering community members with decision-making authority and providing them with the tools and support needed to lead these efforts ensures that public spaces genuinely address the needs, interests, and cultures of the community. This collaborative approach fosters a sense of ownership, pride, and collective responsibility, resulting in public spaces that are not only reflective of the community but also contribute to their overall well-being, social cohesion, and sense of belonging.

GOAL

P G4 Community members are empowered and resourced to activate, improve, and steer the design of public spaces in their neighborhoods.

POLICIES

P 4.1 Support community members and organizations to steer the design and development of parks and recreation facilities based on their experience of public spaces, preferred uses, perception of safety in public space, and the specific needs and cultures of the communities the park is intended to serve.

P 4.2 Establish partnerships with public and private organizations to supplement programming that supports residents' needs and interests.

P 4.3 Remove barriers and provide technical and financial support, where possible, for community-based organizations or non-profits seeking to acquire, activate, steward, or improve public spaces, particularly in underserved neighborhoods.

P 4.4 Provide green career pathways for people experiencing homelessness, Black, Indigenous, and People of Color youth, and people with limited economic opportunity by expanding job training, youth employment, conservation corps, apprenticeship, and professional development programs.

P 4.5 Partner with and support Indigenous communities and individuals to incorporate Indigenous cultures, histories, values, protection of cultural and historical resources, and land management and stewardship practices in public spaces. Explore opportunities to co-manage public lands or return public land to Indigenous ownership.

P 4.6 Seek opportunities to create or repurpose public spaces specifically designed for Indigenous communities' use and cultural expression. Identify opportunities to integrate Coast Salish languages in public spaces, including naming spaces.

P 4.7 Implement community-informed equitable development strategies to prevent displacement when making major investments in trails and public spaces in high displacement risk neighborhoods.

Climate Resilient Open Space

See also the Capital Facilities and Climate and Environment Elements.

DISCUSSION

Climate change affects almost all of the City's park and recreation assets- land, buildings, recreation facilities, and other amenities. It affects not just park visitors, but workers who staff and maintain these assets. Climate resilience actions must expand to ensure Seattle's parks system is resilient to the impacts of sea level rise, heavier rains, extreme weather events, wildfire smoke, and air

inversions. By incorporating climate-resilient elements into public space design, such as floodable open spaces and green stormwater infrastructure, cities can protect against climate-related threats and address the disproportionate impacts of climate change. These features provide opportunities to manage stormwater, reducing the risk of flooding, and protecting vulnerable neighborhoods. Additionally, nature-based resilience infrastructure, including bioswales, rain gardens, and green roofs, not only improve stormwater management but also enhance biodiversity and promote ecosystem services. Moreover, trees and green spaces play a critical role in mitigating extreme heat by providing shade, cooling effects, and reducing the urban heat island effect. By prioritizing climate-resilience in the public space system, cities can advance climate justice, safeguard communities, and contribute to a just transition towards a more sustainable and equitable future.

GOAL

P G5 Public spaces are healthy and resilient, and help mitigate the impacts of climate change.

POLICIES

P 5.1 Protect, restore, and expand urban forests within public spaces, particularly parks and other City-owned land and in frontline communities.

P 5.2 Develop interdepartmental partnerships to integrate green infrastructure designed to capture, clean, or re-use flood and storm water into new and existing public spaces.

P 5.3 Enhance the use of public outdoor space and community centers to provide protection from heat, smoke, and other hazard events, particularly in vulnerable communities, through tree planting, water features, shade structures, and building design.

P 5.4 Assess park infrastructure to determine what should be replaced, relocated, modified, or maintained more frequently to adapt to climate change.

P 5.5 Identify opportunities to modify parklands and facilities to provide relief from extreme heat and smoke events with features such as air conditioning, air filtration, tree groves, misting stations, spray parks and other cooling features.

P 5.6 Stabilize and enhance park saltwater shorelines with nature-based solutions to address climate impacts. Consider removing existing shoreline armoring over time.



Arts and Culture

Foreword by Owen Oliver (Quinault/Isleta Pueblo)

In 2018, I applied to a position at the City of Seattle to become the first Indigenous intern in the Office of Planning and Community Development (OPCD). OPCD, which was a bureaucratic mystery to me, soon gave me insight into the important structures that make a city succeed or fail. I took on the position as an undergraduate student at the University of Washington to move out of my comfort zone and attempt to understand how and if Coast Salish values could be implemented into the planning process of the city. For my entire life, I only saw our knowledge systems presented as artwork around the city. Rarely did I witness the authentic expression of place that combines our traditions with our history, language, and ceremony. Skeptically, I began researching Indigenous city planning texts, videos, and case studies. I even studied abroad to the University of British Columbia and took one of the few Indigenous Urban Planning classes in the world. This interest became clearer when I was introduced to members of the Papa Pounamu, Māori, and Pacific People who advise the New Zealand Planning Institute on the integration of their cultural perspectives in urban

Aotearoa (New Zealand). I asked them *what does success look like for the Papa Pounamu*? Quickly and almost as if it were prepared beforehand, a member said:

You could reach back in time, grab a chief and walk him down King Street.
There would be enough stuff to let him know he'd be home.

Since then, I have thought about this statement, using this framing in the work I do today. And while I often felt jealous of how other cities were fast-tracking this inclusion, those other places weren't my home. The answer from Papa Pounamu relates to what is unique about the land and culture we still have in Seattle. It prompts reflecting and building on our own frameworks that help us implement arts and culture in Seattle. The response to creating success is an active relationship with the ancestors in the area. The chief isn't dropped off by himself, but you are actively walking beside him, with him. Together you both are observers on an ordinary street or even one that so strongly juxtaposes a chief on a street named after the Western conceptualization of a chief… a King. And if you've succeeded in letting the chief know that he's in his homelands, you've accomplished retaining his sense of place in a constantly changing urban environment. In a broader sense, it's not about the Papa Pounamu, but about the individual who is imagining how they would bring any person of importance, father, mother, aunt, uncle, matriarch, language keeper, fisherman, elder, or youth into the vision.

A strong sense of place has always been the lifeblood of the Seattle community. Unmistakable views of Tahoma (Mt. Rainier). The deep emerald greens of the Cascades and the Olympics. Foggy mornings and liquid sunshine afternoons. We are neighbors to the glacially carved Salish Sea, home to ravens, orcas, and sand-burrowing geoducks.

With this shared appreciation of the landscape, we can continue to build the policies and implement them in the One Seattle Plan. We can get closer to being able to bring not only an ancestor of these lands to understanding that they are home but extending it to all the distinct cultural communities in Seattle. Not just the people of the past but everyone who's contributed to making Seattle extraordinary. Those communities' ancestors should be walked through a place that was built and cherished by their descendants. Seattle is already special in this situation, we've been indebted to The Gang of Four (Gossett, Maestas, Santos, Whitebear), nourished from P-Patches, and spoiled by grunge. Our communities and cultural spaces are an extension of the environment. They always have been. We can be one of the first metropolitan areas on the West Coast to lead with how we situate arts and culture through a lens of making all of our ancestors proud and our descendants thankful. It's us in the present that need to be proactive.

Art also needs to be channeled from anger, fear, and pain. It can allow for unheard communities to be known and amplified. It lets us know where we've failed in the past and how we can be accountable in the future. It lets us know how we can appreciate the things that the older generation didn't have. It lets us wonder, would a chief, whose name was given to our city, feel at home near King Street Station? Where much of his life he knew it as dᶻidᶻəlal'ič (little crossing over place).

Introduction

Arts and culture are part of Seattle's rich history and play an important role in Seattle's future as a vibrant city where diverse communities will thrive. From the Coast Salish people, original stewards of this place, through colonization and waves of newcomers from around the world, the arts and culture of the people of this region enrich our lives and inspire our collective and individual creativity and innovation.

Arts and culture extend to all aspects of civic life for people of all ages. The city's arts and cultural scene creates jobs and attracts visitors, customers, and highly skilled workers to the area. At the same time, arts and culture play an important social role by nurturing a welcoming and diverse urban community. Arts and culture can expand perspectives and encourage empathy toward people with different experiences. They help cultivate a greater appreciation and understanding of diverse cultures across Seattle.

The Arts and Culture element of this Plan outlines goals and policies related to the arts, cultural institutions, cultural preservation and place-keeping, the creative economy, and arts-education. Together these aspects of the city encompass a broad range of people, activities, spaces, and levels of involvement. The City is committed to supporting the arts and to offering a greater experience for arts consumers and creators of art across Seattle. Making arts and culture accessible to all requires programs that represent Seattle's diverse communities.

Experiencing arts and culture should be fun and challenging. It should also be accessible so that it can be enjoyed regularly by all. There are many ways to experience art. It can be created or observed or made in collaboration. From tangible, physical objects, books, and digital works to experiences, gatherings, performances, and oral histories, the Seattle arts scene has many different points of entry. Cultural spaces are varied and can range from traditional theaters, galleries, and studios to schools, parks, libraries, and coffee shops.

Cultural Spaces, Place-making, and Place-keeping

DISCUSSION

Every successful neighborhood includes cultural spaces, which not only house a range of cultural activity but also help define the very social character and identity of neighborhoods. This includes a wide variety of community gathering spaces where people engage with a myriad of artforms and can support artists, watch performances, listen to authors and storytellers, and learn dance and other artforms. Creative place-making and place-keeping uses arts and culture to increase the vibrancy of neighborhoods, cities, and regions.

Cultural spaces help define the social character and identity of our city and neighborhoods. As such, cultural spaces should reflect Seattle's diverse cultural communities. Cultural spaces are often the first lost when communities experience gentrification. Seattle has a rich ecosystem of organizations working to establish, support, and preserve arts and cultural life and prevent displacement in

communities at risk, including Seattle's Indigenous community, BIPOC residents of the Central Area and other historically redlined neighborhoods, and the Chinatown International District.

By 2044, Seattle's neighborhoods will have cultural spaces including theaters, galleries, art-house cinemas, museums, music venues, and artist studios that reflect the rich cultural diversity of our communities, uplifting both those whose ancestors have been here for countless generations and those whose families have moved here more recently. Communities will uplift each other through culturally relevant programming, celebration, and gathering.

GOAL

AC G1 All neighborhoods in Seattle include affordable cultural spaces that enhance urban design; promote community-building, cultural awareness, understanding, and pride; and are accessible to of people of all ages and abilities and reflect Seattle's culturally diverse communities.

POLICIES

AC 1.1 Maintain an inventory of both public and private cultural spaces that includes information about the cultural communities reflected in these spaces.

AC 1.2 Create incentives to preserve or expand space for artists, arts organizations, cultural workers, musicians, music organizations, indigenous communities, immigrant communities, and cultural communities, and other cultural uses.

AC 1.3 Explore opportunities to make surplus City-owned property available to artists, musicians, and arts and cultural organizations.

AC 1.4 Encourage the adaptive reuse of historic community structures, such as meeting halls, schools, and religious buildings, for uses that continue their role as cultural community gathering spaces and neighborhood anchors.

AC 1.5 Support public-private partnerships that provide affordable space to artists and arts organizations, musicians, and cultural organizations.

AC 1.6 Encourage partnerships to make public and institutional spaces, such as parks, community centers, libraries, hospitals, schools, universities, and City-owned places, available for arts, musicians, and culture.

AC 1.7 Partner with communities to designate cultural districts that reflect existing and hoped-for clusters of cultural spaces and activations.

AC 1.8 Encourage partnerships between the public, private, and nonprofit sectors to engage in creative place-making/or place-keeping projects, particularly as part of subarea and local area planning.

AC 1.9 Provide grants and other resources, through coordination among City departments and other non-City partners, that support communities in making their own art, music, culture, and gathering places.

AC 1.10 Encourage private developers to work with local artists to incorporate culturally relevant art in new development.

AC 1.11 Invest in cultural spaces that reflect and uplift the cultures of communities who historically thrived in Seattle's neighborhoods, especially BIPOC communities that have been impacted by displacement.

AC 1.12 Encourage preservation of community murals and other artworks.

AC 1.13 Incorporate Lushootseed and other Indigenous languages in public spaces, natural, and built environments.

Public Art

DISCUSSION

Seattle strives to be a center of innovation and creativity. When the City's 1% for Art program was initially adopted in 1973, we were one of the first cities in the country to require that funds for eligible City capital improvement projects be used to commission, purchase, and install artwork in a variety of settings. More recently, City departments are finding more creative ways to collaborate with local artists earlier in the planning phases of capital projects and in the creation of plans that will incorporate public art in more of our public places.

In 2044, more art will be integrated throughout Seattle's neighborhoods and reflect the cultural heritage of the diverse communities who live here. Visitors and locals alike encounter art in parks, libraries, and community centers—as well as on roadways, bridges, and other public spaces—which enriches people's daily lives and gives voice and visibility to artists of all backgrounds and cultures. The City's public art collection will continue to grow through the City's 1% for Art program, which requires that one percent of the funds from eligible capital improvement projects be set aside for the commission, purchase, and installation of artworks in a variety of settings.

GOAL

AC G2 Seattle's neighborhoods reflect creative expression and original artwork where diverse communities see their cultural identities and feel welcomed.

POLICIES

AC 2.1 Prioritize BIPOC, LGBTQIA, and artists with disabilities for new public art as part of capital improvement projects.

AC 2.2 Include artists, especially artists whose cultural communities are at risk of displacement, early in the planning and design of capital improvements.

AC 2.3 Prioritize locations for new public art where it is desired by the community, enhances the built environment, can be accommodated safely, and will be enjoyed by Seattle's diverse communities.

AC 2.4 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.

AC 2.5 Create meaningful opportunities for public participation, particularly by members of surrounding communities, in the process of planning, selecting, and implementing of public art projects.

AC 2.6 Promote and support art experiences that reflect and shape the identity of a place. Design civic space to include public art that highlights the diverse cultural communities that reside in each neighborhood and enable and encourage opportunities for engagement by the community.

AC 2.7 When commissioning culturally relevant artwork, hire artists who are part of that cultural community and include, when relevant, consultation with Tribes and other Indigenous community stakeholders.

Creative Economy

DISCUSSION

Seattle's creative economy is integral to the character of our city and is a powerful sector of our local economy. From innovative musicians and visual artists to locally supported media outlets with a global impact, to the Indigenous communities that stewarded these lands for countless generations, Seattle has a rich cultural heritage.

Encompassing a wide variety of arts and cultural businesses, ranging from nonprofit museums, symphonies, and theaters, to for-profit film, architecture, and advertising companies, the creative economy also includes thousands of independent artists working in Seattle who were particularly hard hit by the COVID-19 pandemic. Many local artists, especially BIPOC artists, are finding it increasingly difficult to live and create their art in Seattle. We are planning for a future in 2044 when Seattle's artists will thrive and no longer be at risk of displacement. Arts will be woven throughout our lives and accessible to residents, students, workers, and visitors of all ages.

When supported, arts and culture can help drive and enrich the City's future economic growth. Arts companies and their employees stimulate innovation, playing an important role in building and sustaining economic vibrancy in Seattle. They employ a creative workforce, spend money locally, generate government revenue, and are a cornerstone of tourism. The arts are also an economic-development tool, creating neighborhoods where businesses want to operate, and employees want to live. The creative economy also contributes to Seattle's high-quality of life, helping our city and region attract talent from across the globe. Encouraging creative economy activities in communities of color can provide pathways to new skills, jobs, and prosperity. In other words, the impact of the arts reaches far beyond aesthetics and entertainment and helps set the foundation of community well-being.

GOAL

AC G3 Artists, creative professionals, cultural workers, and arts and cultural organizations are vital to Seattle's economic prosperity and have equitable opportunities to thrive in Seattle.

POLICIES

AC 3.1 Support arts and culture as part of an economic development strategy that leverages and expands the economic impact of the creative sector, especially in communities at higher risk of displacement.

AC 3.2 Regularly assess the economic impact of Seattle's creative sector, including arts, culture, music, film, media, and nightlife.

AC 3.3 Encourage collective action towards greater racial equity through collaboration across the spectrum of traditional arts, culture, and creative economy businesses, especially businesses that rely on innovation, design, and inclusiveness.

AC 3.4 Encourage access to affordable housing, live-work spaces, and studio space for creative projects and arts, heritage, and cultural organizations.

AC 3.5 Provide technical and financial assistance and offer community building activities that connect with and serve artists, musicians, arts organizations, cultural and live music venues of various sizes and at various stages of growth and that represent a broad range of cultures.

AC 3.6 Implement strategies that enhance access to technical and financial assistance for all artists and cultural organizations, particularly from historically underserved communities and those who are at higher risk of displacement.

AC 3.7 Work with public, not-for-profit, and private for-profit organizations to support artists, arts organizations, and cultural organizations to help them thrive.

AC 3.8 Integrate and invest in the creative expertise of a diversity of artists, creatives, cultural workers, and arts, culture, and heritage organizations.

AC 3.9 Pursue cultural investment strategies, funding programs, and community partnerships through an anti-racist and intersectional lens that centers shared decision-making and collective partnership with communities.

AC 3.10 Enhance access to a variety of arts, music, and cultural institutions and programs for youth, especially at-risk youth, non-English-speaking residents, seniors, the visually and hearing impaired, and people with other disabilities.

AC 3.11 Recognize the importance of live music and entertainment venues to the vibrancy of the city's culture and economy. Support the viability of these small businesses and nonprofits in areas at higher risk of displacement through policies that proactively engage and balance the interests of music venues and new residents.

Youth Development and the Arts

DISCUSSION

All young people should be given the chance to learn through the arts. The arts develop skills such as creative and critical thinking, communication, collaboration, and perseverance—skills directly linked to success in school, career, and life.

Partnerships, both inside and outside of City government, are needed to ensure equitable access to arts education for all young people. Through arts education programs, experienced teaching artists, community groups, and cultural organizations can introduce children to all types of art, including visual arts, theater, dance, and film. Providing resources for arts education programs for low-income students is especially important because without support they would not be able to participate.

GOAL

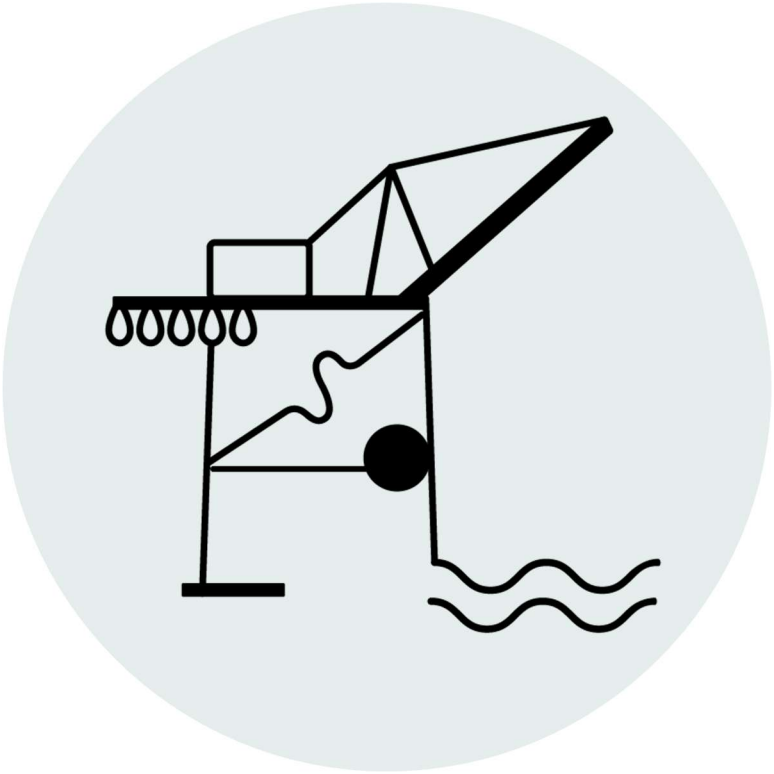
AC G4 Young people have access to arts, cultural, and music educational opportunities that foster the creative skills they need to succeed in live and thrive in our communities.

POLICIES

AC 4.1 Partner with schools, community centers, libraries, and community organizations to offer culturally responsive arts curricula for young people and to provide professional development in arts education for teachers and community arts partners.

AC 4.2 Prioritize support for arts and music education that provide opportunities for youth furthest from educational and economic justice and for youth with limited or no access to art programs.

AC 4.3 Incorporate opportunities for youth engagement, participation, and leadership in the planning and design of programs and capital projects, especially in areas at higher risk of displacement.



Container Port

Introduction

One of the factors behind Seattle's strong economy is the city's role in importing and export- ing goods. The Port of Seattle operates one of the largest container-shipping facilities on the West Coast. Not only do the workers who move cargo in and out of the shipping terminals make good wages, but exporting goods made in the Seattle area brings additional money into the regional economy. The Land Use, Transportation, and Economic Development elements of this Plan contain related policies about the importance of these areas and how the City regulates uses and provides critical transportation services to them.

GOAL

CP G1 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.

POLICIES

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.

CP 1.2 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.

CP 1.3 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.

CP 1.4 Consider how zoning designations may affect the definition of highest and best use, with the goals 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.

CP 1.5 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.

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.

CP 1.8 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 rechannelization 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.

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 streets.

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.

CP 1.11 Continue joint City and Port efforts to implement relevant Port recommendations, such as recommendations contained in the Container Terminal Access Study.

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.

CP 1.13 Maintain consistency between local, regional, and State freight-related policies.

CP 1.14 Encourage the siting of new businesses that support the goals for cargo-container activities in the City's manufacturing/industrial centers.

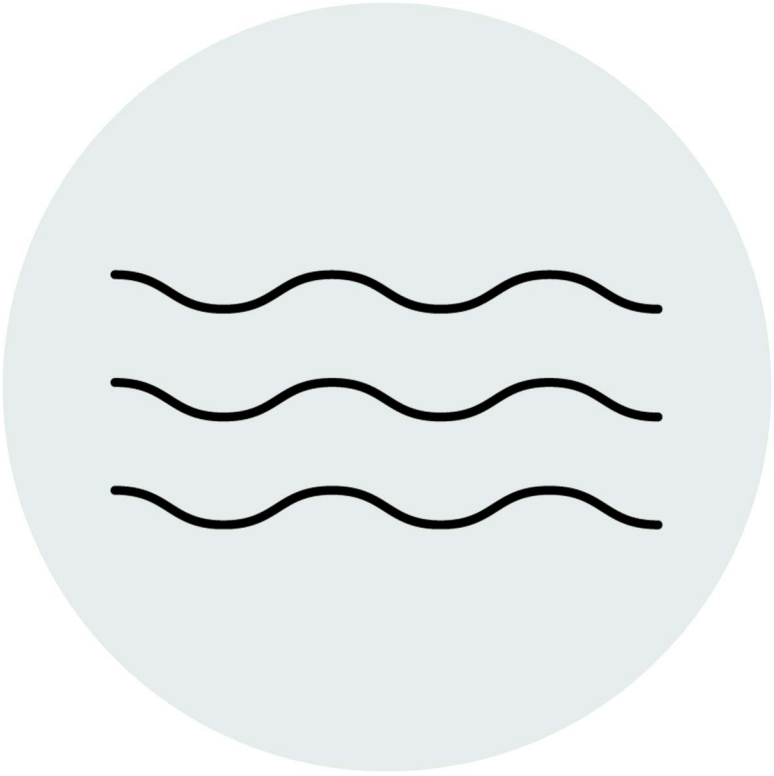
CP 1.15 Work cooperatively with other agencies to address the effects of major land use and transportation projects to avoid or mitigate construction and operational effects on the cargo container–industry sector.

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.

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.

CP 1.18 Form partnerships with nonprofit, community-based, private, and public stakeholders to establish environmental improvement goals, including carbon dioxide emission reductions, stormwater management, redevelopment and cleanup 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 1.19 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 lands for present and anticipated cargo-container needs.



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Shoreline Areas

Introduction

Land near the City's major water bodies—Puget Sound, Lake Washington, Lake Union, the Lake Washington Ship Canal, and the Duwamish River—has special importance to the city, its residents, and its businesses. These areas are covered by the State Shoreline Management Act. The City has adopted the Seattle Shoreline Master Program to describe the rules that govern the functions allowed in shoreline areas. Some businesses—like cargo terminals and boat repair—need to be right on the water. Shoreline areas also provide space for recreation, public access and viewing, and natural areas. This element of the Plan guides how the City will set rules for the development that goes in the city's shoreline areas. Together with the Shoreline Master Program regulations in the City's Land Use Code, maps of the locations of shoreline environments, and the Shoreline Restoration and Enhancement Plan, these policies constitute the Seattle Shoreline Master Program.

Because these policies were originally adopted through a separate process, they use a slightly different numbering system than the rest of the Plan.

Note: This element was not updated as part of the One Seattle Plan process (2020-2025).

Shoreline Use

GOALS

SA G1 Encourage shoreline uses that result in long-term over short-term benefit.

SA G2 Define appropriate uses for specific segments of the shoreline.

SA G3 Locate uses that are not water dependent or water related on upland lots to optimize shoreline use and access.

SA G4 Protect ecological function of those areas of shoreline that are biologically significant or that are geologically fragile.

SA G5 Restore and enhance ecological function through nonregulatory programs and policies.

POLICIES

SA P1 Allow only those uses, developments, and shoreline modifications that retain options for future generations, unless identified benefits clearly outweigh the physical, social, environmental, and economic loss over a twenty-year planning horizon. Use preference will be given in the following order:

1. On waterfront lots:
    a. Uses that protect or restore and enhance natural areas and ecological processes and functions, particularly those areas or systems identified as containing or having unique geological, ecological, or biological significance.
    b. Water-dependent uses—uses that cannot exist outside a waterfront location and are dependent on the water by reason of the intrinsic nature of operations.
    c. Water-related uses—uses or portions of uses not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a location in the shoreline district because
        i. the use has a functional requirement for a waterfront location, such as the arrival or shipment of materials by water (a substantial portion of up to 50 percent of its product or materials arrive by vessel), or the need for large quantities of water in the use;
        ii. material is stored that is transported by a vessel and is either loaded or off-loaded in the shoreline district; or
        iii. the use provides a necessary service supportive of water- dependent uses, and the proximity of the use to its customers makes its services less expensive and/or more convenient.
    d. Water-enjoyment uses—those uses that facilitate public access to the shoreline as a primary characteristic of the use; or uses that provide for recreational use or

aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the uses and which, through location, design, and operation, ensure the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public, and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that foster shoreline enjoyment.

e. Floating home uses existing as of January 2011, which are considered conforming preferred uses because of their historic role and legal recognition by the City. The intent of this policy is to recognize the existing floating home community in Lake Union and Portage Bay, while protecting natural areas, preserving public access to the shoreline, and preventing the displacement of water-dependent commercial and manufacturing uses by new floating homes. Applicable development and Shoreline Master Program regulations may impose only reasonable conditions and mitigation that will not effectively preclude maintenance, repair, replacement, and remodeling of existing floating homes and floating home moorages by rendering these actions impracticable.
f. Single-family residential uses—these are preferred uses when they are appropriately located and can be developed without significant impact to ecological functions or displacement of water-dependent uses.
g. Uses that are not water dependent with regulated public access or with ecological restoration and enhancement.
h. Uses that are not water-dependent, water-related, or water-enjoyment uses as defined above, without regulated public access or ecological restoration and enhancement.

2. On upland lots: preferred uses are those that complement uses on adjacent waterfront lots.
3. The preference for protection of the ecological conditions of the shoreline shall be accomplished by prohibiting uses that would negatively impact natural areas, by providing mitigation for negative impacts caused by the use and by providing restoration and enhancement of natural areas where they are degraded.
4. Preferred uses will vary according to the purpose of the shoreline environment.
    a. Where the purpose of the environment is to encourage water-dependent and water-related uses, these uses shall be preferred by prohibiting and/ or restricting the number of uses that are not water dependent or water related allowed on waterfront lots.
    b. Where the purpose of the environment is to provide public access, these uses shall be preferred by allowing uses that provide public access.
    c. Where the purpose of the environment is to protect ecological processes and functions, uses that achieve this purpose shall be preferred.

SA P2 In the Land Use Code, identify appropriate shoreline uses and related standards, and provide site-development standards and other appropriate criteria indicating minimal acceptable standards to be achieved.

SA P3 Allow people to live aboard vessels in moorage areas, and provide standards that mitigate the impacts of live-aboard uses on the shoreline environment.

SA P4 Allow a wider range of uses on upland lots than on waterfront lots in order to support water-dependent and water-related uses on waterfront lots, while avoiding potential incompatibility with those uses.

Shoreline Access

GOALS

SA G6 Maximize public access—both physical and visual—to Seattle's shorelines.

SA G7 Preserve and enhance views of the shoreline and water from upland areas, where appropriate.

POLICIES

SA P5 Enable opportunities for substantial numbers of people to enjoy the shorelines by requiring access to public property located on the water and by allowing uses that are not water dependent to locate on waterfront lots when those uses provide additional public access to the shoreline and are located in waterfront areas less suited for water-dependent uses.

SA P6 Promote public enjoyment of the shorelines through public-access standards that require improvements to be safe, be well-designed, and have adequate access to the water.

SA P7 Encourage adopt-a-beach and other programs that promote voluntary maintenance of public-access areas in the shoreline district.

SA P8 Maintain standards and criteria for providing public access, except for lots developed for single-family residences, to achieve the following:

1. Linkages between shoreline public facilities via trails, paths, etc. that connect boating and other recreational facilities
2. Visible signage at all publicly owned or controlled shorelines and all required public access on private property
3. Development of bonuses or incentives for the establishment of public access on private property, if appropriate
4. Provision of public-access opportunities by public agencies such as the City, Port of Seattle, King County, and the State at new shoreline facilities (encourage these agencies to provide similar opportunities in existing facilities)
5. View and visual access from upland and waterfront lots
6. Prioritization of the operating requirements of water-dependent uses over preservation of views
7. Protection and enhancement of views by limiting view blockage caused by off-premises signs and other signs

SA P9 Waterways, which are public highways for watercraft providing access from land to water and from water to land platted by the Washington State Harbor Line

Commission for the convenience of commerce and navigation, in Lake Union and Portage Bay, are for public navigation access and commerce, and in general, the City shall not request that the designation be removed from waterways. The City may request that waterways be vacated only when the City reclaims the area as street right-of-way or for public park purposes. The City may request that the dry land portion of a waterway be redesignated for the additional purpose of providing permanent public-access improvements.

SA P10 Shoreline street ends are a valuable resource for public use, access, and shoreline restoration. Design public or private use or development of street ends to enhance, rather than reduce, public access and to restore the ecological conditions of the shoreline.

Transportation in the Shoreline

GOALS

SA G8 Provide a transportation network that supports and enhances use of and access to the shorelines.

SA G9 Relocate or demolish transportation facilities that are functionally or aesthetically disruptive to the shoreline, such as the aerial portion of the Alaskan Way Viaduct on the Central Waterfront between King Street and Union Street.

POLICIES

SA P11 Encourage the transport of materials and cargo in the shoreline district via modes having the least environmental impact.

SA P12 Encourage large vessels (cruise ships and cargo-container ships) to connect to dockside electrical facilities or use other energy alternatives while in port in order to reduce engine idling and exhaust emissions.

SA P13 Discourage, and reduce over time, vehicle parking on waterfront lots in the shoreline district.

SA P14 Encourage the maintenance and future development of intermodal commuter ferry services to complement other public transportation systems, from both intracity locations and elsewhere in the region.

SA P15 Provide public transportation convenient to the shoreline.

SA P16

1. Locate streets, highways, freeways, and railroads away from the shoreline in order to maximize the area of waterfront lots. Discourage streets, highways, freeways, and railroads not needed for access to shoreline lots in the shoreline district. A replacement for the State Route 99 Viaduct with a tunnel and/or a surface roadway may be located in the shoreline

district because it represents a critical link in the transportation network.

2. To facilitate expeditious construction in an environmentally and fiscally responsible manner, standards for major state and regional transportation projects should be considered that will allow flexibility in construction staging, utility relocation, and construction-related mitigation and uses, provided that the projects result in no net loss of ecological function.
3. Prohibit aerial transportation structures over thirty-five feet high, such as bridges and viaducts, on the Central Waterfront in the shoreline environments between King Street and Union Street, except for aerial pedestrian walkways associated with Colman Dock, in order to facilitate the revitalization of Downtown's waterfront, provide opportunities for public access to the Central Waterfront shoreline, and preserve views of Elliott Bay and the land forms beyond.

SA P17 The primary purpose of waterways in Lake Union and Portage Bay is to facilitate navigation and commerce by providing waterborne access to adjacent properties, access to the land for the loading and unloading of watercraft, and temporary moorage. Waterways are also important for providing public access from dry land to the water.

SA P18 Public access shall be the preferred use for vacated rights-of-way. Public rights-of-way may be used or developed for uses other than public access, provided that such uses are determined by the City to be in the public interest, and that public access of substantial quality and at least comparable to that available in the right-of-way is provided.

Shoreline Protection and Restoration

GOALS

SA G10 Require that no net loss of ecological functions occurs as a result of uses, development, shoreline modifications, maintenance activities, or expansion of existing uses.

SA G11 Identify those areas of shorelines that are geologically or biologically unstable, fragile, or significant, and regulate development to prevent damage to property, the general public, aquatic and terrestrial species, and shoreline ecological functions.

SA G12 Preserve, protect, and restore areas necessary for the support of terrestrial and aquatic life or those identified as having geological or biological significance.

SA G13 Use scientific information to guide shoreline protection, enhancement, and restoration activities.

SA G14 Address and minimize the impacts of sea-level rise on the shoreline environment with strategies that also protect shoreline ecological functions, allow water-dependent uses, and provide public access.

SA G15 Encourage the establishment of marine protected areas, where appropriate.

SA G16 Restore lower Duwamish watershed habitat and marine ecology while sustaining a healthy and diverse working waterfront in this urban industrial environment.

SA G17 Strengthen the vitality of a functioning ecosystem within Water Resource Inventory Areas (WRIA) 8 and 9 by integrating development projects into their surrounding environments, by supporting a diversity of habitats, and by strengthening connections between habitats throughout each watershed.

POLICIES

SA P19 Use mitigation sequencing to meet no net loss of ecological functions. Mitigation sequencing refers to taking steps in this order: avoid, rectify, minimize, and/or compensate for the loss to ecological functions.

SA P20 Protect the natural environment of the shoreline through development regulations that include a requirement to use best management practices to control impacts from construction and development activities.

SA P21 Regulate development on those areas of shorelines that are biologically significant or geologically fragile to prevent harm to property, organisms, or the general public.

SA P22 Develop methods to measure both the impacts of development in the shoreline district and the effects of mitigation so that no net loss of ecological function occurs through development projects.

SA P23 Monitor the benefits of mitigation techniques to determine which are best suited to meet the goal of no net loss of ecological function.

SA P24 Conserve existing shoreline vegetation and encourage new shoreline plantings with native plants to protect habitat and other ecological functions, reduce the need for shoreline stabilization structures, and improve visual and aesthetic qualities of the shoreline.

SA P25 Avoid development in areas identified as special wildlife or priority saltwater or freshwater habitat unless no feasible alternative locations exist except for a water-dependent use or water-related use that has a functional requirement for a location over water and is located in saltwater habitat that is priority habitat solely due to its use by anadromous fish for migration, if the development mitigates impacts to achieve no net loss of ecological function.

SA P26 Protect environmentally critical areas as set out in the policies for environmentally critical areas and modified to reflect the special circumstances of such areas in the shoreline district.

SA P27 Require that all commercial, industrial, or other high-intensity uses provide means for treating natural or artificial urban runoff to acceptable standards. Developments with industrial or commercial uses that use or process substances potentially

harmful to public health and/or aquatic life shall provide means to prevent point and nonpoint discharge of those substances.

SA P28 Consider the Lower Duwamish Watershed Habitat Restoration Plan (Weiner, K. S., and Clark, J. A., 1996); the Port of Seattle Lower Duwamish River Habitat Restoration Plan, the Final Lower Duwamish River NRDA Restoration Plan and Programmatic Environmental Impact Statement, the WRIA 8 Chinook Salmon Conservation Plan and implementation documents, and the WRIA 9 Salmon Habitat Plan and implementation documents when conducting planning, permitting, mitigation, and restoration activities within the Duwamish/Green River and Cedar River watersheds.

SA P29 Allow dredging in the minimum amount necessary for water-dependent uses, environmental mitigation or enhancement, cleanup of contaminated materials, and installation of utilities and bridges.

SA P30 Allow fill on submerged land that does not create dry land only where necessary and in a manner that minimizes short- and long-term environmental damage, for the operation of a water-dependent or water-related use, transportation projects of statewide significance, installation of a bridge or utility line, disposal of dredged material in accordance with the Dredged Material Management Program, beach nourishment, or environmental mitigation or restoration and enhancement. Design projects to ensure no net loss of ecological function through mitigation sequencing.

SA P31 Permit landfill that creates dry land only where necessary for transportation projects of statewide significance, repair of pocket erosion for water-dependent and water-related uses, beach nourishment, or environmental mitigation or restoration and enhancement. Construct fill projects in a manner that minimizes short- and long-term environmental damage, and design projects to ensure no net loss of ecological function through mitigation sequencing.

SA P32 Work with other government agencies and shoreline users to reduce the input of pollutants, to restore contaminated areas, to control disposal of dredge spoils, and to determine the appropriate mitigation for project impacts.

SA P33 Use a restoration plan to identify areas that have potential for shoreline habitat restoration. Identify restoration opportunities that will best achieve ecological improvement, describe the appropriate restoration activities for the conditions in those areas, and provide incentives for achieving restoration of the shorelines.

SA P34 Support programs that inform the public about shoreline conservation practices, and identify methods by which public and private shoreline owners or community groups may encourage aquatic and terrestrial life, require such methods when appropriate, and provide incentives for such projects.

SA P35 Support the scientific study of the shoreline ecosystems that will provide information to help update baseline condition information; to monitor the impact of any action;

and to guide protection, restoration, and enhancement activities to meet the no net loss requirements and implement the restoration plan.

SA P36 Where applicable, new or expanded development and maintenance shall include environmental cleanup and restoration of the shoreline to comply with any relevant state and federal law.

Shoreline Economic Development

GOAL

SA G18 Encourage economic activity and development by supporting the retention and expansion of existing water-dependent and water-related businesses on waterfront lots.

POLICIES

SA P37 Support the retention and expansion of existing conforming water-dependent and water-related businesses, and anticipate the creation of new water-dependent and water-related development in areas now dedicated to such use.

SA P38 Identify and designate appropriate land adjacent to deep water for industrial and commercial uses that require such condition.

SA P39 Provide regulatory and nonregulatory incentives for property owners to include public amenities and ecological enhancements on private property.

SA P40 Identify and designate appropriate land for water-dependent business and industrial uses as follows:

1. Cargo-handling facilities:
    a. Reserve space in deep-water areas with adequate vessel-maneuvering areas to permit the Port of Seattle and other marine industries to remain competitive with other ports.
    b. Work with the Port of Seattle to develop a long-range port plan in order to provide predictability for property owners and private industry along the Duwamish River and Elliott Bay.
2. Tug and barge facilities: Retain Seattle's role as the gateway to Alaska, and ensure ample area is designated for uses that serve Puget Sound and Pacific trade.
3. Shipbuilding, boatbuilding, and repairs: Maintain a critical mass of facilities in Seattle in order to meet the needs of the diverse fleets that visit or have a home port in Seattle, including fishing, transport, recreation, and military vessels.
4. Moorage: Meet the long-term and transient needs of ships and boats including fishing, transport, recreation, and military vessels. Support long-term moorage in sheltered areas close to services, and short-term moorage in more open areas. Support the efficient use of Fishermen's Terminal, Shilshole Bay Marina, and other public moorage facilities. Protect commercial and recreational moorage from displacement by encouraging the full use of submerged lands for recreational moorage in areas less suited for commercial moorage and

less sensitive to environmental degradation. Require large recreational marinas to provide some commercial transient moorage as part of their facilities.

5. Recreational boating: Maintain diverse opportunities for recreational boaters to access the water. Allow a variety of boating facilities, from launching ramps for small "car top" or "hand-carried" boats to major marinas. Encourage recreational moorage by providing both long-term and short-term moorage at marinas and short-term moorage at cultural and recreational sites.
6. Passenger terminals: Maintain and expand the opportunity for convenient travel by ship to local and distant ports for residents and visitors. Encourage passenger-only ferries on the Central Waterfront.
7. Fishing industry: Maintain a critical mass of support services, including boatbuilding and boat repair, moorage, fish processors, and supply houses to allow Seattle fishermen to continue to service and have a home port for their vessels in Seattle waters. Recognize the importance of the local fishing industry in supplying local markets and restaurants. Recognize the economic contribution of distant-water fisheries to Seattle's maritime and general economy.

SA P41 Allow multiuse developments including uses that are not water dependent or water related where the demand for water-dependent and water-related uses is less than the land available or if the use that is not water dependent is limited in size, provides a benefit to existing water-dependent and water-related uses in the area, or is necessary for the viability of the water-dependent uses. Such multiuse development shall provide shoreline ecological restoration, which is preferred, and/or additional public access to the shoreline to achieve other Shoreline Master Program goals.

Shoreline Recreation

GOALS

SA G19 Manage and optimize publicly owned shorelines that are suitable for public recreation.

SA G20 Increase shorelines dedicated to public recreation and open space.

SA G21 Identify, protect, and reserve for public use and enjoyment areas in the shoreline district that provide a variety of public-access activities and that connect to other public-access sites so that public access is available throughout the city.

SA G22 Allow increased opportunities for the public to enjoy water-dependent recreation, including boating, fishing, swimming, diving, and enjoyment of views.

POLICIES

SA P42 Designate for water-dependent recreation, areas where there are natural beaches, large amounts of submerged land or sheltered water, and minimal heavy ship traffic or land suitable for heavy industrial activity, while protecting ecological functions.

SA P43 Provide for recreational boating facilities, including moorage and service facilities, on publicly owned land, and encourage the provision of such facilities on private property in appropriate areas that minimize environmental impacts.

SA P44 Increase publicly owned shorelines, giving priority to those areas of the City that lack recreational facilities.

SA P45 Explore alternatives to acquisition for providing public recreation at the shoreline and on the water.

SA P46 Identify submerged lands that could be used for underwater parks.

Shoreline Archaeological and Historic Resources

GOALS

SA G23 Encourage the restoration, preservation, and maintenance of areas of the shoreline having significant archaeological and historical importance.

SA G24 Encourage the restoration of archaeological and historic features of the shoreline where consistent with economic and environmental goals.

POLICIES

SA P47 Designate, protect, preserve, and support restoration of sites and areas of the shoreline district having historic or cultural significance, including through landmark designation where appropriate.

SA P48 Avoid impacts to areas identified as archaeologically and historically significant, unless no reasonable alternative locations exist and impacts to the resource are mitigated.

Shoreline Environments

DISCUSSION

State law requires that the Shoreline Master Program address a wide range of physical conditions and development settings along the shoreline. The Shoreline Master Program spells out different measures for the environmental protection, allowed uses, and development standards for each area of the shoreline. Each distinct section of the shoreline is classified as a particular environment. The environment designations provide the framework for implementing shoreline policies and regulatory measures. The shoreline environments within Seattle's shoreline district are divided into two broad categories—conservancy and urban— and then subdivided further within these two categories.

The conservancy shoreline environments are less developed and provide for areas of navigation, recreation, and habitat protection. The urban shoreline environments are areas that are more developed and provide for single-family houses and water-dependent and water-related uses. The conservancy and urban shoreline environments are described in the following goals and policies.

Conservancy Shoreline Environments

GOAL

SA G25 The conservancy shoreline environments are intended to provide for navigation; public access; recreation; and protection, restoration, and enhancement of ecological functions in the shoreline district, while allowing some development if designed to protect ecological functions.

Conservancy Management (CM) Environment

GOAL

SA G26 The purpose of the Conservancy Management Environment is to preserve and enhance the shoreline environment while providing opportunities for shoreline recreation.

POLICIES

SA P49 Encourage restoration of ecological functions in areas where such function has been degraded.

SA P50 Accommodate water-oriented public infrastructure projects or such projects that require a waterfront location and that are compatible with the ecological functions of the area.

Conservancy Navigation (CN) Environment

GOAL

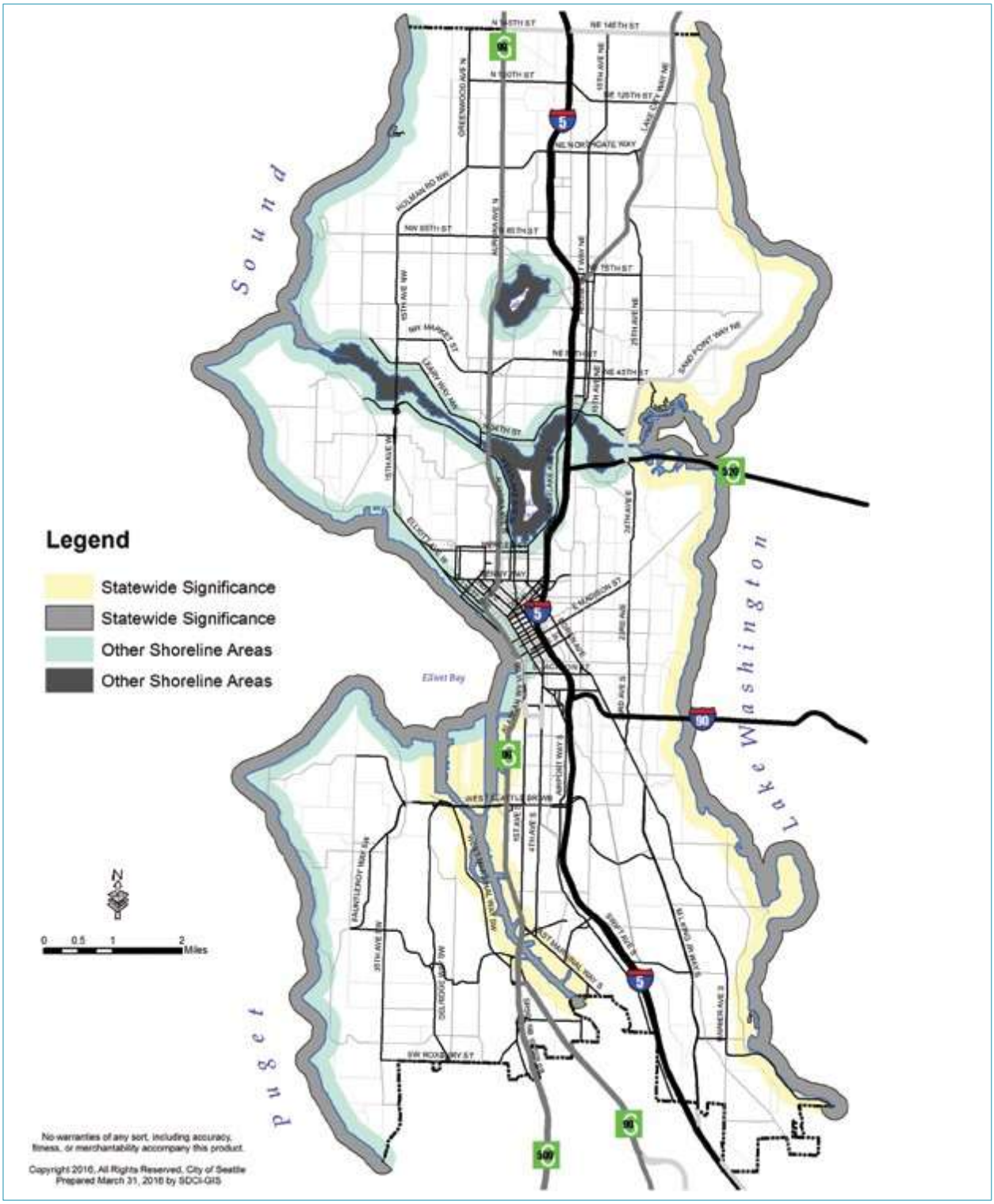
SA G27 The purpose of the Conservancy Navigation Environment is to preserve the shoreline environment while providing navigational use of the water.

POLICIES

SA P51 Allow in-water and overwater structures that are primarily for navigational purposes.

SA P52 Enhance and restore ecological function, where feasible, in areas where such function has been previously degraded.

Figure 15
Seattle Shorelines



Conservancy Preservation (CP) Environment

GOAL

SA G28 The purpose of the Conservancy Preservation Environment is to preserve, enhance, and restore the ecological functions in the shoreline district.

POLICIES

SA P53 Prohibit uses that substantially degrade the ecological functions or natural character of the shoreline.

SA P54 Prohibit commercial and industrial uses and non-water-oriented recreation.

SA P55 Prohibit parking that can be located outside the CP area.

SA P56 Limit access and utilities to those necessary to sustain permitted uses and activities.

Conservancy Recreation (CR) Environment

GOAL

SA G29 The purpose of the Conservancy Recreation Environment is to preserve and enhance the shoreline environment while providing opportunities for shoreline recreation.

POLICIES

SA P57 Prioritize public access, water-dependent recreation, and other water-oriented uses compatible with ecological protection.

SA P58 Locate public access and public recreation only where the impacts on ecological functions can be effectively mitigated.

Conservancy Waterway (CW) Environment

GOAL

SA G30 The purpose of the Conservancy Waterway Environment is to preserve and enhance the shoreline environment while providing access to the shoreline and water by watercraft.

POLICIES

SA P59 Provide navigational access to adjacent properties, and access to and from land for the loading and unloading of watercraft and temporary moorage.

SA P60 Allow in- and overwater structures only where needed for navigational purposes, temporary moorage, minor vessel repair, pedestrian bridges, and/or ecological restoration.

SA P61 Minimize impacts on navigation, public views, and ecological functions.

Urban Shoreline Environments

GOAL

SA G31 The urban shoreline environments are intended to provide for increased development of the shoreline for residential, commercial, and industrial uses while protecting ecological functions.

Urban Commercial (UC) Environment

GOAL

SA G32 The purpose of the Urban Commercial Environment is to provide for water-oriented uses of the shoreline and for uses that are not water oriented when shoreline restoration and enhancement or public access is provided.

POLICIES

SA P62 Allow uses that are not water oriented only when in combination with water-dependent uses or in limited situations where they do not conflict with or limit opportunities for water-dependent uses or on sites where there is no direct access to the shoreline.

SA P63 Require visual access to the water through view corridors or other means for commercial and larger multifamily residential projects.

SA P64 Provide for public access to the shoreline and require shoreline environmental restoration and enhancement for uses that are not water dependent.

Urban General (UG) Environment

GOAL

SA G33 The purpose of the Urban General Environment is to provide for commercial and industrial uses in the shoreline district where water access is limited.

POLICIES

SA P65 Allow commercial and industrial uses that are not water dependent or water related.

SA P66 Require visual public access where feasible.

Urban Harborfront (UH) Environment

GOAL

SA G34 The purpose of the Urban Harborfront Environment is to provide for water-oriented uses (uses that are water-dependent, water-related, or water-enjoyment, or a combination of such uses) of the shoreline and for a mix of uses that are water

oriented and not water oriented on lots where shoreline restoration and enhancement or public access is provided.

POLICIES

SA P67 Allow a mix of uses in recognition of this environment's roles in tourism and transportation, while ensuring a high degree of public access and recognizing the historic, environmental, and anthropogenic nature of this area.

SA P68 Allow uses that are not water oriented as part of mixed-use developments or in circumstances where they do not conflict with or limit opportunities for water-oriented uses.

SA P69 Allow uses that are not water oriented on sites where there is no direct access to the shoreline.

SA P70 Allow uses that reflect the diversity of development in the area and support adjacent retail and the tourism industry. On waterfront lots, provide public access and opportunities for large numbers of people to access and enjoy the water in the form of restaurants and water-dependent recreational activities. Allow a broader range of uses on upland lots to support the tourism industry and retail core.

SA P71 Maintain and enhance views of the water and the landforms beyond the water to augment the harborfront's pedestrian environment and status as an important waterfront destination. Encourage connections to east–west corridors and waterfront trails.

SA P72 Encourage and provide for physical public access to the water, where appropriate and feasible.

SA P73 Development should support or enhance the existing historic character of the urban harborfront while balancing the need for ecological enhancement.

Urban Industrial (UI) Environment

GOAL

SA G35 The purpose of the Urban Industrial Environment is to provide for water-dependent and water-related industrial uses on larger lots.

POLICIES

SA P74 Allow uses that are not water dependent to locate on waterfront lots in limited circumstances and in a limited square footage on a site as part of development that includes water-dependent or water-related uses, where it is demonstrated that the allowed uses will benefit water-dependent uses and where the use will not preclude future use by water-dependent uses.

SA P75 Allow uses that are not water dependent or water related where there is no direct access to the shoreline.

Urban Maritime (UM) Environment

GOAL

SA G36 The purpose of the Urban Maritime Environment is to provide for water-dependent and water-related industrial and commercial uses on smaller lots.

POLICIES

SA P76 Design public access to minimize interference with water-dependent, water-related, and industrial uses, and encourage that public access be located on street ends, parks, and other public lands.

SA P77 Allow uses that are not water dependent to locate on waterfront lots in limited circumstances and in a limited square footage on a site as part of development that includes water-dependent or water-related uses, where it is demonstrated that the allowed uses will benefit water-dependent uses and where the use will not preclude future use by water-dependent uses.

SA P78 Allow uses that are not water dependent or water related on lots where there is no direct access to the shoreline.

Urban Residential (UR) Environment

GOAL

SA G37 The purpose of the Urban Residential Environment is to provide for residential use in the shoreline district when it can be developed in a manner that protects shoreline ecological functions.

POLICIES

SA P79 Provide for single-family residential use of the shoreline in areas that are not suited for industrial and commercial use, habitat protection, or public access.

SA P80 Provide development standards that allow residential development and protect ecological functions, such as shoreline armoring standards and structure setback regulations.

SA P81 Multifamily development is not a preferred use in the shoreline district and should be limited to locations where allowed as of January 2011.

SA P82 Require public access as part of multifamily development of greater than four units.

SA P83 Provide for access, utilities, and public services to adequately serve existing and planned development.

Shorelines of Statewide Significance

DISCUSSION

In addition to the goals and policies of each shoreline environment, the following policies apply to all shorelines of statewide significance under the jurisdiction of the Shoreline Master Program, which include: Puget Sound, the Duwamish River (shorelines from the south city limits north to South Massachusetts Street on the east side and Southwest Bronson Street on the west side, and including Harbor Island and the East and West Duwamish Waterways), Lake Washington, and Union Bay to the Montlake Bridge, as illustrated in Shoreline Figure 15.

POLICIES

SA P84 Protect the ecology of natural beaches and fish migration routes, including the natural processes associated with feeder bluffs.

SA P85 Encourage and enhance shoreline recreational activities, particularly in developed parks.

SA P86 Provide for quality public access to the shoreline.

SA P87 Preserve views of Puget Sound and the landforms beyond, as well as views of Lake Washington and Union Bay.

SA P88 Preserve and enhance the resources of natural areas and fish migration routes, feeding areas, and spawning areas.

Height in the Shoreline District

POLICIES

SA P89 The thirty-five-foot height limit provided in the Shoreline Management Act shall be the standard for maximum height in the Seattle shoreline district. Exceptions in the development standards of a shoreline environment may be made consistent with the Act and with underlying zoning and special districts where

1. a greater height will decrease the impact of the development on the ecological condition,
2. a greater height will not obstruct views from public trails and viewpoints,
3. a greater height will not obstruct shoreline views from a substantial number of residences on areas adjoining the "shorelines of the state" as defined in RCW 90.58.030(1)(g) that are in Seattle and will serve a beneficial public interest, or
4. greater height is necessary for bridges, or equipment of water-dependent or water-related uses or manufacturing uses.

SA P90 Heights lower than thirty-five feet

1. shall be the standard for structures overwater, and
2. where a reduced height is warranted because of the underlying residential zone, or
3. where a reduced height is warranted because public views or the views of a substantial

number of residences on areas adjoining the “shorelines of the state” as defined in RCW 90.58.030(1)(g) that are in Seattle could be blocked.

Shoreline Master Program Process

GOAL

SA G38 Continue shoreline planning by periodically updating the inventory, goals, policies, and regulations to respond to changing priorities and conditions in Seattle’s shorelines.

POLICY

SA P91 Conduct periodic assessments of the performance of and the need for change in the Shoreline Master Program.



Community Involvement

Introduction

The City of Seattle uses community involvement to create plans, design programs, and guide city investments and policy decisions. The early and ongoing involvement of community stakeholders is an essential part of an effective, inclusive, and accessible decision-making process. It enables the City to make decisions informed by the inputs and lived experiences of residents in order to best address their needs. It provides community members with the ability to voice concerns, prioritize issues, share knowledge, and to communicate how a City action might impact or benefit their lives and community. Effective community involvement includes sharing clear information with the public and accessible forums for residents throughout the city to come together, discuss issues of importance to their communities, and connect with City staff. It also means providing meaningful opportunities to give feedback and to see how their input has shaped decisions made by the City. As

we do this work, we are committed to equitable community involvement in decision-making processes that affect community members.

Engaging all Seattle Residents Equitably

DISCUSSION

Effective community involvement is designed and carried out to reach all of Seattle's many neighborhoods, a full spectrum of all residents and cultural communities in the city, businesses large and small, and organizations that have a stake in the policies adopted to shape our future and the action taken by the City to make those policies a reality.

Many people, however, face barriers to participation in the engagement process. These barriers have prevented many communities—overwhelmingly, BIPOC and low-income communities — from accessing engagement opportunities and information that would allow them to understand, participate in, and shape the City's decision-making. Historically, the majority of the feedback received came from those with the time, resources, and familiarity with navigating the City's engagement process. Facing many barriers—lack of time due to work or family demands, language access, technological literacy, poorly explained City processes, and lack of trust between community and the City—other communities are rendered largely silent in comparison and are thus under-represented and disempowered. Equitable engagement seeks to break down these barriers.

GOAL

CI G1 City decisions shaping plans and policies, citywide and community investments, and other programs and initiatives include and reflect equitable and inclusive engagement with communities and stakeholders across the city.

POLICIES

CI 1.1 Use well-designed, responsive, and culturally relevant community involvement plans and strategies that provide opportunities for community members, organizations, businesses (including small locally owned businesses), and other key stakeholders to learn about and shape City plans and decisions.

CI 1.2 Use approaches to community involvement that reflect the needs of under-represented people and communities, including: populations at risk for displacement, Black, Indigenous, and People of Color (BIPOC), youth, elders, low-income households, people with limited-English proficiency (LEP), immigrants and refugees, LGBTQ+, people who are unhoused, people with disabilities, and other groups who have been under-represented in City decision-making processes.

CI 1.3 Increase representation, input, and involvement by members of under-represented communities, community leaders, and stakeholders in public outreach and engagement across the full range of City projects.

CI 1.4 Design decision-making processes in ways that are reflective of and accessible to affected communities.

CI 1.5 Provide clear and timely information to community about how their input can or has shaped City policies and decisions.

CI 1.6 Provide a wide range of opportunities for obtaining information and involvement in decision-making processes.

CI 1.7 Seek opportunities to do engagement in community-based settings, culturally significant and accessible spaces, and locally organized meetings.

CI 1.8 Seek to reflect the diversity of the city in the membership of city-appointed boards and commissions.

Engagement Partnerships

DISCUSSION

Community involvement can be more effective and more equitable when the City partners with organizations rooted in communities themselves. Through engagement partnerships, the City can support and empower communities to drive the engagement process from within. By tapping the ability of community leaders to effectively reach their own community members, the City will support an engagement process whose inputs will more accurately communicate the needs and priorities of its diverse communities. These partnerships also lay the groundwork for more durable and trusting relationships with historically underrepresented communities.

GOAL

CI G2 Community engagement reflects and benefits from the coordinated efforts of City, organizational, and community-based partners.

POLICIES

CI 2.1 Partner with community-based organizations, other public agencies, schools, institutions, labor and trade unions, and other organizations in designing and carrying out the community engagement process.

CI 2.2 Build relationships with community members and community-based organizations that are established through a long-term commitment to building mutual respect, trust, and community well-being.

CI 2.3 Establish partnerships with community-based organizations to engage and empower BIPOC and other underrepresented communities that historically have experienced barriers to participating in City decision making processes.

CI 2.4 Partner with impacted communities to identify and design strategies that advance a more equitable and inclusive future, reduce and repair past harms, and reduce current and future risk of displacement.

CI 2.5 Identify and partner with youth-based organizations to uplift the perspectives and inputs of this population, which will inherit the legacy of current City decision making processes.

Building Community Capacity

DISCUSSION

Equitable engagement can be more successful with investments in the capacity of communities to participate effectively in the engagement process. Capacity strengthens community members' ability to share input that is based on their collective expertise, knowledge, and lived experience as they relate to the benefits and impacts of City policies and actions. Prioritizing capacity building in historically underrepresented communities will help ensure that both the process and results of City decisions are more equitable.

GOAL

CI G3 Seattle has an equitable community engagement process that enfranchises all residents in City decision-making processes and builds the long-term capacity of communities to organize to improve their lives and neighborhoods.

POLICIES

CI 3.1 Actively support the ability of community members, particularly those of historically underrepresented communities, to develop the knowledge and skills to effectively participate in City decision-making processes.

CI 3.2 Identify opportunities to elevate community expertise, lived experience, and leadership to guide and inform engagement and planning processes.

CI 3.3 Prioritize available resources to plan for and implement equitable community involvement, including, where appropriate and feasible, compensation for time, experience, and expertise shared through the engagement process.

CI 3.4 Promote opportunities for community-based participatory research and data collection to inform and shape City plans, policies, and investments.

Indigenous Engagement

DISCUSSION

The City is committed to investing in and growing its engagement with both Tribal Nations and its Urban Indigenous population. This includes engaging and collaborating with Indigenous peoples

early and frequently when developing and implementing programs and policies. The City is also committed to working in collaboration with Indigenous people to increase Indigenous visibility and voice by prioritizing and supporting cultural practices, stewardship, and ways of knowing.

GOAL

CI G4 City of Seattle has established relationships, practices, and processes of engagement with Tribes and urban Native communities that reflect the ongoing importance of Indigenous communities to the City and its future in the region.

POLICIES

CI 4.1 Identify and incorporate Indigenous engagement methodologies and practices that will make engagement more accessible to the Indigenous community.

CI 4.2 Honor and uphold government to government relationships with federally recognized Tribes through early and frequent Tribal consultation.

CI 4.3 Ensure that Tribal sovereignty and treaty rights are recognized and respected throughout the planning process.

CI 4.4 Seek opportunities for City staff to learn directly, and with reciprocity, from Tribal and urban Native leaders about trust and treaty rights, Tribal sovereignty, Tribal governance, Native history, culture, protocols, and appropriate ways to engage with Tribes and Urban Indian Organizations.

CI 4.5 Partner with Native artists and community members to co-develop creative approaches for Indigenous representation and visibility.

CI 4.6 Support early and ongoing consultation with urban Native communities and with Tribal governments, working with these communities to learn more about the needs, strengths, and challenges of Indigenous communities with regards to City processes and plans.

CI 4.7 Utilize data, reports, and educational information generated by Indigenous communities to inform City plans, projects, and processes.

CI 4.8 Strengthen inter-departmental coordination and consistency in engagement with Tribes and urban Indigenous communities toward a more structural, systemic, citywide approach that better serves Tribal and urban Native partners.

CI 4.9 Support opportunities for Native leaders to convene with City representatives and with each other to share and celebrate their work with one another, troubleshoot solutions to common challenges, break down silos, and increase collaboration.

Public Safety

Introduction

Public safety is a key topic for the City as it is a shared responsibility shouldered by individuals, families, and communities alike. It should include focus on early intervention, such as human service efforts that prevent unsafe situations from occurring and other efforts that intervene before situations become serious. Building safer communities requires the commitment of all Seattleites, from youth to adults. City government can act as a connector in this effort. It can help build partnerships between individuals, agencies, and other groups that work to address the safety needs of individuals and the community at large. As we plan Seattle's future and growth, it is important that we also plan to ensure its public safety infrastructure grows alongside the population, so the City can meet the requirements of maintaining public safety in the future. It is important also that growth and densification do not hinder emergency response. It is critical our streets and alleys allow for passage of fire engines and ladder trucks, plus police vehicles and ambulances. Specific planning for how the City will change in where people live, work, and spend their time will be crucial to integrate into any future planning on how to increase public safety services.

Crime Reduction and Prevention

DISCUSSION

The One Seattle Plan anticipates a future where Seattle continues to grow in the coming decades. The level of growth, as well as how and where we grow, will have a big effect on future public safety needs. Coordination among City departments, other government agencies, and community organizations helps address violence and crime through preventative and reactive policies and programs. One example of this is how SDCI, OPCD, SDOT, OED, and SPD could partner on development proposals or street redesigns that incorporate principles from Crime Prevention Through Environmental Design, which is a school of thought that uses evidence-backed designs of the built environment to create places where crime can be reduced.

GOAL

PS G1 Reduce violence and the incidence of crime, and increase the sense of security throughout the City.

POLICIES

PS 1.1 Coordinate across City departments and with other agencies to address violence, abuse, and exploitation and to hold offenders accountable.

PS 1.2 Plan and pursue best and promising practices that focus on preventing violence.

PS 1.3 Ensure that violence prevention, violence intervention, and offender accountability programs are culturally and linguistically appropriate.

PS 1.7 Work in partnership with state, county, and community agencies to prevent violence, including those associated with substance abuse, and firearms injuries.

PS 1.8 Encourage a policing strategy that works in partnership with the community to reduce crime through education and enforcement.

PS 1.9 Encourage communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.

PS 1.10 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.

PS 1.12 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.

PS 1.13 Strive to prevent youth crime, youth violence, and gang activity by promoting efforts that strengthen the community and create capacity for youth to be involved in programs and activities that are alternatives to crime and violence, and that provide a positive path for their lives.

PS 1.16 Promote information sharing and research coordination among the courts, jails, prosecutors, and police for greater efficiency and more equitable outcomes in the criminal-justice system.

PS 1.17 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.

PS 1.18 Consider integrating Crime Prevention Through Environmental Design (CPTED) principles into design and permitting processes throughout the city, as appropriate.

Emergency Response

DISCUSSION

Emergency response involves several City departments including the Seattle Police Department (SPD), the Fire Department (SFD), and the Community Assisted Response and Engagement Department (CARE). SPD currently provides police protection services to the City including emergency response, foot, car, and bike patrols, criminal investigations, traffic and parking enforcement, homeland security. The 911 Communications Center was previously part of SPD but is now a part of the CARE Department, and has teams of call takers, dispatchers, and training supervisors. The 911 Call Center is located above SPD's West Precinct, and staffing levels should be

considered in the short and long term future when discussing emergency response. SFD provides fire and rescue response, fire/EMS 911 services, and emergency medical services including basic life support and advanced life support. SFD also has specially trained technical teams that provide technical and heavy rescue, dive rescue, tunnel rescue, marine fire/EMS response, and hazardous materials response. Emergency response generally is influenced by a variety of factors including staffing, equipment, traffic/roadway conditions, and the number and locations of facilities and vehicles. The Capital Facilities Element and Appendix 3 contain additional information including inventories, facilities, and future needs.

SFD Inventory

The Seattle Fire Department (SFD) provides fire protection and emergency medical services throughout the City from thirty-three fire stations, marine facilities, and Harborview Medical Center. SFD headquarters is in a historic building in Pioneer Square. SFD shares the Joint Training Facility with Seattle Public Utilities. Each station provides a full range of fire protective services including fire suppression, emergency medical, and rescue. Each station is equipped with at least one fire engine. Many stations include other equipment and special units. SFD has thirty-three engine companies, twelve ladder truck companies, four fire boats, five aid units, eight paramedic units, and other specialized units including heavy rescue, hazardous materials, and tunnel rescue that provide a broad range of emergency services. As the City plans for increased population and density, especially in its residential neighborhoods, it is imperative that the City limit impacts to SFD's needs as they relate to physical infrastructure. Additional structure setbacks may be required to meet the provisions of Chapter 23.53, which outlines the requirement for development proposals that abut streets and alleys to adhere to the Seattle Fire Code. Existing fire facilities are shown in Capital Facilities Appendix Figures A-1 and A-2.

SFD Planning Goals

SFD evaluates emergency medical capabilities and staffing or equipment additions and institutes operation changes each year as a part of the budget process. State law requires that fire departments report yearly on established emergency response standards. SFD reports response time for fire response and emergency medical services (EMS), which includes basic life support (BLS) and advanced life support (ALS). Response standards are:

Call Processing Time: Sixty seconds for phone answered to first unit assigned, for 90 percent of calls.

Fire Response Time: Arrival within four minutes for first-arriving engine at a fire for 90 percent of calls, and arrival within eight minutes of the full first alarm assignment of fifteen firefighters, for 90 percent of calls.

Basic Life Support: Arrival within four minutes of the first medical unit with two EMTs, for 90 percent of calls.

SPD Inventory

The Seattle Police Department (SPD) currently provides law enforcement patrol services to the city from five precincts and the Harbor Patrol Unit, which covers fifty-nine square miles of waterways. SPD also provides for parking and traffic enforcement as well as specialized units including SWAT, gang unit, mounted patrol, and canine. Information on these precincts and facilities is shown in Capital Facilities Appendix Figures A-3 and A-4.

SPD Planning Goals

Uniform patrol law enforcement services are generally allocated based on workload, time, and location. The exact location of facilities is usually not critical to the provision of uniform patrol services since police officers are on patrol in the various sectors and calls for service are dispatched by radio. The location of facilities can be important because the distance traveled at shift change time impacts the availability of officers and because locations can enhance interaction with the community. Because of the many changing factors that affect staffing and space objectives of police departments, there are no universally accepted planning goals for the location and distribution of police facilities.

The City plans for asset preservation through a capital maintenance program. Minor and major capital facility projects are programmed in the City's six-year capital improvement plan.

The City is expected to maintain, replace, or expand some police facilities as shown in Capital Facilities Appendix Figure A-4. To support existing police operations citywide, SPD expects that it may upgrade, expand, or replace Harbor Patrol, rifle range, and training facilities. The existing North Precinct is currently overcrowded and does not meet the needs of precinct personnel; therefore, a new consolidated facility is proposed to be built. Future considerations for SPD's facilities may include a subdivision of the North Precinct or sub-precinct stations that will help facilitate fast emergency response times. The City has purchased property for a new North Precinct. In the next twenty-year period, the City may also elect to build its own correctional facility, rather than to continue leasing space from King County at its jail. Other departments such as SDOT can aid in public safety through, for example, traffic and pedestrian safety. SDOT, SPU, and other City departments all contribute to the City's emergency preparedness and disaster management response.

GOAL

PS G2 Plan for improved emergency response across departments.

POLICIES

PS 2.1 Reduce call answering time and incident dispatching time to meet or exceed goals for fire response, emergency medical services, and precinct-based patrol officers.

PS 2.2 Plan for asset preservation of facilities and vehicles to support improved emergency response.

PS 2.3 Use response time goals to inform staffing needs and continually hire above attrition rates.

PS 2.4 Support and develop the Community Assisted Response and Engagement Department to reduce response times, improve coordination, manage internal needs, and expand offerings.

Glossary

TERM	DEFINITION
Accessory dwelling unit (ADU)	A housing unit that is in addition to the primary residence on a site. An accessory unit may be attached to or detached from the primary residence.
Active transportation	Forms of mobility that include walking or running; the use of a mobility assistive device such as a wheelchair; bicycling, and cycling, irrespective of the number of wheels; and the use of small personal devices such as foot scooters and skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with Disabilities Act and the distinct needs of each form of active transportation.
Activation	Activation refers to the design and utilization of public spaces to create vibrant and engaging environments. Through thoughtful activation strategies, public spaces can become lively gathering spots that stimulate community interaction, cultural exchange, and economic vitality. This involves organizing events, festivals, performances, and markets that celebrate diversity and local talents, attracting people from different backgrounds and fostering a sense of belonging.
Area Median Income (AMI)	The annual median family income for the Seattle area, which includes King and Snohomish counties, as published by the US Department of Housing and Urban Development, with adjustments for household size.
Building performance standards	Energy or emissions targets that existing buildings must meet over time, reducing climate impacts.
Built environment	Man-made or modified structures, landscapes, and infrastructure that provide living, working, and recreational space.
Capital facilities	Capital facilities are major assets that have a long useful life such as roads, developed parks, municipal buildings, and libraries.

Capital Improvement Program (CIP)	The portion of the City's budget that describes revenue sources and expenditures for funding capital facilities over a six-year period.
Carbon neutral	Making no net release of carbon dioxide into the atmosphere. Not net increase in carbon pollution and additional carbon reduction through offsets.
Carbon pollution	Greenhouse gases, such as carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals, trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere. Also called carbon emissions, greenhouse gas emissions, GHG emissions and climate pollution.
Circular economy	A circular economy keeps materials, products, and services in circulation for as long possible. A circular economy reduces material use, redesigns materials, products, and services to be less resource intensive, and recaptures "waste" as a resource to manufacture new materials and products.
Clean energy	Refers to energy that is generated with zero carbon emissions. It includes renewables (solar, wind, geothermal, biomass and hydro) and non-renewables (nuclear, fusion, and biogas)..
Climate adaptation	Refers to actions taken to adapt to unavoidable impacts as a result of climate change.
Climate change	A change in global or regional climate patterns, in particular a change apparent from the mid to late twentieth century onward and attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.
Climate resilience	The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities.
Climate Pollution	See carbon pollution.
Co-benefits	The ancillary or additional benefits of policies that are implemented with a primary goal. For example, policies designed to reduce greenhouse gas emissions also have other, often at least equally important, benefits (e.g., energy savings, economic benefits, air quality benefits, public health benefits). Also referred to as "multiple benefits."

Communities of color	Communities comprised of people of color with a shared racial identity. May also have a geographic component referring to where people of color with a racial identity in common reside.
Conditional use	A use that may be located within a zone only upon taking measures to address issues that may make the use detrimental to public health, safety, and welfare, or issues that may impair the integrity and character of the zoned district.
Consumption-based emissions	Greenhouse gas emissions generated by the activity of all residents of a geographic area. It accounts for the emissions associated with all the goods and services consumed within the community, no matter where they are produced.
Countywide Planning Policies	The Growth Management Act requires that counties prepare countywide planning policies (CPPs) to provide a common framework for city and county comprehensive plans. The CPPs contain housing and job growth targets for each jurisdiction along with estimates of future affordable housing needs.
Creative economy	Includes people, organizations, and businesses who do creative and cultural labor, both paid and unpaid, including artists, designers, authors, professionals, and creative entrepreneurs who freelance or "gig."
Critical access needs	A building's curbside loading needs that must be met for the building to perform its core operating functions safely and successfully. Critical access needs are delineated as curb signage that facilitates access for vehicles and services to buildings (residential, commercial) that provide for the following: mail and package delivery; commercial and urban goods; building maintenance; solid waste servicing; passenger pickup/drop off; and on-demand delivery.
Cultural resources	Cultural resources encompass all the physical evidence of past human activity. They are non-renewable resources that are important to our nation's history as they tell the story of our human past and interaction with the natural environment. This could include a site, object, building, structure, landscape, etc.

Cultural spaces	All spaces whose primary purpose is to present or support artists and culture-makers, and their art and culture. It includes spaces for art presentation, art creation, supply for the means of creative production, arts training and education, live/work, art support organizations, and cultural heritage organizations.
Curb space	The area within public rights-of-way that are between the sidewalk and travel lanes, or where parking and loading are generally allowed.
Decarbonization	Transitioning away from fossil fuels to low-carbon or carbon-neutral alternatives. It encompasses renewable energy deployment, energy efficiency improvements, and carbon capture and storage technologies.
Deconstruction	The systematic disassembly of buildings to maximize reuse and minimize demolition waste.
Demand management	The strategy of reducing demand for services such as energy, water, or vehicle trips, rather than increasing production to ensure adequate supply.
Density	A measurement of the concentration of development on the land, often expressed in the number of people, housing units, or employees per acre.
Development regulations	Rules and regulations for new development, such as the Land Use Code, Building Code, Energy Code, Stormwater Code, etc., the City uses to control the development of land and buildings.
Development standards	Regulations in the Land Use Code that limit the size, bulk, or siting conditions of particular types of buildings or uses located within any designated zoning district. See also zoning.
Displacement	The involuntary relocation of residents, businesses, or organizations from an area. Physical displacement, or direct displacement, is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent/income-restricted housing. Economic displacement occurs when residents or businesses can no longer afford escalating costs. Cultural displacement occurs when residents, businesses, or organizations are compelled to move because the people and institutions that make up their cultural community have left or are leaving the area.

Distributed energy	Systems where the supply of water, energy, or other resources come from many sources, such as small solar energy generators or the capture of waste heat, rather than from a central source, such as a power plant. Also referred to as distributed energy resources, and distributed resources.
District energy	A highly efficient heating and cooling system using a network of underground pipes to pump steam, hot water, and/or chilled water to multiple buildings in an area such as a downtown district, college or hospital campus, airport, or military base. Providing heating and cooling from a central plant requires less fuel and displaces the need to install separate space heating and cooling and hot water systems in each building.
Electrification	Replacing technologies or processes that use fossil fuels, like internal combustion engines and gas boilers, with electrically powered equivalents, such as electric vehicles or heat pumps. These replacements are typically more efficient, reducing energy demand, and can reduce carbon emissions as electricity generation is decarbonized.
Embodied carbon	Greenhouse gas emissions arising from the manufacturing, transportation, installation, maintenance, and disposal of building materials.
Energy benchmarking	Measures of energy performance of a single building over time, relative to other similar buildings, or modeled simulations of a reference building built to a specific standard (such as an energy code).
Environmentally Critical Area (ECA)	“Environmentally Critical Areas represent those areas of Seattle that require additional regulation due to their high environmental function or unique geologic conditions such as steep slopes, landslide-prone areas, and liquefaction areas..
,	
Environmental justice	The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Equitable development	Investments, programs, and policies that reduce disparities, prevent displacement, and meet the needs of people of color and low-income persons.

Essential public facilities	Public facilities that are typically difficult to site such as airports, state education facilities and state or regional transportation facilities, regional transit authority facilities, state and local correctional facilities, solid waste handling facilities, opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites, and inpatient facilities including substance use disorder treatment facilities, mental health facilities, group homes, community facilities, and secure community transition facilities.
Federally recognized Tribes	A federally recognized tribe is an American Indian or Alaska Native tribal entity that is recognized as having a government-to-government relationship with the United States. Federally recognized tribes are recognized as possessing certain inherent rights of self-government and are entitled to receive certain federal benefits, services, and protections because of their special relationship with the United States.
Food security	The ability to consistently access and afford healthy food.
Frequent transit	Frequent transit service is defined in Seattle Municipal Code 23.84A.038. It generally includes transit stops where buses come every 15 minutes during the weekday and 30 minutes during the weekend.
Frontline communities	Frontline community members are people who experience the first and worst consequences of climate change. Such residents' health and livelihoods are often highly vulnerable to climate-exacerbated hazards and economic disruptions, and their communities often lack basic support infrastructure and suffer disproportionately from the compounding impacts of pollution, discrimination, racism, and poverty.
Greenbelt	Greenbelts and Natural Areas are park sites established for the protection and stewardship of wildlife, habitat and other natural systems support functions. Some natural areas are accessible for low-impact use. Larger natural areas may have small sections developed to serve a community park function. Some Large Natural Area/Greenbelts may be divided into subareas based on vegetation, habitat, restoration status, wildlife area designation, recreation use area, etc. to better differentiate resource needs and use priorities.
Green infrastructure	Green infrastructure refers to the range of measures that use plant or soil systems, permeable pavement or other

	permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspirate stormwater and reduce flows to sewer systems or to surface waters. Green infrastructure filters and absorbs stormwater where it falls. Also referred to as green stormwater infrastructure and natural drainage system.
Growth Management Act (GMA)	The Growth Management Act (Chapter 36.70A RCW) is a series of state statutes, first adopted in 1990, that require fast-growing cities and counties to develop a comprehensive plan to manage their population growth. State law (RCW 36.70A) that requires local governments to prepare comprehensive plans (including land use, transportation, housing, capital facilities and utilities) to accommodate 20 years of expected growth.
High-capacity transit	In Seattle, high-capacity transit consists of both rail and rubber-tired transit modes that can operate in exclusive rights-of-way or in mixed traffic. It can include technologies such as light rail or bus rapid transit.
Impact fees	One-time charges assessed by a local government against a new development project to help pay for new or expanded public capital facilities that will directly address the increased demand for services created by that development.
Impervious surface	A surface that cannot absorb water, such as asphalt or concrete.
Industrial land use	Activities that include production, distribution, and repair of goods; includes uses such as factories, container terminals, rail yards, warehouses, and repair of heavy equipment.
Land Use Code	The portion of the Seattle Municipal Code that contains regulations governing development activities. The Land Use Code describes the processes and standards that apply for each zone in the city.
Landmark	A property that has been designated by the City as an important resource to the community, city, state, or nation. Designated landmark properties in Seattle include individual buildings and structures, vessels, landscapes and parks, and objects such as street clocks and sculptures. The Seattle Landmarks Preservation Board is responsible for determining which properties meet the standards for landmark designation.

Liquefaction	The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.
Living wage job	A job that provides approximate income needed to meet a family's basic needs.
Livability	Livability is the sum of the factors that add up to a community's quality of life, including built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment, and recreational possibilities.
Marginalized communities	Populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; and persons otherwise adversely affected by persistent poverty or inequality.
Master plan	A document that describes the long-term expectations for growth on a large property controlled by a single entity, such as the campus of a college or hospital.
Micromobility	Small, low-speed transportation devices. They are convenient for travelling short distances or the beginning or end of trips. They include bikes and scooters.
Mixed-use	Development that contains residential use plus some other, usually commercial use, such as office or retail.
Neighborhood delivery hub	Defined as a central drop-off / pick-up location for goods, creating closer proximity to the final and smaller service delivery areas. By distributing operations close to the end customer in city centers and offering additional services onsite, these hubs can alleviate congestion, reduce emissions, consolidate freight vehicle trips, reduce vehicle miles traveled, and enable transfers to low- or zero-emissions fleet for final mile deliveries.
Nonconforming use	A use or structure that was valid when brought into existence but that does not meet subsequent regulations. Typically,

	nonconforming uses are permitted to continue, subject to certain restrictions.
Open space	Any public or private parcel or area of land that is essentially unimproved and devoted to the preservation of natural resources, the managed production of resources, or outdoor recreation.
People of Color	Persons whose race and ethnicity is other than white alone, non-Hispanic. Also referred to as Black Indigenous People of color (BIPOC).
Place-keeping	Place-keeping is a multi-faceted approach to the planning, design, and management of public spaces. Place-keeping (or as some call it, place-making) capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.
Place-making	A people-centered approach to the planning, design, and management of public spaces such as parks, plazas, and streets that helps give activity and identity to those spaces.
Right-of-Way	A strip of land used for certain transportation and/or public use facilities, like roads, railroads, and utility lines. This term is primarily used to describe public rights-of-way, which include our streets, sidewalks, and planting strips and often abbreviated as ROW.
Riparian corridor	Creeks and everything located within 100 feet of a creek.
Safe System Approach	The Safe System Approach (SSA) has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone. (USDOT)
Setback	The minimum distance required by zoning regulations to be maintained between a structure and a property line.

Shared parking	Parking spaces that may be used by more than one user, such as a parking lot that is used by a church on weekends and by commuters during the week.
Shoreline street end	Shoreline street ends are City Council designated areas for public access and occur where streets meet a shore. Our program collaborates with community partners on maintaining and improving shoreline street ends for public use.
Single-occupant vehicle	A privately operated vehicle whose only occupant is the driver.
Smart parking	A system that uses electronic signs to direct incoming drivers to available parking. Smart parking is a technology solution that uses sensors and/or cameras in combination with software to direct users to vacant parking spaces. A broad term to refer to a variety of technologies and policies that improve efficiency of curb management, typically with heavy data use, with performance pricing, to achieve certain policy outcomes.
Social equity	Fair access to livelihood, education, and resources; full participation in the political and cultural life of the community; and self-determination in meeting fundamental needs.
Stormwater	Water that falls as rain and flows across the ground. In an urban area, most stormwater is directed to drains that collect the water and eventually direct it to streams, lakes, or other large water bodies.
Transportation demand management	Programs and projects that reduce single occupancy trips and improve traffic congestion by encouraging people to choose other options such as transit, ridesharing, walking, biking and telework.
Tree canopy	The layer of leaves, branches, and stems that provide tree coverage of the ground when viewed from above. See also urban forest.
Urban forest	The urban forest consists of the trees and associated understory plants existing in the city. The urban forest extends across public property, private property, and the right of way including parks and natural areas, as well as the trees along streets and in yards. See also tree canopy.

Underserved communities	Racial, cultural, and other marginalized communities and the neighborhoods where they reside that have been historically underserved by City services and capital investments. (See definition for marginalized communities.)
Vehicle miles traveled (VMT) per capita	Total annual miles of vehicle travel divided by the total population.
Vulnerable Populations	Vulnerable populations are groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms or climate change, due to: adverse socioeconomic factors such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and, sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations include, but are not limited to: racial and ethnic minorities; low-income populations; and, populations disproportionately impacted by environmental harms or climate change.
Zoning, Zones	Designations adopted by City ordinance and applied to areas of land to specify allowable uses for property and size restrictions for buildings within these areas.

Mayor Harrell's
ONE SEATTLE PLAN
COMPREHENSIVE PLAN UPDATE

Appendices

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Appendix 1 Transportation

The Transportation Appendix includes technical information about the transportation system and its future needs. This information includes:

- Inventories of existing transportation infrastructure and facilities
- Planned future transportation investments
- Measures of multimodal levels of service
- Data related to transportation modeling, including land use assumptions
- Multiyear financing planning and assumptions

Existing and Planned Transportation Facilities

Seattle's transportation network comprises an array of facilities that support different modes of travel. The existing infrastructure includes roadways, transit (bus and rail), bicycle lanes and trails, pedestrian infrastructure, freight assets, airports, ferry terminals, and passenger and commuter rail lines. This section also includes a discussion of various transportation programs.

Maps included in this appendix illustrate existing and planned transportation facilities across Seattle. These visual representations offer an overview of existing facilities and planned and prioritized projects and improvements over the next 20 years. More detailed information on specific plans, timelines, and implementation strategies is included in the Seattle Transportation Plan.

Roadways

Seattle's street network consists of approximately 1,548 miles of arterials, including designated state routes, and more than 2,396 miles of non-arterials (see Figure A-1). The arterial system includes approximately 620 miles of principal arterials, 566 miles of minor arterials, and 348 miles of collector arterials.

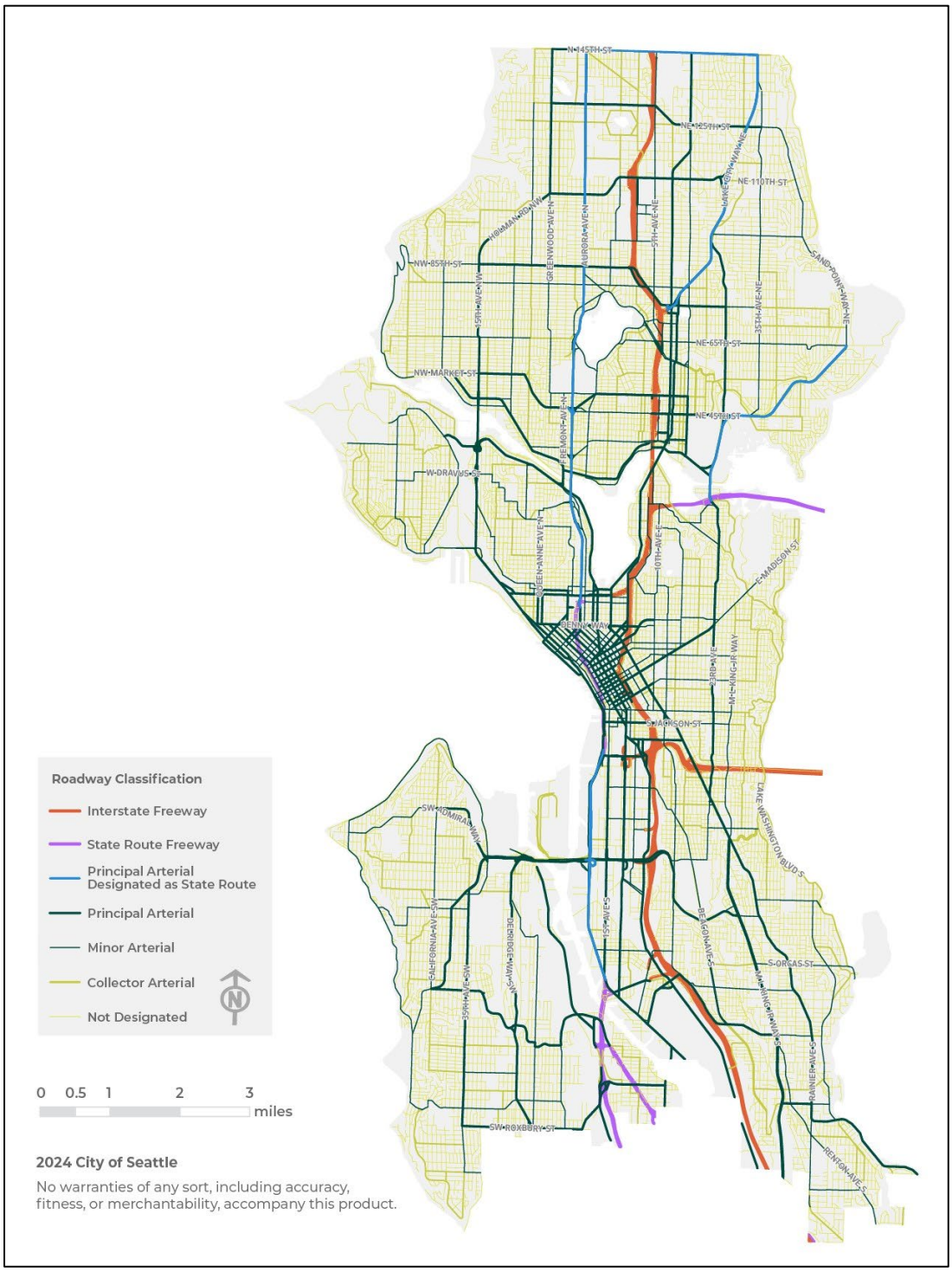
Seattle also has a network of transit lanes which are travel lanes in the street that can only be used by transit, such as bus and streetcar. Seattle has three types of transit lanes:

- Time-restricted bus-only lanes

- All-day bus-only lanes
- Dedicated transit corridors

As Seattle grows over the next 20 years, the City will make the best use of its streets and roadways by continuing to build out a multimodal system that offers diverse travel options and maintaining a network of reliable streets for driving. This strategy focuses on maintaining and modernizing our streets and roadway network for safety, equity, sustainability, livability, mobility and economic vitality. With little to no room to expand the roadway network, the City does not have any plans to build any new major roadways.

Figure A-1
Existing Roadways



Transit

BUS

Public bus service in Seattle is primarily provided by two agencies. King County Metro operates bus transit services that cover most of King County. Sound Transit provides express bus services to Seattle from elsewhere in King County, as well as from Snohomish and Pierce Counties. Sound Transit is expanding their transit service with bus-rapid transit (BRT). A more limited role is played by Community Transit, which provides several commuter bus routes to Seattle from Snohomish County. (See Figure A-2 for existing bus routes in Seattle.)

As a component of the bus network, King County Metro operates RapidRide bus rapid transit (BRT) routes in Seattle and surrounding areas. In Seattle, five routes—lines C, D, E, G, H—are currently in service and one route—line J—is under construction. In addition, Sound Transit is developing its Stride bus rapid transit service. One line in Seattle is currently under construction. (See Figure A-3 for existing and planned BRT routes.)

King County Metro, in partnership with Solid Ground, a local non-profit, also provides accessible service to riders with disabilities across the entire transit system. For anyone whose disability prevents them from riding traditional buses and trains, Metro's Access Transportation program operates a network of accessible vans.

Solid Ground also partners with the Seattle Department of Transportation to provide the Downtown Circulator Bus service. The 7-stop circulator route provides free rides for people living on low incomes and those who access health and human services in downtown Seattle.

Metro Flex, an on-demand neighborhood transit service, is available in two areas in Seattle: Delridge/South Park and Othello/Rainier Beach. Minivans pick up and drop off passengers anywhere within the neighborhood service area for access to transit hubs, essential services, shopping, and more for the same price as a bus fare. Metro Flex is provided by King County Metro in partnership with a private mobility provider.

Figure A-2
Existing Bus Routes

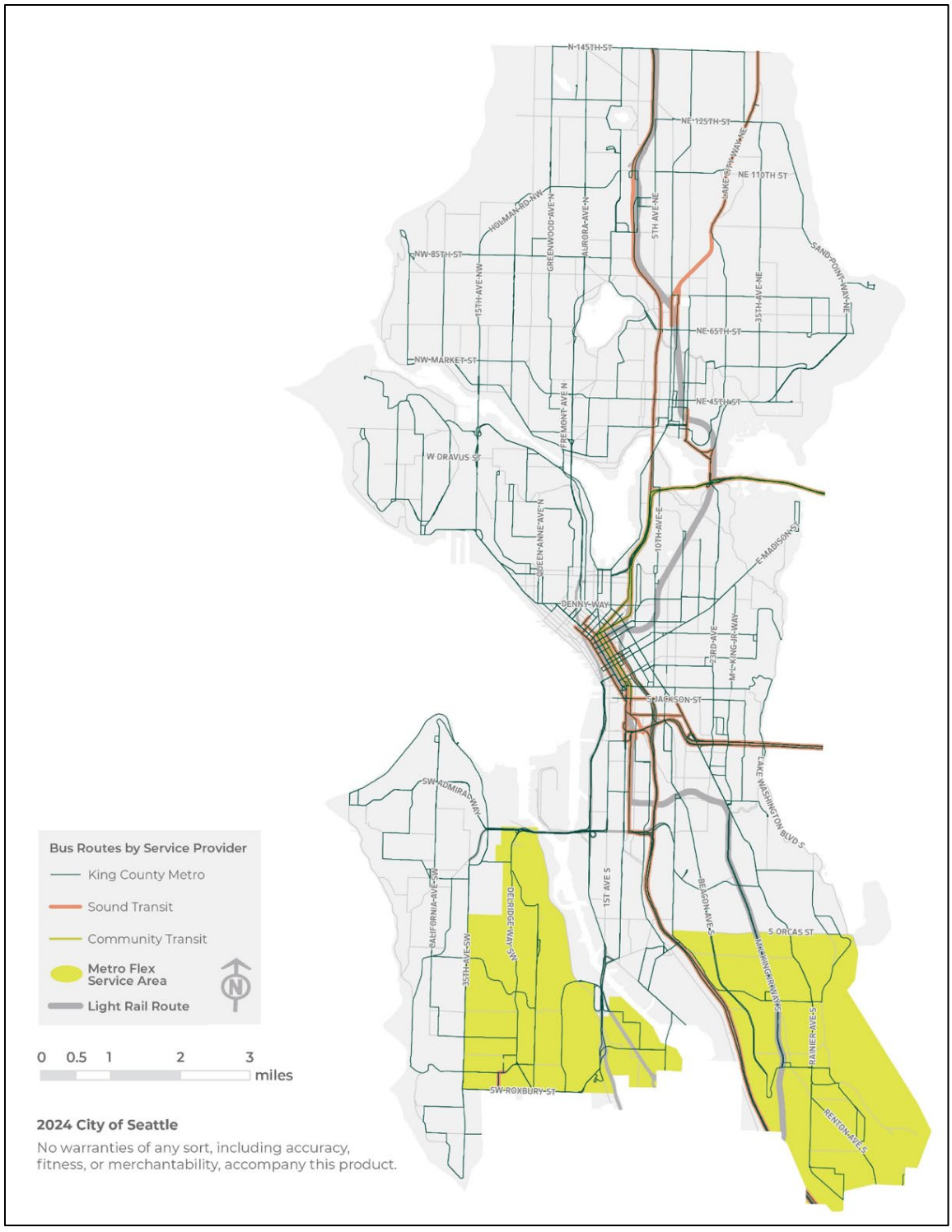
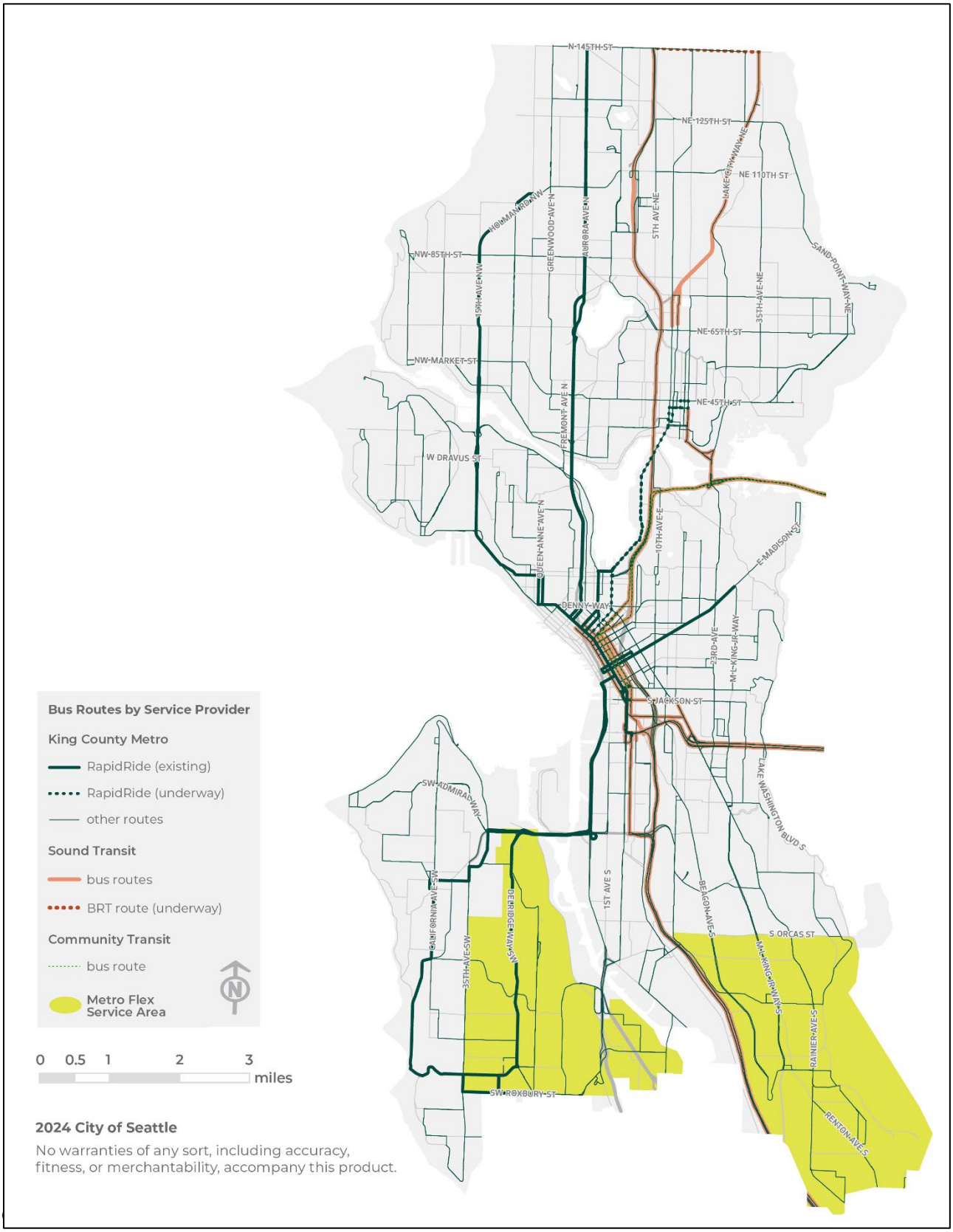


Figure A-3
Existing and Planned BRT Routes



As of 2024, King County Metro serves a population of more than 2.2 million people in a regional service area greater than 2,100 square miles. It operates more than 1,800 vehicles on about 214 bus, trolley, and dial-a-ride routes. Included are 159 electric trolley buses serving fourteen routes along almost seventy miles of two-direction overhead wires, all of which are within Seattle. At its peak in 2019, ridership was more than 123 million passengers.

As 2024, bus ridership in Seattle has steadily rebounded from pre-pandemic ridership. In Fall 2019, Seattle had on average about 312,000 daily boardings. Ridership declined during the pandemic. As of Fall 2023, ridership had rebounded to about 188,500 boardings. As of Spring 2024, average daily boardings has increased to 195,200.

The Frequent Transit Network (FTN) map (see Figure A-4*)* represents the Seattle Transportation Plan's vision for various levels of bus transit frequency out to the year 2031.[1] Over the next 20 years, adjustments to the FTN will occur on a regular cycle in partnership with King County Metro. Towards that future vision of frequent bus service, the City will continually measure progress towards a desired corridor-based frequency.

For the purposes of planning for capital investments that support transit, corridors are divided into 3 tiers, each with a different role in the transit network (see Figure A-5). The three tiers indicate the importance of and opportunity for capital improvements, particularly transit priority treatments such as bus lanes, queue jumps, Transit Signal Priority (TSP) and improvements for passengers accessing and waiting for transit.

Priority Transit Corridor Classifications Designation Description:

- Tier 1: Premium Transit Corridor. Highest-level arterial transit need, continuous transit priority, potential future light rail corridor. Examples: Third Ave, 15th Ave NE (U District), Rainier Ave S
- Tier 2: High-Priority Bus Corridor. Merits corridor-level investment programming, significant transit priority need. Examples: NE 65th St, 23rd Ave, California Way SW
- Tier 3: Priority Bus Corridor. Incremental or spot-location transit priority as per Transit Performance Policy. Examples: Sand Point Way NE, Boren Ave, 15th Ave S

[1] The FTN differs from the frequent transit routes used in the Growth Strategy and Zoning Proposal in that it is based on a future vision, whereas the frequent transit routes used to select sites near frequent transit is based on existing service level defined as: *King County Metro, Sound Transit, and Community Transit bus routes within the City of Seattle as of September 2024, and future routes approved by King County Council in March 2024 as part of the* Lynnwood Link Connections *Ordinance, that qualify as Frequent Transit Route as defined by SMC 23.54.015 and 23.84A ("Transit route, frequent").*

Figure A-4
Frequent Transit Network Targets

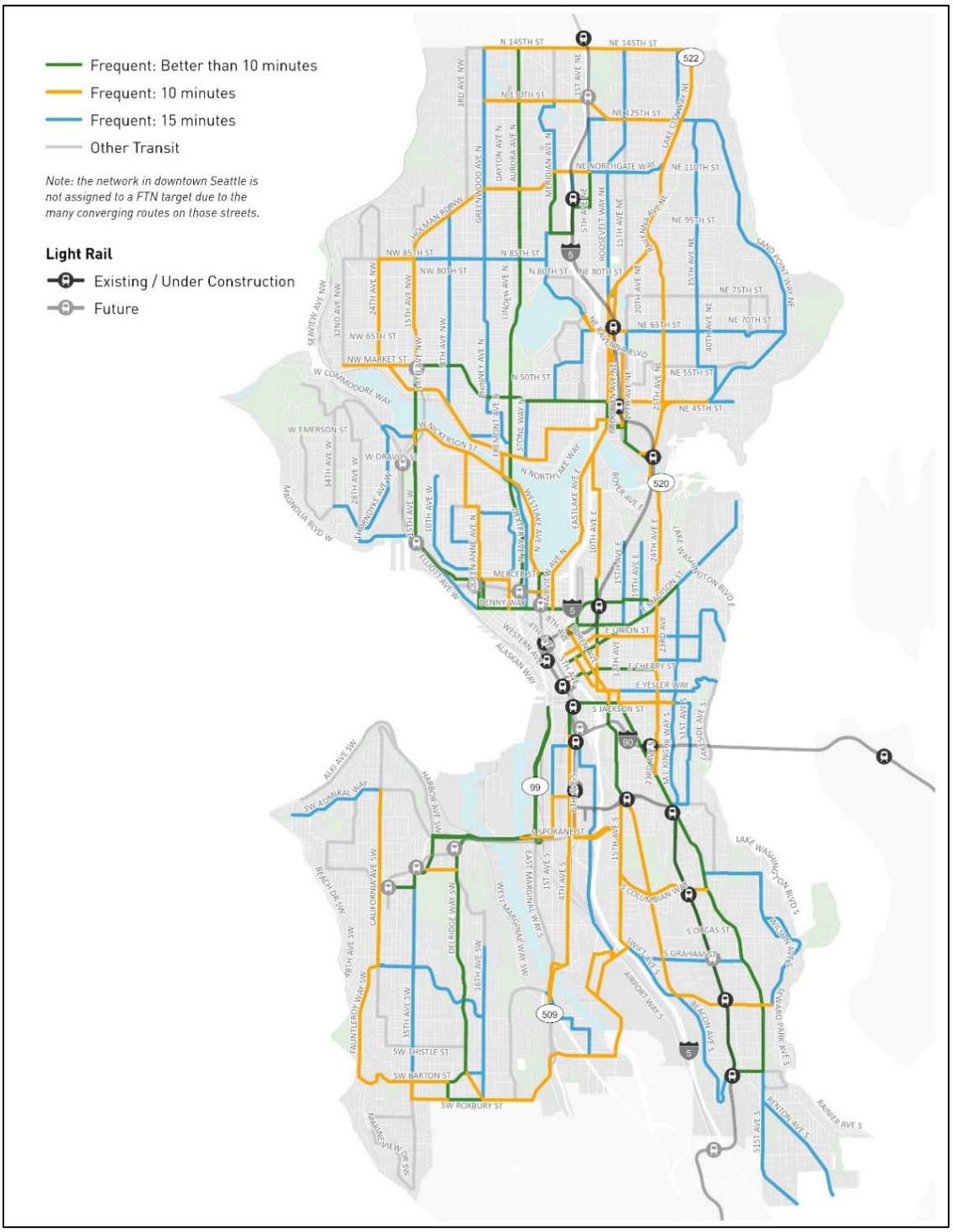
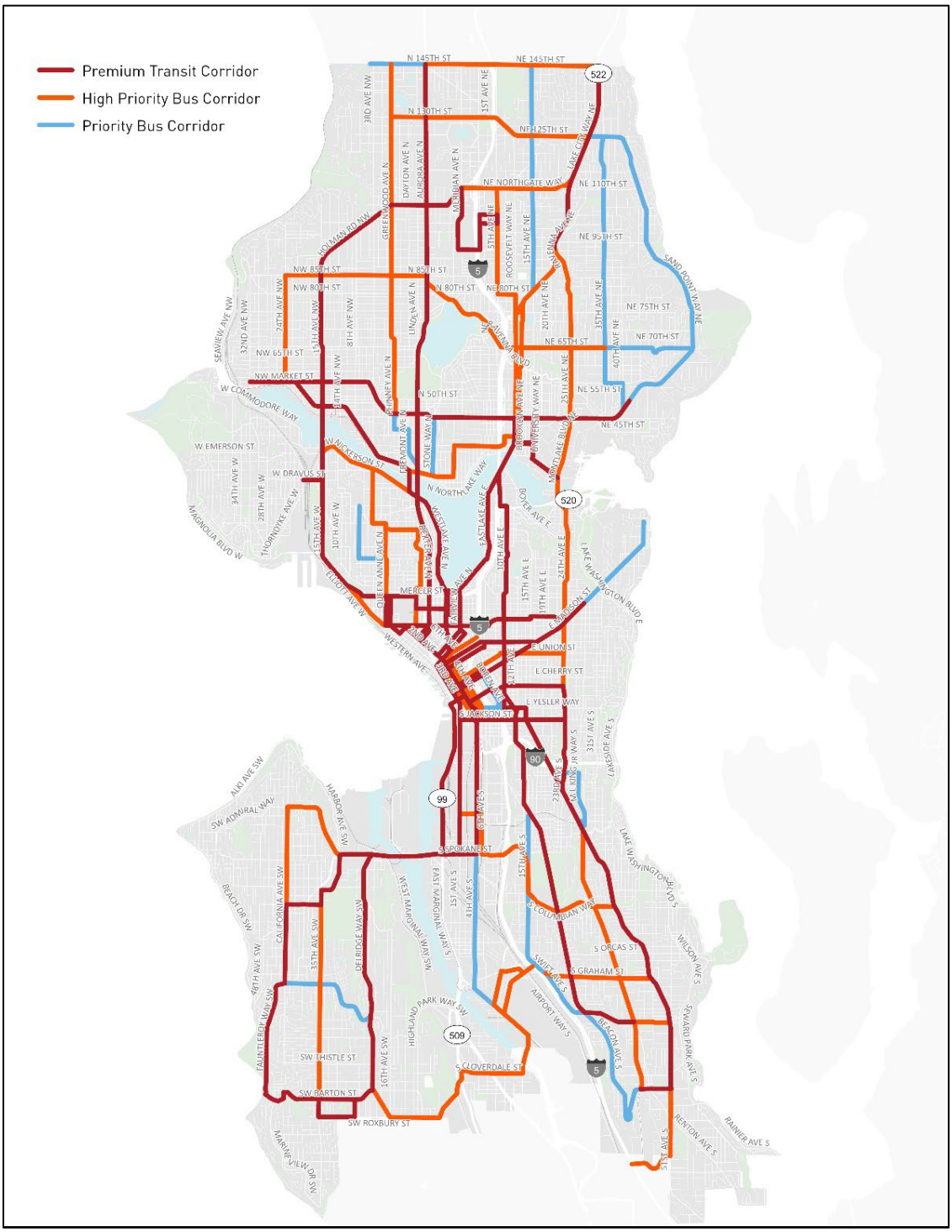


Figure A-5
Transit Capital Investment Corridors



LIGHT RAIL

Sound Transit is the regional transit authority for the Puget Sound region, with a service area that includes portions of King, Snohomish, and Pierce Counties. Sound Transit currently operates light rail service, Link 1 Line, between Lynnwood and Angle Lake, including 15 stations in Seattle. Additional infill stations will open on Link 1 in 2026 (NE 130th St.) and 2031 (Graham St.).

In the coming years, Sound Transit will substantially expand light rail service in Seattle and the region. In 2025, the East Link extension will connect Seattle to Mercer Island, Bellevue, and Downtown Redmond. The extension includes a new station in Seattle, the Judkins Park Station, at the crossing of Rainier Avenue and I-90. Planning is underway for two other extensions in Seattle. The West Seattle Link extension includes four new stations and is expected to start service in 2032. The Ballard Link extension will include up to 10 new stations and is expected to start service in 2039. Other planned extensions are anticipated to reach Everett (2037-2041), Tacoma (in 2035), and Issaquah (in 2044).

The existing light rail transit network, including extensions already under construction, and future extensions of the network are shown in Figure A-6.

Figure A-6
Light Rail Network, Existing and Future



SEATTLE STREETCAR

The City of Seattle owns and funds the Seattle Streetcar, and partners with King County Metro to operate the system on the City's behalf. The Seattle Streetcar system consists of two streetcar lines: South Lake Union Streetcar (opened in 2007) and First Hill Streetcar (opened in 2016). As of 2022, riders took 1,117,000 rides on the system annually.

The South Lake Union Streetcar is 1.3 miles and services nine stops between its southern terminus at Westlake. The First Hill Streetcar connects major medical facilities, Seattle Central College, Seattle University, and a variety of neighborhoods to the King Street mobility hub, which provides connections to Sounder trains, Link light rail, and regional bus transit. The First Hill Streetcar line is 2.5 miles long. Streetcar routes are shown in Figure A-7.

MONORAIL

Seattle Center Monorail system is owned by the City of Seattle and operated by a private vendor. Its one-mile route is a fixed overhead guideway. Built in 1962 for the World's Fair, the Monorail has two stations, the Westlake Monorail Station in downtown Seattle and the Seattle Center Station. In 2019 changes to align fares and accept ORCA card payment have made the Monorail part of the local transit network. Passengers can transfer at the Westlake Station to Link light rail, local and regional bus service. The Monorail stations and route are shown in Figure A-7.

PASSENGER RAIL SERVICE TO AREAS OUTSIDE OF SEATTLE

Passenger rail services—commuter and intercity passenger trains--connect Seattle to other cities regionally, statewide, nationally, and internationally from King Street Station. Routes and stations in Seattle are shown in Figure A-7.

COMMUTER RAIL

Sound Transit operates the Sounder commuter rail service on existing rail alignments owned by BNSF Railway. The N Line connects downtown Seattle and Everett. As of fall 2024, service to four stations includes four morning and four afternoon trains. The S Line connects downtown Seattle and Lakewood. It serves nine stations with eight morning and thirteen afternoon trains. Commuters for the N Line can also use select Amtrak trains through a partnership between Sound Transit and Amtrak. In Seattle, King Street Station serves Sounder passengers.

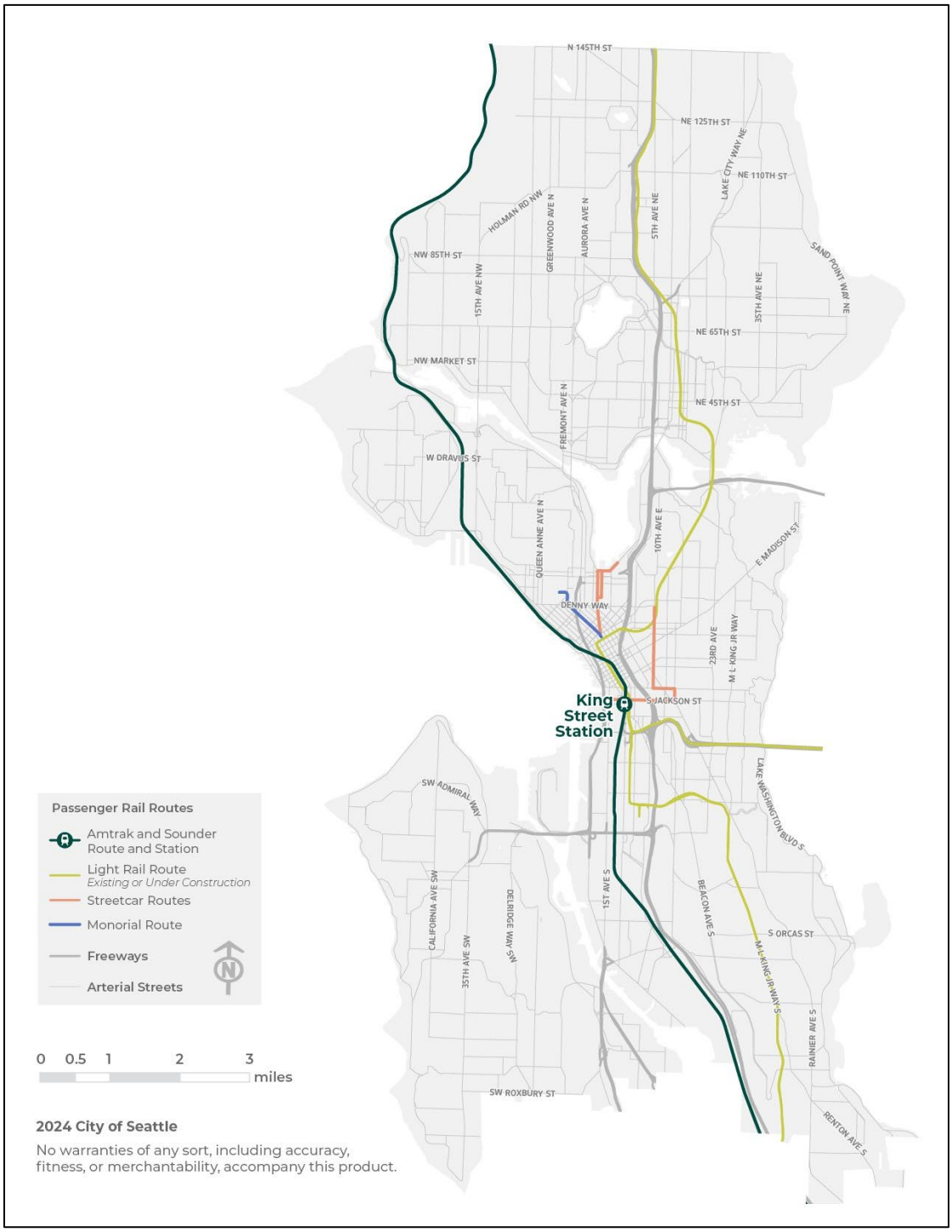
INTERCITY PASSENGER RAIL

Amtrak provides intercity passenger train service between City-owned King Street Station in downtown Seattle to regional, national, and international destinations. The service offers three long-distance routes: the Empire Builder (daily to Spokane and Chicago), the Coast Starlight (daily to Los Angeles), and the Cascades (multiple daily trips to Portland and Vancouver, BC). Amtrak service connects Seattle to 14 cities across the state.

Both Amtrak and Sounder services have grown in recent years and hope to further expand services in the future. Amtrak will soon begin major rail yard upgrades in Seattle. A new maintenance facility and rail yard improvements will support the existing fleet of Amtrak and Sounder trains, as well as accommodate Amtrak's new state-of-the-art Airo trains coming in 2026.

WDOT released a Preliminary Service Development Plan (2024) for the Amtrak Cascades corridor to reflect the growth, operational and social changes that will inform future improvements. It is the first step in developing a comprehensive plan that will serve as a blueprint for improving the entire Amtrak Cascades corridor.

Figure A-7
Existing Passenger Rail Routes



Bicycle and E-Mobility Network

Bicycling is growing in popularity as an everyday method of commuting and completing other daily trips as well as a recreational activity. Bicycles are classified as “vehicles” in the Seattle Traffic Code and have the right to use all streets in the city except where explicitly prohibited. The bicycle and e-mobility network serves not only people riding traditional bicycles, but also people using adaptive bikes, cargo bicycles for both personal use and deliveries, trikes, scooters, skateboards, roller skates, wheelchairs or other wheeled mobility devices, and “e-mobility” devices, which refers to personal and shared electric-powered bicycles, scooters, and other electric-powered devices. Bicycles and e-mobility serve a variety of trip purposes, such as getting to work, school, transit, the gym or doctor's office, recreating, making urban goods deliveries, and more.

Bicycle racks are provided in neighborhood commercial areas and Downtown and other appropriate locations, and some workplaces provide secure, weather-protected bike parking, showers, and lockers. As of 2024, the City has over 3,500 bike racks across the city. Seattle’s Land Use Code also requires that many new developments include bike parking to complement car parking.

As of 2024, Seattle has over 155 miles of bicycle facilities, including neighborhood greenways, protected bike lanes, in-street separations, sharrows, climbing lanes, and multi-use trails (see Figure A-8). The Seattle Transportation Plan includes further expansion of the network to increase connectivity, completeness, and safety. Figure A-9 shows the future bicycle and e-mobility network. This is the long-range vision for a connected all-ages and abilities (AAA) network that would put 100 percent of Seattle households within a quarter mile of a AAA bikeway or multi-use trail.

The “Bike+” network consists of bikeways suitable for people of all ages and abilities (AAA), including protected bike lanes, Neighborhood Greenways, Healthy Streets, and bike lanes where vehicle speeds and volumes are sufficiently low. The network aims to upgrade existing bikeways to meet national AAA guidelines while also adding new connections to create a comprehensive cycling infrastructure throughout the city.

The bicycle and e-mobility network combines the Bike+ network with multi-use trails and is designed to accommodate increasing number and variety of mobility devices, from e-scooters and e-bikes to e-cargo bikes and other emerging mobility devices. For more details, please refer to the Bicycle Element of the Seattle Transportation Plan.

BICYCLE AND SCOOTER SHARE

Seattle's bicycle and scooter share system offers electric-assist bicycles and e-scooters. The program strives to provide flexible "last mile" transportation options for Seattle residents and visitors. The City’s bicycle and scooter share program is currently in partnership with Lime and Bird to provide emission-free transportation throughout the city, including travel to and from transit stops, daily errands, and rides to and from major events. Riders can quickly locate and rent available devices using their phones, then ride to their destination and park responsibly for the following user. In 2023, there were 4.9 million rides, averaging 13,000 per day. Trips in 2024 are increasing over trips from 2023 by 3.4%.

Figure A-8
Existing Bicycle and E-Mobility Network (2024)

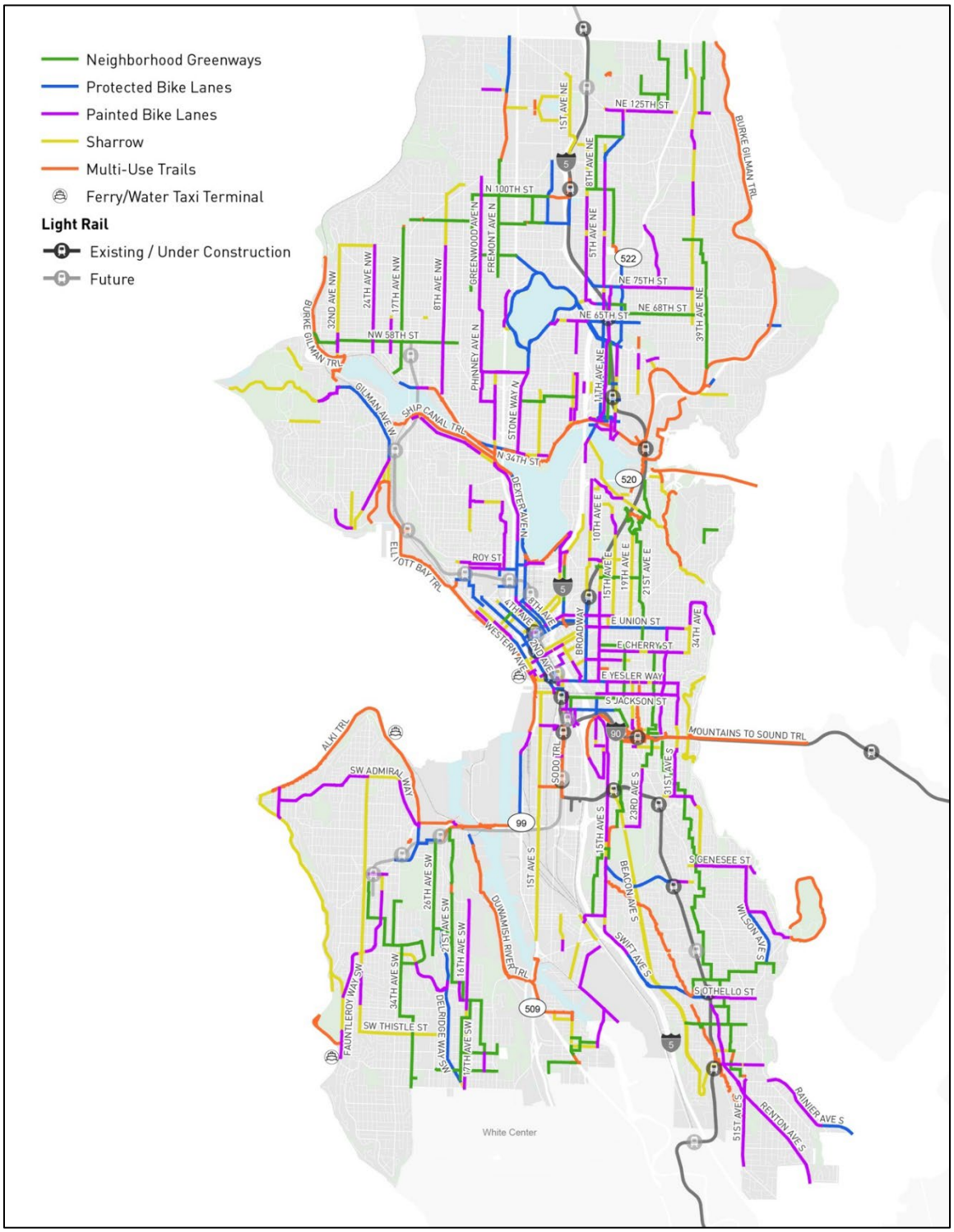
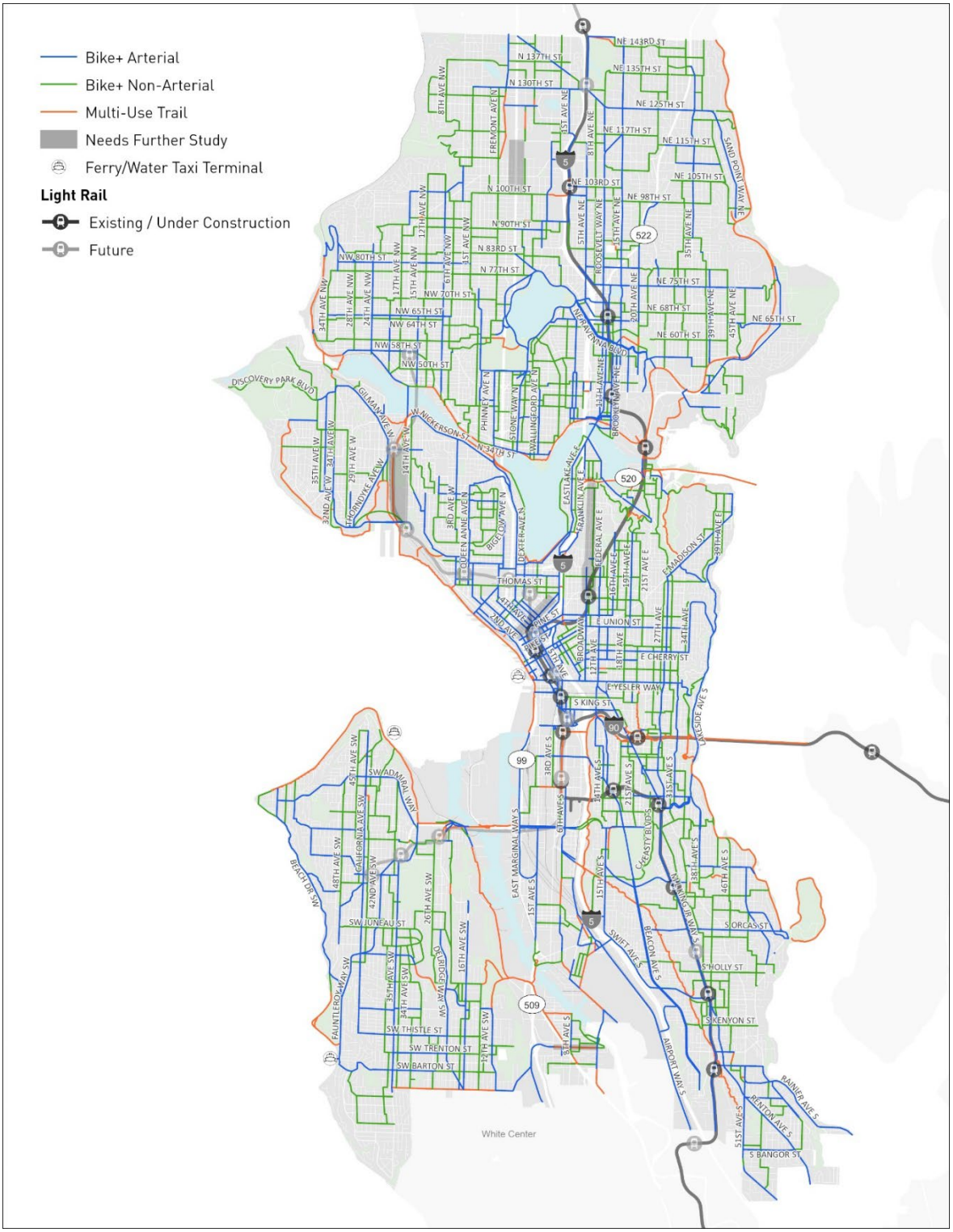


Figure A-9
Future Bicycle and E-Mobility Network



Pedestrians

As of 2024, Seattle has more than 2,285 miles of sidewalks, over 6,200 crosswalks, 34,100 curb ramps, over 500 stairways, and thirty-nine lane miles of at least twelve-foot wide trails (see Figure A-10).

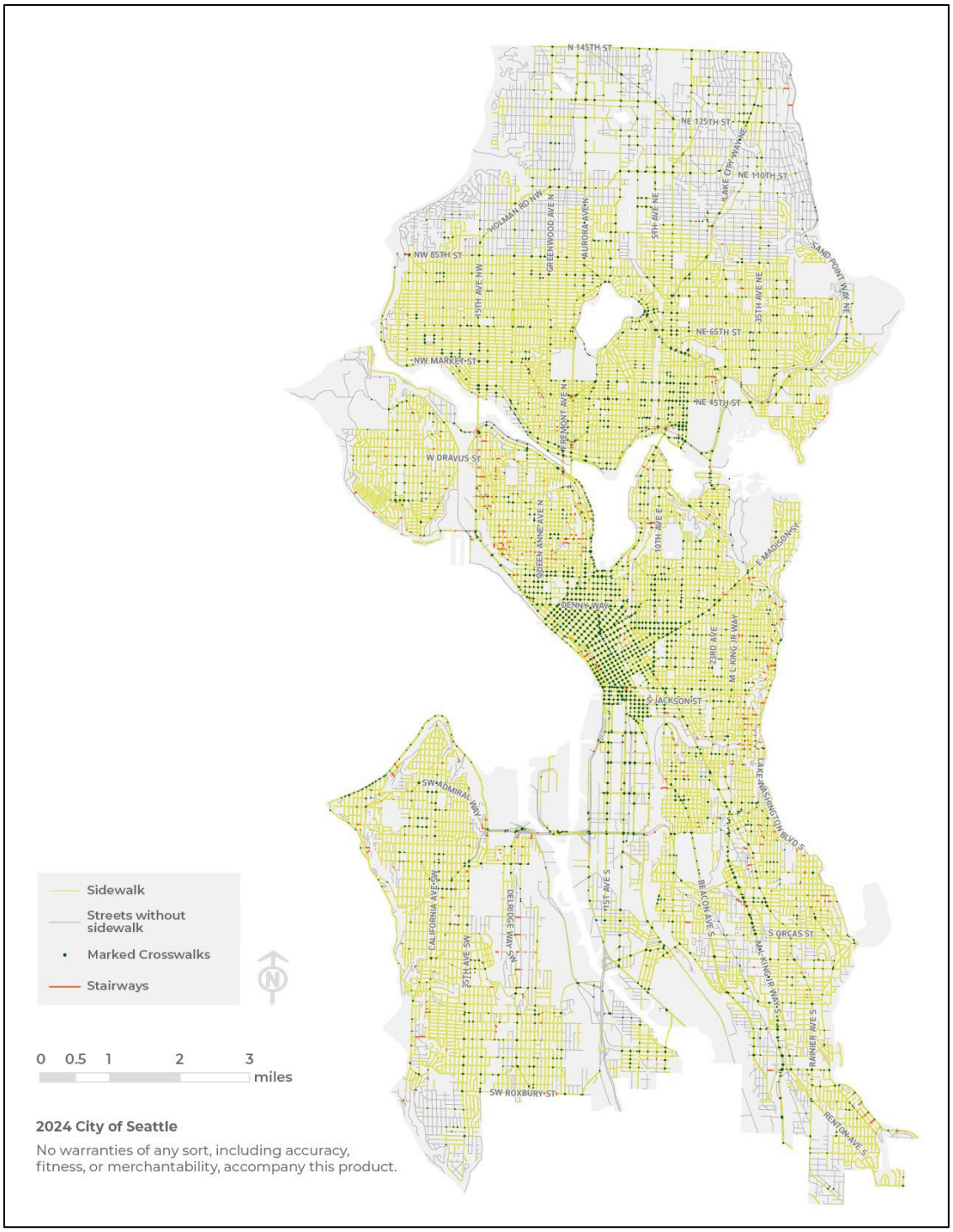
Over the past decade, the City has made progress in addressing gaps in sidewalk coverage. The City has built sidewalks or asphalt walkways in numerous locations where they were lacking. Between 2016 and 2024, approximately 250 blocks of new sidewalk were built citywide.

Seattle aims to make all streets walkable, but this goal faces challenges. It requires significant funding and will take longer than a 20-year timeframe. To address this, the city is looking to prioritize its investments, focusing on a select set of streets and projects that offer the most equitable benefits.

Planned pedestrian infrastructure improvements include new sidewalks on block faces where there are currently no sidewalks; upgrading sub-standard facilities; and enhancing street crossings for increase safety and access. These improvements may also include Corridor Network Projects and Catalyst Projects, dependent on available funding. Corridor Network Projects focus on improving access to transit with sidewalk upgrades, crossings, and amenities, while also enhancing people-prioritized streets in neighborhoods. Catalyst Projects address major connectivity barriers, like the proposed I-5 Lid and improvements to Aurora Ave and Lake City Way. These large-scale initiatives aim to transform pedestrian mobility citywide, often requiring significant investment and coordination among various stakeholders, including state and federal agencies.

For more details on the future improvements to the pedestrian network, see the Seattle Transportation Plan, Part II, Pedestrian Element, pages P-24 – P-46.

Figure A-10
Pedestrian Infrastructure



Freight Facilities

Freight-related facilities span from the commercial truck network to port facilities to shipyards to air and rail infrastructure and other related facilities. Figure A-11 shows the combined general set of freight assets in Seattle. Each component of the freight network will be described in more detail in the sections that follow.

Seattle's Freight Network is a system of designated routes designed to efficiently move goods by commercial truck transport while considering the needs of other road users and local communities. It connects major industrial areas, the Port of Seattle, rail yards, and regional highways using wider arterial streets built for larger vehicles. The network features over-legal routes for oversized loads, restricted streets, time-of-day limitations, weight-restricted bridges, and clear signage to guide drivers.

Managed by the Seattle Department of Transportation, the network aims to balance freight mobility with safety and neighborhood impact concerns. It directs truck traffic away from residential areas where possible while maintaining access to commercial and industrial zones. Key corridors include parts of Aurora Avenue, East Marginal Way, and the Duwamish industrial area. The city regularly evaluates and updates the network to address evolving needs and improve overall efficiency. Figure A-12 represents the Freight Network in Seattle.

OVER-LEGAL ROUTES AND HEAVY HAUL NETWORK

To support large commercial trucks, Seattle also has specific routes for oversized and overweight trucks, referred to as “over-legal.” Permits are required to operate over-legal vehicles on designated streets. These routes can accommodate trucks with larger loads that require a 20-foot by 20-foot envelope, though specific segments of the network may not handle both excess width and height dimensions. The Heavy Haul Network (HHN) is located in the Duwamish MIC. The network provides key routes for commercial trucks moving heavy, divisible loads. These trucks typically make short trips from the Port to the transload facilities. The HHN helps manage freight flow around the ports and improve movement of large commercial trucks hauling heavy divisible cargo. Figure A-12 shows the Over-legal Routes and the Heavy Haul Network.

Figure A-11
Freight Assets

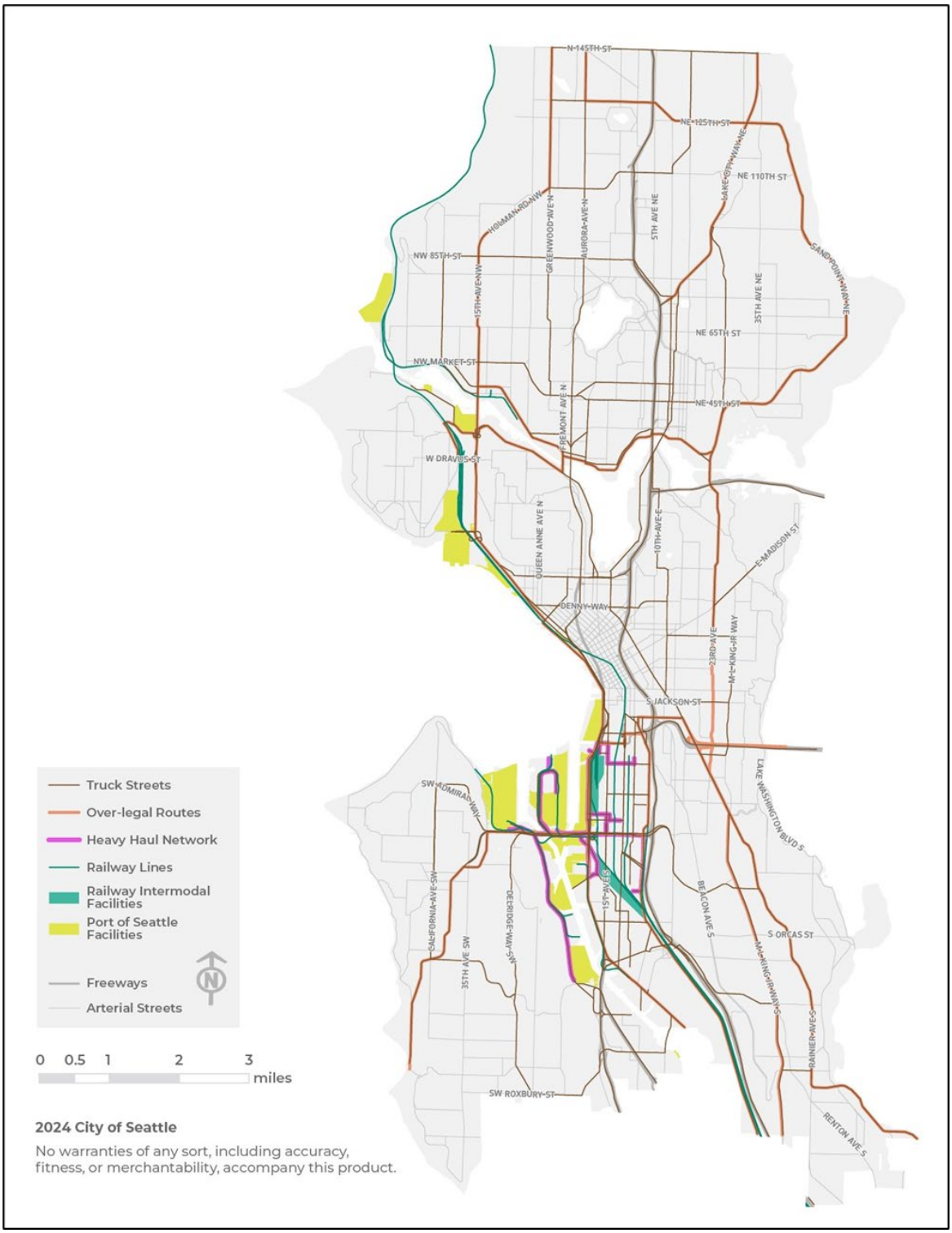
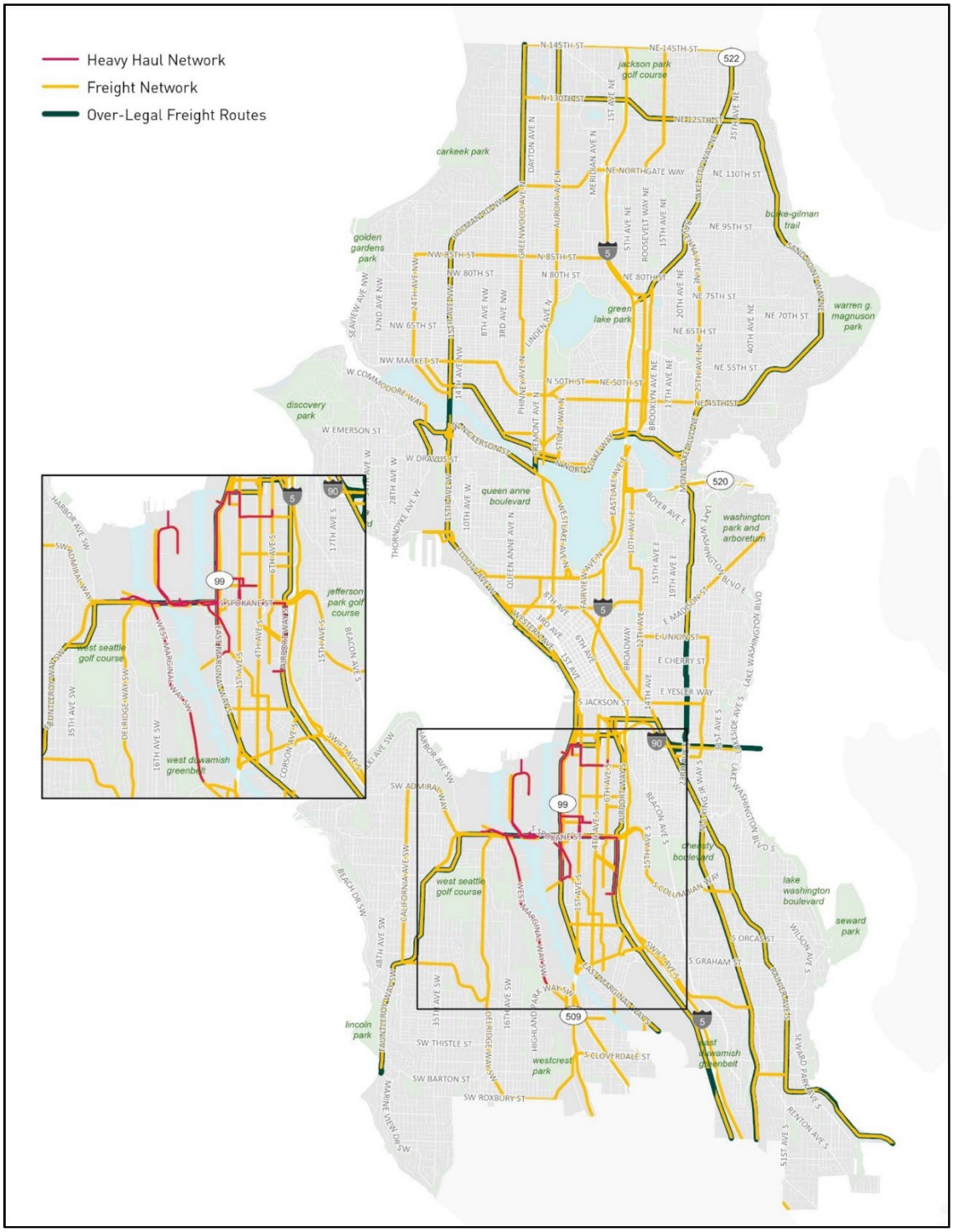


Figure A-12
Freight Network, including the Heavy Haul Network and Over-Legal Routes



FREIGHT RAIL

Two main components of our rail network handle freight. BNSF Railway Company (BNSF) owns and operates mainline tracks from Portland to Seattle. They also own and operate track extending north from Downtown Seattle to the Canadian border through Snohomish County and eastward to Spokane and extending to the Great Lakes region. Union Pacific Railroad (UP) owns and operates a single mainline track with two-way train operations between Tacoma and Seattle, its northernmost terminus on the West Coast.

There are five intermodal terminals providing the Duwamish Manufacturing Industrial Center with rail service. BNSF operates the Seattle International Gateway (SIG) Yard north of South Hanford Street and provides rail service within the Terminal 5 Intermodal Yard west of Harbor Island, Terminal 18 Intermodal Yard within Harbor Island, and Terminal 115 east of West Marginal Way. UP owns and operates ARGO Yard immediately south of South Spokane Street between East Marginal Way and Airport Way South and also provides rail service at the Terminal 18 Intermodal Yard. Port of Seattle intermodal facilities within the Duwamish MIC include Terminals 5, 18, 20, 46, and 115.

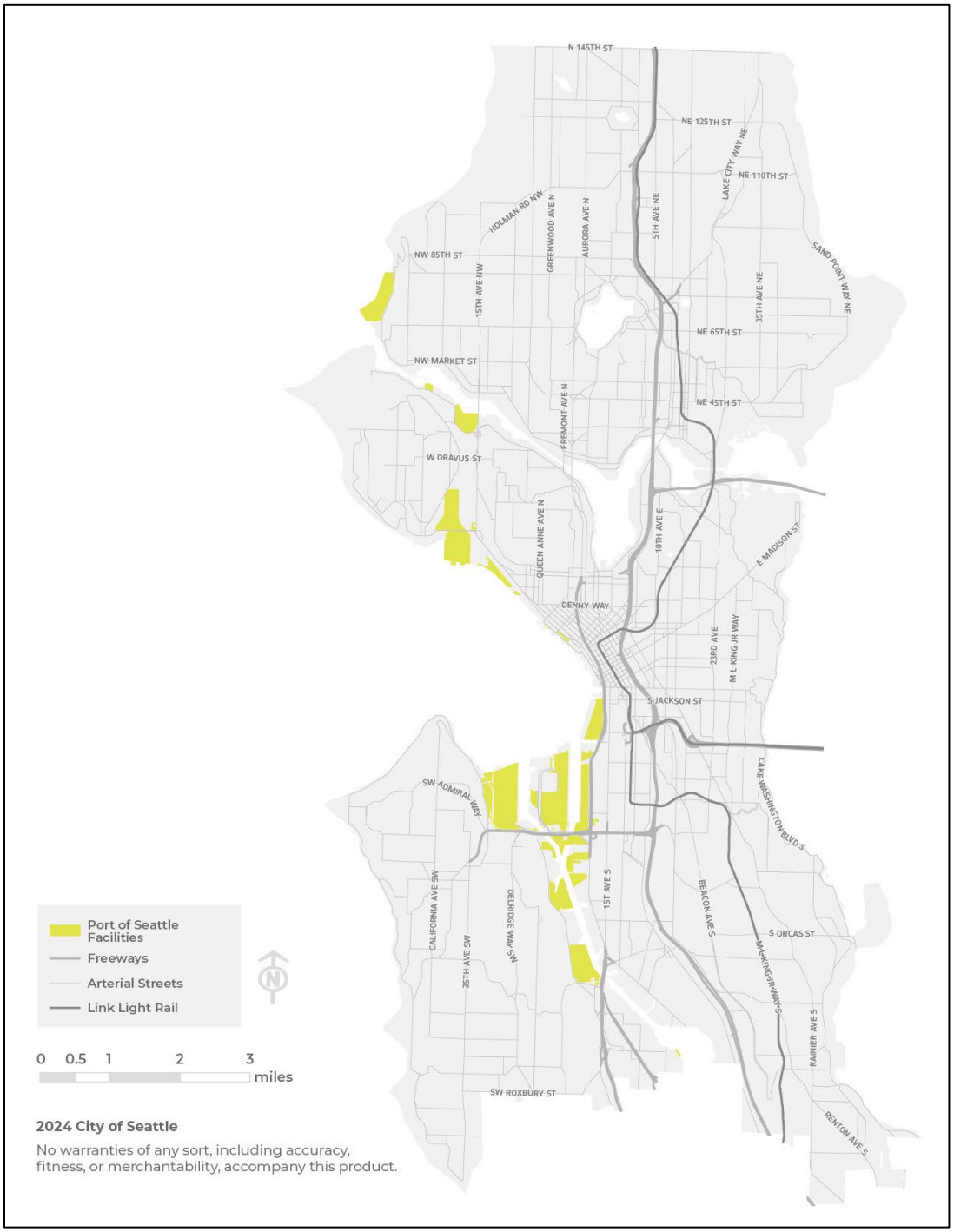
The Ballard Interbay Northend Manufacturing Industrial Center (BINMIC) contains BNSF's Balmer Yard in Interbay and the Ballard Terminal Railroad in Ballard. The latter is a shortline railroad that provides rail service along its 3-mile spur track on Shilshole Avenue NW.

PORT OF SEATTLE AND OTHER INTERMODAL FACILITIES

The Port of Seattle (POS) manages 21 distinct properties that support marine, rail, and air intermodal facilities. POS facilities include 9 commercial marine terminals, 4 ocean container terminals with 31 container cranes, and a deep-draft grain terminal. Steamship operators have direct service to Asia, Europe, Latin America, and domestic markets (Alaska and Hawaii).

Services are offered by seventeen ocean carriers, about thirty tug and barge operators, and BNSF Railway and Union Pacific railroads, operating intermodal yards. Figure A-13 shows Port of Seattle facilities located in Seattle.

Figure A-13
Port of Seattle facilities located in Seattle



Air Transportation

The Seattle metropolitan area has five airports offering scheduled service to regional, national or international destinations. Figure A-14 shows the general location of two of these airports, shown in bold below, which are located within the City of Seattle.

- King County International Airport-Boeing Field (BFI), owned by King County, is located partly in Seattle and Tukwila.
- Seattle Lake Union Seaplane Base (LKE), privately owned, is located on Lake Union in Seattle.
- Seattle-Tacoma International Airport (SEA), owned by the Port of Seattle, is located in the City of SeaTac.
- Seattle Paine Field International Airport (PAE), owned by Snohomish County, is located in unincorporated Snohomish County near Mukilteo and Everett.
- Kenmore Air Harbor (KEH), privately owned, is located on Lake Washington in the city of Kenmore.

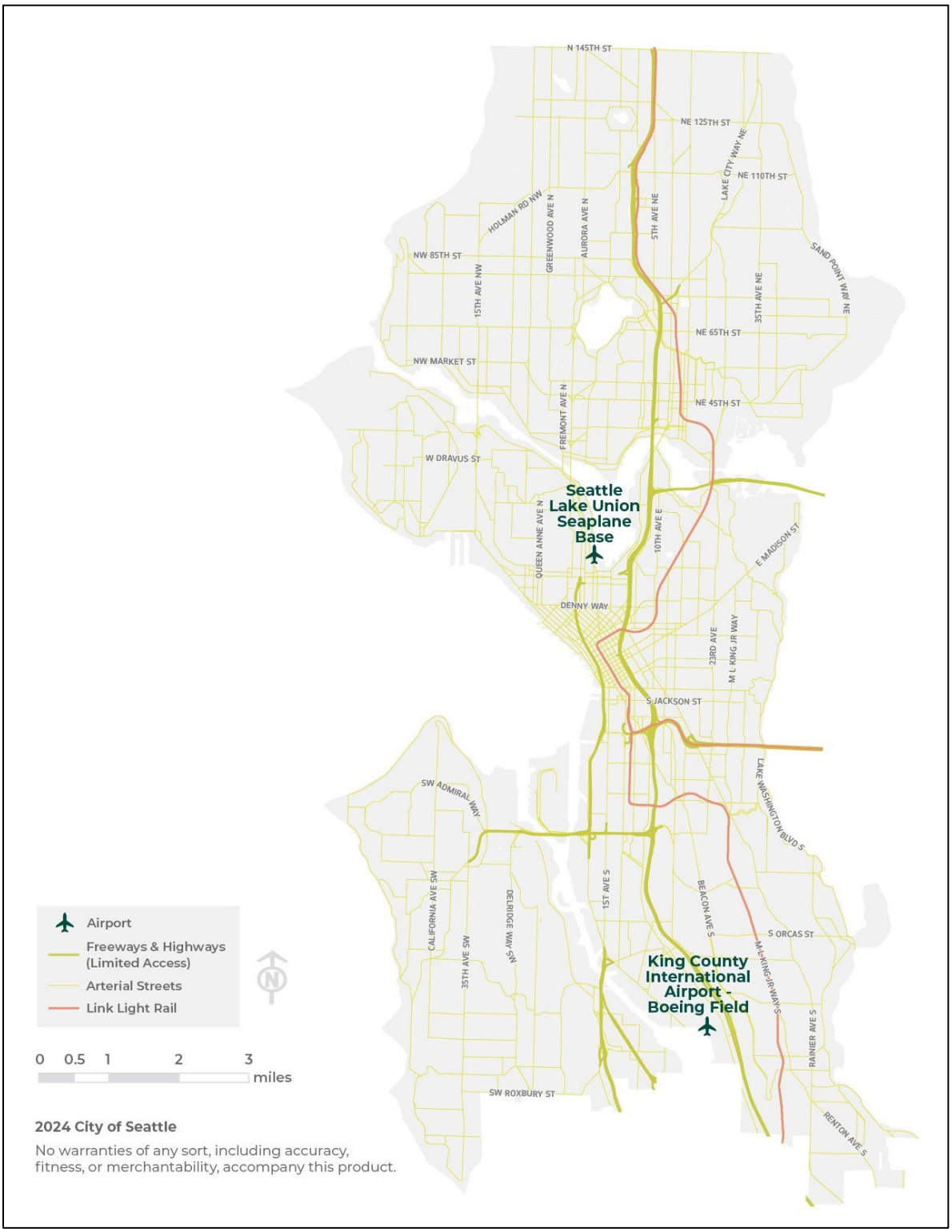
The airports located in Seattle, BFI and LKE, are generally compatible with surrounding land uses. Potential impacts of any development that may occur in proximity to the airports are mitigated for through the planning and permitting process, addressing high-intensity uses, airspace and height hazard obstruction, noise and safety issues. For both these airport locations land development is generally restricted to lower-density, lower-height uses and buildings.

BFI is located in a primarily industrial area. Noise, air pollution, and safety concerns affect residential neighborhoods adjacent to the airport. To reduce the impact on these residential areas, the airport service is restricted to primarily private and non-major commercial flight activities.

King County is currently developing a Vision 2045 Airport Plan to evaluate how BFI can evolve and adapt to meet future aviation needs and maintain its status as a world-class airport. This airport planning process will result in an airport plan that serves airport users and surrounding community members for the next 20 years. The Airport Strategic Plan will be completed by December 2024.

LKE serves commercial seaplane operators providing passenger service and private seaplane operators. Access to the facilities of seaplane operators on Lake Union are provided through the City's transportation system including roadways and transit. The seaplane facility is adjacent to the downtown area. Zoning regulations are in place limiting heights to establish a landing/approach corridor that specifically addresses the safe access needs of seaplanes.

Figure A-14
Airports within Seattle



Water Transportation

The Washington State Ferry (WSF) system operates two terminals in Seattle: the Seattle Ferry Terminal at Colman Dock in Downtown Seattle, and the Fauntleroy Terminal in West Seattle. Passenger-and-vehicle service is provided on four ferry routes.

- Colman Dock to Bainbridge Island
- Coleman Dock to Bremerton.
- Fauntleroy to Vashon Island and Southworth
- Fauntleroy to Southworth (direct service, no stop at Vashon)

Passenger-only water transportation is offered by King County Metro and Kitsap Transit. King County Metro Water Taxi service between Seattle Pier 50 and West Seattle (Seacrest Dock)

- King County Metro Water Taxi service between Seattle Pier 50 and Vashon Island
- Kitsap Transit Fast Ferry service between Seattle Pier 50 and Bremerton
- Kitsap Transit Fast Ferry service between Seattle Pier 50 and Southworth
- Kitsap Transit Fast Ferry service between Seattle Pier 50 and Kingston.

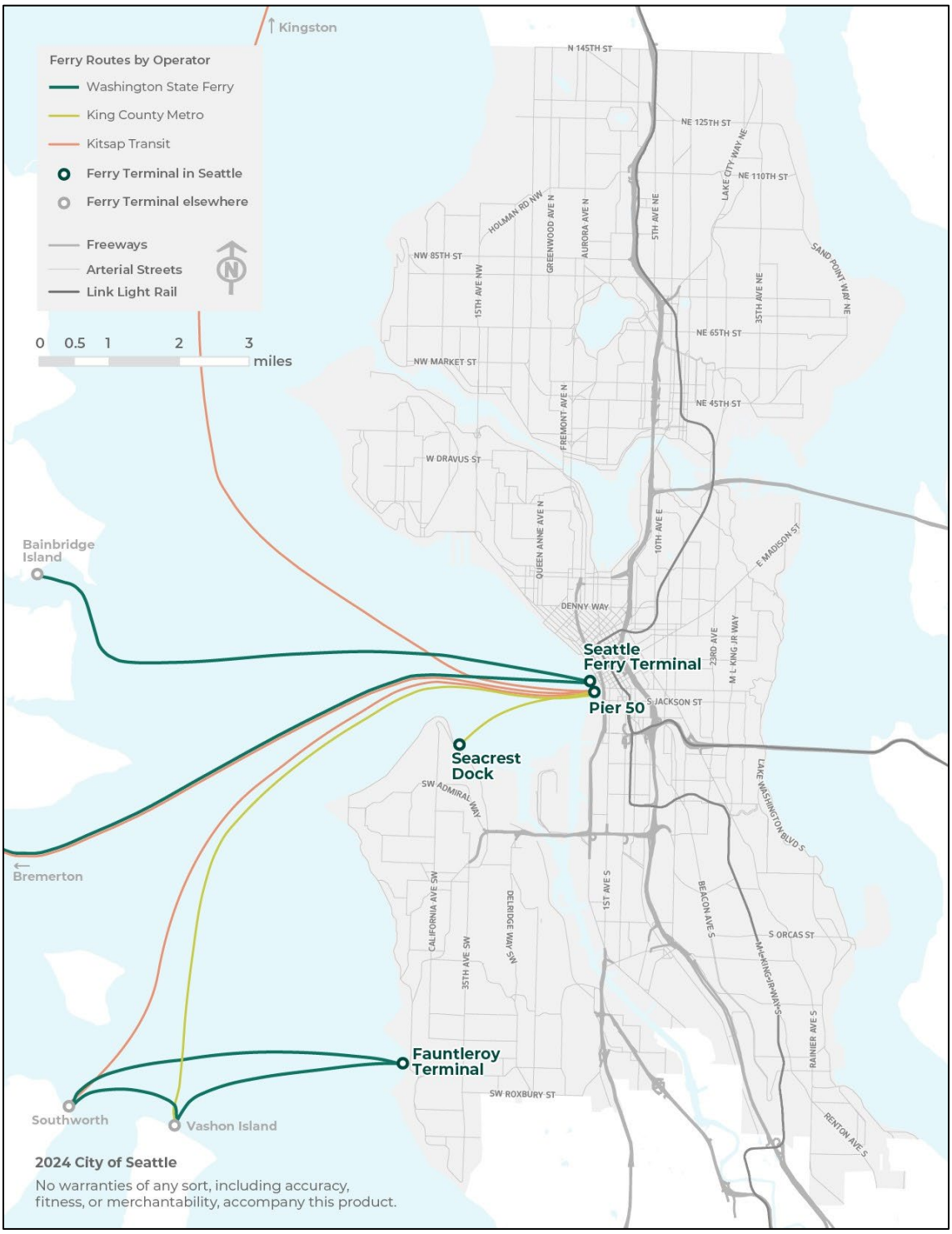
Figure A-15 shows ferry routes and terminals in Seattle.

Over the next 20 years, new passenger-only ferry routes may be added. Passenger ferry can provide fast and reliable connections in appropriate locations. Ferries serve as a supplement to the countywide transportation system in locations where it serves the network as well as, or better than, traditional fixed-route transit service. Service hours could be extended during summer and special events to accommodate rider demand.

King County Metro Long-Range Plan Metro Connects (2021) included two additional routes in their interim service network (targeted for implementation before the Ballard Link expansion) and three routes in the 2050 service network.

- Downtown Seattle to Shilshole (interim and 2050 service network)
- Kenmore to University of WA (interim and 2050 service network)
- Kirkland to University of WA (2050 service network)

Figure A-15
Existing Ferry Routes



Transportation Demand Management Strategies

The City of Seattle's Department of Transportation (SDOT) operates a comprehensive Transportation Demand Management (TDM) program to reduce single-occupancy vehicle trips and promote sustainable transportation options. This program includes initiatives such as the Commute Trip Reduction (CTR) program, which works with large employers to encourage alternative commute methods, and the Transportation Management Program (TMP), which focuses on managing transportation impacts from new developments. SDOT also supports various incentives and services, including transit pass subsidies, bike-sharing programs, and improved pedestrian and bicycle infrastructure. Additionally, the department provides resources and tools to help residents and businesses make informed transportation choices, ultimately aiming to alleviate traffic congestion, reduce emissions, and enhance overall mobility in Seattle.

Seattle has three main regulations to reduce traffic congestion and improve air quality by decreasing the number of people driving alone, particularly to commute to their place of employment, and reducing vehicle miles traveled (VMT):

- Commute Trip Reduction (CTR) Ordinance
- Transportation Management Program (TMP)
- Commuter Benefit Ordinance (CBO)

Through these programs, SDOT works with over 500 large worksites and buildings, representing more than 225,000 workers. They support impactful commuter transportation programs that include on-site amenities, subsidies, education, and communication to help workers with their transportation choices.

COMMUTE TRIP REDUCTION ORDINANCE

Seattle actively participates in Washington's Commute Trip Reduction (CTR) program, established in 1991 to reduce air pollution, traffic congestion, and energy use by promoting alternatives to driving alone. The city's local CTR program requires worksites with 100 or more full-time employees commuting during morning peak hours to conduct biennial commute surveys and submit reports on their commute programs. SDOT sets drive-alone rate (DAR) targets for the city as a whole and for individual neighborhoods.

TRANSPORTATION MANAGEMENT PROGRAMS

TMPs are used to mitigate transportation impacts identified as part of the land use and construction permitting process during a site's development review. They are triggered either through the State Environmental Policy Act (SEPA) review or Land Use Code requirements and are usually specified in the Master Use Permit.

TMPs are typically applied in three contexts:

- Individual Building Developments: Over 230 buildings in Seattle have active TMPs to mitigate transportation impacts from development; most are office or commercial buildings. More

than 70% of these sites are occupied by employers affected by the CTR and participate in that program.

- Major Institutions: Seattle has 13 major educational and medical institutions. These institutions are required to develop City Council-approved Major Institution Master Plans (MIMPs), which guide long-term development and include ongoing monitoring practices. A key component of the MIMP is the TMP, as defined in Seattle Municipal Code 23.69.030.
- Event Venues: Large venues like stadiums are usually subject to TMPs to mitigate event-related transportation impacts and ensure ongoing coordination with key city departments and transit partners.

COMMUTER BENEFIT ORDINANCE

Seattle's Commuter Benefit Ordinance requires businesses with 20 or more employees worldwide to offer their Seattle employees a pre-tax payroll deduction for transit or vanpool expenses. The ordinance applies to all employees who:

- Work an average of 10 hours per week or more.
- Include telecommuting employees and those who live outside Seattle but work in the city.

TDM EXPANSION EFFORTS AND 5-YEAR STRATEGIC PLAN

SDOT is currently drafting a TDM Programs 5-Year Strategic Plan. This plan outlines how the city's TDM programs will evolve and expand to:

- Support progress towards mode split and VMT goals in the Seattle Transportation Plan and Climate Change Response Framework.
- Better reach and support BIPOC and vulnerable communities, guided by the Transportation Equity Framework.
- Support all types of trips, beyond just commutes, and adapt to post-pandemic travel patterns.
- Develop additional capacity and partnerships for ongoing programs while being mindful of limited resources.

Compliance with Title 29 of the American Disabilities Act of 1990 (ADA)

In 2020, the Seattle Department of Transportation published their The American with Disabilities Act (ADA) Transition Plan for the Seattle Public Right-of-Way, a supplement of the City of Seattle's ADA Title II Transition Plan. SDOT prioritizes ADA accessibility improvements to the pedestrian network through multiple department programs, according to the criteria set forth in federal regulations. The SDOT Transition Plan includes a discussion and identification of physical barriers in the public right-of-way, or within SDOT-owned facilities, that limit the ADA accessibility of facilities to individuals with disabilities; describes the programs responsible and methods established to makes those facilities accessible; provides a high-level schedule to making the accessibility modifications; and identifies SDOT's ADA Coordinator as the public official responsible for implementing the transition plan.

Transportation Level of Service (LOS) Measures

Overview

As established in policies T 1.9 and T 1.10 the City will track over time several measures that collectively describe the performance of the transportation system and multiple modes of travel that comprise that system, including vehicles, transit, bicycling, and walking. The purpose and role of this suite of multimodal level of service (LOS) measures will be to assess the performance of the transportation system over time as the policies and investments included in the Comprehensive Plan are implemented. The LOS measures will also be used to indicate potential need for additional transportation investments and demand management strategies as the city grows, consistent with the growth strategy. The Washington State Legislature recently adopted HB 1181, within which are new requirements to adopt multi-modal level service standards for transportation. The measures described are designed to provide a framework for further development of LOS standards that fully implement HB 1181 before the state deadline in 2029.

Vehicular LOS

The performance of the city's roadway system, including for the movement of vehicles of all types, not just private automobiles, but also transit, freight, and other vehicular travel, is based on two measures.

The first measure is vehicle miles traveled (VMT), which will be tracked citywide. Figure A-16 shows the existing VMT along with the reduction target included in policy T 4.2. With forthcoming guidance from the State of Washington, Seattle anticipates updating our VMT target as a per capita measure. Tracking of performance will also be updated to reflect forthcoming new data from the Washington State Department of Transportation.

Figure A-16
Vehicle Miles Traveled Baseline and Target

VMT in 2018	6.2 billion
Reduction Target	37%
VMT by 2044	3.9 billion

The second LOS measure that contributes to our assessment of the city's roadways for vehicular travel is the percent of trips that are made by a single occupant vehicle (SOV trips). This measure describes the percentage of all trips that are made by single-occupant vehicle (SOV) both citywide and within subareas of the city.

The performance of the overall system, including the city's arterials, will be measured in relation to the reduced share of trips that are drive alone. Tracking SOV share will help to gauge the people-moving capacity of the city's roadways by reducing the amount of driving alone. Driving alone is the least space-efficient mode and occurs during the most congested period of the day. There are different performance levels defined for 8 geographic sectors—network areas—in the city, recognizing the diverse land use patterns and transportation contexts that exist across the city.

This SOV share measure is consistent with Seattle's comprehensive planning approach because it informs and supports strategies other than adding new capacity for general-purpose travel. Adding vehicle capacity can be costly and can lead to community disruption and environmental impacts. Generally, widening arterials may not even be practical or feasible in a mature, developed urban environment as exists in the city. This measure of LOS supports the City in using existing current street rights-of-way as efficiently as possible and encourages a broader set of travel options.

Figure A-17 shows the latest available SOV share data that will be used as a baseline for monitoring progress. In the future, goal setting and monitoring will be coordinated with Seattle's Commute Trips Reduction program (see the Transportation Demand Management Strategies section to learn more).

Figure A-17
SOV Share of All Trips

Subarea	Baseline SOV Share (2019)
Northwest Seattle	42%
Northeast Seattle	35%
Quenn Anne/Magnolia	42%
Downtown/Lake Union	24%
Capitol Hill/Central District	37%
West Seattle	41%
Duwamish	72%
Southeast Seattle	36%
Citywide	36%

Transit LOS

Transit level of service uses two measures of transit accessibility. At a citywide scale, accessibility is measured as the percent of homes within a given distance of the frequent transit network.

The Frequent Transit Network (FTN) includes high-frequency bus and light rail routes designed to provide reliable and convenient public transportation across the city. The FTN includes existing and future planned service at least every 15 minutes throughout most of the day, seven days a week, covering major corridors and connecting key destinations. Distance is measured based on a half mile walk distance from light rail and a quarter mile walk distance from bus transit and streetcar services. Figure A-18 provides baseline data for homes that are served by existing transit routes that meet this standard.

Figure A-18
Homes within ½ mile of existing and future frequent transit service (bus routes and light rail stations)

	Existing frequent transit	Future frequent transit
All Homes	391,000	391,000
Homes within ½ mile	357,000	375,000
Percent	91.3%	95.9%

Transit accessibility will also be measured for each type of center identified in the growth strategy, including Regional, Urban, and Neighborhood Centers. Figure A-19 shows whether each center is currently served by frequent transit and/or light rail, currently or planned for service within the 20-year planning period.

Figure A-19
Transit Accessibility by Centers

CENTER NAME	SERVED BY LIGHT RAIL?	SERVED BY FTN?
Regional Centers		
Downtown	Yes	Yes
First Hill/Capitol Hill	Yes	Yes
University	Yes	Yes
Northgate	Yes	Yes
South Lake Union	Planned	Yes
Uptown	Planned	Yes
Ballard	Planned	Yes

CENTER NAME	SERVED BY LIGHT RAIL?	SERVED BY FTN?
Urban Centers		
Admiral	No	Planned
Licton Springs	No	Yes
Bitter Lake	No	Yes
Central District	No	Yes
Central District South	Planned	Yes
Columbia City	Yes	Yes
Crownhill	No	Yes
East Lake	No	Yes
Fremont	No	Yes
Graham	Planned	Yes
Green Lake	No	Yes
Greenwood	No	Yes
Lake City	No	Yes
Madison-Miller	No	Yes
Morgan Junction	No	Yes
Mt Baker	Yes	Yes
North Beacon	Yes	Yes
Othello	Yes	Yes
Pinehurst-Haller Lake	Planned	Yes
Queen Anne	No	Yes
Rainier Beach	Yes	Yes
Roosevelt	Yes	Yes

CENTER NAME	SERVED BY LIGHT RAIL?	SERVED BY FTN?
Wallingford	No	Yes
West Seattle Junction	Planned	Yes
Neighborhood Centers		
Brandon Junction	No	Yes
Bryant	No	Yes
Delridge	Planned	Yes
Dravus	Planned	Yes
East Ballard	No	Yes
Fairmount	No	Yes
Fauntleroy	No	Yes
Georgetown	No	Yes
High Point	No	Yes
Hillman City	No	Yes
Holden	No	Yes
Holmen Road	No	Yes
Little Brook	No	Yes
Madison Park	No	Planned
Madison Valley	No	Yes
Madrona	No	Yes
Magnolia Village	No	Planned
Maple Leaf	No	Yes
Mid Beacon Hill	No	Yes
Montlake	No	Yes

CENTER NAME	SERVED BY LIGHT RAIL?	SERVED BY FTN?
North Magnolia	No	No
Northwest Green Lake	No	Yes
Olympic Hills	No	Yes
Ravenna	No	Yes
South Park	No	Yes
Tangletown	No	Yes
Upper Fauntleroy	No	Yes
Upper Fremont	No	Yes
Wedgewood	No	Yes
Whittier	No	Yes

Bicycling LOS

In Seattle, bicycle level of service is a measure of the presence of bike lanes, trails, and other bicycling facilities within various centers of the city, based on the number of homes in proximity—access—to all ages and abilities bicycling facilities. The City aims to create a network of low-stress routes that accommodate cyclists of all ages and abilities, with a focus on implementing protected bike lanes, Neighborhood Greenways, Healthy Streets, and multi-use trails. The City aims to increase bicycle ridership, improve safety, and promote sustainable transportation options for its residents by continually working to improve access to AAA bicycling facilities.

Figure A-20 provides baseline data for the current number of homes within a ¼ mile of existing All Ages and Abilities (AAA) bicycling facilities.

Figure A-20
Homes within 1/4 mi. of All Ages and Abilities bicycling facility

All Homes	391,000
Homes within 1/4 mile	298,000
Percent	76.2%

Figure A-21 provides baseline data for access to All Ages and Abilities (AAA) bicycling facilities in different centers designations of the city.

Figure A-21
Centers served by AAA bicycling facilities

CENTER NAME	SERVED BY AAA BICYCLE FACILITY?
Regional Centers	
Downtown	Yes
First Hill/Capitol Hill	Yes
University	Yes
Northgate	Yes
South Lake Union	Yes
Uptown	Yes
Ballard	Yes
Urban Centers	
Admiral	Yes
Licton Springs	Yes
Bitter Lake	Yes
Central District	Yes
Central District South	Yes
Columbia City	Yes
Crownhill	Yes
East Lake	Yes
Fremont	Yes
Graham	Yes
Green Lake	Yes
Greenwood	Yes
Lake City	Yes

CENTER NAME	SERVED BY AAA BICYCLE FACILITY?
Madison-Miller	Yes
Morgan Junction	Yes
Mt Baker	Yes
North Beacon	Planned
Othello	Yes
Pinehurst	Yes
Queen Anne	Yes
Rainier Beach	Yes
Roosevelt	Planned
Wallingford	Yes
West Seattle Junction	Yes
Neighborhood Centers	
Brandon Junction	Yes
Bryant	Yes
Delridge	Yes
Dravus	Planned
East Ballard	Planned
Fairmount	Yes
Fauntleroy	Planned
Georgetown	Planned
High Point	Yes
Hillman City	Planned
Holden	Yes
Holmen Road	Planned

CENTER NAME	SERVED BY AAA BICYCLE FACILITY?
Little Brook	Yes
Madison Park	Planned
Madison Valley	Planned
Madrona	planned
Magnolia Village	Planned
Maple Leaf	Yes
Mid Beacon Hill	Yes
Montlake	Yes
North Magnolia	Planned
Northwest Green Lake	Yes
Olympic Hills	Planned
Ravenna	Yes
South Park	Yes
Tangletown	Planned
Upper Fauntleroy	Planned
Upper Fremont	Planned
Wedgewood	Planned
Whittier	Yes

Pedestrian LOS

Pedestrian level of service is an indicator of a good walking environment. It aims to represent the walkability and accessibility in different areas the city. The presence of sidewalks is the main measure. It indicates safe and dedicated spaces for people walking.

The availability of sidewalks currently varies across different neighborhoods. The City is actively working to improve pedestrian infrastructure, with a particular focus on increasing the number of block faces that have sidewalks. This effort aims to enhance pedestrian safety, promote walking as a viable transportation option, and create more livable, connected communities. Understanding the

current sidewalk coverage and identifying gaps in the network is essential for prioritizing improvements and ensuring equitable access to pedestrian facilities across all areas of Seattle.

Figure A-22 provides a snapshot for the availability of sidewalks and the completeness of the sidewalk network in different centers designations of the city.

Figure A-22
Percent of block faces with sidewalks

	PERCENT OF BLOCK FACES THAT HAVE A SIDEWALK
CITYWIDE	75%
REGIONAL CENTERS	
Downtown	97%
First Hill/Capitol Hill	98%
University	91%
Northgate	71%
South Lake Union	95%
Uptown	97%
Ballard	98%
URBAN CENTERS	
Admiral	96%
Licton Springs	80%
Bitter Lake	46%
Central District	98%
Central District South	98%
Columbia City	92%
Crownhill	68%
East Lake	84%
Fremont	90%

	PERCENT OF BLOCK FACES THAT HAVE A SIDEWALK
Graham	66%
Green Lake	91%
Greenwood	86%
Lake City	54%
Madison-Miller	96%
Morgan Junction	95%
Mt Baker	73%
North Beacon Hill	95%
Othello	87%
Pinehurst-Haller Lake	34%
Queen Anne	98%
Rainier Beach	69%
Roosevelt	94%
Wallingford	99%
West Seattle Junction	95%
Westwood-Highland Park	759
NEIGHBORHOOD CENTERS	
Brandon Junction	69%
Bryant	100%
Delridge	83%
Dravus	82%
East Ballard	100%
Fairmount	100%
Fauntleroy	80%
Georgetown	91%

	PERCENT OF BLOCK FACES THAT HAVE A SIDEWALK
High Point	100%
Hillman City	95%
Holden	100%
Holman Road	56%
Little Brook	42%
Madison Park	100%
Madison Valley	97%
Madrona	98%
Magnolia Village	88%
Maple Leaf	100%
Mid Beacon Hill	88%
Montlake	98%
North Magnolia	75%
Northwest Green Lake	99%
Olympic Hills	46%
Ravenna	100%
South Park	80%
Tangletown	100%
Upper Fauntleroy	89%
Upper Fremont	98%
Wedgewood	98%
Whittier	100%

Estimating Future Travel

To estimate future travel levels and system needs, modeling in the Environmental Impact Statement (EIS) for this comprehensive plan update included data and future assumptions about the amount and distribution of population, housing, and employment. Analysis also included information on existing and planned transportation facilities. Data for both baseline and future years include the number and geographic distribution of both households and employment in Seattle and the region, characteristics of households and jobs (e.g., number of residents per household, household income), and the transportation network (e.g., streets, transit routes). A computer model generated the total number of person-trips between travel zones, the number of trips that would use different modes (e.g., car, bus, bike, walk), and the vehicle traffic volumes on streets throughout the city. Data, methods, and results of this transportation analysis are detailed in the One Seattle Plan Update Final EIS.

Land Use Data and Assumptions

The EIS considered two time periods for analysis: 2019 as the baseline of existing conditions and 2044 as a 20-year horizon point in time for which the outcomes of the alternatives, including the preferred alternative, are compared. Beginning in March 2020, the COVID-19 pandemic disrupted longstanding commute patterns and broader travel trends. In the same month, the closure of the West Seattle Bridge fundamentally changed local travel patterns through a large portion of the city until the bridge's reopening in September 2022. For these reasons, 2019 was selected as a more representative year for baseline travel conditions. Selecting 2019 as the base year also provides a more conservative assumption (i.e., a baseline with more traffic congestion) with respect to identifying potential impacts of the alternatives because growth is assumed to be additive to existing conditions.

Assumptions about the amount and distribution of future growth are based on several factors. Consistent with the state Growth Management Act (GMA), the King County Growth Management Planning Council, in 2021, updated Countywide Planning Policies (CPPs), including new growth targets for local jurisdictions to use in their forthcoming comprehensive plan updates. For the 2019-2044 period, Seattle is required by the CPPs to accommodate at least 112,000 housing units and 169,500 jobs. For the 20-year planning period covered in the One Seattle Plan, the housing target has been adjusted based on more recent growth trends to a figure of 80,000 housing units for the years 2024 to 2044.

The final EIS models transportation demand for two growth alternatives. The first "not action" alternative, demand is based on the adopted growth target. In the second "preferred" alternative, demand is based on the growth strategy included in the One Seattle Plan, with significant land use changes that add housing capacity in areas across the city including capacity for middle housing in all neighborhoods and additional capacity for denser forms of housing in centers and along transit routes. Housing growth under the preferred alternative is assumed to be 120,000 new units over the 20-year planning period. As described in the Transportation element and this appendix, the transportation needs of future potential growth will be met with investments in transit, active transportation, and

strategies to use the existing assets and right of way in the city to meet the mobility needs of a growing population in a dense urban environment.

In addition, assumed future growth in housing and jobs was allocated to smaller areas across the city. Different amounts of growth were distributed to each place type in the growth strategy – including centers – and to smaller areas within each place type based on expected zoned densities. Land use assumptions for areas outside of the city are based on data provided by the Puget Sound Regional Council consistent with the Regional Growth Strategy in VISION 2050.

Traffic Volume Modeling

The City uses a modified version of PSRC's travel model to better represent street conditions such as arterial speeds, future transit routing and service levels, the distribution of trips, and choice of transportation modes. Model output include a volume to capacity ratio (v/c) that compares actual or forecasted traffic volumes with existing and future roadway capacity. These measurements are taken at selected screenlines, which are east/west or north/south corridors across which a snapshot of ridership, traffic operations, and traffic shifts/modal splits can be measured. The v/c ratios generated as part of the analysis completed for the EIS are shown in Figure A-24. The model's current and 2044 regionwide and city-limit traffic volume estimates are shown in the following tables.

A screenline methodology highlights transportation system performance citywide and between subareas of the city and region. This methodology recognizes that no single inter- section or arterial operates in isolation. Motorists have choices, and they select particular routes based on a wide variety of factors such as avoiding blocking conditions and minimizing travel times. Accordingly, this analytic methodology focuses on a "traffic-shed" where the screenlines measure groups of arterials among which drivers logically can choose to travel.

Transportation Appendix Figure A-23 is a map illustrating the location of forty-two screenlines, including screenlines that provide supplemental information about performance in and near Seattle's Regional Centers.

Figure A-23
Screenlines

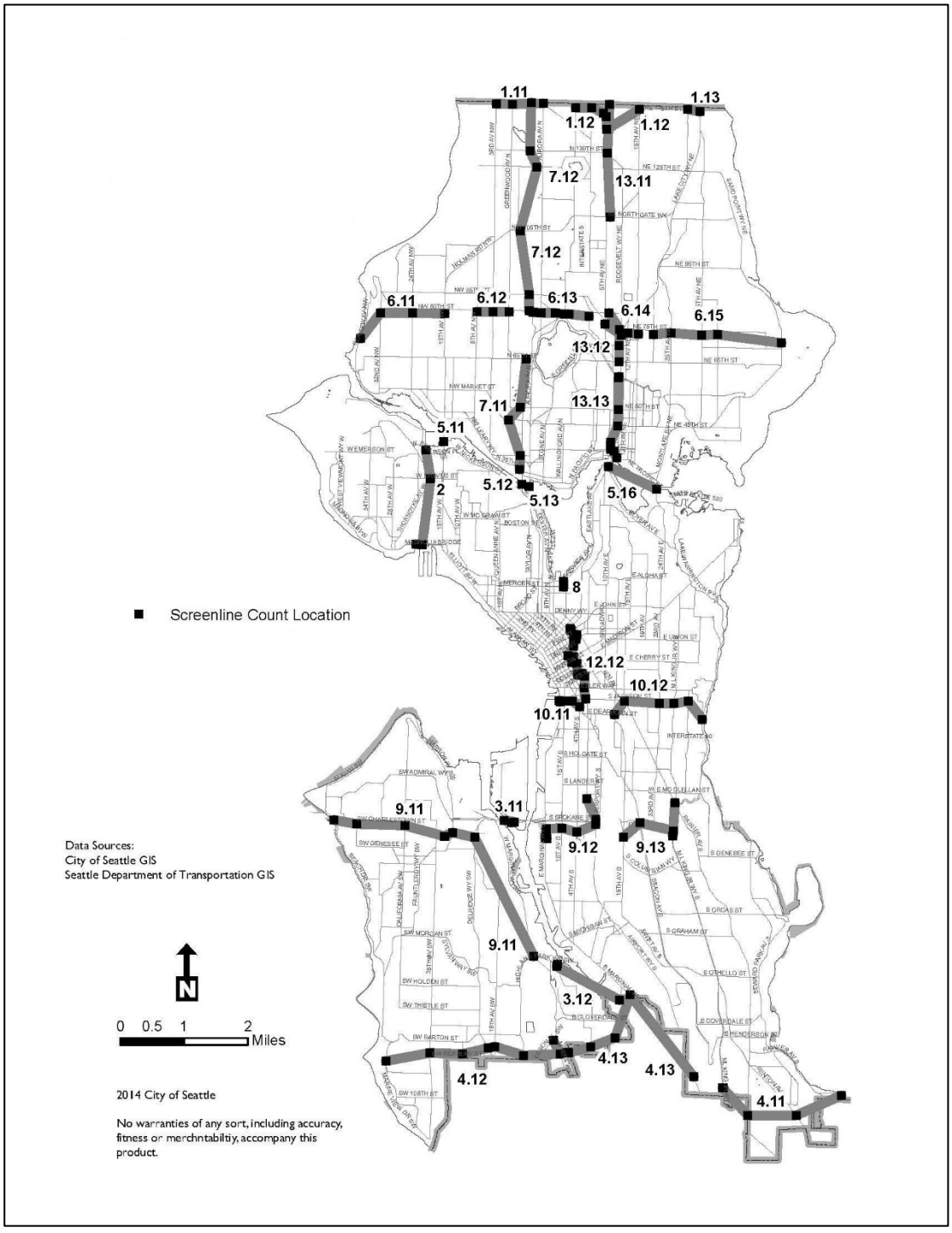


Figure A-24 lists for each screenline the current conditions and modeled traffic results for the evening peak hour in year 2044. The results are compared with analytic benchmarks, which are expressed as v/c ratios of 1.0 or 1.20, which indicates a level of use equivalent to 100 percent or 120 percent of rated roadway capacity, measured during peak commute times.

Figure A-24
Existing and modeled V/C ratios by Screenline

SCREENLINE	LOCATION	EXTENTS	2019		2044	
			NB/EB	SB/WB	NB/EB	SB/WB
1.11	North City Limit	3rd Ave NW to Aurora Ave N	0.68	0.52	0.88	0.83
1.12	North City Limit	Meridian Ave N to 15th Ave NE	0.47	0.30	0.58	0.54
1.13	North City Limit	30th Ave NE to Lake City Way NE	0.84	0.47	0.93	0.73
2	Magnolia	Magnolia Bridge to W Emerson Place	0.23	0.61	0.64	0.70
3.11	Duwamish River	West Seattle Bridge & Spokane St	0.64	0.81	0.75	0.89
3.12	Duwamish River	1st Ave S & 16th Ave S	0.56	0.87	0.69	0.88
4.11	South City Limit	Martin Luther King Jr. Way to Rainier Ave S	0.57	0.75	0.90	0.93
4.12	South City Limit	Marine Dr SW to Meyers Way S	0.37	0.42	0.51	0.53
4.13	South City Limit	SR 99 to Airport Way S	0.44	0.45	0.62	0.42
5.11	Ship Canal	Ballard Bridge	1.01	0.71	1.11	0.98
5.12	Ship Canal	Fremont Bridge	1.00	0.79	1.17	>1.20
5.13	Ship Canal	Aurora Ave Bridge	0.96	0.58	1.07	0.77

SCREENLINE	LOCATION	EXTENTS	2019		2044	
			NB/EB	SB/WB	NB/EB	SB/WB
5.16	Ship Canal	University & Montlake Bridges	0.71	0.79	0.93	>1.20
6.11	South of NW 80th St	Seaview Ave NW to 15th Ave NW	0.37	0.46	0.43	0.47
6.12	South of NW 80th St	8th Ave NW to Greenwood Ave N	0.57	0.49	0.67	0.60
6.13	South of NW 80th St	Linden Ave N to 1st Ave NE	0.54	049	0.55	0.62
6.14	South of NW 80th St	5th Ave NE to 15th Ave NE	0.71	0.56	0.77	0.82
6.15	South of NW 80th St	20th Ave NE to Sand Point Way NE	0.47	0.34	0.55	0.62
7.11	West of Aurora Ave	Fremont Pl N to N 65th S	0.53	0.65	0.69	0.70
7.12	West of Aurora Ave	N 80th St to N 145th St	0.41	0.41	0.78	0.70
8.00	South of Lake Union	Valley St to Denny Way	0.49	0.35	0.59	0.43
9.11	South of Spokane St	Beach Dr SW to W Marginal Way SW	0.45	0.71	0.58	0.92
9.12	South of Spokane St	E Marginal Way S to Airport Way S	0.51	0.54	0.72	0.51
9.13	South of Spokane St	15th Ave S to Rainier Ave S	0.56	0.57	0.79	0.73
10.11	South of S Jackson St	Alaskan Way S to 4th Ave S	0.61	0.64	0.84	0.85
10.12	South of S Jackson St	12th Ave S to Lakeside Ave S	0.52	0.64	0.78	0.84

SCREENLINE	LOCATION	EXTENTS	2019		2044	
			NB/EB	SB/WB	NB/EB	SB/WB
12.12	East of CBD	S Jackson St to Howell St	0.36	0.36	0.40	0.44
13.11	East of I-5	NE Northgate Way to NE 145th St	0.67	0.51	>1.00	0.89
13.12	East of I-5	NE 65th St to NE 80th St	0.52	0.54	0.71	0.66
13.3	East of I-5	NE Pacific St to NE Ravenna Blvd	0.59	0.52	0.77	0.72
A1	North of Seneca St	1st Ave to 6th Ave	0.47	0.50	0.67	0.70
A2	North of Blanchard	Elliott Ave to Westlake Ave	0.43	0.31	0.48	0.42
A3	East of 9th Ave	Lenora St to Pike St	0.46	0.83	0.50	0.92
A4	South of Mercer St	Elliott Ave W to Aurora Ave N	0.53	0.46	0.67	0.70
A5	East of 5th Ave N	Denny Way to Valley St	0.40	0.40	0.51	0.51
A6	North of Pine St	Melrose Ave E to 15th Ave E	0.39	0.32	0.39	0.41
A7	North of James St– E Cherry St	Boren Ave to 14th Ave	0.46	0.32	0.51	0.36
A8	West of Broadway	Yesler Way to E Roy S	0.47	0.38	0.65	0.54
A9	South of NE 45th St	7th Ave NE to Montlake Blvd NE	0.56	0.53	0.54	0.67

SCREENLINE	LOCATION	EXTENTS	2019		2044	
			NB/EB	SB/WB	NB/EB	SB/WB
A10	East of 15th Ave NE	NE 45th St to NE 52nd St	0.51	0.48	0.69	0.65
A11	South of Northgate Way (N/NE 110th St)	N Northgate Way to Roosevelt Way NE	0.44	0.46	0.59	0.71
A12	East of 1st Ave NE	NE 100th St to NE Northgate Way	0.43	0.48	0.57	0.53

State Highway Level of Service Standards

State facilities are roadways owned by the Washington State Department of Transportation (WSDOT). These facilities are also evaluated using volume-to-capacity measures and LOS benchmarks. WSDOT provides roadway capacity data for its facilities with consideration of number of lanes, presence of auxiliary lanes, and presence of ramp metering. Baseline (2019) annual average weekday traffic volumes were compiled from WSDOT's Traffic Count Database System. The results are summarized using state Level of Service (LOS) designations A-F. WSDOT sets the standard for most of its facilities in Seattle at LOS D; the exception is the segment of SR 99 between SR 509 and I-5 which has a standard of "E mitigated" meaning congestion should be mitigated when PM peak hour LOS falls below LOS E. Future year volumes were forecasted by applying the growth predicted by the PSRC regional travel demand model for each alternative to the observed counts.

Estimated Traffic Volumes on State-Owned Transportation Facilities

Figure A-25 includes, for State highways, information about existing conditions and future modeled conditions for 2044. This data is organized by "average annual daily traffic" (AADT), "average weekday daily traffic" (AWDT), and a calculation of the modeled increase in AWDT for each highway segment expressed as a percentage. AWDT represents the peak commuting periods when volumes and congestion are highest.

Forecasts are for components of State facilities including HOV lanes, express lanes, and collector-distributor lane volumes.

Figure A-25
Traffic Volumes on State Facilities

State Facility	Location	Existing Conditions Forecasted Volumes (AADT)	2044 Forecasted Volumes (AADT)
I-5	North of NE Northgate Way	215,000	230,000
I-5	Ship Canal Bridge	203,000	245,000
I-5	North of West Settle Bridge	253,000	271,000
I-5	North of Boeing Access Rd. Ramp	200,000	210,000
I-90	Mt. Baker Tunnel	148,000	166,000
SR 99	North of N Northgate Way	31,000	41,000
SR 99	Aurora Bridge	71,000	92,000
SR 99	Tunnel	39,000	46,000
SR 99	North of West Seattle Bridge	67,000	74,000
SR 99	Sough of S Cloverdale St	32,000	34,000
SR 509	1st Ave S Bridge	60,000	80,000

SR 519	S Atlantic Street west of I-90 ramps	29,000	29,000
SR 520	Lake Washington Bridge	74,000	113,000
SR 522	NE/O NE 113th St	34,000	46,000

*Note: Location indicated with road names at cross-streets that show approximate endpoints of State highway segments.

State-Funded Highway Improvements & Local Improvements to State Highways

The City of Seattle will continue to coordinate with WSDOT for consistency in plans and projects. Figure A-26 shows the known anticipated major projects for the metropolitan area, based on data available from WSDOT, that will address State highways and facilities including ferries, and an indication of project status as applicable today and/or into the future ("x" indicates project is underway). These are the primary projects within Seattle and the broader metropolitan area that will affect the functioning of segments of State highways within city limits.

Figure A-26
State Highway Project List

PROJECT	EXECTED COMPLETION
Ferry System Electrification	2040
SR 520 Portage Bay and Roanoke Lid Project	2031
I-90 Judkins Park Station - Reconnection Communities	2027
Revive I-5: Preserving a vital freeway	2020s-2030s varies/TBD
SR 900/57th Ave S to 135th Pedestrian and Safety	2027

Impacts on Adjacent Jurisdictions

Four jurisdictions are adjacent to the City of Seattle: the cities of Shoreline and Lake Forest Park along Seattle's north boundary and the city of Tukwila and unincorporated King County along Seattle's south boundary. Several major arterials that connect to streets in these jurisdictions near the Seattle borders are represented by screenline V/C ratios in table A-24. At the north city limit Screenlines 1.11 and 1.12 show impacts to the City of Shoreline and screenline 1.13 shows impacts to Lake Forrest Park. At the south city-limit, screenline 4.11 and 4.13 show impacts with Tukwila and screenline 4.12 shows impacts to unincorporated King County.

Multi-Year Financing and 20-Year Project List

The City of Seattle relies on a diverse mix of revenue sources to finance its transportation projects, including local taxes, state and federal grants, and various fees. These funds support a wide range of initiatives, from street and bridge maintenance and public transit improvements to bicycle and pedestrian infrastructure. Seattle's transportation budget must be balanced to address competing priorities and immediate needs while also investing in long-term projects that align with the city's mobility, safety, sustainability and equity goals. As Seattle continues to grow and adapt to changing transportation needs and goals, the City will explore a range of options to secure adequate and stable funding for transportation investments. Funding will be coupled with strategies to manage demand and plan for growth and development where it can leverage key transportation improvements, especially new and planned transit service.

The tables in Figures A-28 and A-29 present estimated funding and projected expenditures, broadly categorized, for the period 2025-2035. Because much of the City's transportation budget has potential variability, the estimates are shown as a range from low to high. "High" revenue estimates assume 1) voter approval of relevant levies, bonds, sales taxes, and fees, 2) relatively high competitiveness for federal, state, and regional grants, and 3) higher local bonding, which may vary by budget cycle. "Low" revenue estimates assume no voter approval of transportation funds, low grant competitiveness, and low bonding. "High" and "low" projected expenditures were tailored to match available revenue to reflect a balanced budget to meet State law.

Figure A-27
Estimated Range of Future Transportation Revenue, 2025-2035

CATEGORY	LOW (000,000s)	HIGH (000,000s)
Dedicated Transportation Funding	$2,400	$2,880
Seattle Transit Measure (STM)	$122	$610
Voted Transportation Levies	$1,550	$2,030
Grants and Partnerships	$570	$1,140
General Fund and Cumulative Reserve	$590	$660
Long-term Financing	$200	$300
Voted Capital Bond Financing	$ -	$1,000
Total	$5,432	$8,620

Figure A-28
Estimated Range of Future Transportation Expenditures, 2025-2035

CATEGORY	LOW (000,000)	HIGH (000,000)
Operations and Maintenance	$2,382	$2,859
Major Maintenance and Safety	$1,425	$2,708
Mobility and Enhancements	$1,625	$3,053
Total	$5,432	$8,620

Over the longer term, the Seattle Department of Transportation continues to carry out work on its ongoing 20-year transportation improvement plan to address current infrastructure needs and anticipate future growth, as described in the Seattle Transportation Plan. Figure A-30 includes ongoing as well as newly planned projects and programs to accommodate travelers of all modes on Seattle's roadways. The list includes all projects and programs described in the 2024-2029 Capital Improvements Projects list (CIP), the Seattle Transportation Plan Appendix A: Large Capital Projects, and those projects and programs committed to in the 2024 Transportation Levy. The table also indicates projects that are included in the Regional Transportation Plan (RTP). Projects described here may be carried out in the 10-year period described in Figures A-28 and A-29 or over a longer time period. Figure A-30 also does not include operations and maintenance costs which are reflected in the earlier tables.

Where overlap exists between CIP, STP Large Capital Projects and levy commitments, projects have been consolidated into one line in Figure A-30. The list depicts known cost estimates from funded 6-year CIP and funding from the 8-year levy. A number of programmatic needs and project costs, including large projects, do not currently have detailed cost estimates out the full 20 years. In these cases, the table includes a qualitative assessment of the order of magnitude of costs for the Large Capital Projects described in the Seattle Transportation Plan. Where indicated, $ = less than $25M, $$ = $25M-$50M, and $$$ = above $50M. These are rough estimates as determined at the time of STP release. Actual cost estimates may change as more detailed project scoping occurs for particular projects.

Figure A-29
Project List and Estimated Funding

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Bridge Load Rating	MC-TR-C006			2,192,281		
Bridge Painting Program	MC-TR-C007			16,674,906		
Bridge Seismic - Phase III	MC-TR-C008			26,015,579		
Bridge Rehab and Replace P II	MC-TR-C039			3,923,251		
Structures Major Maintenance	MC-TR-C112			42,680,691		
Arterial Asphalt/Concrete Ph 2	MC-TR-C033			17,516,690		
Non-Arterial St Resurf & Rest	MC-TR-C041			6,320,633		
Arterial Major Maint	MC-TR-C071			12,563,500	67,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Retaining Wall Replace Pgm	MC-TR-C032			1,298,766		
Hazard Mitigation-Landslide	MC-TR-C015			3,115,396		
Hazard Mitigation Pgm-Areaways	MC-TR-C035			1,799,830	3,000,000	
Seawall Maintenance	MC-TR-C098			2,390,362	5,000,000	
BMP - Urban Trails & Bikeways	MC-TR-C060			2,411,119		
BMP - Protected Bike Lanes	MC-TR-C062			17,377,258	16,000,000	
BMP - Greenways	MC-TR-C063			8,441,694	20,000,000	
PMP - Stairways	MC-TR-C031			1,959,163	4,000,000	
PMP - New Sidewalk Program	MC-TR-C058			18,111,106	111,000,000	
PMP - School Safety	MC-TR-C059			30,938,604	14,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
PMP - Crossing Improvements	MC-TR-C061			8,499,995	14,000,000	
Sidewalk Safety Repair	MC-TR-C025			15,536,502	34,000,000	
Transit Corridor Improvements	MC-TR-C029			8,098,860	4,000,000	
Seattle Transportation Benefit District - Transportation Improvements	MC-TR-C108			29,900,000		
Shoreline Street Ends	MC-TR-C011			5,149,798		
Urban Design Capital Projects	MC-TR-C120			250,000		
Freight Spot Impr Pgm	MC-TR-C047			3,904,000	17,000,000	
Heavy Haul Network Program	MC-TR-C090			40,655,140	8,000,000	
SDOT ADA Program	MC-TR-C057			30,690,786	30,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
New Traffic Signals	MC-TR-C020			2,495,518		
Next Gen ITS Improvements	MC-TR-C021			1,323,095	17,000,000	
Signal Major Maintenance	MC-TR-C026			5,433,840	15,004,520	
Vision Zero	MC-TR-C064			30,590,778	70,000,000	
Neighborhood Traffic Control	MC-TR-C019			3,258,356	7,000,000	
Neighborhood Large Projects	MC-TR-C018			3,711,070		
Safe Streets and Roads for All	MC-TR-C125			32,085,800		
NPSF - Your Voice, Your Choice	MC-TR-C022			-	39,500,000	
Northgate Brdg and 1st Ave MUP	MC-TR-C030			2,820,389		
Sound Transit 3 (ST3)	MC-TR-C088			48,921,696	33,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Lynnwood Link Extension	MC-TR-C089			65,000		
Roosevelt Multimodal Corridor	MC-TR-C013			113,568,951		
Madison Street BRT	MC-TR-C051	5173	RapidRide Corridor 1: Central Area - First Hill - Downtown	32,333,523		
Route 40 Northgate to Downtown	MC-TR-C079	5774	Northgate to Downtown Transit Improvements	14,374,934		
SR-520 Project	MC-TR-C087			4,111,985	500,000	
Revive I-5 Project Support	MC-TR-C124			550,000		
Urban Forestry Capital Estab	MC-TR-C050			811,248		
West Seattle Bridge Repair	MC-TR-C110			4,681,500		
CWF Overlook and EW Connection	MC-TR-C073	4282	Central Waterfront Project - Alaskan Way,	6,250,000		

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
			Promenade and Overlook Walk			
Waterfront Transportation Infrastructure Maintenance	MC-TR-C109			3,850,000		
North of Downtown Mobility Act	MC-TR-C101			6,153,846		
Accela Permitting	MC-TR-C001			3,000,000		
Accessible Mt. Baker	MC-TR-C002			1,000,000		$$
3rd Avenue Corridor Impr	MC-TR-C034	5632	Third Avenue Transit Spine	3,200,000		$$$
Center City St Car Connector	MC-TR-C040	5084	Seattle Center City Connector	92,695,135		$$$
CWF Alaskan Way Main Corridor	MC-TR-C072			28,857,000		$$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Market / 45th Multimodal Corri	MC-TR-C078	5177	RapidRide Corridor 5: Ballard - U District - Laurelhurst	105,880		$
Graham Street Station	MC-TR-C082			-		$$
Aurora Avenue North Safety Improvements	MC-TR-C118	5768	Aurora Avenue Corridor Improvement Project	48,650,000	30,000,000	$$$
Harrison St Transit Corridor	MC-TR-C119	5801	Harrison St Transit Pathway	500,000	5,000,000	
NE 45th St Bridge I-5 Crossing Improvements	MC-TR-C122			1,500,000	500,000	$$$
NE 130th St/NE 125th Corridor Improvements	MC-TR-C123	5769	NE 130th St Station: Corridor Access & Safety Improvements	18,401,374	55,600,000	$$$
1st Ave N | Bicycle Connection						$$
1st Ave S | Multimodal Improvements						$$
4th Ave S | Multimodal Improvements						$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
5th Ave | Multimodal Improvements		5637	4th / 5th Avenue Protected Bike Lane			$$
8th Ave S | Multimodal Improvements						$$
12th Ave | Multimodal Improvements						$$
14th Ave NW | Multimodal Improvements						$
15th Ave NE | Multimodal Improvements					12,700,000	$$
15th Ave W & Elliott Ave W | Multimodal Improvements						$$
16th Ave SW | Multimodal Improvements						$
23rd Ave | Multimodal Improvements		5777	23rd Ave Bus Rapid Transit		37,501,500	$$
35th Ave SW | Multimodal Improvements					32,763,500	$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
N 50th St/Green Lake Way N/Stone Way | Intersection Redesign						$
N 85th St + NE 65th St | Transit + Multimodal Improvements		5075	Priority Bus Corridor 4 Crown Hill			$$
NE 145th St | Comfortable Connections					5,000,000	$$
SW Admiral Way | Transit + Multimodal Improvements						$$
Airport Way S | Multimodal Improvements						$$
SW Alaska St Link light rail station | Multimodal Improvements						$
Alki Trail | Comfortable Connections						$$
Ballard Bridge						$$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Ballard to Northgate | Multimodal Improvements		5141	RapidRide Corridor 6: Northgate - Ballard - Fremont - SLU - Downtown			$$$
Boren Ave | Multimodal Improvements						$$
Burke Gilman Trail | Comfortable Connections						$$
Burke Gilman Trail Missing Link		2668	Burke-Gilman Trail Extension		20,000,000	$$
California Ave SW | Multimodal Improvements						$$
Chief Sealth Trail | Comfortable Connections					2,000,000	$$
Chinatown-International District Station | Multimodal Improvements						$$
Denny Way | Multimodal Improvements		5218	Priority Bus Corridor 2 Denny		4,000,000	$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Dravus St | Multimodal Improvements						$$
East Marginal Way | Multimodal Improvements					9,430,000	$$
Eastlake to Rainier Beach | Transit + Multimodal Improvements		5073	Priority Bus Corridor 1: Othello		75,300,000	$$$
Elliott Bay Trail | Comfortable Connections						$
Fauntleroy Way SW | Multimodal Improvements						$$
Fauntleroy Way SW Boulevard | Multimodal Improvements						$$
W Garfield St |Comfortable Connections						$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Georgetown to Beacon Hill | Comfortable Connections					5,000,000	$$
Greenwood & Phinney | Transit + Multimodal Improvements		5156	Priority Bus Corridor 5 Greenwood			$$
Harbor Island | Freight and Pedestrian Improvements						$$$
Highland Park Way | Comfortable Connections					5,500,000	$$
Holgate St Bridge						$$$
Interbay Station and South Ship Canal | Comfortable Connections						$$
Jackson St | Multimodal Improvements (Rainier Ave S to 31st Ave S)						$$
S Jackson St | Transit + Multimodal						$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Improvements (1st Ave S to Rainier Ave S)						
James St | Multimodal Improvements					14,823,500	$
Lake City Way | Multimodal Improvements						$$
Lake City Way to Northgate | Transit + Multimodal Improvements						$$
Lake Washington Blvd						$
Leary Way NW Multimodal Improvements						$$$
S Lucile St Reconstruction and Redesign						$$
NW Market St | Multimodal Improvements					11,914,000	$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Martin Luther King Jr. Way | Multimodal Improvements (E Madison St to S McLellan St)						$$
Martin Luther King Jr. Way | Multimodal Improvements (Rainier Ave S to city limits)						
Northlake Retaining Wall						$$
SW Orchard St and Dumar Way SW | Comfortable Connections						$$
Pike Place | Event Street						$
Pike-Pine | Multimodal Improvements		5638	Pine - Pike Protected Bike Lane			$$
Rainier Ave S | Multimodal Improvements					57,732,000	$$$
Rainier Valley | RapidRide Coordination					47,964,000	$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
SW Roxbury St | Comfortable Connections						$$$
Sand Point Way NE | Multimodal Improvements						$$$
Ship Canal | Pedestrian-Bicycle Crossing Study						$$$
South Lake Union | People Streets and Public Spaces		5711	Thomas Street Project			$
South Park | Comfortable Connections					22,333,000	$$
Southwest to Southeast Seattle | Transit + Multimodal Improvements					9,062,000	$$
S Spokane St | Multimodal Improvements						$$
Sylvan Way SW | Comfortable Connections						$$

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
U District/Lake City NE | Multimodal Improvements		5079	Priority Bus Corridor 3 Lake City			$$
University Bridge | Comfortable Connections						$
Virginia St & Stewart St | Multimodal Improvements		5279	Westlake Multimodal Transportation Hub			$$
West Seattle to Rainier Valley | Transit + Multimodal Improvements						$$
E Yesler Way | Multimodal Improvements						$$
AAC: NE 65th St: 2nd Ave NE to 35th Ave NE					11,914,000	
AAC:Elliott Ave & Western Ave: Bell St to Thomas St					14,605,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
AAC: Fauntleroy Way SW: 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements					2,600,000	
Curb and Pavement Marking					6,000,000	
Preventative Bridge Maintenance					127,000,000	
Structural Repairs and Upgrades: Ballard Bridge Structural Repairs					15,000,000	
Structural Repairs and Upgrades: Magnolia Bridge Structural Repairs					16,000,000	
Structural Repairs and Upgrades: Ship Canal Electrical/Mechanical - Ballard					15,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Structural Repairs and Upgrades: Ship Canal Electrical/Mechanical - Fremont					12,500,000	
Structural Repairs and Upgrades: Ship Canal Electrical/Mechanical - University					12,500,000	
Project Readiness: Bridge Future grant/bond planning (1st and 4th over Argo, W Dravus St, NE 45th St Viaduct, Magnolia Cost Estimates and Emergency Planning)					15,000,000	
Transit Improvements and Access to Light Rail					13,000,000	
Transit Improvement and Accesss to Light Rail: Sound Transit Access Planning					1,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Transit Improvement and Accesss to Light Rail: Judkins Park Connections					1,500,000	
Transit Spot Improvements					27,000,000	
Transit Passenger Safety					9,000,000	
Traffic Signal Timing: Signal Operations					15,000,000	
Traffic Signals and Maintenance: New Traffic Signals					19,567,921	
Traffic Signals and Maintenance: Signal Maintenance					10,427,559	
Transportation Operations					18,000,000	
Sign Maintenance					5,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Georgetown connections (Study)					500,000	
14 Ave S (S Director St to South Park Bridge at Dallas)					5,000,000	
Upgraded Bike Lanes (aka Better Bike Barriers)					8,000,000	
Bike Lane Maintenance					8,000,000	
Bike Spot Improvements					10,000,000	
People Streets Capital Projects					23,000,000	
People Streets Capital Projects: Beacon, N 130 St & Rainier Complete Streets contributions					1,600,000	
People Streets Capital Projects: CID Transformation, Alley Activation and FIFA					2,000,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
People Streets Capital Projects: Cap Hill low cost implementation (E Union Street Revival Corridor)					2,000,000	
People Streets Capital Projects: NE 42nd St Green Street Improvements					2,000,000	
People Streets Capital Projects: Occidental Promenade					5,600,000	
Downtown Activation (near-term maintenance, placemaking, coordination, longer-term 3rd Ave vision)					15,000,000	
People Streets and Wayfinding Maintenance					2,000,000	
Pedestrian Lighting					10,000,000	
Lid I-5 Private Funding Study					500,000	

Project/Program Name	CIP Project #	RTP Project #	RTP Project Name	Funded CIP 2024-2029	Proposed Levy Funding 2025-2032	STP Cost Predictions
Climate and Electrification Program					32,000,000	
Low Pollution Neighborhoods					8,000,000	
Urban Forestry Field Ops					14,000,000	
Expanded Tree Program					5,000,000	
Urban Forestry-Arborist Svcs					10,000,000	
Freight Program					10,000,000	
Port Connection to I-90/I-5					5,000,000	
Leary Way Industrial Zone Safety Improvements					5,000,000	

Appendix 2 Housing

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Introduction

Policy Framework and Housing Appendix Contents

The Housing Appendix provides data and analysis to inform Comprehensive Plan policies on housing consistent with requirements of state Growth Management Act, VISION 2050, and the King County Countywide Planning Policies. With the adoption of House Bill (HB) 1220 in 2021, the state Legislature strengthened GMA requirements related to housing policy and analysis. This appendix includes extensive new data and analysis that responds to these requirements.

Overview of Data Sources

The Housing Appendix draws from a wide array of resources and data. These include projections from the state Department of Commerce as well as datasets from the federal Census Bureau and Department of Housing and Urban Development (HUD), Puget Sound Regional Council (PSRC), King County Department of Assessments, Seattle City building permits database, and housing market analysis and datasets from companies such as Zillow and CoStar.

The analyses address different time periods or points in time. Temporal variation reflects differences in data release schedules and data availability at the time analysis for this appendix was performed.

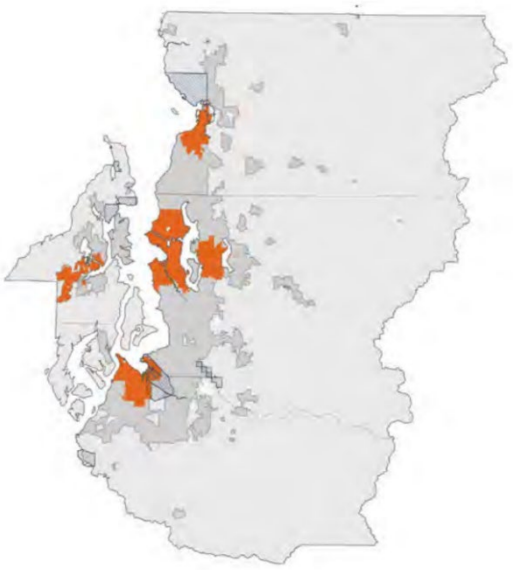
Seattle's Role as a Large, Growing Metropolitan City

The 2020 Census counted 737,015 people in Seattle. This ranks Seattle as the 18th most populous U.S. city and the most populous city in King County, the Puget Sound region, and the state of Washington.

As shown in Figure A-31, Seattle is one of the five "Metropolitan Cities" in the Regional Growth Strategy adopted by PSRC as part of our region's VISION 2050 long-range plan. This designation acknowledges Seattle's role as a cultural, economic, and transit hub within the county and region.

As the Metropolitan Cities within King County, Seattle and Bellevue are expected to accommodate 44 percent and 46 percent of the county's population and employment growth, respectively. With regards to planned *regionwide* growth, Seattle and Bellevue together account for 22 percent of the increase in residents and 27 percent of the increase in jobs.

Figure A-30
Seattle: One of five Metropolitan Cities in the Puget Sound Region



Seattle in the 2020 Census: By the Numbers

- The 2020 Census counted 737,015 residents in Seattle, making it the 18th most populous city in the U.S.
- Seattle had the 3rd fastest population growth from 2010 to 2020 of the 50 largest U.S. cities.
- Seattle was one of 14 cities in the U.S. that grew by more than 100,000 people from 2010 to 2020.

Image from Puget Sound Regional Council VISION 2050 Regional Growth Strategy

Seattle's Growth in Recent Decades

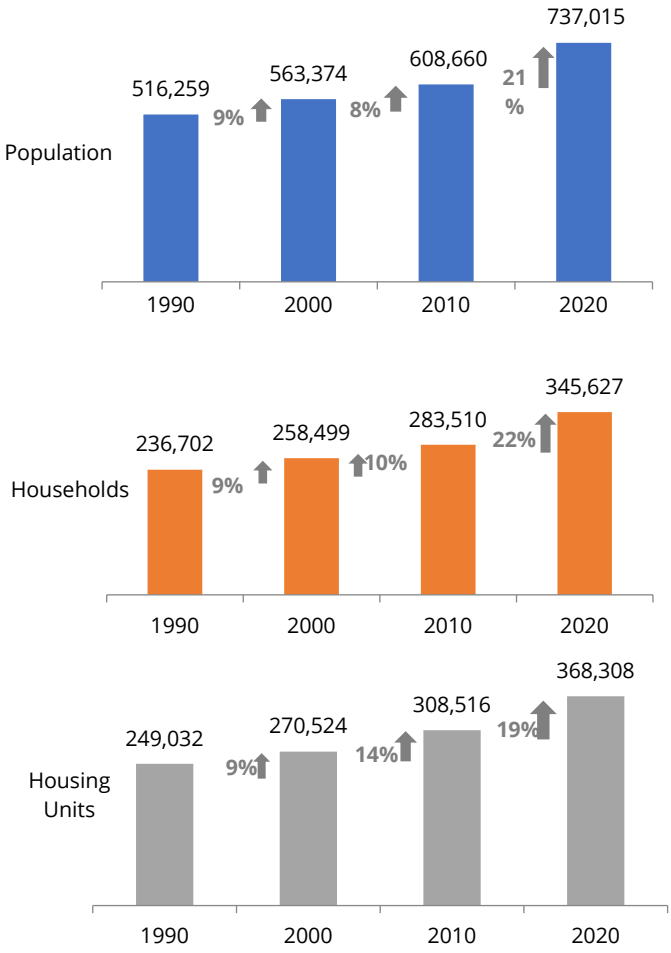
Seattle has seen substantial population, household, and housing growth in recent decades.

The decade between 2010 and 2020 was a period of especially rapid population growth in Seattle, driven largely by our city's strong employment opportunities and high quality of life.

As illustrated in Figure A-32, Seattle's population grew by 21 percent from 2010 to 2020. This was more than double the 10-year growth rate experienced in each of the two preceding decades. A similar pattern is seen with the growth in the number of households in Seattle. While Seattle's housing supply also grew substantially between 2010 and 2020, it did so at a slower pace than the city's population and households.

For several years during the second half of the 2010s Seattle's rapidly growing population made it one of the fastest-growing large cities in the U.S. according to the Census Bureau annual population estimates.

Figure A-31
Seattle Population, Households and Housing



Source: Decennial census counts, U.S. Census Bureau.

Figure A-33 includes statistics on job growth and compares how Seattle's growth between 2010 and 2020 compares to that of King County as a whole. Between 2010 and 2020, the number of covered jobs located in Seattle increased by 38 percent, which is double the 19 percent rate of the city's growth in housing units, and more than one and a half times the 24 percent growth in covered jobs in King County overall.

The fact that Seattle's housing growth, while rapid, occurred at a slower rate than Seattle's job growth has contributed to the rapid increase in rents and housing prices.

Figure A-32
Population, Households, Housing, and Jobs
Seattle and King County: 2010 and 2020

	Seattle				King County			
	2010	2020	Change 2010-2020	% Change 2010-2020	2010	2020	Change 2010-2020	% Change 2010-2020
Population	608,660	737,015	128,355	21%	1,931,249	2,269,675	338,426	18%
Households	283,510	345,627	62,117	22%	789,232	917,764	128,532	16%
Housing	308,516	368,308	59,792	19%	851,261	969,234	117,973	14%
Covered Jobs	462,739	637,913	175,174	38%	1,149,642	1,430,940	281,298	24%

Sources: Population, households and housing units from the decennial census, U.S. Census Bureau. Covered employment estimates published May 3, 2022, on PSRC's data portal.

Notes: Covered employment refers to jobs covered by the state unemployment insurance and excludes self-employed workers, proprietors, CEOs, and some other types of workers. PSRC estimates that regionally covered employment comprises roughly 85-90% of total employment. PSRC estimates that covered employment is roughly 85-90% of total employment.

Seattle's Population Growth Since 2020

After a temporary decrease in Seattle's population early in the COVID-19 pandemic, Seattle reclaimed its status from the late 2010s as one of the fastest-growing large cities in the nation. According to the Census Bureau's Vintage 2022 population estimates, Seattle was the fastest growing of the 50 largest cities in the U.S. from for the period July 1, 2021, to July 1, 2022.

Most recent population available for Seattle

- The Census Bureau's population estimates peg Seattle population at 749,256 as of July 1, 2022. With growth of 2.4% over July 1, 2021, this places Seattle as the fastest growing city among the 50 largest cities in the United States.
- The Washington State Office of Financial management, which uses a different methodology than the Census Bureau, estimates that Seattle's population was 762,500 on April 1, 2022. And 779,200 on April 1, 2023.

Seattle's Projected Population Growth

Given recent trends—along with the strong economy, urban amenities, and natural beauty that Seattle and surrounding region offer—we anticipate that our city will continue to see substantial population growth. Informed by these considerations, and by regional and county-level projections, we expect Seattle's population to reach one million by the middle of this century and potentially reach this figure by the 2044 horizon for the One Seattle Plan.

Growth Targets and Housing Need Projections

Growth Targets

Under GMA, Seattle must plan for and accommodate through zoned capacity the growth targets allocated to the city, consistent with population projections prepared by the state and frameworks provided by regional and countywide planning policies.

In 2021, the King County GMPC approved housing and employment growth targets for jurisdictions in the county to integrate into our 2024 comprehensive plan updates. Even though the planning period for our 2024 updates is 20 years, the growth targets in the CPPs refer to a 25-year period of 2019-2044 to reflect the base year data available at the time the targets were adopted.

For Seattle, the 25-year growth targets include at least 112,000 net new housing units and 169,500 net new jobs. The targets reflect Seattle's important role as a Metropolitan City in the VISION 2050 Regional Growth Strategy. The housing targets adopted by GMPC in 2021 were based on OFM population projections released in 2017 and are also consistent with the more recent projections released in 2022.[2]

Because the City's Comprehensive Plan covers a 20-year period, Seattle adapted the 25-year target to a 20-year timeframe for consistency with the One Seattle Comprehensive Plan's planning period spanning 2024 to 2044.[3] Accounting for recent and ongoing growth, the estimated 20-year growth targets for the One Seattle Plan are 80,000 net new housing units and 158,000 net new jobs.

Growth targets in the CPPs are one source of information used to estimate the housing needs addressed in the One Seattle Plan. In addition to adopted targets, we also consider the following factors in identifying future housing need:

- **Past under-production.** Over the past decade, housing growth has lagged population, household, and employment growth in Seattle. This trend contributes to an overall housing shortage that drives housing costs ever higher. Planning for additional housing production in the future can help to alleviate this pressure and more completely meet the needs of Seattle's current residents.

[2] For details, see agenda item "Washington State Office of Financial Management 2022 Growth Projections" presented by the Interjurisdictional Staff Team (IJT) at the GMPC Meeting, March 22, 2023.

[3] We prorated the 25-year housing growth target to our 20-year planning period by using building permit data and subtracting from the 25-year housing target a) an estimate of actual housing growth from the end of 2019 to the end of 2022 and b) a short-term projection of growth for the 2023 and 2024 calendar years. We employed a similar, though not identical, strategy to prorate the 25-year employment growth targets to our 20-year planning period.

- **Lack of housing diversity.** Seattle's housing stock is dominated by two categories of housing: increasingly expensive single-family detached dwellings and smaller rental apartments. Recent growth is predominantly zero-bedroom and one-bedroom apartments. Planning for abundant housing supply, especially new housing options such as middle housing, can help to alleviate market pressure and boost housing choices for larger households, households with low- to moderate-incomes, and others.

- **Uncertainty about future growth.** Adopted growth targets are the product of analyses and policy goals. There is considerable uncertainty about the pace of future growth. For example, since the current Seattle 2035 Comprehensive Plan was adopted in 2015, Seattle has grown at approximately twice the rate that was anticipated in the growth targets in that plan. Factors such as continued strong economic growth or even climate migration could lead to future growth in Seattle that could significantly exceed our adopted GMA growth targets.

Housing Need Projections

Per new GMA requirements, the state Department of Commerce (Commerce) provides county-level projections of housing needs for households by income category, as well as the need for emergency housing and permanent supportive housing (PSH). GMPC has allocated these projections to each local jurisdiction to plan for and accommodate in their comprehensive plan updates.

State projections of future housing needs are designed to meet several overarching goals:

- First, that no household will have to pay more than 30 percent of its income on housing (the federal threshold for cost burden).

- Second, the housing needs of the homeless population will be fully met through permanent housing, including permanent supportive housing, and emergency housing.

The projections from Commerce present housing needs in two broad categories: a permanent housing category, with projected needs distributed by income level, and an emergency housing units/beds category.

STATE METHODOLOGY FOR PROJECTING HOUSING NEEDS

Following is a summary of the approach used by Commerce to project housing needs for each county.[4]

[4] Commerce's guidebook "Establishing Housing Targets for Your Community" (Book 1), published July 2023, provides details on the sources, assumptions, and models used to project housing needs. (See pages 27-57.) This book is available on Commerce's Updating GMA Housing Elements webpage.

Permanent housing units: Commerce's model for projecting growth in the number of housing units needed by income level addresses current[5] unmet needs as well as needs associated with projected population growth.

- **Housing needs of current housed residents.** The high market cost of housing, combined with an insufficient supply of subsidized below market rate housing, means that many existing households, especially those in the lowest income categories, cannot find housing that is affordable to them and are thus cost burdened (i.e., paying more than 30% of their income for housing). In order to relieve the cost burden for these households, a portion of each county's projected need includes lower cost units, many of which would have to be subsidized to be affordable to lower-income households (generally below 50% of AMI). Market rate units currently occupied by low-income households would be freed up to meet housing needs at higher income levels, thus theoretically reducing the need to add units that are affordable to moderate income households.

- **Housing units needed for the current population experiencing homelessness.** Commerce assumes that 90 percent of the population experiencing homelessness needs permanent housing affordable at 0-30% of AMI and the remaining 10 percent need permanent housing affordable at 30-50% of AMI.

- **Housing needs of new households.** The remainder of the 25-year need for housing that is affordable at each income level is driven by population growth, as projected by the State Office of Financial Management. Commerce assumes that the proportion of future households at each income level will be consistent with the existing distribution of household income across income levels in each county.

Permanently supportive housing (PSH) is defined by Commerce as subsidized rental housing without limits on length of tenancy that provides on- or off-site voluntary services for people who need comprehensive support to successfully stay housed. This form of housing is tailored to persons who are living with complex and disabling behavioral or physical health conditions and who are experiencing homelessness or at imminent risk of homelessness.[6]

In their model, Commerce categories PSH units along with other forms of permanent housing while making the simplifying assumption that PSH units serve only households with incomes at or below 30% of AMI. Commerce's approach for projecting PSH needs considers both current unmet needs and ongoing needs. The model relies on estimates of both people experiencing chronic

[5] Here we are using the term "current" to describe baseline existing conditions in the Commerce model.

[6] These descriptions of PSH and Emergency Housing are drawn from Commerce's guidance in, Establishing Housing Targets for Your Community, July 2023)

homelessness and people experiencing homelessness on a non-chronic basis who have a disabling condition, using these conditions as indicators that PSH would best meet these persons' needs.[7]

Emergency housing encompasses temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless. The emergency housing need projections by Commerce are for emergency housing and emergency shelters that provide overnight accommodations including, but not limited to, temporary apartments, hotel rooms, traditional shelter arrangements, shelters for people fleeing domestic violence, and homes in tiny home villages.

In modeling Emergency Housing needs, Commerce's model aims to estimate the additional amount of emergency housing required to "functionally end unsheltered homelessness."[8] The model accounts for the baseline homeless population not yet served in emergency housing and uses the results of a simulation based on ten risk factors (a few of which include evictions, unemployment, severe rent burden, overcrowded housing, and incarceration) to project the number of people expected to become homeless each year.[9]

LOCAL ALLOCATION OF HOUSING NEEDS

The King County GMPC used a two-step methodology to allocate the housing need at each income level to cities:

- **Step 1:** Allocate shares of countywide need at each income level proportionally based on each city's share of overall projected housing growth through 2044. Unlike the overall housing target, which was adjusted from 25 years to 20 years, projected need by affordability level retains a 25-year period due to CPP requirements and technical limitations in the ability to adjust for a shorter time period.
- **Step 2:** Adjust the mix of housing need to reflect a greater need to add units that can be affordable to lower-income households (with incomes at or below 80% of AMI) in cities where 1) housing costs are higher, 2) the supply of income-restricted affordable units is relatively low, and/or 3) there is a high number of jobs relative to housing units.[10]

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[7] Commerce's model assumes each person in need of PSH will stay in emergency housing for some time prior to moving into a PSH unit.

[8] For more background, see page 43 in Establishing Housing Targets for Your Community.

[9] Commerce notes that the projections of emergency housing needs assume only modest improvements over time in system performance. Commerce points out that substantial increases in resources devoted to affordable housing production or vouchers could reduce rates of homelessness and the corresponding need for emergency housing beds.

[10] Specifically, increases to the portion of a growth target dedicated to affordable housing were made in jurisdictions where existing proportions of units affordable at or below 80% of AMI are lower, income-restricted housing shares of housing are lower, and the imbalance of low-wage workers to low-wage jobs is more pronounced. The allocation methodology is described in AHC recommendations sent to the GMPC on December 29, 2022.

Figure A-34 shows the resulting 25-year housing supply estimates and need projections for Seattle.

Figure A-33
Seattle Housing Supply Estimates and Need Projections

	Permanent Housing Units								Emergency Housing
	Total	0 to ≤30% of AMI		>30% to ≤50% of AMI	>50% to ≤80% of AMI	>80% to ≤100% of AMI	>100% to ≤120% of AMI	>120% of AMI	
		Non-PSH	PSH						
Seattle Total Future Housing Needed: 2044	480,307	42,041	20,255	45,691	62,050	76,752	50,327	183,191	25,734
Seattle Current Housing Supply: 2019 Baseline	368,307	13,469	5,231	26,547	54,064	71,330	44,177	153,489	4,333
Seattle Net New Housing Needed: 2019-2044	112,000	28,572	15,024	19,144	7,986	5,422	6,150	29,702	21,401

Source: 2021 King County Countywide Planning Policies as amended August 15, 2023 (Ordinance 19660) and ratified November 30, 2023.

Notes: The Housing Need Projections are contained in Housing Chapter Table H-1: "King County Countywide and Jurisdictional Housing Needs 2019-2044" and Appendix 4 Table H-2: King County Countywide and Jurisdictional Housing Needs 2019-2044.

For reference, Figure A-35 shows 2023 maximum income thresholds, by household size, for each of the AMI-based categories for which housing need is projected.

Figure A-34
AMI-Based Income Limits by Household Size, 2023

HUD Area Median Family Income in 2023: 146,500					
Number of Persons in Household or Family	30% of AMI	50% of AMI	80% of AMI	100% of AMI	120% of AMI
1	$30,750	$51,300	$82,050	$102,550	$123,050
2	$35,150	$58,600	$93,750	$117,200	$140,650
3	$39,550	$65,950	$105,500	$131,850	$158,200
4	$43,950	$73,250	$117,200	$146,500	$175,800
5	$47,450	$79,100	$126,600	$158,200	$189,850
6	$51,000	$84,950	$135,950	$169,950	$203,950

Source: Area Median Family Income and household-size adjustment factors from U.S. Department of Housing and Urban Development (HUD) Fiscal Year 2023 Income Limits Documentation System.

Notes: HUD estimates Area Median Family Income (HAMFI) annually for metropolitan areas across the U.S.; for Seattle the applicable area is a combination of King and Snohomish counties. After calculating HAMFI, HUD applies household size and other adjustments, HUD publishes area-specific income eligibility limits used to establish affordable housing restrictions. Consistent with the state GMA, the Housing Appendix uses the term "area median income" to refer to HAMFI.

This table is provided for general reference. The income limits shown here are calculated by multiplying HAMFI by the applicable percentages of AMI and then applying the standard household size adjustments HUD uses in calculating income limits. The income limits in this table do *not* include other adjustments that HUD and other agencies make in calculating income limits for administering affordable housing programs, as those limits vary between types of affordable housing regulatory agreements. Income limits applicable to City of Seattle regulatory agreements are listed on the Office of Housing's website.

Commerce's model factors in existing unmet need by estimating the number of units that would have to be produced to house each cost-burdened renter household[11] in a unit they can afford. The model assumes that producing housing units for cost-burdened renter households in a given

[11] Commerce does not include cost-burdened owner households in calculating production of new units needed to eliminate cost burden, explaining that these households tend to be in a fundamentally different position compared to renter-households and that "building new housing units for these owner households to occupy is not necessarily the best or only solution for these households."

income category (e.g., 0-30% of AMI), not only meets the needs of these households, but *also* vacates units affordable to households in the next income category up (e.g., 30-50% of AMI).[12]

By assuming vacated units accommodate cost-burdened households in the next income category up, the model estimates lower new production needs in categories between 50 and 120% of AMI than would otherwise be necessary to address existing unmet need.

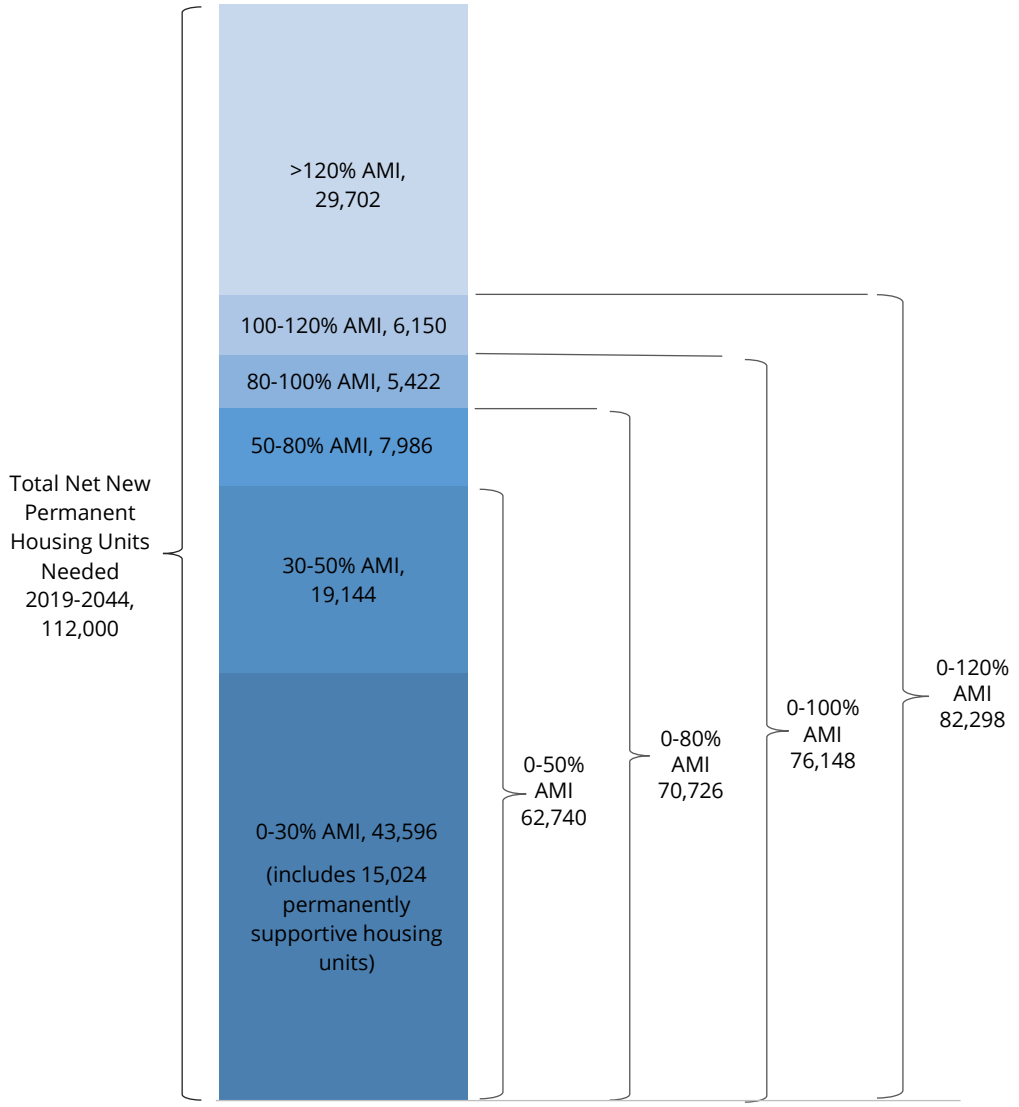
Further, as Commerce explains, projected need for each income category above 30% of AMI "assumes success at meeting the housing needs of households at lower income levels." However, whether sufficient funding can be assembled to fully meet the needs of the lowest-income households is very uncertain.

By assuming needs within the lowest income categories are met, the model may underestimate needs of other low- and moderate-income households. After all, if the needs of the lowest-income households remain unmet, those shortfalls will not only leave those households cost burdened but also contribute to shortages felt by households somewhat higher up the income ladder.

As guidance from Commerce suggests, considering housing need on a cumulative basis in addition to looking at need in discrete income categories can help round out understanding of local housing needs. Figure A-36 shows projected net new housing needs within discrete income categories *and* under cumulative thresholds. Viewed *cumulatively*, more than half of the projected need in Seattle is for housing affordable at or below 50% of AMI, and roughly 63 percent is for housing affordable at or below 80% of AMI. Furthermore, nearly three-quarters of the net new need is for housing affordable at or below 120% of AMI.

[12] As explained by Commerce, "the model determines 'New Production to Address Need' at each income level over time, assuming that 1/25th of the need to eliminate renter cost burden is built each year. For every unit built, the needs of up to two cost-burdened households is assumed to be addressed. For example, when a new housing unit affordable at 0-30% AMI is built, it can accommodate a baseline cost-burdened household with income of 0-30%. Then, the unit that household previously occupied is vacated and available to accommodate another higher-income cost-burdened household.... The model continues to build homes and vacate units until there are no more cost-burdened renter households to accommodate."

Figure A-35
Seattle Net New Permanent Housing Units Needed by Income Category, 2019-2044



Source: Table H-1 in GMPC Motion 23-1 to amend the 2021 King County Planning Policies.
Notes: Housing needs include 15,024 units of permanently supportive housing in the 0-30% AMI category.

As stated in the Housing element, Seattle will continue to prioritize addressing the needs of households with incomes of 30% AMI or less given that the needs are, by far, greatest among these households. At the same time, aggressive efforts are necessary to increase production of income-restricted homes for all low-income categories and remove barriers to help the market meet the needs of households with incomes at or below 120% of AMI.

Historical Context of Racist Housing and Land Use Practices

Today's housing crisis has origins in a history of discrimination that shaped where Black, Indigenous, and other people of color could live, own land, and sustain their culture since the arrival of white European settlers in the Pacific Northwest in the 1840s. At that time, Washington State was part of the Oregon Territory and therefore subject to Black exclusion laws, which discouraged through threat of physical punishment, and later outright forbade, Black people from settling, owning property, or making contracts as a way of ensuring the region's early development was primarily white. ,

In 1855, the Treaty of Point Elliott was signed, establishing the Tulalip, Port Madison, Swinomish, and Lummi reservations and guaranteeing hunting and fishing rights to the Tribes represented by its signatories. In exchange, the Tribes ceded tens of thousands of acres of their land, some of which had already been claimed by European-American settlers. In 1864, the Washington legislature granted anyone the right to own land "as if such an alien were a native citizen of this Territory or of the United States," as a measure to promote immigration by white people to displace Native Americans.[13] After the city of Seattle was first incorporated in 1865, one of its first laws (Ordinance 5) called for the removal of Indigenous people from within city limits, barring Native people from living in Seattle unless a non-Native person needed to employ them. When the City government was dissolved in 1867 and reincorporated in 1869, the ban on Native residents was not re-enacted, but other efforts to exclude Native people persisted.

Exclusion and forced relocation of certain groups continued through the end of the 19th and into the 20th century with anti-immigrant, especially anti-Asian, policies. This included 1) the federal Chinese Exclusion Act in 1882 and anti-Chinese riots that followed in Seattle; 2) the Alien Land Law enshrined in Washington's first constitution prohibiting land ownership by "aliens ineligible for citizenship, which targeted Asian people whom Congress ruled in 1875 could not become citizens; and 3) forced incarceration of Japanese and Japanese Americans during World War II. Displacement also resulted from various city building efforts. The creation of the Ship Canal and Ballard Locks in the 1910s lowered the level of Lake Washington by more than eight feet and caused the Black River, on which many Duwamish lived and depended for fishing, to disappear. The construction of Interstate 5 through downtown Seattle resulted in the loss of homes, businesses, and cultural anchors in the Chinatown–International District.

The 20th century saw the public and private sector turn to land use and housing as tools to protect and concentrate property ownership and wealth within white communities. Zoning was one of the

[13] https://digitalcommons.law.seattleu.edu/cgi/viewcontent.cgi?article=1286&context=sulr, https://depts.washington.edu/civilr/alien_land_laws.htm

first practices used to establish and solidify exclusion. In the early 1900s, Los Angeles and New York were early adopters of standards separating uses and regulating building form. But zoning did not arise only to shape the built environment or protect public health. The racism of mainstream white society was another basis for the rise of land use regulation.[14] First Baltimore and then other cities, particularly in the South, employed zoning for explicit racial segregation, with separate districts for white and Black residents. After this was ruled unconstitutional in 1917, city officials substituted ostensibly race-neutral standards like minimum lot size and prohibitions on multifamily housing as covert ways to shield white neighborhoods from lower-income residents and people of color.

Those standards are still present in Seattle's zoning today. While Seattle never had racial zoning, the City's first zoning ordinance, adopted in 1923, was promoted by the Zoning Commission as a way to prevent "lowering…the standard of racial strength and virility"[15] and crafted by a planner who touted zoning as a way to "preserve the more desirable residential neighborhoods" and prevent movement into "finer residential districts … by colored people."[16] Before the advent of zoning, Seattle's building code had regulated development, and dwellings with multiple families were allowed citywide. The 1923 zoning ordinance established the "First Residence District" where only "detached buildings occupied by one family" were allowed. In the subsequent decades, periodic downzoning expanded the extent of single-dwelling zoning into neighborhoods that previously allowed a mix of housing types. For just over a century, zoning in Seattle has limited access to many neighborhoods by prohibiting lower-cost housing forms, like apartments, thus raising the financial bar to afford housing and reinforcing racial segregation since people of color have disproportionately lower incomes and less wealth.

Furthering this pattern of exclusion were racially restrictive covenants, the use of which arose in response to the Supreme Court's ruling on municipal racial zoning. Racial covenants were enforceable contract language written into deeds, plats, and homeowners association bylaws that restricted the sale and use of property based on someone's race, ethnicity, and religion. As some residential areas began to diversify in the 1910s, the use of covenants in Seattle and surrounding cities became widespread, especially after the Supreme Court validated their use in 1926. Many neighborhoods prohibited the sale or occupancy of property to Asian Americans, Jewish people, Black people, or anyone "other than one of the White or Caucasian race."[17] One such covenant for the Windermere neighborhood said "No person or persons of Asiatic, African or Negro blood, lineage or extraction, shall be permitted to occupy a portion of said property, or any building thereon; except domestic servant or servants may be actually and in good faith employed by white occupants of such premises."[18] Figure A-37 further provides example text of racially restrictive

[14] Christopher Silver. "The Racial Origins of Zoning in American Cities." https://www.asu.edu/courses/aph294/total-readings/silver%20--%20racialoriginsofzoning.pdf

[15] Excerpt from "A Zoning Program for Seattle." Record Series 1651-02 Box 1, Folder 1. Seattle Municipal Archives.

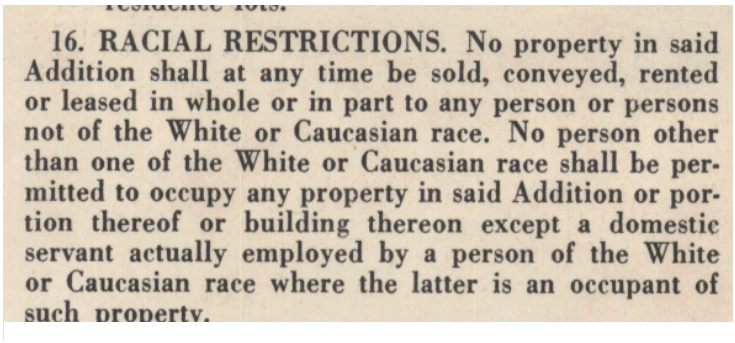
[16] https://www.epi.org/publication/making-ferguson/

[17] https://depts.washington.edu/civilr/covenants_BlueRidge.htm

[18] https://www.seattle.gov/documents/Departments/CityArchive/DDL/OpenHousing/covenant.pdf

covenants put on properties in the Blue Ridge neighborhood. This practice excluded people of color from much of Seattle and from the opportunity to pursue homeownership, which was becoming a more common pathway to stability and wealth in the 20th century.

Figure A-36
An example of racial restrictions recorded in 1938 in the subdivision covenants for the Blue Ridge neighborhood.



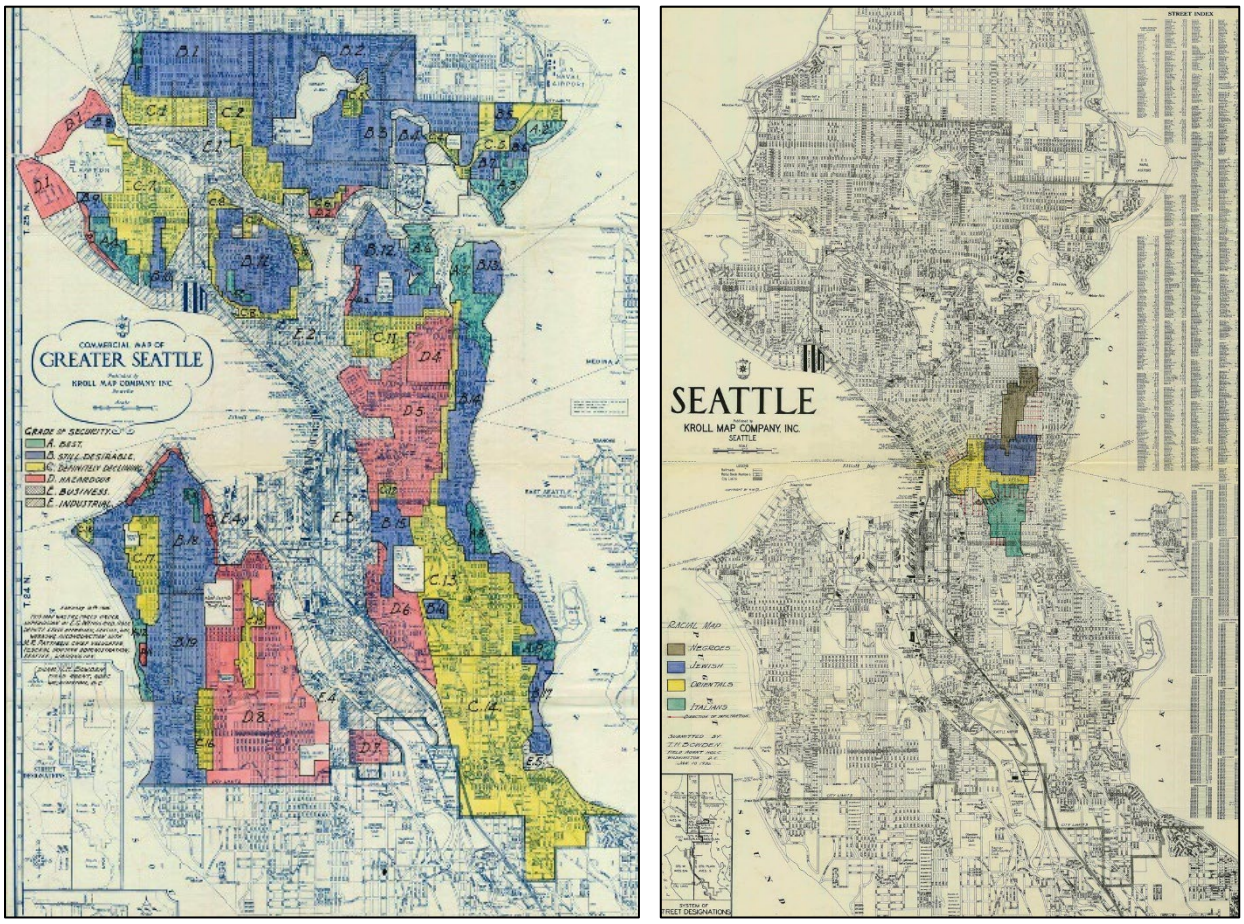
16. RACIAL RESTRICTIONS. No property in said Addition shall at any time be sold, conveyed, rented or leased in whole or in part to any person or persons not of the White or Caucasian race. No person other than one of the White or Caucasian race shall be permitted to occupy any property in said Addition or portion thereof or building thereon except a domestic servant actually employed by a person of the White or Caucasian race where the latter is an occupant of such property.

Source: https://depts.washington.edu/civilr/covenants_BlueRidge.htm

Alongside private deeds defining where people of color could *not* live, the Federal practice of redlining rendered them ineligible for government-backed home mortgages in the few areas where they could. As the U.S. emerged from the Great Depression, the National Housing Act was adopted in 1934 as part of the New Deal in an effort to boost housing stability and expand homeownership by underwriting and insuring home mortgages. To determine eligibility for those loans and delineate ideal areas for bank investment, the Home Owners Loan Corporation (HOLC), a Federal agency, created maps, shown in Figure A-38, that appraised the creditworthiness of entire neighborhoods based in part on their racial composition. Areas deemed too risky for mortgage lending were shaded in red or "redlined." Elsewhere, an area's high "grade of security" often explicitly referenced the presence of racial covenants. In Seattle, for example, the neighborhood of Windermere, shaded green, was touted as "protected…by racial restrictions," and the Central Area, outlined in red, deemed too risky for mortgage lending because "it is the Negro area of Seattle" and "composed of mixed nationalities."[19]

[19] https://dsl.richmond.edu/panorama/redlining/#loc=5/39.1/-94.58

Figure A-37
Home Owners Loan Corporation (HOLC) maps of Seattle



Informal practices and unwritten rules also contributed to housing discrimination. Real estate agents typically didn't show houses in predominantly white neighborhoods to people of color, and, even if they did, purchasing that housing was difficult for a buyer of color.[20] Discrimination in the sale or rental of housing was legal until Congress passed the Fair Housing Act in 1968. But earlier in the decade, local discussions had begun of a potential City ordinance prohibiting housing discrimination. In 1963, Seattle's newly created Human Rights Commission drafted an open housing ordinance with criminal penalties for acts of housing discrimination on the basis of race, ethnic origin, or creed. The City Council referred the legislation to a public vote. Opponents organized and advertised heavily, and in March 1964 the measure failed two-to-one. Seattle eventually adopted

[20] https://www.seattle.gov/cityarchives/exhibits-and-education/online-exhibits/seattle-open-housing-campaign

Open Housing legislation in 1968, extending its protections against discrimination first in 1975 and as recently as 2017 to other identities and groups.

In the decades after World War II, the government subsidized suburban development with housing finance and highway systems that disproportionately benefited white middle class and affluent households. When banks applied for government insurance on prospective loan for subdivision development, the Federal Housing Administration (FHA) pointed appraisers to its *Underwriting Manual*, which contained a "whites-only" provision that ensured none of the homes could be sold to people of color. This made racial segregation an official requirement of the federal mortgage insurance program and deprived people of color of the opportunity to own a home and build and pass on wealth.[21] In recent decades, interest in urban neighborhoods close to prosperous regional job centers has risen among higher-income households. Increased demand for housing has made many underinvested, previously redlined areas too expensive for existing residents of color who had historically been prohibited from living anywhere else.

The legacy of these practices persists today, perhaps most notably in the lasting racial segregation that exists across Seattle neighborhoods and in Seattle's racial wealth gap. Today, the HOLC's highest-graded Seattle neighborhoods remain disproportionately white, restrictively zoned, and characterized by high-cost detached housing. The percentage of Black households with zero net worth in Seattle is almost twice that of white households.[22] Homeownership remains one of the starkest measures of racial disparity in housing in Seattle: while roughly half of white households own their home, only about one-quarter of Native American households and one-quarter of Black households do.[23] As the primary way people accumulate and pass on wealth in the U.S., this homeownership gap reflects both the history of public- and private-sector racism in housing and the ongoing escalation of home prices and income inequality in our region.

The City has a statutory mandate under the 1968 federal Fair Housing Act to affirmatively further fair housing. This entails taking productive, meaningful actions to overcome historical patterns of segregation, promote fair housing choice, eliminate disparities in opportunities, and foster inclusive communities free from discrimination.

[21] Rothstein, 2017.

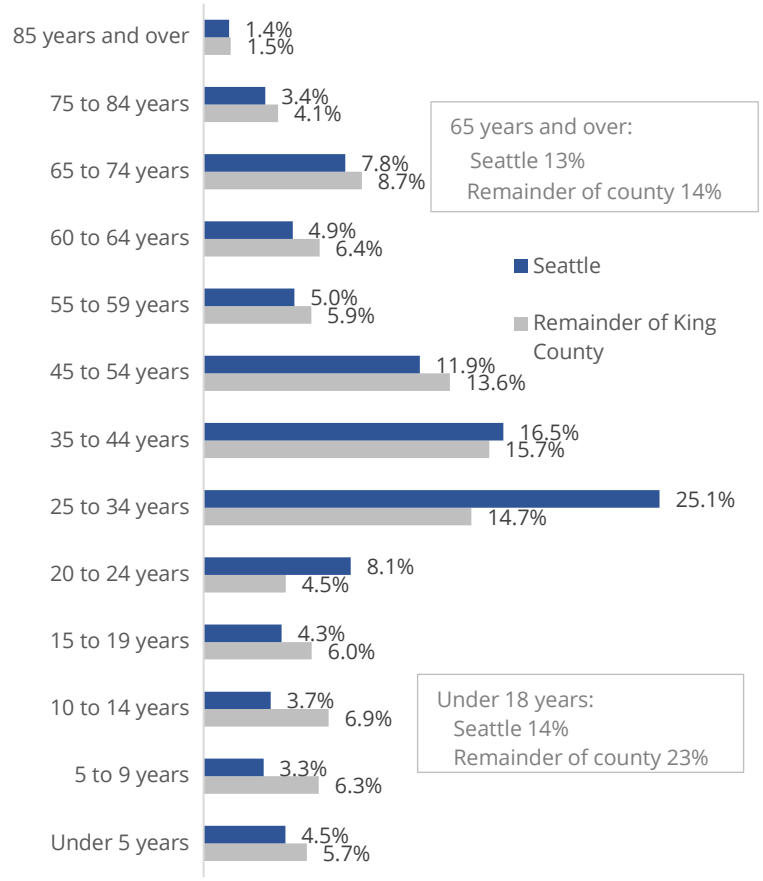
[22] https://www.historylink.org/File/21296; https://prosperitynow.org/sites/default/files/Racial%20Wealth%20Divide_%20Profile_Seattle_FINAL_3.2.21.pdf

[23] CHAS data based on 2015-2019 ACS.

Population Characteristics and Trends

This section summarizes basic demographic characteristics and trends in Seattle using data from the U.S. Census Bureau and the Washington State Office of Financial Management (OFM). decennial census data and ACS estimates.[24] We also include comparisons with demographic patterns and trends in the remainder of King County.

Figure A-38
Population Age Distribution
Seattle and Remainder of King County, 2021



Source: ACS 2021 1-Year Estimates, U.S. Census Bureau.
Notes: ACS estimates based on a sample and carry margins of error.

Age Distribution

As shown in Figure A-39, the shares of Seattle residents who are in middle- and older-adult age groups (38% ages 35-64, and 13% ages 65+) are fairly similar to the shares in the remainder of King County. In both Seattle and the remainder of King County, adults ages 35 to 65 outnumber both younger adults and older adults.

The biggest differences in the age composition of Seattle and the remainder of King County are found when looking at the shares of young adult groups, which are much larger in Seattle, and the shares of children and youth which are much smaller in Seattle.

[24] For many of these analyses the decennial census would normally be preferred over the sample-based ACS. However, at the time we are preparing these analyses for this draft of the Housing Appendix, the topics and detail available from the decennial census are very limited. We are planning to replace the 2021 1-year ACS estimates used to describe age composition with data from the 2020 Census for the final version of the Housing Appendix.

SEATTLE'S CONCENTRATION OF YOUNG ADULTS

Relative to many other central cities in the U.S., Seattle has an especially high concentration of residents ages 25 to 34. A quarter of all Seattleites belong to this age group compared to 15 percent in the remainder of King County,

This reflects the city's strong job opportunities, graduate-level educational institutions, and recreational offerings. A comparison of the 2021 ACS estimates with estimates collected 10 years prior suggests that the 25-34 age group grew at roughly twice the rate of Seattle's overall population.

A GROWING POPULATION AGE 65 AND OVER

The population of adults aged 65 and over also grew very quickly, with the 65-74 segment growing the fastest of all age groups. Between 2011 and 2021 the number of Seattle residents ages 65 to 74 increased by nearly one half, and by over one half in the balance of the county.

OFM forecasts that the population 65 and older in King County will grow by nearly 75 percent between 2022 and 2045.[25] Applying this rate to Seattle would see Seattle's current population of about 92,000 adults 65 and older rise to more than 160,000 by 2045. Even if the population of adults aged 65 and over grows somewhat more slowly in Seattle than in the remainder of King County, this will represent a dramatic increase. Furthermore, the underlying trend in the aging of the baby boom generation will drive substantial increases in the numbers and shares of older adults 75 and over.

A PROPORTIONALLY SMALL BUT GROWING CHILD POPULATION

Figure A-40 shows estimates for the child population for both Seattle and remainder of King County from the last two decennial censuses.[26]

The 2020 Census counted nearly 107,000 children under 18 residing in Seattle.[27] Although Seattle's child population increased each of the last three decades, it did so at a slower pace than Seattle's overall population. By 2020, the share of Seattle's population under 18 years of age had declined to 14 percent, which has Seattle continuing to rank near the bottom among large cities. In 2020, San Francisco was the only large city in the U.S. where children were a lower share of the population than in Seattle. High housing costs are one of the drivers associated with the low percentages of children in Seattle and many other U.S. cities with very low proportions of children. The relative dearth of family size units in most forms of housing besides single-family residences and the

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[25] Growth Management Act population projections for counties: 2020 to 2050 | Office of Financial Management (wa.gov)

[26] At the time we are writing this, the only age breakouts available from the 2020 Census are for the population under 18 and the population 18 and older. Using the 2020 Census data for the population under 18 population avoids the margins of error associated with sample-based ACS estimates and facilitates comparison with previous decennial data and enable examination of long-term trends.

[27] A recent report Annie E. Casey Foundation includes analysis of how the child population has changed in states and large cities throughout the U.S. Analysis of the 100 cities with the largest child populations found Seattle ranking 9th in both the highest numerical and the highest percent increases from 2010 to 2020 in the child population. See aecf-changingchildpop-2023.pdf.

domination of zero-bedroom and one-bedroom units in recent housing construction are key factors constraining the number of children in Seattle.

While the under-18 share of the population in the remainder of King County has also been declining, at 23 percent it remains much higher than in Seattle.

Figure A-39
Child Population, Seattle and Remainder of King County
Decennial Census Estimates from 1990 to 2020

	Seattle				King County			
	1990	2000	2010	2020	1990	2000	2010	2020
Population under 18 years of age	84,930	87,827	93,513	106,841	256,141	302,819	319,989	349,364
People under 18 as a share of the population	16%	16%	15%	14%	26%	26%	24%	23%
		1990-2000	2000-2010	2010-2020		1990-2000	2000-2010	2010-2020
Change in number of people under 18		2,897	5,686	13,328		46,678	17,170	29,375
Rate of change in population under 18		3%	6%	14%		18%	6%	9%

Source: Decennial census estimates, U.S. Census Bureau.

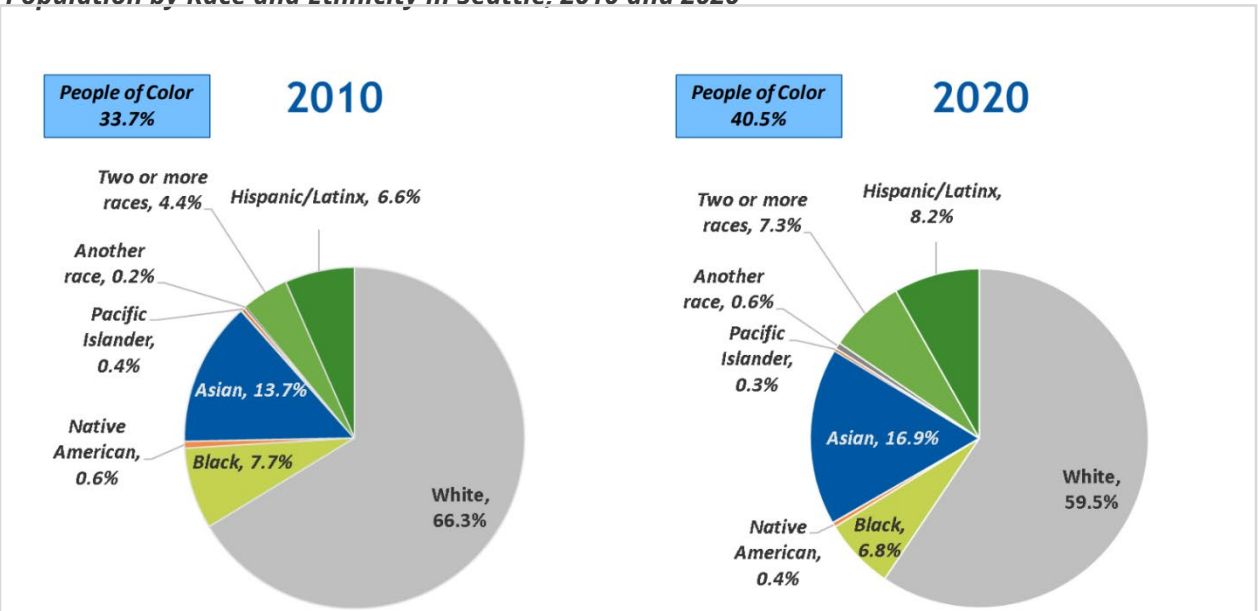
Race, Ethnicity, and Related Demographics

Based on 2020 Census estimates, four out of every 10 Seattle residents are people of color. As reflected in the pair of pie charts in Figure A-41, this is a substantial increase compared with 2010, when people of color comprised slightly more than one third of Seattle's population. **People of color include persons whose race and ethnicity are other than single-race white, non-Hispanic.** [28]

Asians comprise the largest group of color. The next two most populous groups of color are persons of Hispanic/Latino ethnicity (8.2%) and persons of Black or African American race (6.8%). About seven percent of Seattle residents are multiracial.

[28] Existing federal standards for reporting race and ethnicity treat race and Hispanic/Latino ethnicity as separate concepts; Hispanic/Latino persons may be of any race. In this appendix, unless otherwise noted, persons who are Hispanic/Latino are grouped as Hispanic/Latino, while the racial categories reported are comprised of people who are not Hispanic or Latino.

Figure A-40
Population by Race and Ethnicity in Seattle, 2010 and 2020



Sources: 2010 and 2020 decennial census estimates, U.S. Census Bureau.

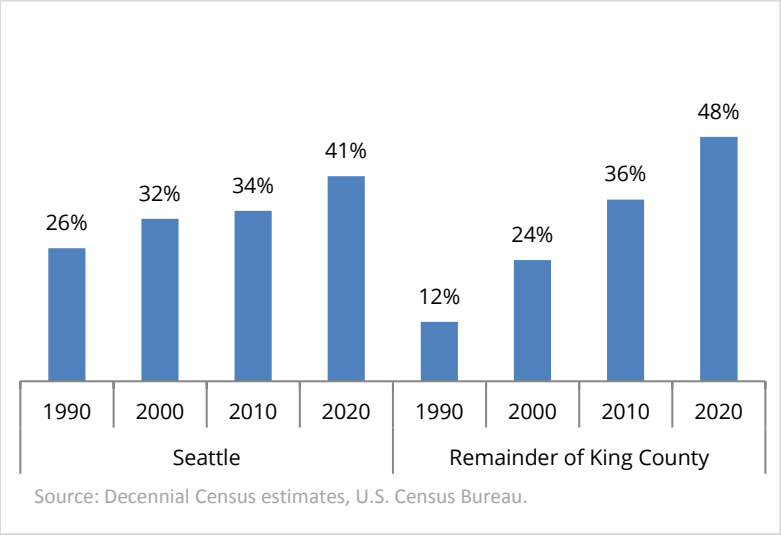
Between 2010 and 2020, the population of color in Seattle rose by nearly 46 percent while the number of white residents in the city increased by only 9 percent, as shown in Figure A-42.

Figure A-41
Racial and Ethnic Composition of Seattle Population

Racial and Ethnic Composition of Seattle Population		
	2010 to 2020 Growth	2020 Population
Total population	21.1%	737,015
People of Color	45.7%	298,847
Black	6.6%	50,234
Native American	-15.8%	3,268
Asian	49.3%	124,696
Pacific Islander	-13.6%	1,941
Another race	205.5%	4,473
Two or more races	102.4%	53,672
Hispanic/Latino, of any race	50.2%	60,563
White	8.6%	438,168
Sources: Decennial census estimates, U.S. Census Bureau.		

Multiracial people, Asians, and people of Hispanic/Latino ethnicity had the fastest growing populations in Seattle. In contrast, Seattle's Black population increased by only 7 percent, which was even slower than the growth among white people during the same period. Furthermore, decennial census tallies for the smallest racial groups in the city—Pacific Islander and Native Americans—fell between 2010 and 2020.

Figure A-42
Persons of Color as Share of Total Population



While people of color have been increasing as a share of the population, the increase in Seattle has been slower than in the rest of King County. This trend is evident over the last several decades as shown in Figure A-43.

The variation between Seattle and the remainder of King County in the trend toward racial diversification is more dramatic for the population under 18. The share of the child population who are persons of color increased rapidly in King County outside Seattle, but nearly plateaued in Seattle over the past 2 decades as shown in Figure A-44.

Figure A-43
Children of Color as Share of Population Under 18 Years of Age

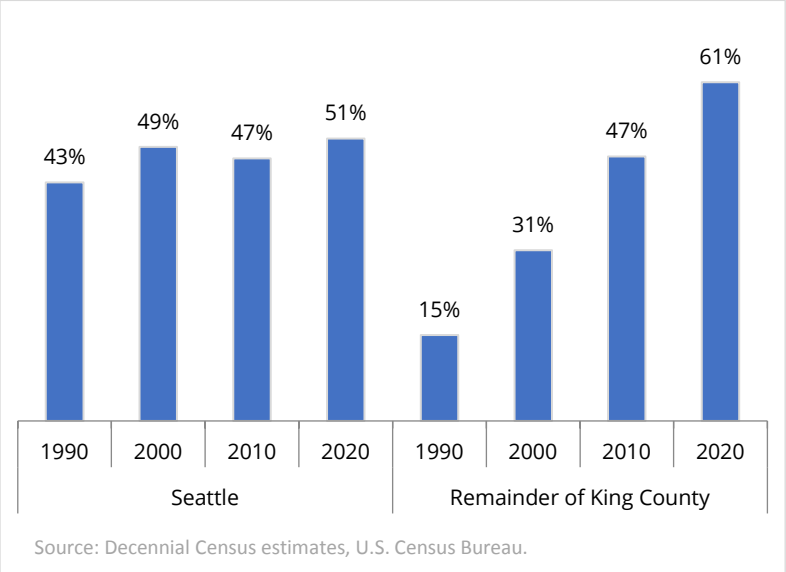


Figure A-45 shows growth rates between 2010 and 2020 by race and ethnicity for Seattle's child population compared with the city's adult population. Broadly speaking, for both children and—especially—for adults, rates of population growth were higher for people of color than for whites. There was, however, a great deal of variation in patterns between groups of color. Increases in the multi-racial population and the Hispanic/Latino population were big drivers of both child and adult population growth. In contrast, the number of Asian children in Seattle declined between 2010 and 2020 even as the number of Asian adults in the city increased by over 50 percent.

Other racial groups with very small or negative child population growth rates between 2010 and 2020 include Blacks, Native Americans, and Pacific Islanders.

The lower rates of increase in Seattle compared to King County for children of color, suggest that households with children are finding it more difficult (or less beneficial) to move to or stay in Seattle.

As discussed elsewhere in this appendix, some key factors influencing these patterns include high housing costs in Seattle coupled with the relatively low and declining share of housing units in Seattle that are large enough to accommodate families with children.

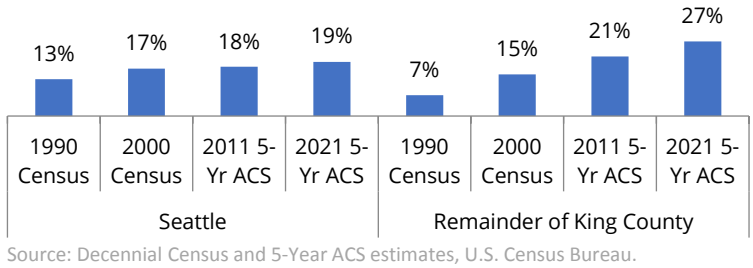
Figure A-44
Growth in Seattle's Child and Adult Populations by Race & Ethnicity, 2010 to 2020

	Growth in Child Population	Growth in Adult Population
Population in age group:	14.3%	22.3%
People of Color:	22.8%	52.0%
Black	1.8%	8.1%
Native American	-9.5%	-16.7%
Asian	-1.5%	57.6%
Pacific Islander	-28.2%	-9.3%
Two or more races	74.5%	118.1%
Hispanic/Latino, of any race	26.9%	57.8%
White	6.7%	8.8%

Sources: Decennial census estimates, U.S. Census Bureau.

Other patterns in the data suggest that an important driver of the increase in Seattle's population of color has been young adults coming from other areas of the state, U.S., and world, for educational and job opportunities. This includes, but is not limited to, persons in South Asian and East Asian racial groups whom ACS "Selected Population Tables" indicate are more likely to have moved recently to Seattle and King County from areas outside of King County.[29]

Figure A-45
Foreign-Born Population As Share of Total Population



Source: Decennial Census and 5-Year ACS estimates, U.S. Census Bureau.

Estimates from the ACS indicate that about 19 percent of Seattle's population immigrated to the U.S. from another county. In a pattern similar to that seen for the population of color, the foreign-born share of Seattle's population has increased more slowly than in the remainder of King County as shown in Figure A-46. As seen with the population of color, immigrants are now a larger share of residents in King County outside of Seattle than inside Seattle.

[29] ACS 2021 5-Year Selected Population Detail Table B07003: Geographical Mobility in the Past Year.

Household Characteristics and Trends

This section examines basic household characteristics and trends impacting housing needs. The subsequent section analyzes differences by race and ethnicity. These analyses use data from the ACS, including a special set of ACS tabulations that HUD obtains from Census Bureau and publishes to help local communities evaluate their housing needs and supply – the Consolidated Housing Affordability Strategy data, or "CHAS" data for short.

CHAS Data

CHAS tabulations from ACS 5-year estimates provide a key source for analyses in Housing Appendix regarding the characteristics of households, the housing challenges they experience, and the affordability of the city's housing stock. We use the CHAS to analyze these topics for Seattle as a whole and to examine patterns between neighborhoods.

The CHAS data, like other ACS data, provide a broadly representative picture of a community's households and housing supply. These data do not, however, provide information on housing assistance that some households receive, nor do these data allow us to distinguish between subsidized housing and market-provided housing.

There is a significant lag between data collection and publication of CHAS data; the 2019 5-year CHAS data were the most recent available at the time of our analysis. For selected topics, we compare findings from these CHAS data with those from older CHAS data that we used to inform the previous major update of the Comprehensive Plan.

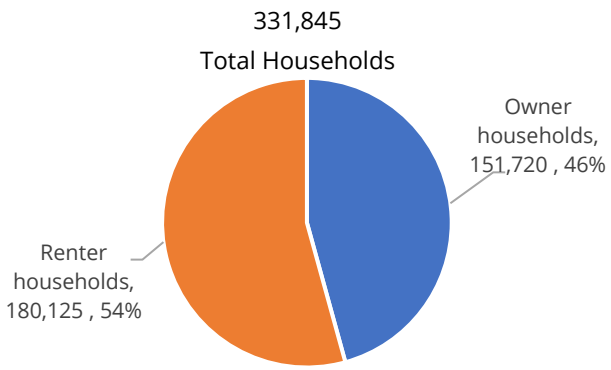
As sample-based estimates, the CHAS estimates carry margins of error and may be unreliable for small groups of households and small areas.

As a companion to the Housing Appendix, we provide a set of Supplemental Tables on the City's One Seattle Plan webpage for readers who wish to examine CHAS data in more detail.

Total Households

The 2019 5-year CHAS estimates, which represent a weighted average of the 5-year analysis period, reflect approximately 331,845 total households in Seattle. This is lower than the 372,188 households that the state Office of Financial Management estimates reside in Seattle as of April 1, 2023.

Figure A-46
Seattle Households by Tenure (Owner/Renter); 2019 5-Year Estimates

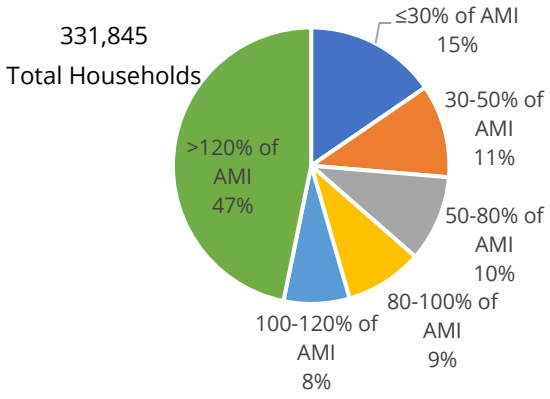


Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

Tenure

Tenure refers to whether a household owns or rents the housing unit in which they live. As shown in Figure A-47, approximately 54 percent of households in Seattle are renters while 46 percent of the households in the city own the home in which they reside.

Figure A-47
Seattle Household Income Distribution; 2019 5-Year Estimates



Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

Household Income Distribution

The distribution of incomes among Seattle households is shown in Figure A-48.

About 36 percent of households have incomes at or below the low-income threshold of 80% of area median income (AMI). Cumulatively, about 53 percent of Seattle's households have incomes at or below 120% of AMI:

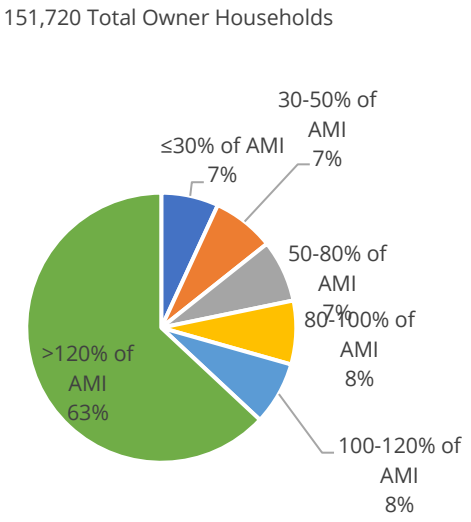
a. 15 percent have extremely low incomes (≤30% of AMI),

b. 11 percent have very low incomes (30-50% of AMI), and

c. 10 percent have low incomes (50-80% of AMI).

Figure A-34, provided in the Housing Needs Projection section of this Appendix, shows incomes associated with various AMI levels. AMI thresholds for Seattle are based on incomes in King and Snohomish counties combined. As shown in that table, 100% of AMI in 2023 is about $146,000 for a household of four. (For 2019, 100% of AMI for a four-person household was $108,600.)[30]

Figure A-48
Seattle Owner Household Income Distribution; 2019 5-Year Estimates



Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

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HOUSEHOLD INCOME DISTRIBUTION BY TENURE

The distribution of household incomes varies by tenure as shown in Figures A-49 and A-50. Compared with owner households, renter households are much more likely to have incomes at or below 80 percent of AMI, with almost half of renter households in this group. Meanwhile, only about one in five owner households have incomes this low.

Contrasts in income patterns between renters and owners are pronounced for the lowest and highest income categories:

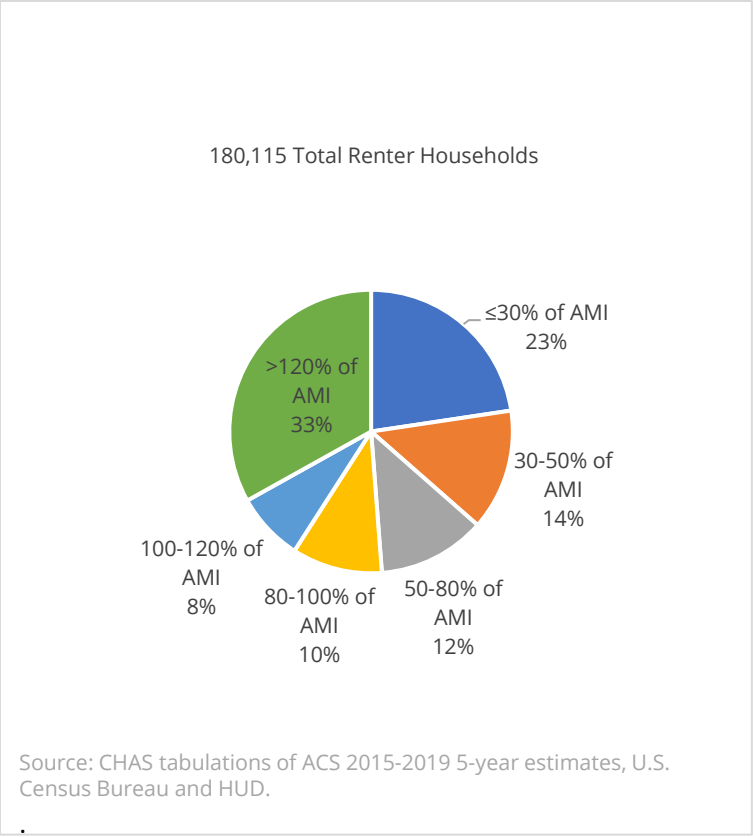
[30] HUD publishes income limits for federally funded programs on their website. To identify income limits for an area, HUD first takes the median family income estimate from the ACS for all area families and adjusts that using an inflation projection (because the income limits for each year must be published before ACS data are available for that year are available.) HUD designates the area median family income as applying to four-person families in the area, then makes a series of further adjustments for household size and AMI percentages using administratively determined formulas.

The income thresholds specified for the CHAS tabulations do not require applying an inflation projection and therefore vary somewhat official income limits., HUD does not publish the CHAS income thresholds but describes the methodology for producing them in "Measuring Housing Affordability," by Paul Joice, HUD, *Cityscape: A Journal of Policy Development and Research*, Volume 16, Number 1, 2014.

Both the federal income limits and the CHAS income thresholds can vary from actual income patterns within communities.

- 22 percent of renter households compared to 7 percent of owner households have incomes at or below 30% of AMI, while
- 33 percent of renter households compared to 63 percent of owner households have incomes above 120% of AMI.

Figure A-49
Seattle Renter Household Income Distribution; 2019 5-Year Estimates



Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

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TRENDS IN HOUSEHOLD INCOME DISTRIBUTION

To highlight trends in Seattle households' incomes over time, Figure A-51 compares estimates from the 2019 5-year CHAS with older data from the 2010 5-year CHAS.

Incomes in Seattle have become more polarized.

- This includes a substantial increase in the share of households who have high incomes (over 120% of AMI) coupled with a decrease in the share of households with incomes ranging from 50% of AMI to 120% of AMI.
- The biggest proportional decrease was in the 50-80% of AMI category. This was also the only income band with declines in the *number* of households. There was a net loss of nearly 5,000 households in this income band.

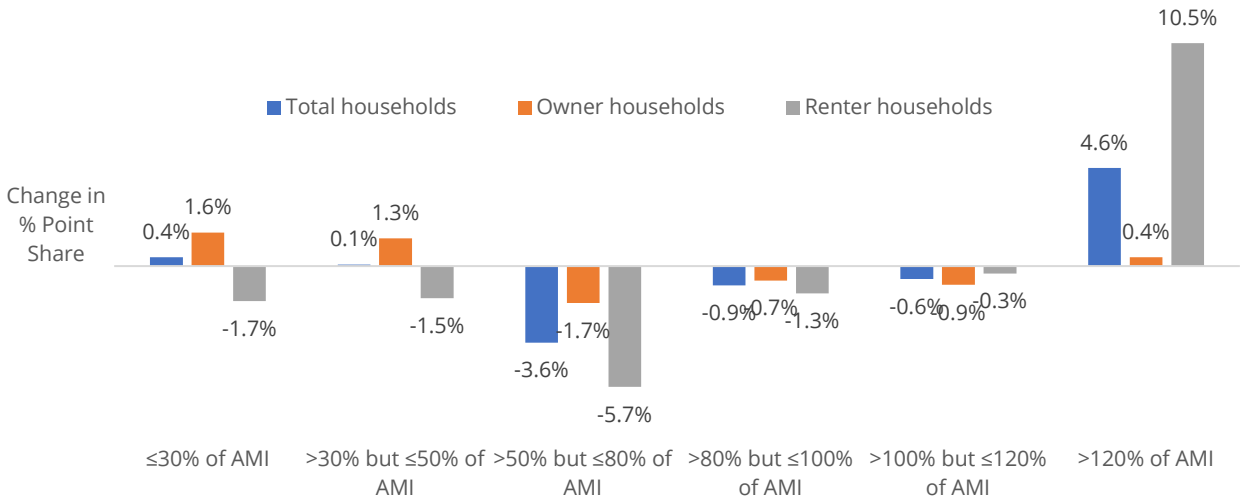
Several factors likely contributed to the polarization in Seattle incomes. These include growth in jobs in high-wage fields along with challenges faced by low- and moderate-income households, particularly households with incomes of 50-80% of AMI, in competing for housing with higher income households.

Changes in income distribution were driven mainly by shifts in the income profile of renter households.

- Notably, these shifts included a nearly 11 percentage point increase in the share of renter households with incomes above 120% of AMI—an increase that translates into a net addition of 27,0000 high-income renter households.
- There was also a sizeable decline in the share and number of renter households with incomes of 50-80% of AMI.

Although there were declines in the proportions of renter households in the lowest income categories, the city saw increases in the numbers of these renter households, with the net addition of roughly 6,000 renter households with incomes of 0-30% of AMI and 3,000 renter households with incomes of 30-50% of AMI. Seattle's investment in subsidized housing was likely a factor keeping the number of Seattle renter households with extremely and very low incomes from decreasing in the face of extreme competition and supply challenges these households face in the housing market.

Figure A-50
Change in Seattle Household Income Distribution
2010 5-Year Period to 2019 5-Year Period



Source: CHAS tabulations of 2006-2010 and 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.

Housing Cost Burden

A broadly used standard considers housing costs that consume 30 percent or less of a household's income to be affordable. Based on this standard, HUD considers households cost-burdened if they spend more than 30 percent of their income on housing costs and severely cost-burdened if they spend more than 50 percent.

Housing is the single largest expense for most households. Households with unaffordable housing costs, particularly those in low-income categories, may not have enough money left over to pay for other essential needs or to make investments that can improve their long-term economic well-being.

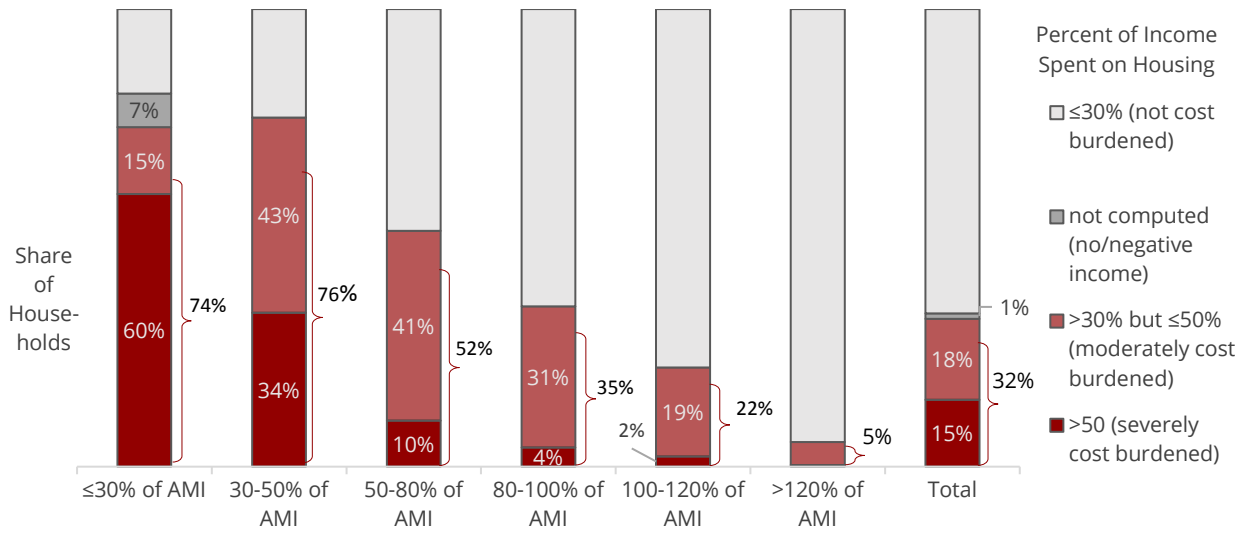
An estimated 32 percent of all households in Seattle are cost burdened. That translates into more than 107,000 Seattle households shouldering unaffordable housing costs. Of these, close to 50,000 households are severely cost-burdened and at especially high risk of housing insecurity.

COST BURDEN BY HOUSEHOLD INCOME CATEGORY

As Figure A-52 shows, low-income households are much more likely to shoulder unaffordable housing costs than are moderate-income households, who in turn are more likely to be cost burdened than higher-income housholds.

- Roughly three-quarters of households in extremely low (0–30% of AMI) and very low (30–50% of AMI) income categories are cost burdened. Six in ten households with extremely low incomes, and more than a third of households with very low incomes, spend more than half of their income on housing. Severely cost-burdened households in these very low- and extremely low-income bands are especially vulnerable to displacement and homelessness.
- Although the prevalence of severe cost burden drops substantially for subsequent income categories, more than half of 50–80% AMI households are cost burdened.
- Substantial fractions of households are cost burdened even within income ranges between 80% and 120% of AMI: 1 in 3 households in the 80–100% of AMI band and approximately 2 in 10 households in the 100–120% of AMI band are cost burdened.

Figure A-51
Prevalence of Housing Cost Burden by Household Income Category
2015-2019 5-Year Period



Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.
Notes: The Census Bureau and HUD do not calculate the percentage of income spent on housing for households with zero or negative income.

COST BURDEN BY HOUSEHOLD INCOME CATEGORY AND TENURE

In general, renter households are substantially more likely than owner households to be housing cost burdened.

- About 40 percent of renter households are cost burdened, while a lower but still sizable 23 percent of owner households are cost burdened.
- Roughly 19 percent of renter households are shouldering severe cost burden compared to 10 percent of owner households.

These differences are largely correlated with the facts that a) renter households generally have lower incomes than owner households and b) lower income households are more likely to be cost burdened. Furthermore, in terms of sheer numbers, the largest groups of cost-burdened households are found among low-income renters. More than half of all cost-burdened households in the city are renter households with incomes no higher than 80% of AMI. Three-quarters of severely cost burdened households are renters with incomes at or below 50% of AMI.

That said, owner households within some income categories are as likely or more likely to be cost burdened than renter households within those income categories. This is the case for owners with incomes at or below 30% of AMI and owners in the 80-120% of AMI income categories. The former category may include fixed-income owner households struggling with property taxes while the latter may largely reflect households who stretched to become homeowners.

TRENDS IN HOUSING COST BURDEN

As previously described, the CHAS data set for the 2015-2019 5-year period shows roughly 32 percent of Seattle households as cost burdened; this is lower than the 38 percent share estimated based on the CHAS data for the 2006-2010 5-year period. This decline was driven primarily by a reduction in cost burden among owner households with incomes of 50% of AMI and above. Contributing factors likely included the opportunity between 2010 and 2019 that many had to refinance or secure new mortgages with interest rates lower than historical averages and possibly the tighter credit standards that existed in the wake of the Great Recession.[31] (The trend toward lower prevalence of cost burden may change as a result of more recent increases in interest rates.)

In comparison, the prevalence of cost burden among renter households decreased among those with incomes no higher than 30% of AMI but rose for those with incomes between 50% and 100% of AMI. The reduced prevalence of cost burden among extremely low-income renter households may stem from help that programs provided to address housing needs among the lowest income

[31] See article in the *Seattle Times*, "The share of 'cost-burdened' Seattle households has fallen. Here's why," Gene Balk, Oct. 14, 2022. Additional references: "A Decade After the Recession, Housing Costs Ease for Homeowners," Christopher Mazur, U.S. Census Bureau, November 04, 2019; and U.S. Housing Cost Burden Declines Among Homeowners but Remains High for Renters, Matthew Martinez and Mark Mather, Population Resource Bureau, April 15, 2022

households as well as reduced unemployment rates associated with recovery from the Great Recession.

Despite declines in the *prevalence* of cost burden between these periods, the estimated *number of households* experiencing cost burden increased: this included an increase of roughly 1,600 owner households with cost burden and a substantial increase of about 11,500 renter households with cost burden.

Overcrowding

The CHAS data also allow us to look at the prevalence of overcrowding in homes. HUD defines overcrowding as more than one person per room.[32]

Overcrowded housing has long been associated with increased risks of infection from communicable disease. More recently, researchers found that living in overcrowded housing likely increased the risks of COVID-19 mortality.[33] Harmful impacts of overcrowding are not limited to physical health. For example, studies have found that children residing in crowded housing experience more social conflicts at home and worse educational outcomes.[34]

About 3.5 percent of all Seattle households live in overcrowded housing. However, rates of overcrowding vary by tenure, household type, and income. Living in overcrowded conditions is more common among renter households (5.5% overcrowded) than among owner households (1.2% overcrowded). An estimated 19 percent of Seattle families with incomes at or below 80% of AMI are in overcrowded housing. The rate of overcrowding is also relatively high for households comprised of multiple families; an estimated 16 percent of such households in Seattle are in overcrowded dwellings.[35]

Overcrowding is one signal that the market is not providing enough adequately sized units that individuals and families can afford. However, these data provide an incomplete picture of such gaps given that households may avoid overcrowding within a city that has a shortage of affordable and adequately sized units by locating elsewhere in the region.

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[32] The rooms accounted for in this measure include living rooms, dining rooms, kitchens, bedrooms, and other types of rooms such as finished recreation rooms; excluded are bathrooms, hallways, open porches, and some other spaces.

[33] Varshney K, Glodjo T, Adalbert J. Overcrowded housing increases risk for COVID-19 mortality: an ecological study. BMC Res Notes. 2022 Apr 5;15(1):126. doi: 10.1186/s13104-022-06015-1. PMID: 35382869; PMCID: PMC8981184.

[34] The California Department of Public Health's Office of Health Equity summarizes evidence on the adverse effects of overcrowding in the this document from their Healthy Communities Data and Indicators Project.

[35] Households with multiple families can be comprised of either a family and at least one subfamily or more than one family. Given the relatively small number of multiple-family households in Seattle and the limited sample upon which CHAS estimates are based, further disaggregation of estimates for this group would likely be unreliable.

Household Disparities by Race and Ethnicity

This section of the Housing Appendix examines disparities by race and ethnicity based primarily on 5-year CHAS data for the period 2015-2019. This analysis is foundational to the City's goal of achieving more equitable housing outcomes through the Comprehensive Plan update.

An important consideration for viewing these data is that the broad racial and ethnic categories in the CHAS tabulations can mask significant differences in housing needs within these groups. Notably, while incomes and housing-related wellbeing generally show Asians faring better than other groups of color, more disaggregated data show that Vietnamese and other Southeast Asian subpopulations tend to be more disadvantaged on these indicators.[36]

Another consideration is that the CHAS data presented predate the COVID-19 pandemic, which exacerbated affordable housing struggles. The Census Bureau's Household Pulse Survey responses in the Seattle metro area show households of color, households with lower incomes, LGBTQ persons, and disabled persons disproportionately likely to have experienced associated reductions in earnings and difficulty making payments for rent and mortgages.[37]

Disparities in Homeownership Rates

As described in Seattle's Equitable Development Community Indicators Report,[38] owning a home is the most common way for households to build and pass on wealth. Although purchasing a home entails financial risk, homeownership generally tends to be associated with greater long term housing stability. For example, in gentrifying areas, homeowners are about half as likely to be displaced as are renters.[39]

Reduced chances for people of color to access and sustain homeownership due to institutionalized racism and discrimination have contributed to an intergenerational legacy and ongoing cycle of diminished economic prospects for these members of our community. Programs to make purchasing a home possible for low-income households can help interrupt such intergenerational cycles and put families on paths to greater economic security. Affordable rental housing also plays a role in making homeownership ownership a possibility for a greater diversity of households as

[36] While not tailored for examining housing needs in the same way that CHAS tabulations are, the ACS Selected Population Tables and the American Indian and Alaska Native Tables include many socio-economic and housing tabulations iterated for more detailed population groups.

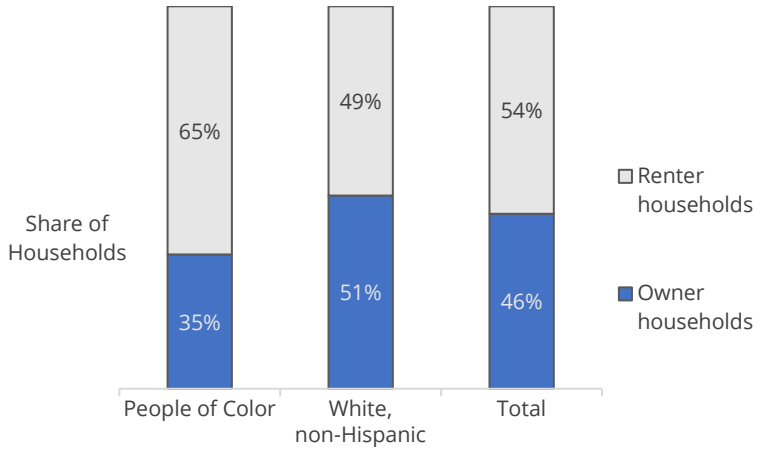
[37] Tracking COVID-19's Effects by Race and Ethnicity: Questionnaire One | Urban Institute; Economic, social, and overall health impacts dashboard on Housing security, Public Health—Seattle & King County.

[38] City of Seattle Office, Equitable Development Community Indicators Report, 2021. See pages 22 to 26 for analysis on homeownership.

[39] Martin, I. W., and K. Beck. 2018. Gentrification, property tax limitation, and displacement, *Urban Affairs Review*, *54*(1), 33-73.

people who are stretched to pay their rent will not be able to save for downpayment on purchase of a home.

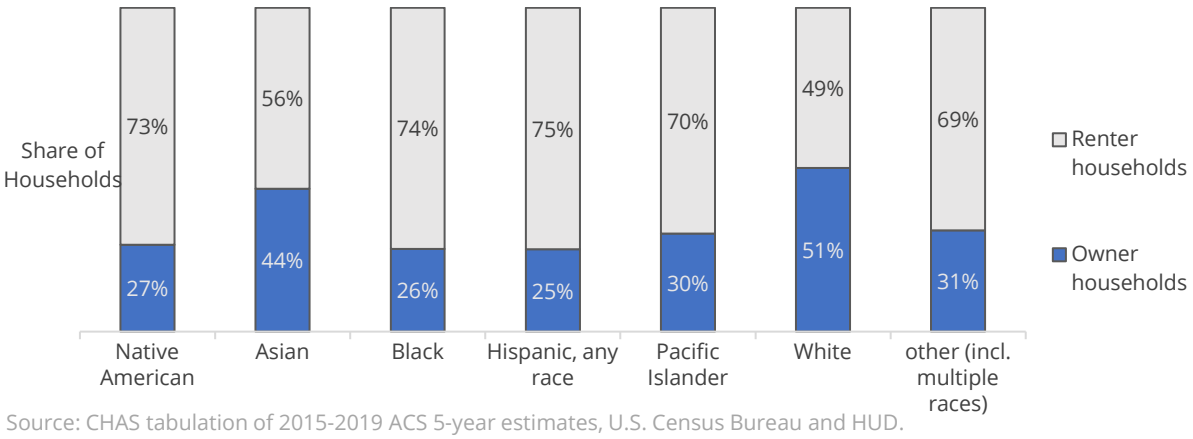
Figure A-52
Tenure by Race and Ethnicity of Householder; 2015-2019 5-Year Period



Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.

Homeownership is much less common for Seattle's households of color than for the city's white households. Figure A-53 shows that a little over a third of households of color living in Seattle own their home compared to slightly over half of white households.

Figure A-53
Tenure by Race and Ethnicity of Householder; 2015-2019 5-Year Period

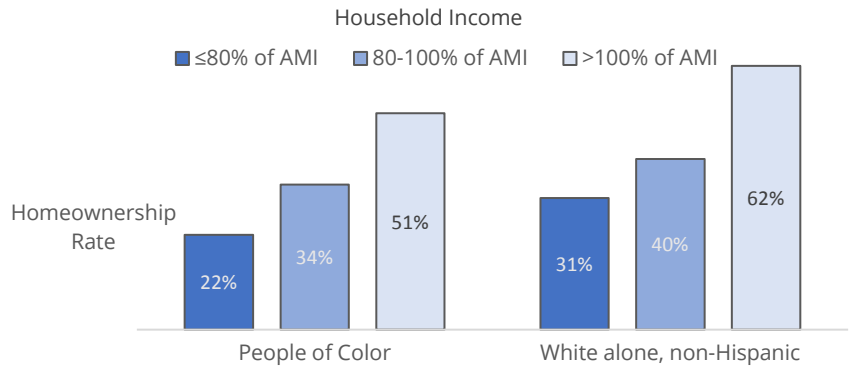


Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.
Notes:CHAS estimates are based on a sample and may be unreliable for small demographic groups including Native Americans and Pacific Islanders.

Owning the home in which one lives is uncommon for most groups of color. Figure A-54 shows that fewer than one-third of Hispanic/Latino, Native American, Black, and Pacific Islander householders in Seattle are estimated to own their home.[40]

As shown in Figure A-55, even when controlling for income, people of color are less likely to own their home. Household and generational wealth, which tends to be distributed even more inequitably than income, is a major driver in who can afford to purchase and maintain homeownership.

Figure A-54
Homeownership Rates by Household Income and Race/Ethnicity; 2015-2019 5-Year Period



Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.
Notes: Estimates are based on a sample and carry margins of error.

Homeownership rates among people of color have declined in Seattle over recent decades. Comparing estimates from the 1990 decennial Census and the 2019 5-Year CHAS data finds that homeownership rates in Seattle declined by roughly 5 percentage points for households of color but only by roughly 1 percentage point for white households. During this period, Seattle saw an especially steep decline in homeownership among Black households with the rate declining by roughly 11 percentage points (from 37 percent as estimated in the 1990 Census to 26 percent as estimated in the 2019 5-year CHAS dataset.[41]

[40] CHAS data (and other ACS data) for households categorizes the race and ethnicity of the household based on that of the householder. Other members of a household may not share the same racial and ethnic characteristics as the householder.

[41] Some caution is needed in comparing race and ethnicity crosstabulations between the 1990 Census and more recent Census Bureau surveys given that the Census Bureau questionnaires did not enable respondents to select multiple races until the year 2000. (For the more recent estimates reported, we group all multiracial persons, including persons who identified white as one of their races, as persons of color; this was not possible for the 1990 estimates.) That said the declines in homeownership rates for households of color and for Black households are so large that they dwarf the issues associated with comparability.

The long-term decline in the Black homeownership rate reflects both increasing shares of Seattle's Black residents who are immigrants with low homeownership rates and dramatic declines in the homeownership rates among U.S.-born Black householders. The decrease in Black homeownership in Seattle is also linked to broader trends in the U.S. including those from the lingering effects of the Great Recession's foreclosure crisis, continued discrimination in lending, rising student loan debts, and various barriers that confront would-be first-time buyers in expensive markets.[42] It is also likely the case that many Black homeowners have left Seattle to purchase homes or rent in communities outside of Seattle.[43]

Disparities in Household Income

Household income distribution in Seattle is marked by wide disparities by race and ethnicity despite Seattle's status as a major economic hub and generator of wealth for businesses and individuals in the region.

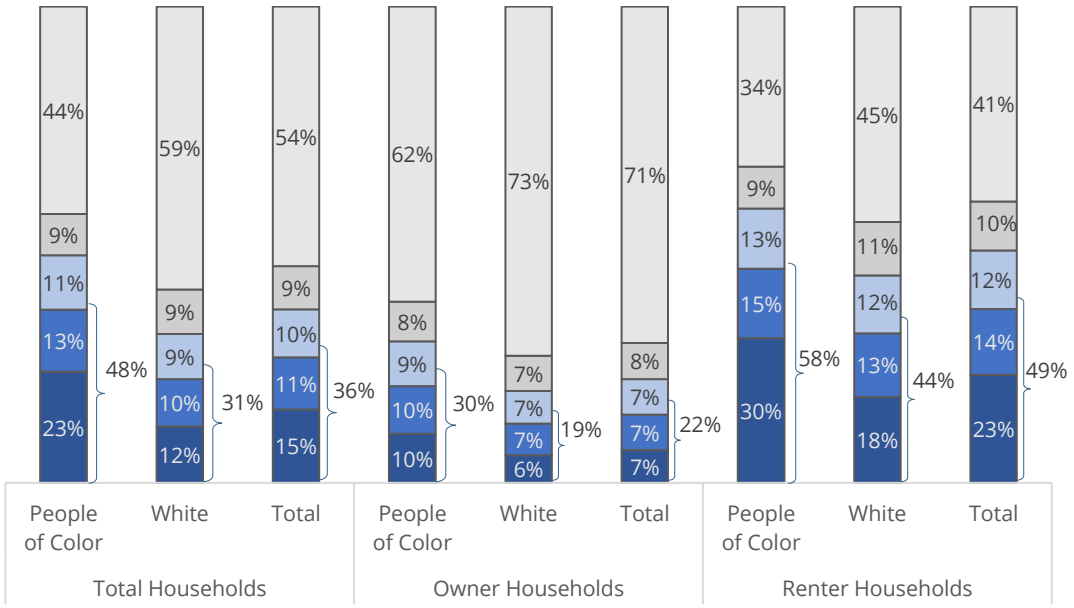
As shown in Figure A-56:

- Close to half of households of color have incomes at or below the 80% of AMI low-income threshold. In contrast, less than a third of white households have incomes below this threshold.
- At 30 percent, the proportion of owner households of color who have low incomes is substantially higher than the proportion of white owner households with low incomes.
- A sizeable majority (58 percent) of renter households of color are living with incomes no higher than 80% of AMI; the proportion of white renter households with incomes at or below 80% of AMI is not nearly as high but is still substantial (44 percent).

[42] City of Seattle OPCD, Equitable Development Community Indicators Report, 2021, p. 23; and "The 'heartbreaking' decrease in black homeownership," *Washington Post*, February 28, 2019.

[43] In the last three decades, the homeownership rate among Black households declined in both Seattle and the remainder of King County. Over the same period, the *number* of Black owner households decreased in Seattle but increased in the remainder of King County. The number of Black renter households also increased at a greater rate in the remainder of the county than in Seattle.

Figure A-55
Household Income Patterns by Tenure and Race/Ethnicity
2015-2019 5-Year Period

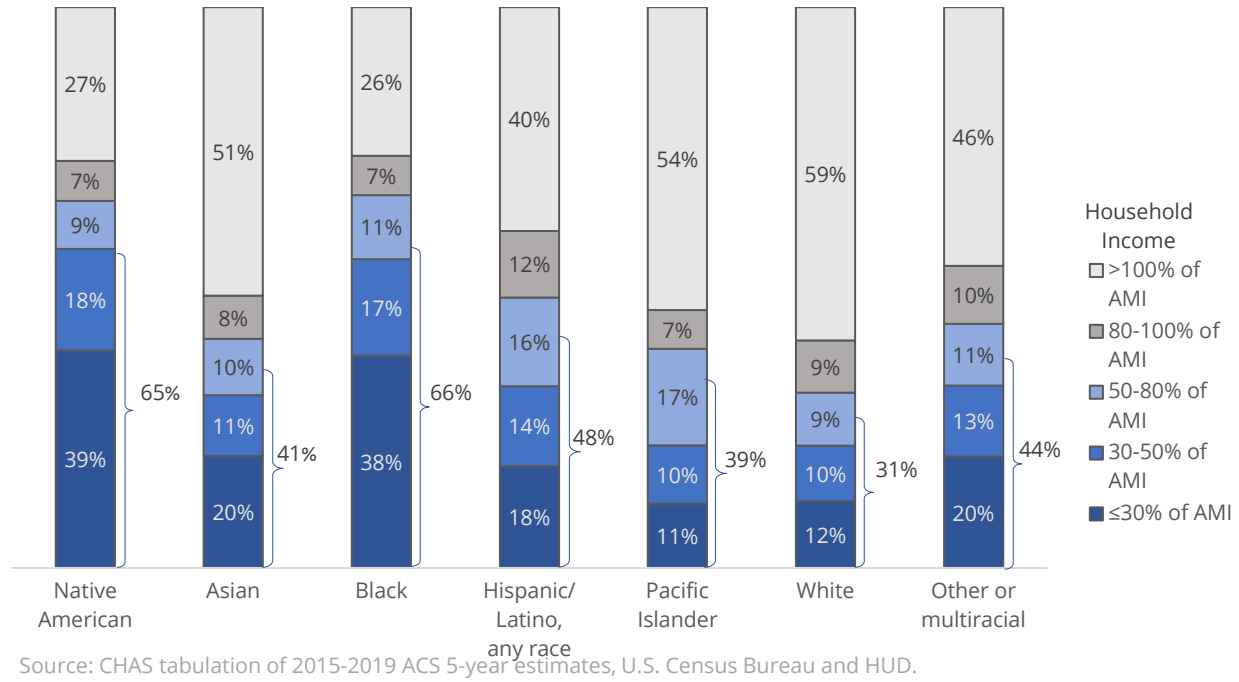


Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.
Notes: Estimates are based on a sample and carry margins of error.

The subsequent chart, Figure A-57, shows household income distribution for each of the racial and ethnic groups for which the CHAS data provides tabulations.

- The low-income share of households is greater among every group of color than it is among white households.
- Native American households and Black households are most likely to have low incomes, with close to two-thirds of both groups having incomes at or below 80% of AMI. Nearly half of Hispanic or Latino households have incomes this low.

Figure A-56
Household Income Patterns by Race/Ethnicity of Householder
2015-2019 5-Year Period



Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.
Notes: Estimates are based on a sample and carry margins of error. Estimates may be unreliable for small demographic groups including Native Americans and Pacific Islanders.

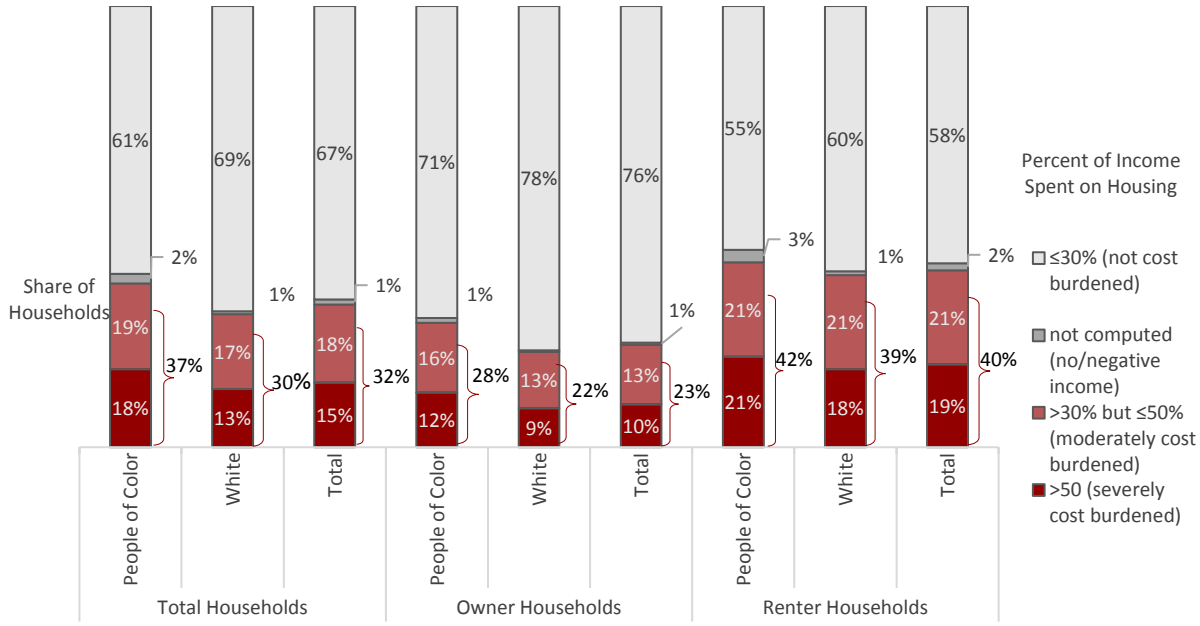
Disparities in the Prevalence of Housing Cost Burden

Housing cost burden falls disproportionately on households of color; this applies when looking at owner households, renter households, and households overall.

As shown in Figure A-58, 37 percent of households of color are moderately or severely cost-burdened compared with 30 percent of white, non-Hispanic households. About 18 percent of householders of color are severely cost-burdened, compared to roughly 13 percent of white, non-Hispanic households. At an estimated 42 percent the share of renter households of color who are shouldering unaffordable housing costs is slightly higher than the estimated 39 percent of white, non-Hispanic renter households with unaffordable housing.

While cost burden is less common for owner households than renter households, racial disparities are more pronounced among owner households. Twenty-eight percent of owner households of color are cost burdened compared to twenty-two percent of renter households of color.

Figure A-57
Prevalence of Housing Cost Burdens by Tenure and Race and Ethnicity
2015-2019 5-Year Period



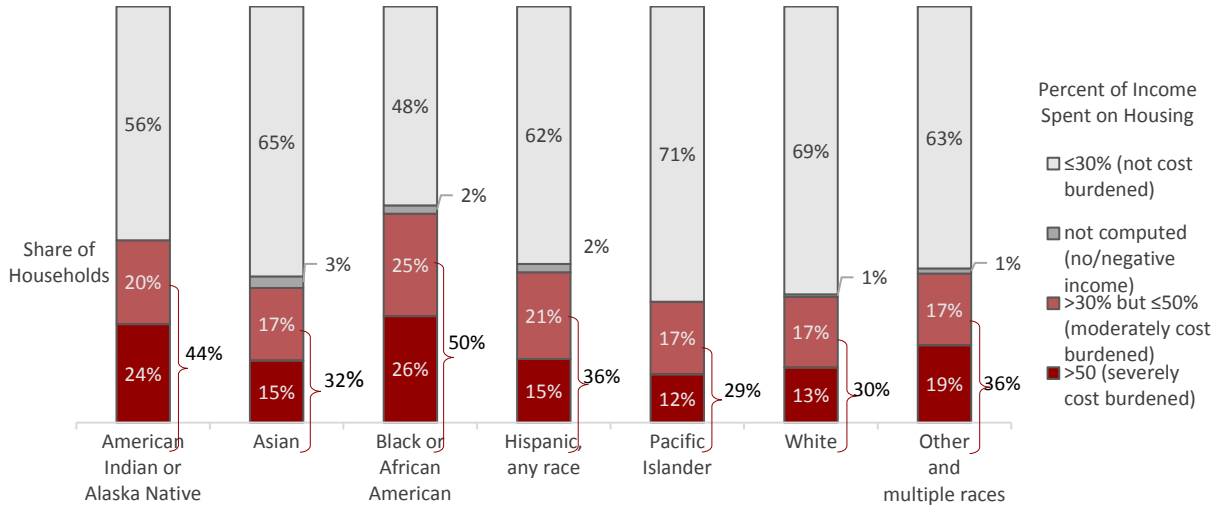
Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.

Notes: ACS estimates are based on a sample and carry margins of error. The Census Bureau and HUD do not calculate the percentage of income spent on housing for households with zero or negative income.

Examining estimates for individual racial and ethnic groups in Figure A-59 finds a disproportionately common experience of cost burden for almost every group of color. That said, substantial variation exists in rates of cost burden among groups of color, with Black households and Native American

households more commonly impacted. The highest estimated prevalence is found among Black households, about half of whom are cost burdened—and roughly a quarter severely so.[44]

Figure A-58
Prevalence of Housing Cost Burden by Race and Ethnicity
2015-2019 5-Year Period



Source: CHAS tabulation of 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.

Notes: ACS estimates are based on a sample and may be unreliable for small demographic groups including Native Americans and Pacific Islanders. See pr evious figure for additional notes.

[44] CHAS estimates can be unreliable for Pacific Islanders and other small populations in Seattle. Looking at the broader Seattle Metro Area provides more statistically reliable estimates and suggests this group is likely disoportionately cost burdened. About 35 percent of Pacific Islander households are cost burdened compared to 29 percent of White households.

Household Sizes, Types, and Needs

The household sizes, types, and needs in a community reflect a variety of demographic and social factors including but not limited to the age and cultural profile of the population; the time in life when young adults form new households; patterns associated with cohabitation, marriage, and divorce; birth rates; and norms associated with supporting elders.

Household sizes are also sensitive to economic and housing market conditions and are shaped by the opportunities and constraints in the existing local housing supply. The prevalence of small units in recent housing production within Seattle, which is detailed in the Housing Supply and Market Analysis section, is an important factor contributing to the size and composition of households that reside in the city.

Figure A-59
Household Types and Sizes in Seattle, 2020

	Count
Total households	345,627
	Percent
HOUSEHOLD TYPE	
Family households:	43.0%
Married couple with no own children	21.2%
Families with own children under 18:	16.9%
Married couple with own children	12.7%
Cohabiting couple with own children	0.9%
One-parent household with own children	3.3%
Other family household	4.9%
Nonfamily households:	57.0%
Householder living alone	40.8%
Cohabiting couple	9.2%
Other nonfamily with 2 or more persons	7.0%
PRESENCE OF CHILDREN AND OLDER ADULTS	
With one or more people under 18	17.9%
With one or more people 65 years and over:	19.1%
Householder 65 years and over living alone	8.9%
HOUSEHOLD SIZE	
1 person	40.8%
2 persons	34.8%
3 persons	11.6%
4 persons	8.6%
5 or more persons	4.2%
	Estimate
AVE. NUMBER OF PERSONS PER HOUSEHOLD	2.05

Source: U.S. Census Bureau 2020 Census.

Notes: Own children are biological, adopted, or stepchildren of the householder.

Household Size and Type

As defined by the Census Bureau, a household includes the householder (someone whose name is on the lease or mortgage) along with anyone else occupying the housing unit as their usual residence.

One way the Census Bureau describes households is whether the household is a family household—households of at least two people where one or more persons is related to the householder by birth, marriage, or adoption—or a non-family household.

As shown in Figure A-60 roughly 43 percent of households in Seattle are family households. About 21 percent of households (and nearly half of family households) are married couple households without own children under 18. About 17 percent of households are family households with an own child under

age 18; about three in four households with own children are married-couple households. About 5 percent of households contain other configurations of families.

In Seattle, family households are outnumbered by nonfamily households. Individuals living alone make up a large majority of nonfamily households and 41 percent of the city's households overall. The balance of nonfamily households includes cohabiting couples and roommate households.

For broader context, the average size of households in the city is 2.05, compared to 2.65 in the remainder of King County and 2.55 nationally. Decennial census data for Seattle have been recording a downward, albeit slowing, trend in average household size for decades, consistent with trends in the U.S. in which people have waited longer to have children and the baby boom has aged. In Seattle, the average number of people per household decreased slightly from 2.06 in 2010 to 2.05 in 2020.[45]

Notably, average household size in King County outside of Seattle followed a different path—*increasing* rather than decreasing during each of the last two decades. The combination of Census data and observations from community stakeholders suggests that divergence in household size trends between Seattle and the rest of King County is partly a function of larger households experiencing increasing difficulty finding units that are affordable and large enough in Seattle to meet their needs. Not only do housing units average fewer bedrooms in Seattle than in the remainder of King County, but this difference in average unit sizes has been widening. From 2008 to 2021, the average number of bedrooms per housing unit declined in Seattle from about 2.21 to 2.05. while remaining at roughly 2.81 bedrooms per unit in the remainder of King County. [46]

Housing Needs of Selected Household Types

In this section, we discuss housing needs of households with older adults, households with children, and multigenerational households as addressing the needs of these households involves challenges that will require especially thoughtful planning and action.

HOUSING NEEDS OF HOUSEHOLDS WITH OLDER ADULTS

About 19 percent of Seattle's households include one or more persons aged 65 or over, and close to half of these are older adults living alone. With the aging of the baby boom population, the share

[45] ACS data show that average household size locally and nationally reached a short-term peak between 2010 and 2020. A January 2023 blog post published by the Harvard Joint Center for Housing Studies, The Surge in Household Growth and What It Suggests About the Future of Housing Demand, indicates that at the national level, the main contributor was a delay—exacerbated by affordability challenges-- in millennials' rate of household formation.

[46] These are rough calculations; we were not able to calculate an exact average using the ACS tables readily available because these tables lumped all units with 5 or more bedrooms into one category.

and number of households with older adults will increase as will the demand for housing that is accessible for older adults and convenient to services.

Many seniors will be aging in place, while others will downsize to a smaller housing unit, move into units in a retirement or assisted living community, while others—especially in their advanced years—will need care in a skilled nursing facility. A growing number of seniors will need in-home services and accessibility features as well as assistance with home repairs and yard care services. Those who have low incomes will need help paying for such services and require discounts on property taxes.

The aging of the baby boom is also likely to drive Seattleites' already strong demand for accessory dwelling units even higher.

HOUSING NEEDS OF HOUSEHOLDS WITH CHILDREN

Living in a home with sufficient space is one of the housing related factors important for children's wellbeing.[47] While housing with two or more bedrooms can be suitable for small families with children, three or more bedrooms are important for accommodating larger families.

The availability of suitably sized units is an important factor influencing where children live. The availability of affordable multi-bedroom housing, in both rental and ownership housing, is necessary for families of a variety of economic means to live in Seattle. Families of color and immigrant families tend to be larger[48] and generally have incomes that are lower[49] than other families. These, and other considerations, make the availability of affordable multi-bedroom housing in a community a key condition for racial equity.

The neighborhood location of these units is a key racial and social equity consideration, as rates of upward economic mobility and a range of outcomes in adulthood, are affected by the characteristics of the neighborhoods in which people lived when they were children.[50]

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[47] Solari CD, Mare RD. Housing crowding effects on children's wellbeing. Soc Sci Res. 2012 Mar;41(2):464-76. doi: 10.1016/j.ssresearch.2011.09.012. Epub 2011 Oct 15. PMID: 23017764; PMCID: PMC3805127.

[48] In Seattle, per the 2021 ACS 5-Year estimates, the average size of all families (not just families with children) is 2.82. For those with householder of color, it is 3.30, compared to 2.58 for families with a white householder. For families with an immigrant householder, it is 3.08 compared to 2.74 for families with a non-immigrant householder. (Some family households include nonrelatives as well as relatives,

[49] In Seattle, the poverty rate for families with a related child of the householder is 7.2%. Looking at subsets of these families finds a 15.1% poverty rate for families with a householder of color compared to a poverty rate of just 3.1% for those with a white householder; and 13.8% for families with an immigrant householder compared to 5.0% for those with a non-immigrant householder,

[50] See The Opportunity Atlas: Mapping the Childhood Roots of Social Mobility | Opportunity Insights, NBER Working Paper by Raj Chetty, et. al., October 2018, and the non-technical summary here.

HOUSING NEEDS OF MULTIGENERATIONAL HOUSEHOLDS

Multigenerational households are those in which there are two or more generations besides or in addition to a parent and one or more of their children under the age of 18. Examples are grandparents living with grandchildren, adult children living with parents, and households where there may be three or more generations.

Housing that can accommodate multiple generations is important for many cultural groups in Seattle. With the aging of the baby boom generation and the increasing cost of housing, broader demand for housing suitable for multiple generations is also likely to increase.

Multigenerational households currently make up about 8 percent of households in Seattle and 15 percent of households in King County as a whole.[51] At 3.53 persons in Seattle and 3.83 in King County, multigenerational households also have significantly higher average household sizes than other households. The housing units in which these households live are also larger, with more than 3 bedrooms on average for both Seattle and King County. The relatively low share of large multi-bedroom units in Seattle plays an important role in the lower rates of multigenerational households within Seattle.

Households of color are more likely to live in a multigenerational household than are white households. The groups with the highest rates of multigenerational living in Seattle and King County are Pacific Islanders and Native Americans.[52]

The need for multigenerational housing has been a strong theme voiced by BIPOC community stakeholders including the sləpʔiləbəxʷ Indigenous Planning Group and the Wa Na Wari / CACE 21 team whom OPCD contracted to make recommendations for the Comprehensive Plan. These groups stress the need for more housing that provides opportunities for multiple generations to live with or near each other and that offers accessibility for older family members and outdoor spaces for children to play.

[51] These estimates for multigenerational households described here are from the ACS 2021 5-Year Public Use Microdata Samples, 2017-2021; IPUMS USA.

[52] In Seattle, 31 percent of Pacific Islander households and 25 percent of Native American households are multigenerational; respectively, these rates are six times and three times those of the 12.5 percent multigenerational household rate for white households. Households with a Black, Asian, or Hispanic households are roughly one and half to two times as likely than white households to be multigenerational.

Special Housing Needs

This section focuses on populations who have needs for special forms of housing and/or housing paired with special services. This includes people with a special housing need due to a disability or chronic health problem, those who require permanent supportive housing (PSH), those who live in group quarters, and those who have a medical housing need.

While we describe these populations separately, many people may identify with one or more population groups. Thus, these population groups are rather intertwined, sharing varying housing needs specific to the individual person. As these special housing needs are unique, a diverse supply of appropriate, available, and affordable housing is critical to meeting those needs.

Furthermore, many of these special housing needs are also correlated with a person's vulnerability to homelessness. For instance, populations experiencing homelessness are disproportionately more likely to have a disability or chronic health issue. In addition, permanent supportive housing is specifically for people who are at imminent risk of homelessness or who are currently homeless. We further cover emergency and permanent housing for people facing homelessness in the Homelessness section of this Housing Appendix.

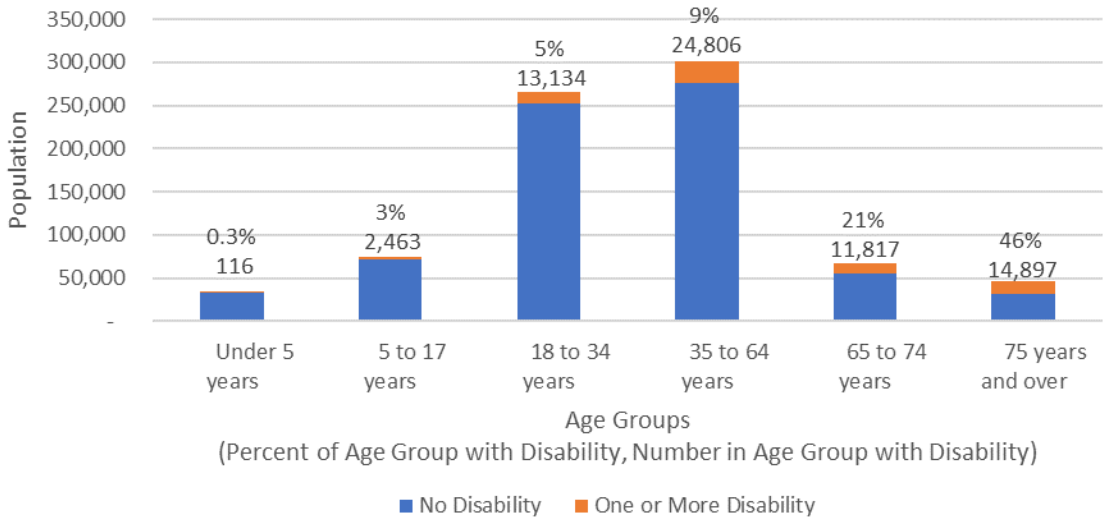
Populations with Disabilities

The ACS collects data on people living with disabilities in four domains: hearing, vision, cognition, and ambulation.[53] These data provide important but limited insights into the population in Seattle living with disabilities. Given the ACS's narrow scope of disability questions, the survey underestimates the population living with disabilities and fails to capture the full range of disabilities with which people are living. Researchers note that the ACS particularly underestimates disability due to disabling chronic health conditions and psychiatric conditions.

As shown in Figure A-61, roughly 9 percent of Seattle residents (67,233 people) live with one or more of the ACS-identified disabilities. The share of people living with disabilities greatly increases with age. The largest numerical age group of people living with disabilities is the 35-to-64-year range; however, the largest share of people living with disabilities are people aged 75 and up.

[53] The Disability questions in the ACS are shown in this primer from the Census Bureau: "Why We Ask Questions About Disability."

Figure A-60
Population in Seattle Living with One or More Disability by Age Group



Source: U.S. Census Bureau 5-Year American Community Survey for 2017 to 2021

Further analysis of ACS data provides information about the socioeconomic conditions of households where one or more persons have a disability. According to our analysis, nearly one in five Seattle households had at least one person with a disability in 2021. Figure A-62 demonstrates that households where at least one member is living with a disability are more likely to have lower incomes, with more than half at or below 80% of AMI, and more than a third at or below 50% of AMI. Research shows that lower household incomes are tied to a variety of systemic factors that impact individuals with disabilities, such as barriers to accessible education and employment as well as discrimination.[54] In addition, if there is a caregiver in the household, those members may take temporary leave or forego work altogether to assist in care. Female members of households are particularly more likely to forego paid work outside the home for unpaid caregiving work at home.[55]

Given their lower incomes, households where someone has a disability are also significantly more likely to spend a high proportion of their income on housing costs, with greater rates of burden. That burden is more acute as many people with disabilities face higher costs of healthcare. Thus,

[54] Disability & Socioeconomic Status Resources, a series of study outcomes compiled by the American Psychological Association

[55] Caregiving Statistics: Work and Caregiving; a series of statistics on informal and formal caregiving from Caregiver.org

many households are faced with tradeoffs between the costs of housing, other daily needs, and medical care.[56]

Figure A-61
Household Characteristics by Presence of Person with a Disability

	Households where no person has a disability	Households with one or more persons living with a disability	All Households
Household Income			
≤ 80% of AMI	32.2%	52.0%	36.2%
≤ 50% of AMI	18.4%	37.6%	22.3%
Housing Cost Burden			
>30% of income on housing	31.6%	40.6%	33.5%
>50% of income on housing	14.5%	23.2%	16.3%

Sources: U.S. Census Bureau ACS Public Use Microdata Samples, 2017-2021; IPUMS USA.

Notes: PUMS data uses areas of approximately 100,000 are not always bound to jurisdictional boundaries. This results in some household data for unincorporated King County, particularly in White Center and Highline, being included in PUMS data. Household AMI level is determined using household income as a proportion of FY2021 area median income estimates, adjusted for household size.

Populations Needing Permanent Supportive Housing

Permanent Supportive Housing (PSH) combines housing with services that help residents at risk of homelessness remain housed and improve their quality of life. PSH has been shown to benefit residents by reducing instances of medical emergency, homelessness, and incarceration. It is also a critical portion of the housing supply for populations with incomes at or below 30% of AMI. The specific needs of the population requiring PSH vary greatly depending on each person's situation.

Examples of services residents may need include job training, help with finances, transportation, and health care. Services are most effective if culturally appropriate to the residents, such as those being provided to QT2BIPOC (queer, trans, Two-Spirit, Black, indigenous and people of color) households by the Lavender Rights Project and those provided to Native American/Alaska Native households by Chief Seattle Club. [57]

[56] "Medication Adherence and Characteristics of Patients Who Spend Less on Basic Needs to Afford Medications", in Journal of the American Board of Family Medicine. Rohatgi, K., et al. 2021.

[57] Lavender Rights Project and Chief Seattle Club will be joint operators of a 35-unit permanent supportive housing program funded by King County's Health Through Housing. For more information about these organizations, visit their webpages: Lavender Rights Project: https://www.lavenderrightsproject.org/ ; Chief Seattle Club: https://www.chiefseattleclub.org/

Figure A-34 in the Housing Need Projections section of this Housing Appendix shows that King County's Growth Management Planning Council estimates Seattle will need 20,255 PSH units by 2044. This estimate represents an increase of 15,024 units over the existing 5,231 units Seattle had at the beginning of 2020.

Several key conditions apply to the services provided to tenants in PSH. Tenants are not required to pay for services, nor is participation in services required to maintain tenancy in a community. Costs associated with services are considered an integral part of building-level operations and maintenance, which is paid for through income-restricted rents and out of subsidies from local, state, or federal governments.

Thus, the growing need for PSH in Seattle will require both a significant increase in income-restricted units at the lowest AMI levels as well as operations and maintenance subsidies to provide services required by residents. However, PSH has also been shown to reduce societal costs through homelessness prevention, particularly in the healthcare, shelter, and justice systems.[58] The Income-Restricted Housing section of this Housing Appendix further forecasts the available finances and gap in investments to meet the citywide need for PSH in 2044.

Populations in Group Quarters

Many group quarters categories are devoted to serving people who can broadly be regarded as populations with special housing needs. The Census Bureau defines group quarters as "places where people live or stay in a group living arrangement that is owned or managed by an organization providing housing and/or services for the residents."[59] The decennial Census includes a tabulation of the population residing in group quarters and is thus one of our most valuable sources in understanding the size of this population.

Figure A-63 shows the 2020 Census enumerated 29,918 people living in group quarters in Seattle. Roughly 25,000 of the persons living in group quarters were counted in noninstitutional facilities while about 4,900 of the group quarters population were counted in institutional facilities, primarily in nursing facilities. Persons aged sixty-five and over made up a large majority of the nursing facilities population.

College/University student housing was the largest non-institutional category, with nearly 16,000 people. In addition, the 2020 Census counted 3,300 people under "other noninstitutional facilities"

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[58] "Supportive Housing Helps Vulnerable People Live and Thrive in the Community." Center on Budget and Policy Priorities. Dohler, et al. 2016.

[59] For more about the ways the Census Bureau collects and reports data on group quarters, see "2020 Census Group Quarters," U.S. Census Bureau blog post, March 16, 2021; and for detailed group quarters subject definitions see pages B-15 to B-20 in "2020 Census Demographic and Housing Characteristics File (DHC) Technical Documentation," prepared by the U.S. Census Bureau, Washington, DC, 2023.

like soup kitchens and domestic violence shelters. Many people counted in “other noninstitutional facilities" may have been experiencing homelessness during the census.[60]

The population in group quarters does little to tell us about the demand for these living situations. Rather, it tells us only the number of people who are living in group quarters currently, many of which operate at capacity due to high demand. Despite these limits, key takeaways for group quarters include the following:

- Growth over the last decade has been concentrated in the population in nursing homes (from 2,588 to 3,476), group homes intended for adults (from 1,387 to 2,557), and college dormitories (from 11,804 to 16,318).
- Group quarters populations in carceral facilities shrank from 2010 to 2020, which may reflect moves from facilities inside Seattle to those outside Seattle, changes in incarceration policies, and COVID-19 related early releases that occurred during the 2020 Census. In addition, King County has set forth a Roadmap to Zero Youth Detention, with the 2025 goal of eliminating youth detention in favor of a public health approach for youth.[61]
- The population in residential treatment centers also fell between 2010 and 2020. This may be in part due to COVID-19, which temporarily limited capacity in some facilities due to social distancing needs and labor shortages, but also reflects due to permanent closures of residential treatment centers that have occurred in Seattle[62] and across King County.[63] This comes at a time when there have been notable increases in demand for mental and behavioral health residential treatment centers, which culminated in King County voters approving a levy in 2023 to develop five new residential treatment centers.[64]

[60] However, a specific count of persons experiencing homelessness is not reported in the decennial census, and even though the Census Bureau attempted to include these persons in the 2020 Census, the data that we have on the unhoused population from other sources, as described in Homelessness of this Housing Appendix indicates very incomplete coverage of this population in the 2020 Census.

[61] “Roadmap to Zero Youth Detention”. King County.

[62] Closure of El Rey, a residential treatment facility in Belltown. Written by Seattle Times reporter Sydney Brownstone, October 2020.

[63] “Where did King County’s mental health beds go?” Written by Seattle Times reporter Hannah Furfaro, February 2023.

[64] “Voters approve King County’s crisis center levy.” Written by Seattle Times reporter Michelle Baruchman, April 2023.

Figure A-62
Seattle Group Quarters Population

	2010 Census				2020 Census			
	<18	18 to 64	65 and Up	Total	<18	18 to 64	65 and Up	Total
Total Population in Group Quarters:	700	21,329	2,896	24,925	629	24,798	4,491	29,918
Institutionalized population in Group Quarters								
Total	198	2,502	2,204	4,904	225	1,336	3,352	4,913
Institutionalized population in Correctional Facilities for Adults:								
State Prisons	-	-	-	-	-	85	2	87
Local Jails	-	1,527	14	1,541	-	741	2	743
Correctional Residential Facilities	-	450	-	450	2	170	11	183
Institutionalized population in Juvenile Facilities:								
Group homes	48	10	-	58	122	18	-	140
Residential Treatment centers	57	-	-	57	9	12	-	21
Correctional facilities for juveniles	90	-	-	90	25	5	-	30
Nursing/Skilled-nursing facilities	-	449	2,139	2,588	-	227	3,249	3,476
Institutionalized population in 0other institutional facilities:								
Psychiatric hospitals or units	1	48	4	53	25	64	67	156
Patient in hospital with no home	2	-	-	2	40	2	-	42
In-patient hospice facilities	-	18	47	65	2	12	21	35
Non-institutionalized population in Group Quarters								
Total	502	18,827	692	20,021	404	23,462	1,139	25,005
College/University student housing	71	11,733	-	11,804	64	16,254	-	16,318
Military quarters, barracks, or ships	-	362	-	362	8	398	2	408
Emergency and transitional shelters with sleeping facilities	227	2,208	115	2,550	104	1,875	140	2,119
Group homes intended for adults	7	1,054	326	1,387	42	1,831	684	2,557
Adult Residential treatment centers	5	619	13	637	2	322	48	372
Maritime/merchant vessels	-	305	2	307	-	134	-	134
Workers' group living quarters	5	41	24	70	3	23	8	34
Other non-institutional facilities*:	187	2,505	212	2,904	185	2,824	258	3,267

Source: U.S. Census Bureau, decennial Census 2010 & 2020, Table P18

*Soup kitchens, religious group quarters, domestic violence shelters, scheduled mobile food vans, targeted non-sheltered outdoor locations, living quarters for victims of natural disaster

Populations with Housing-Associated Medical Services Needs

There are several kinds of situations in which a person's medical care needs are paired with their housing need. These situations often involve people who need a change in their housing situation to accommodate their medical need. Populations who require medical services and have a housing need include, but are not limited to:

- hospitalized people who would otherwise face homelessness upon release,
- hospitalized people awaiting admission to another facility,
- people who face homelessness and require medical respite care,
- people staying in temporary or long-term medical facilities, and
- home-bound people who require home health services.

Having appropriate and available forms of medical services paired with housing is critical for improving this system. Skilled nursing and long-term care facilities are notable examples of the provision of housing with medical care, as are types of behavioral health facilities and substance use treatment centers. Emergency housing, such as Harborview's Edward Thomas House Medical Respite Program, also plays a critical role in providing medical services for people experiencing homelessness who are too sick to return to shelters or the street following a hospital stay.

Furthermore, recent conditions in the COVID-19 pandemic resulted in a shortage of available pairings of housing with medical services. In August and September of 2022, the *Seattle Times* reported that Harborview Medical Center began to divert non-critical patients to other local hospitals due to being over capacity. At the same time, some patients ready to be discharged to long-term care and skilled nursing facilities could not be released due to limited space and staffing in those facilities.[65] Instances like this demonstrate the vulnerability of the medical housing system to economic changes and pandemics, and require collaborative efforts between agencies, funders, and governments to reduce their frequency and impacts on local populations.

[65] "Harborview still way over capacity, as long-term care shortage persists". David Gutman. Seattle Times, September 14, 2022.

Balance of Jobs and Housing

A key principle of planning is that there needs to be a balance between jobs and housing within an area so that enough housing is available near people's workplaces. When the ratio of jobs to housing is imbalanced, residents commute long distances, which involves higher transportation costs; takes a toll on social wellbeing and health; and has negative environmental impacts. A supply of ample and affordable housing choices near job centers is especially important to address the needs of low-wage workers who are less to pay the premiums the housing market demands in these neighborhoods.

The Regional Growth Strategy calls upon Metropolitan Cities and Core Cities to improve the jobs housing balance and provide a greater variety and supply of housing to meet the needs of workers. As the largest Metropolitan City and major employment center for the region, Seattle has a particularly important role in this regard.

PSRC's 2022 Regional Housing Needs Assessment[66] states that a "balance" of jobs and housing "is attained where a community or market area attains roughly the regional average ratio." The ratio of jobs to housing units in Seattle is roughly 1.9, much higher than the overall ratio of 1.3 for the 4-county central Puget Sound region. PSRC also examined changes in the region's jobs-to-housing ratio from 2010, when the number of jobs was at a low point in the wake of the Great Recession, to 2019. The ratio increased substantially between 2010 and 2019, with many years of rapid job growth, and sizable—but not as rapid—housing growth.

The remainder of this section looks at trends in the jobs-to-housing ratio within Seattle using data on jobs covered by state unemployment insurance. For looking at trends in Seattle, we use statistics for covered jobs instead of total jobs because the covered jobs dataset provides the longest running and most precise employment numbers on employment available at the city level.[67] Figure A-64 shows trends in Seattle from 2004 to the most recent year for which data are available at the time of this analysis—2022 for jobs and 2023 for housing units.

As happened regionally, the jobs to housing also imbalance worsened in Seattle in the 2010s. Between 2010 and 2020 Seattle expanded its housing supply by 19 percent. Even with this boom in housing construction, Seattle's job growth far outpaced its housing growth, as the number of jobs in the city rose by 38 percent. Over the decade, Seattle added nearly 3 times as many jobs as housing units. The net effect was to increase the ratio of covered jobs to housing in the city from 1.5 in 2010 to roughly 1.7 in 2020.[68]

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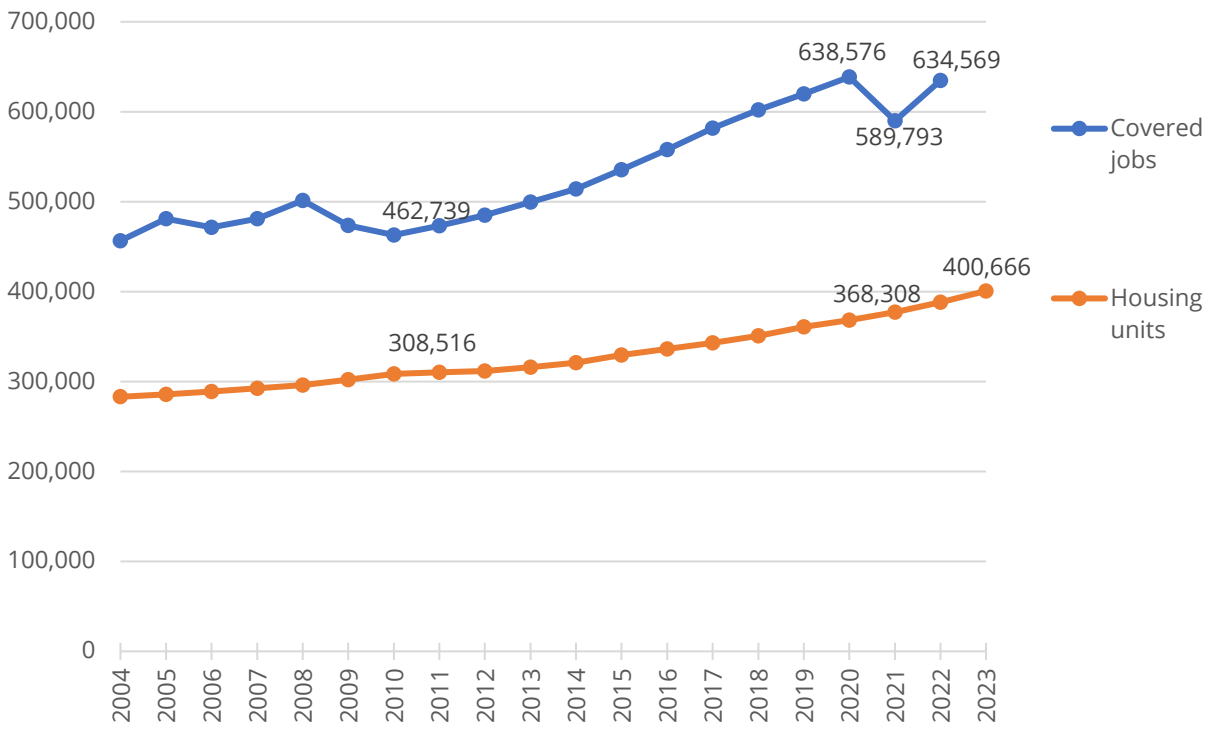
[66] Regional Housing Needs Assessment (January 2022) (psrc.org), pages 84-86.

[67] At the regional level, PSRC estimates that, covered jobs tend to comprise roughly 85 to 90 percent of total jobs. Total jobs estimates are readily available for Seattle only back to 2015.

[68] Factoring covered employment up to total jobs yields an estimate of 1.9 total jobs-to-housing for both 2019 and 2020; this is the ratio for Seattle that we compared to the regional 1.3 total jobs-to-housing ratio earlier in this section.

By 2022, Seattle had one percent fewer covered jobs than in 2020 and five percent more housing units than in 2020 and Seattle's covered jobs to housing ratio had declined to roughly 1.6. During the early pandemic years, large housing developments continued to be constructed, albeit with some delays, by builders with permits issued prior to the pandemic. This happened as the labor market declined and then began recovering. While developers continued to complete large numbers of units into 2023, the City's data shows a sizable recent decline in the number of new units for which developers are getting permits issued. The reduced volume suggests that the "improvement" in the jobs housing balance during the first years of the pandemic may be temporary.

Figure A-63
Covered Jobs and Housing Units Located in Seattle



Sources: Covered employment estimates for March obtained from PSRC, and published in City of Seattle's City Annual Stats dataset. Housing unit estimates for April from WA OFM 2000-2020 intercensal estimates and 2021-2023 postcensal estimates.

Notes: Covered employment refers to jobs covered by the Washington State Unemployment Insurance program. These jobs exclude self-employed workers, proprietors, corporate officers, and some other positions. PSRC estimates that covered employment includes about 85-90% of all employment.

In addition to examining the jobs-housing imbalance, PSRC also examined the regional housing backlog that accumulated between 2010 to 2019 by taking into account the number of additional new households the region *would have* gained over the last decade if households were able to form without being constrained by the lack of available housing.[69] Through their examination of pent-up demand for formation of new households, PSRC estimated a backlog from the period 2010 to 2019 of approximately 45,000 to 50,000 units in the central Puget Sound region.[70]

[69] Regional Housing Needs Assessment (January 2022) (psrc.org), page 98.

[70] This was a rough analysis that has limitations:

- Analyses that examine housing formation and production to estimate underproduction must naturally select a time period and baseline. In the baseline year of 2010 for this analysis, the housing vacancy rate in the region was unusually high, at 7.4 percent (compared to an average of 6.0 percent in the four decennial censuses between 1980 and 2010.) Using a baseline with a high housing vacancy rate could lead to the estimated backlog being somewhat of an overestimate.
- Other aspect of the analysis underestimate underproduction in important ways: as PSRC noted, the analysis does not account for housing units needed by the large and growing number of persons experiencing homelessness. The analysis also does not account for households unable to live in the Puget Sound region due to our region's high housing costs.

Housing Supply and Market Analysis

This section focuses on the housing supply and market, including recent development and pricing trends. It includes analyses that assess to what extent different occupations can afford rental housing, the quality and condition of housing, and the roles of ADUs and vouchers in Seattle's housing market.

These analyses are important when making policy decisions that focus on where and how housing should be developed in Seattle and to address gaps relative to housing need. Furthermore, this information can highlight choices and constraints that households face when trying to find and maintain housing in Seattle.

Housing Supply

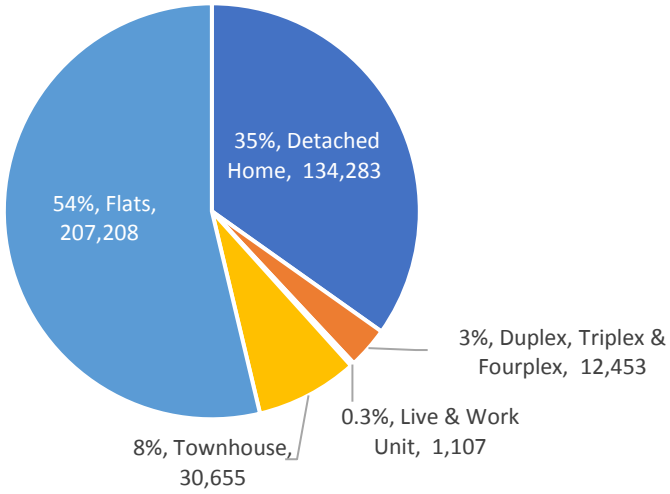
In this analysis, we use the term "housing supply" to refer to permanent structures in the form of housing units or congregate residences. Housing units include housing forms such as a detached home, flat, or an accessory dwelling unit, each of which would have, at minimum, a private kitchen and bathroom in the unit. Congregate residences include settings like group homes, student dormitories, senior housing, and certain institutional facilities, and may not include private kitchens or bathrooms for residents. For purposes of this section, housing supply does not include temporary or emergency housing accommodations such as shelters, tiny homes, and resident hotels. Temporary forms of housing for individuals experiencing homelessness are discussed in the Homelessness section of this Housing Appendix.

HOUSING UNITS BY TYPE

Figure A-65 provides detail on the composition of Seattle's housing unit supply by unit type based on data maintained by the King County Department of Assessments. As of mid-2022, Seattle had 385,706 housing units, with the following shares of unit types:

- Flats, which can be in multifamily or mixed-use buildings and are typically apartments or condominiums, make up 54 percent of units in Seattle.
- Detached homes make up an additional 35 percent of units.
- Townhouses make up 8 percent of housing units.
- Small multiplexes, including duplexes, triplexes and fourplexes make up only 3 percent of housing units.
- The remaining 0.3 percent are made up of live-work units, which vary in form, such as a townhouse where the first floor is used as a salon, or a caretaker unit at a storage facility.

Figure A-64
Seattle's Housing Supply by Housing Type



Source: King County Department of Assessments, compiled by City of Seattle, July 2022

HOUSING UNITS BY NUMBER OF UNITS IN BUILDING

Figure A-66 categorizes Seattle's housing units based on the number of units in each building. The number of units in each building closely relates to regulations, such as zoning, and market trends present during development. Zoning has precluded development of smaller multifamily structures in most of Seattle's residential land area since Seattle adopted its first zoning policies code in 1923.[71] Many of these smaller multifamily structures have come to be known as the "missing middle" or

[71] Ordinance 45382 established a First Residential District which was limited to detached homes, public schools, private schools, churches, parks, art galleries, libraries, conservatories for plants and flowers, and railroads. Accessory uses were allowed for physicians and dentists. Fraternity houses, sorority houses, specific private schools, and certain communal spaces were subject to public hearings. The ordinance passed through the Public Safety committee. Visit the Seattle City Archives to find out a more in-depth history of Seattle's zoning, including historical zoning maps.

"middle housing." Local and state reforms in recent years, and policies in this Comprehensive Plan, seek to boost the production of middle housing throughout Seattle.[72]

Most housing units in Seattle are either flats in larger buildings or single units in detached and attached configurations. A more detailed breakdown of the current supply of units in Seattle shows:

- Single-unit buildings comprise 156,800 housing units in total, which includes 133,600 detached homes, 22,300 townhomes, and 900 units in other attached configurations. Single-unit attached configurations indicate that these units are owned fee-simple.[73]
- Buildings with between 2 and 4 units include around 19,100 units across approximately 7,700 buildings. This category includes duplexes, triplexes, and fourplexes along with townhouses and some detached homes.[74]
- Buildings with 5 to 19 units include about 38,000 units in approximately 4,000 buildings.
- Buildings with 20 to 49 units have about 42,100 units in approximately 1,400 buildings.
- Buildings with 50 or more units have about 129,600 units in approximately 1,050 buildings.

[72] In their Middle Housing in Washington webpage, the state Department of Commerce provides guidance to help local governments plan for middle housing and implement related requirements established by House Bill 1110, which the state legislature passed in 2023. Commerce's overview explains that:

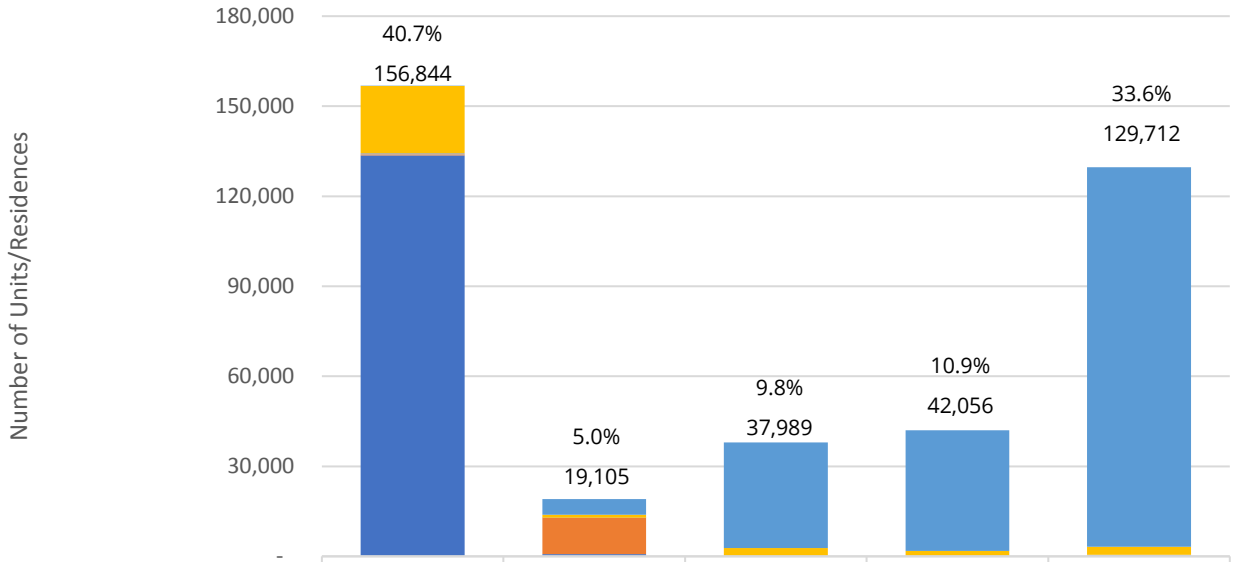
"Middle housing is a term for homes that are at a middle scale between detached single-family houses and large multifamily complexes. Examples include duplexes, triplexes, fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage clusters, and townhomes. These types are typically 'house-scale'; that is, the buildings are about the same size and height as detached houses."

HB 1110 requires cities (with limited exceptions) to allow minimum numbers of middle housing units per lot, with Seattle and other cities with a population 75,000 being subject to the higher unit density requirements for middle housing than other cities.

[73] Fee-simple ownership indicates that both the land and housing units are sold together. See the Ownership Market section of this Housing Appendix for an in-depth explanation of fee-simple and condominium ownership.

[74] King County Department of Assessments frequently classifies detached homes with ADUs as structures other than detached homes, with many reported to be townhouses.

Figure A-65
Seattle's Housing Supply by Number of Units in Building



	One Unit	2 to 4 Units	5 to 19 Units	20 to 49 Units	50 Units and Up
Flat	112	5,197	35,217	40,194	126,488
Townhouse	22,345	1,052	2,747	1,775	2,736
Live & Work Unit	503	4	25	87	488
Duplex, Triplex & Fourplex	303	12,150	-	-	-
Detached Home	133,581	702	-	-	-

Source: King County Department of Assessments, compiled by City of Seattle, July 2022

HOUSING UNITS BY NUMBER OF BEDROOMS

The number of bedrooms that housing units contain is an indicator of how well the supply of housing accommodates households who reside in or seek to reside in Seattle. Examples of how units with various numbers of bedrooms can serve households include:

- Zero-bedroom units, such as studios and small efficiency dwelling units, and 1-bedroom units are important segments of the housing supply for persons living alone or as couple.
- Units with multiple bedrooms are important for meeting the needs of families with children and other multigenerational households, as well as for households with roommates.

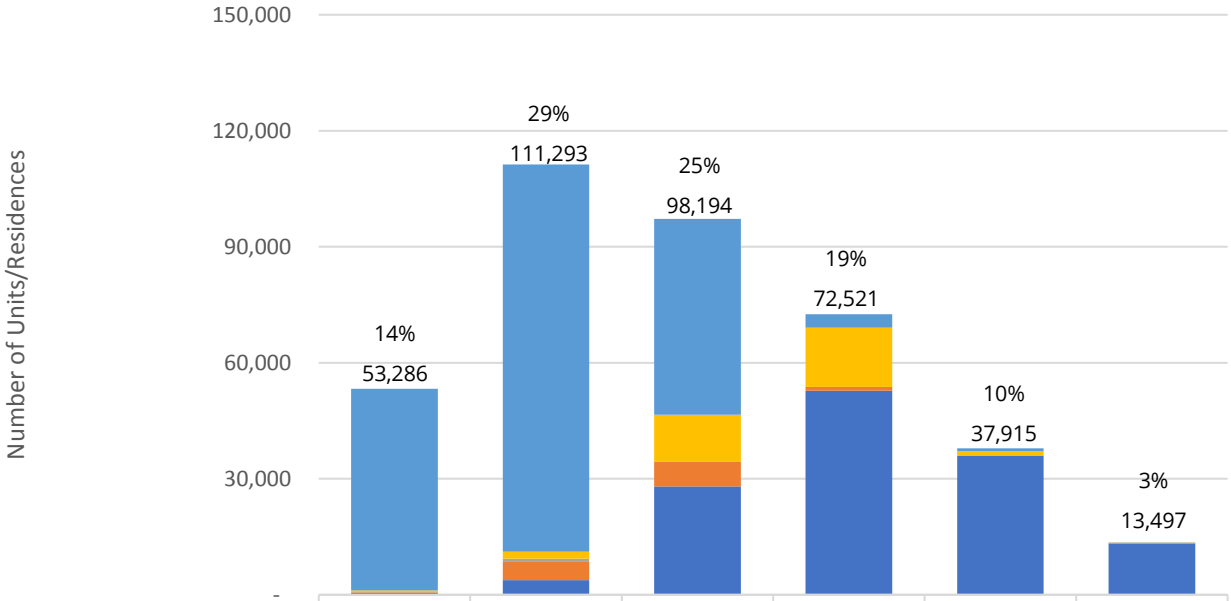
The two most common housing unit types—flats and detached homes—have very different bedroom profiles, as shown in Figure A-67. Three-quarters of existing flats in Seattle are 0- or 1-bedroom units. In contrast, more than 95 percent of all detached homes have multiple bedrooms, with most being 3- or 4-bedroom units. Nearly all units with 4 bedrooms or more are detached homes.

Other types of housing, while currently making up relatively small shares of the housing supply, play an important role in contributing units with different numbers of bedrooms. Townhomes, which are

typically limited in size and scale through development regulations, are mostly 2- or 3-bedroom units. A large majority of small multiplexes are 1- or 2-bedroom units.

Patterns in housing costs, changes in preferences, and demographic trends are influencing how populations seek housing units of different sizes in Seattle. The large concentration of young adults in Seattle contributes to demand for a variety of multi-bedroom units that can accommodate roommates. At the same time, the limited local supply and affordability of units with more than 2 bedrooms relative to many areas in the Puget Sound region can cause larger households, including families with children, to look outside Seattle even when they would prefer to live in Seattle.

Figure A-66
Seattle's Existing Housing Supply by Number of Bedrooms



	0 Bedroom	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5+ Bedrooms
Flat	52,156	100,154	50,638	3,414	783	63
Townhouse	233	1,797	12,142	15,322	1,041	120
Live & Work Unit	220	846	37	4	-	-
Duplex, Triplex & Fourplex	194	4,685	6,381	969	171	53
Detached Home	483	3,811	27,996	52,812	35,920	13,261

Source: King County Department of Assessments, compiled by City of Seattle, July 2022

SUPPLY BY BUILDING AGE AND HOUSING TYPE

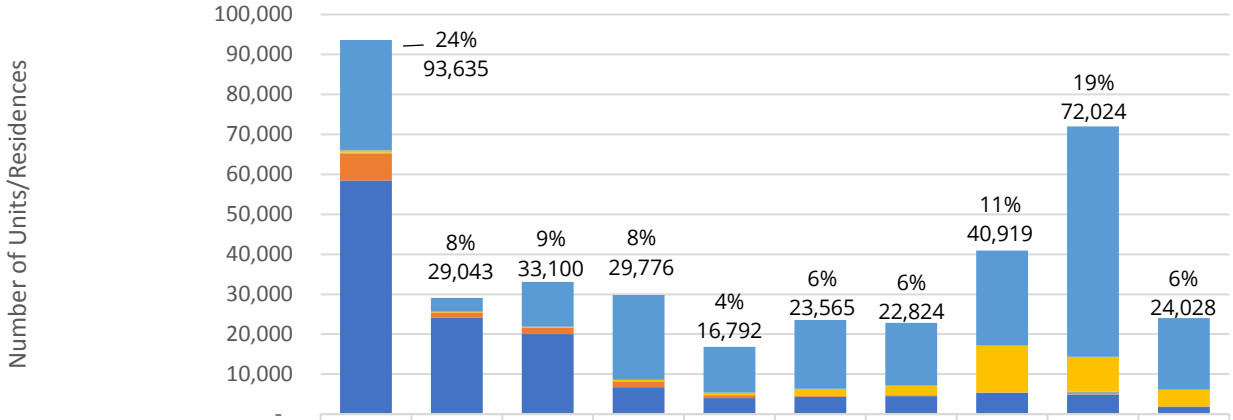
This section analyzes Seattle's housing supply by age and housing type. We use two measures to characterize housing units' age: the year the structure was built, and the effective year built.

The year a structure was built refers to when a building with a housing unit was first constructed. This is a useful measure for understanding when neighborhoods that exist today were shaped. The age of buildings reflects land use and policy decisions that have been made over time. Exclusive zoning for detached homes has essentially frozen the form of many Seattle neighborhoods in time

for over a century, precluding denser development since it was put in place. [75] In comparison, zones that allow townhouses and flats have been limited to few concentrated neighborhoods, primarily within Urban Centers and Urban Villages, which has resulted in changes to their neighborhood form and character as the city has grown.

Figure A-68 shows Seattle's existing housing supply by the year a structure was built. Large majorities of Seattle's detached homes and small multiplex units were built prior to 1970. While there is a significant supply of flats in older buildings, nearly half of existing flats are in buildings built in or after the year 2000. Townhouses tend to be even younger, as nearly 80 percent of townhomes have been built since 2000.

Figure A-67
Seattle's Existing Housing Supply by Year Built and Unit Type



	1940 or Before	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009	2010-2019	2020 or Later
Flat	27,649	3,404	11,263	21,160	11,419	17,253	15,677	23,782	57,642	17,959
Townhouse	564	207	170	444	642	1,611	2,409	11,682	8,790	4,136
Live & Work Unit	226	28	25	13	7	4	8	78	592	126
Duplex, Triplex & Fourplex	6,704	1,190	1,610	1,418	732	365	198	95	73	68
Detached Home	58,492	24,214	20,032	6,741	3,992	4,332	4,532	5,282	4,927	1,739

Source: King County Department of Assessments, compiled by City of Seattle, July 2022

In comparison to the year a structure is built, the effective year built refers to when a building was most recently substantially renovated or, if the building has not been substantially renovated, when

[75] "Seattle's Single-Family Neighborhoods Already Include Thousands of Duplexes," a 2016 analysis by Margaret Morales at the Sightline Institute, shows where multi-unit housing built many decades ago exists in Single-Family zones (since renamed Neighborhood Residential in 2021).

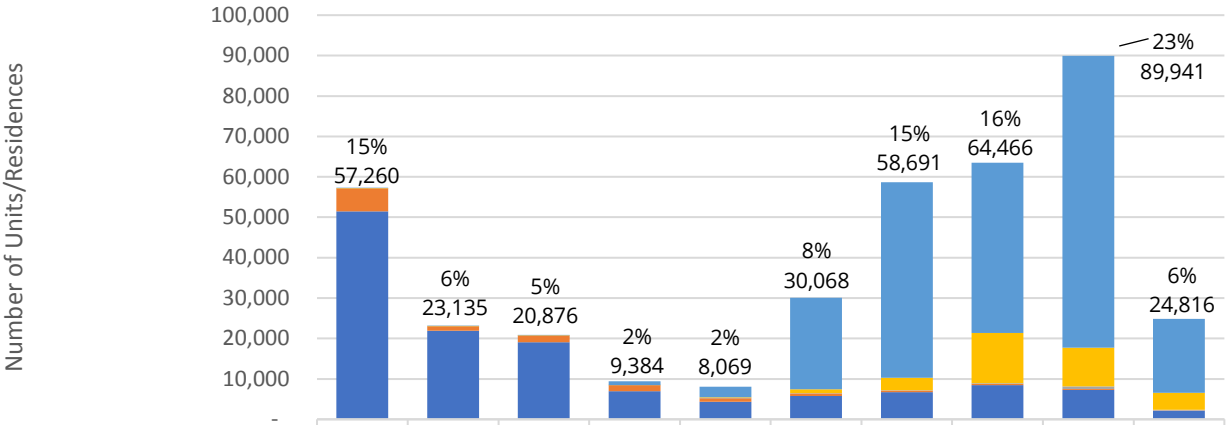
the structure was first constructed.[76] This measure helps us understand the quality of our housing supply while also accounting for the fact that much of Seattle's housing supply is in older buildings that have been renovated, converted, or upgraded to extend their building life.

Effective year built is a particularly useful measure for understanding the market characteristics of flats, as multifamily rental housing tends to become less expensive as it grows older. However, substantial renovations, whether necessary to maintain unit habitability or simply to improve the marketability of an older building, tend to result in higher rents.

Figure A-69 looks at Seattle's housing supply by effective year built. Seattle's existing housing units vary drastically by age in this measure. Of the 110,000 homes older than 1970, approximately 91 percent are detached homes. Nearly all of Seattle's existing flats and townhomes have effective years built in the 1970s or later. These observations reflect that many flats have been built, renovated, or updated since the 1970s, but also point to a portion of the supply of flats that has not been substantially renovated since the 1980s, and is therefore aging.

[76] We use the King County Assessor's effective year built. King County's Assessor uses an internal methodology to determine when a building was most substantially renovated; however, typical definitions used include when renovations cost more than 50 or 60 percent of the cost to wholly replace a building, or renovations that extend the useful life of a building.

Figure A-68
Seattle's Existing Housing Supply by Effective Year Built and Housing Type



	1940 or Before	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009	2010-2019	2020 or Later
Flat	5	27	97	881	2,630	22,649	48,382	42,071	72,250	18,216
Townhouse	59	73	43	26	179	930	3,103	12,471	9,548	4,223
Live & Work Unit	8	8	7	18	38	91	63	129	618	127
Duplex, Triplex & Fourplex	5,719	1,113	1,625	1,518	839	602	428	299	214	96
Detached Home	51,469	21,914	19,104	6,941	4,383	5,796	6,715	8,496	7,311	2,154

Source: King County Department of Assessments, compiled by City of Seattle, July 2022

SUPPLY OF CONGREGATE RESIDENCES

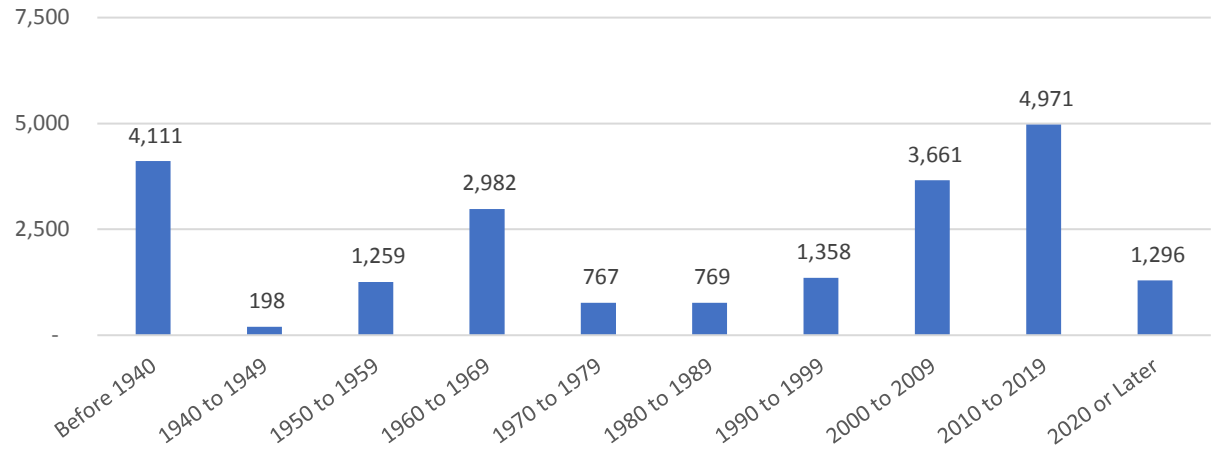
Congregate residences are several forms of permanent housing which include co-living, group homes, student dormitories, senior housing, and certain institutional facilities. In some cases, congregate residences are rented as just a bedroom, while in others they look like an apartment unit. In some cases, they provide services specific to a population with special housing needs, such as college students, older adults, or individuals with disabilities.

Figure A-70 shows that Seattle had 21,372 congregate residences as of 2022. Furthermore, congregate residences are largely in buildings that have 50 or more residences (i.e., sleeping rooms). Figure A-71 shows there was a growth of over 3,000 congregate residences between the beginning of 2016 and 2022, the period since the last major update of the Comprehensive Plan in 2015.

Figure A-69
Congregate Residences by Residences in Structure

Under 5 Residences	5 to 19 Residences	20 to 49 Residences	50+ Residences	Total Residences
189 (1%)	2,243 (10%)	4,015 (19%)	14,925 (70%)	21,372
Source: King County Department of Assessments, compiled by City of Seattle, July 2022				

Figure A-70
Congregate Residences by Year Built



Source: King County Department of Assessments, compiled by City of Seattle, July 2022

Recent Housing Production

Annual housing production in Seattle has been strong since 2015, with a temporary slowdown in production during the COVID-19 pandemic. Key factors influencing production during this period include:

- the growth in demand associated with the rising population and employment,
- the large number of high-paid technology jobs added during the 2010s, and
- socioeconomic shifts associated with the COVID-19 pandemic.

Figure A-72 shows annual permit data for housing units from 2016 through 2022, including numbers of new units finaled, units demolished, and net new units.[77] In total, during this period, 62,739 new units were finaled and 4,411 units were demolished, for a net addition of 58,328 units.

[77] Finaled units refers to units where the construction permit is considered finaled by receiving a final building inspection or temporary certificate of occupancy. Net new units are new units finaled minus units demolished. The numbers in the figures do not include data on production of new congregate housing. There were 3,071 congregate residences finaled over the 2016 to 2022 period; however, demolition data for congregate residences is limited.

The data we summarize in this subsection and the next are from the April 10, 2023, publication of the Quarterly Housing Report Dashboard, which uses City of Seattle permitting data to determine when and in what form housing is developed. This dashboard is updated quarterly by OPCD. Data on buildings and units are collected and categorized differently in Seattle's building permits data than in data from the King County Department of Assessments, which is used in many of the other analyses this Housing Appendix includes on Seattle's housing supply. This may result in slightly different building classes and total numbers of unit production being reported in any given year.

During this period, Seattle's annual net unit growth saw an initial peak in 2019 with more than 10,000 net new units. The following year saw a precipitous drop in housing units finaled due to the pandemic. With rapid changes in the finance and housing markets, net unit production accelerated between 2021 and 2022, with production finals surpassing the 2019 peak in 2022.

Figure A-71
Annual Housing Unit Production and Demolitions

Year	New Units Finaled	Demolitions	Net New Units
2016	7,211	607	6,604
2017	10,222	1,254	8,968
2018	9,198	707	8,491
2019	10,961	779	10,182
2020	6,170	408	5,762
2021	7,334	358	6,976
2022	11,643	298	11,345
Total 2016-2022	62,739	4,411	58,328
Source: City of Seattle Quarterly Housing Report Dashboard as of April 10, 2023			

RECENT HOUSING DEVELOPMENT BY PERMIT BUILDING TYPE

Of the 62,739 new units finaled from 2016 to 2022, a total of 59,559 units (90 percent) were in mixed-use and multifamily buildings, as shown in Figure A-73. Mixed-use and multifamily buildings include units in the form of flats, townhouses, and small multiplexes (duplex, triplex and fourplexes). An additional 3,999 units (6 percent) were detached homes. The remaining 2,173 units (4 percent) were built as Detached Accessory Dwelling Units (DADUs) or Attached Accessory Dwelling Units (AADUs) AADUs, which can be attached to either detached homes or townhouses.

Despite the largest proportion of demolished units being detached homes, Seattle still saw a net gain in the number of detached home units. In juxtaposition, there was a minor net loss of units in "institutional, industrial, or other" forms of housing over this period, which accounts for housing types such as caretaker units and live-work units.

Figure A-72
Housing Development by Housing Type, January 2016 – December 2022

Unit Type	New Units Finaled	Demolitions	Net New Units
Total Units:	62,739	4,411	58,328
Multifamily	11,705	1,490	10,215
Mixed-use	44,854	257	44,597
Detached	3,999	2,518	1,481
DADU	1,102	17	1,085
AADU	1,071	24	1,047
Institutional, industrial, or other	8	105	(97)

Source: City of Seattle Quarterly Housing Report Dashboard as of April 10, 2023

RECENT HOUSING DEVELOPMENT BY SIZE OF BUILDING

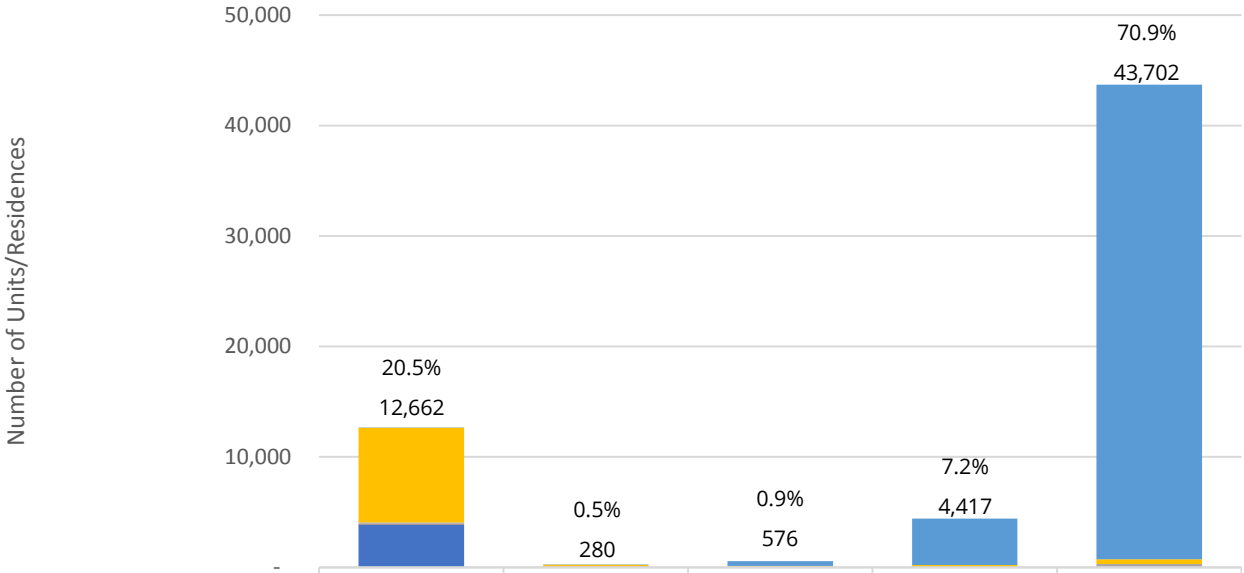
This section and the following utilize King County Department of Assessments data to estimate housing development, which produces slightly different estimates to the prior section which utilizes City of Seattle permit data but allows for more insights into recent housing development.

Housing unit development was concentrated in buildings with 50 or more units from 2016 to 2022. Almost 71 percent of units produced were in buildings with more than 50 units, nearly all of which were flats.

Figure A-74 shows that only 7 percent of units developed over this period were in buildings with 20 to 49 units, which were also nearly entirely flats. One-unit homes make up about 20 percent of units in recently developed, with double the number of attached townhomes developed than detached homes.[78] Furthermore, very few buildings with between 2 and 19 flats were developed over this period.

[78] As is pointed out in a prior section, one-unit townhouses are those which, in reality, are attached to neighboring townhouses, but these townhouse units sit upon separate townhouse plats. Some townhomes and detached homes are categorized in the Assessor's data as being in a building with more than one unit; these may have characteristics such as having an attached accessory dwelling unit. Many detached homes with accessory dwelling units are characterized as townhomes by the County, which is why these numbers are inconsistent with the permitting about AADUs.

Figure A-73
Seattle's Recent Housing Development by Units in Building



	One Unit	2 to 4 Units	5 to 19 Units	20 to 49 Units	50 Units and Up
Flat	3	45	444	4,211	42,969
Townhouse	8,579	138	116	168	419
Live & Work Unit	138	-	16	38	314
Duplex, Triplex & Fourplex	39	44	-	-	-
Detached Home	3,903	53	-	-	-

Source: King County Department of Assessments, compiled by City of Seattle, July 2022.

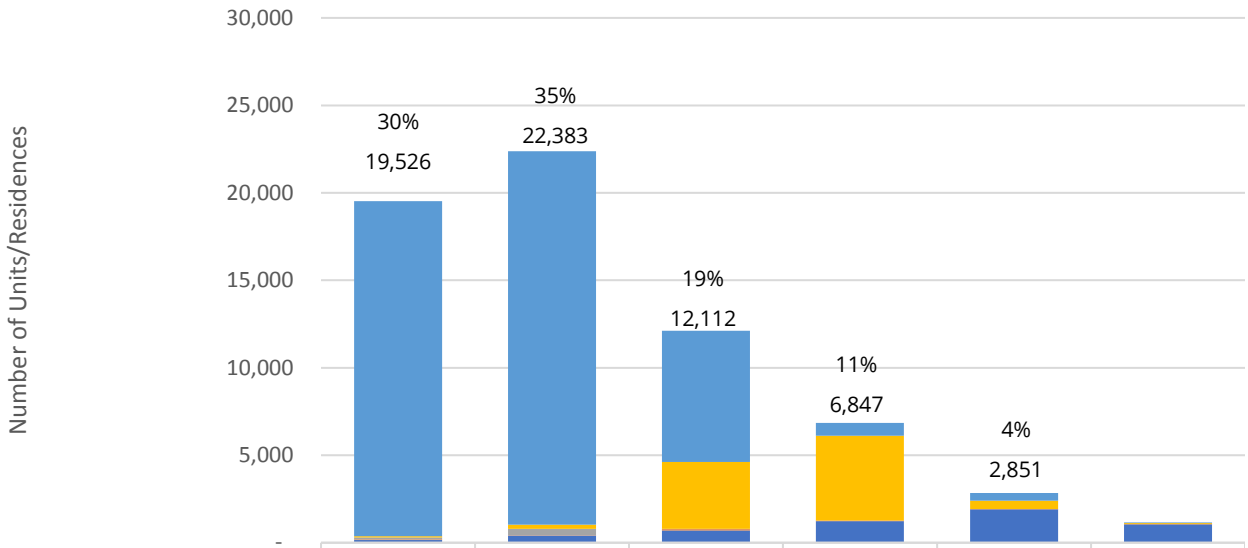
RECENT HOUSING DEVELOPMENT BY NUMBER OF BEDROOMS

Figure A-75 shows that zero- and one-bedroom units made up most of the housing developed from 2016 to 2022. One-bedroom flats comprised the largest share of recently developed units, with 0-bedroom flats, such as studios and efficiency dwelling units, comprising the second largest share. Together 0-bedroom and 1-bedroom made up 65 percent of unit production during this period, with nearly all being flats.

Approximately 19 percent of units produced during this period were 2-bedroom units. While flats constitute most of the 2-bedroom units developed, townhomes were also a significant portion.

Very few flats with 3 or more bedrooms were produced over this period. Most townhomes developed over this period had 2 or 3 bedrooms, while more than three-quarters of detached homes produced over this period had 3 or more bedrooms. Nearly all units with 4 or more bedrooms were developed in detached housing.

Figure A-74
Seattle's Recent Housing Developments by Number of Bedrooms and Housing Type



	0 Bedroom	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5+ Bedrooms
Flat	19,148	21,350	7,496	723	448	29
Townhouse	69	237	3,825	4,861	477	60
Live & Work Unit	126	360	24	-	-	-
Duplex, Triplex & Fourplex	26	23	64	28	13	9
Detached Home	157	413	703	1,235	1,913	1,053

Source: King County Department of Assessments, compiled by City of Seattle, July 2022

Housing Market Overview

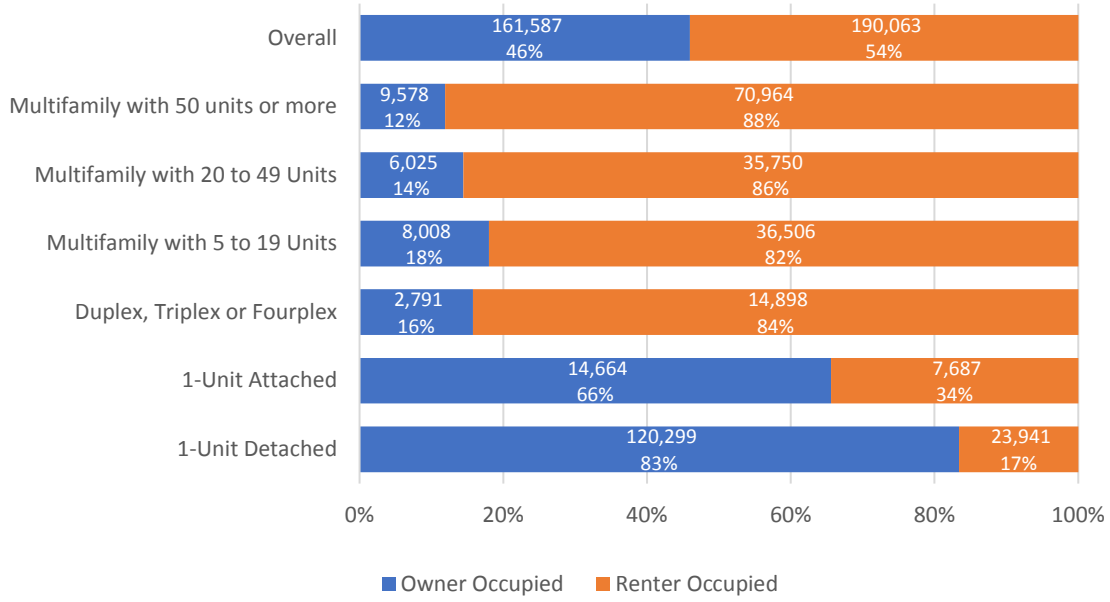
This section looks at the local housing markets for both rental and ownership housing that is not income restricted. Understanding the underlying market data provides key insights into the costs of certain housing forms, as well as homeownership and renting.

At any given time, only a small portion of the overall housing supply is available to be newly leased or sold to households in the housing market. Many units that are available for sale or lease are also occupied by existing renters or owners. Approximately 91.4 percent of all Seattle's 385,000 units were occupied full-time in 2021 according to the ACS, accounting for about 352,000 households. [79]

[79] The Census Bureau's definition for housing units excludes group quarters (e.g., college dormitories, skilled nursing facilities, and facilities for people experiencing homelessness) where people reside or stay in a group arrangement. For more on the Census Bureau's classification of living quarters as either housing units or group quarters, see American Community Survey and Puerto Rico Community Survey 2021 Subject Definitions (census.gov), pages 7-10.

While 8.6 percent of the total housing units in the city were vacant, only about half of those units were vacant and being offered for rent or sale.[80]

Figure A-75
Tenure in Seattle's Occupied Housing Units



Source: American Community Survey 2021 1-Year Estimates, Table B25032

Note: The ACS does not differentiate mixed-use buildings, which occur in all building forms, but mostly in buildings with more multifamily flats.

As shown in Figure A-76, a majority (54 percent) of all Seattle households are renters. Households in multifamily and mixed-use buildings (which typically contain flats) and small multiplexes are much more likely to be renters than owners.[81] This is related to the fact that a large proportion of multifamily units are rental apartments rather than condominiums. In comparison, households in attached homes (e.g., townhouses and rowhouses) and detached homes are predominately owner-occupied.

[80] The other half of vacant units in the city were recently rented or sold but not yet occupied; unoccupied due to being only for seasonal, recreational, or occasional use, or unoccupied for another reason such as undergoing repairs or renovation.

[81] Multifamily units in the ACS may be in multifamily buildings as well as mixed-use buildings.

OWNERSHIP MARKET

This section of the Housing Appendix looks at value, pricing, and income to better understand Seattle's ownership market. Households able to enter and maintain homeownership receive benefits in the form of housing stability and potential to accrue household wealth.

Home Values

The Zillow Home Value Index (ZVHI) provides estimates of the typical market value of all homes in Seattle.[82] The ZHVI valued the typical detached home in Seattle at $945K in 2022, and the typical multifamily condominium at $509K.

When looking at the value by number of bedrooms in Figure A-77, regardless of ownership or building form, the value of Seattle homes sharply increases as the number of bedrooms increases. This makes Seattle's housing market especially difficult for young households with children to enter homeownership, potentially pushing them to other markets in the region.

Figure A-76
2022 Average Monthly ZVHI by Number of Bedrooms

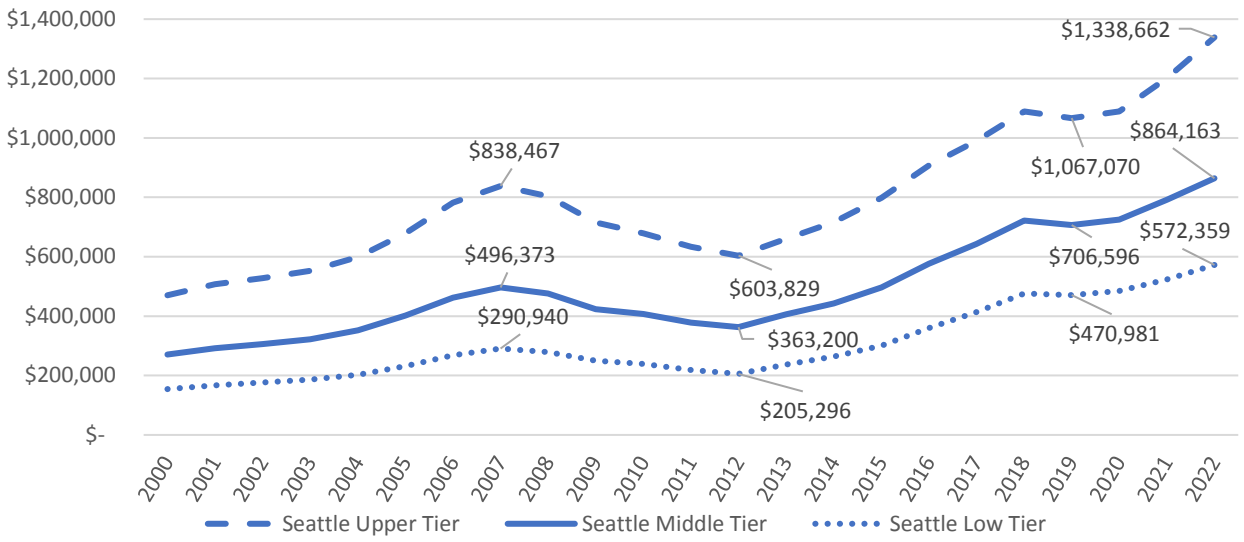
1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms
$467,435	$710,523	$933,231	$1,192,120	$1,351,468
Source: Zillow Home Value Index for 2022; Annual averages of monthly Zillow Home Value Index prepared by OPCD				

Furthermore, Zillow produces value estimates based on the upper, middle, and lower thirds of the market (referred to as 'tiers'), regardless of building form. Figure A-78 shows that the typical home in Seattle, referred to as "middle tier", was valued at $864K in 2022. Upper tier homes had a typical value of $1.339M, while the lower tier had a value of $572K.

Figure A-78 shows the rapid increase in home values that have occurred since the Great Recession. In just a decade the value of upper tier homes doubled, while lower and middle tier home values more than doubled. The rapid increase in home values has a dual effect of producing wealth for homeowners, while also becoming increasingly difficult for buyers in the market – in particular first-time homebuyers and homebuyers with moderate incomes.

[82] Zillow tracks recent sales and variations in number of bedrooms, building forms, and market price segment. Numbers presented in this section are 12-month averages of the monthly Zillow Home Value Index.

Figure A-77
Zillow Home Value Index for Seattle, 2000 to 2022 Annual Averages



Source: Zillow Home Value Index for Cities and Counties as of May 2023

Notes: Annual averages of monthly Zillow Home Value Index prepared by OPCD

Recent Sales Prices by Age and Size of Housing

This section focuses on housing prices of homes sold in Seattle in 2022. We separate the data based on form of ownership and building type, first providing some context for background.

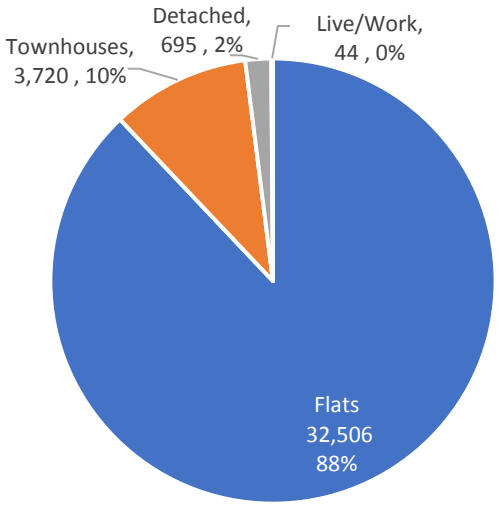
Forms of ownership include fee-simple ownership and condominium ownership. Fee-simple ownership is when a housing unit is sold and owned with the land. Our analysis includes fee-simple detached homes and attached townhomes.

Condominium ownership is a form of homeownership in which multiple units are sold and owned separately, but owners have community interest in the land or community property that is held by an association (i.e., a homeowner's association or condominium board). As shown in Figure A-79, while most condominiums in Seattle are flats, there are also condominiums that come in other building forms including townhouses, detached homes, or live/work units.

For this analysis, we further break down ownership types based on building form. We consider detached homes as well as townhomes that are sold fee simple. We consider condominium ownership in Accessory Dwelling Units (ADUs), principal dwelling units, and multifamily units, which

primarily includes flats but with some townhomes. [83] Condominiumized ADUs and principal dwelling units, which are detached homes with slightly larger floor areas that share lots with one or more ADU, are newer forms of for-sale condominium housing in Seattle.

Figure A-78
Condominiums by Building Form in Seattle



Source: King County Department of Assessments, compiled by City of Seattle, July 2022

Figure A-80 shows that the sales prices of all condominium types are less than for detached homes. Fee-simple townhouses are less expensive than detached homes and principal dwelling units, yet more expensive than ADUs and multifamily units. This is, in part, related to the relative size of townhouses, their smaller lot sizes, and their use of shared walls.

We also segment 2022 sales data by the age of housing units, looking at sales of units less than 10 years old to better understand new development and more than 30 years old to understand pricing for a large portion of Seattle's housing supply. Figure A-80 shows that the median sales price of units in older buildings is less than in newer buildings, particularly for detached homes and multifamily condominiums. Detached homes built in the last 10 years have the highest median sales price of any group, and the highest average number of bedrooms (3.9) and average square footage (2,816 SF).

In comparison, ADUs are the least expensive form of housing less than 10 years old. We find that the median price for ADUs (all of which were less than ten years old) was less than half the price of a detached home less than 10 years old, and about 70 percent of the price of detached homes older

[83] Seattle's Neighborhood Residential zones currently allow two ADUs on every lot, but minimum lot sizes do not allow these units to be subdivided and sold "fee simple" as separate individual tax lots. Given these constraints, some recently constructed ADUs and the principal detached home on the lot are being offered for sale as condominiums. They typically resemble traditional condominiums in square footage and number of bedrooms.

than 30 years. The median price of principal dwelling units less than 10 years old was two-thirds the cost of detached homes less than 10 years old but were higher in cost than detached homes over 30 years old. It is worth noting that ADUs and principal dwelling units are both small as a share of all homes sold in 2022 and account for a tiny fraction of the overall housing supply.

The lowest median sales price among all units is in multifamily units older than 30 years, but these units, like ADUs, are some of the smallest forms of homes sold in terms of unit size and number of bedrooms, limiting their suitability for larger households, such as families with children and other multiple-generation households.

Figure A-79
2022 Median Sale Prices by Unit Age and Size

	Median Sales Prices in 2022			Number of Units in Sample		
Ownership and Unit Type	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
Fee Simple Ownership						
Detached Home	$1,060,000	$1,610,000	$995,000	4,786	410	3,860
Townhouse	$816,250	$830,000	$749,900	2,042	1,390	25
Condominium Ownership						
Accessory Dwelling Unit	$757,500	$757,500	-	104	104	-
Principal Dwelling Unit	$1,176,500	$1,176,500	-	68	68	-
Multifamily Unit	$512,500	$759,000	$495,000	2,581	363	443
Size of Units Sold in 2022						
	Average Net Square Feet			Average Number of Bedrooms		
Unit Type	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
Fee Simple Ownership						
Detached Home	1,980	2,816	1,802	3.3	3.9	3.2
Townhouse	1,434	1,427	1,962	2.7	2.6	2.4
Condominium Ownership						
Accessory Dwelling Unit	1,000	1,000	-	2.0	2.0	-
Principal Dwelling Unit	2,126	2,126	-	3.5	3.5	-
Multifamily Unit	924	929	916	1.5	1.7	1.5

Source: King County Recorded Sales, prepared by OPCD as of February 2023

Notes: Sample size is limited based on the recording and documentation of sales and parcel data as of February 2023, which may result in leaving out some newly built units. Principal dwelling units and ADUs that are condominiumized and sold separately are determined based on the 1,000 square foot ADU size limit, plus an additional 200 feet for special exceptions like ADUs above garages, or storage space. ADUs include those units that are under 1,200 square feet and are sold as separate units from the principal dwelling unit and may either be physically detached or attached to a principal dwelling unit.

Affordability Levels of Home Sale Prices in 2022

Figure A-81 shows the downpayments and monthly housing costs that could be expected for homes purchased in 2022, based on median sales prices in Figure A-80 in the immediately preceding subsection. We include two downpayment scenarios, one in which a purchaser pays a 20 percent downpayment, which is a typical recommended amount that avoids private mortgage insurance, and one in which a purchaser pays a 5 percent downpayment, closer to what we may expect for first-time homebuyers.[84] Downpayment and monthly costs have an inverse relationship; that is, if a household wants to have a lower monthly payment, they will require a larger downpayment.

Differences in household wealth influence a household's ability to provide a downpayment. Wealth comes from various places, such as equity from a home the household intends to sell, generational wealth from inheritance or familial gifts, or savings accounts and investments.

Downpayment costs can be prohibitive for households with limited access to wealth, an issue that is more acute for people of color, who have systemically been denied opportunities to gain and pass down wealth throughout Seattle's and this nation's history. In 2019 U.S. Black households had an average of $24,100 in net worth, while white households had an average of $189,100.[85] Furthermore, a 2021 study of Seattle found that people-of-color households—especially Black households—are more likely than white households to be both asset poor and have zero net worth.[86]

Among the building forms and scenarios in Figure A-81, downpayments are highest among detached homes less than 10 years old and lowest among multifamily condominiums over 30 years old. Monthly costs, which also account for homeowners' insurance, taxes, condominium dues, and private mortgage insurance (where necessary), are lowest among ADUs while highest among detached homes less than 10 years old. [87] Color scales of red to green show highest to lowest costs options.

[84] In addition, closing costs between 2 and 5 percent may double a household's upfront costs due at closing, depending on the amount of downpayment. We do not account for closing costs in this model.

[85] The Board of Governors of the Federal Reserve System publishes estimates for Net Worth by Race or Ethnicity. These estimates were last released for the year 2019. In addition to the statistics above, Hispanic households had $36,050 in wealth while households of any other race had a net worth of $74,500.

[86] Prosperity Now prepared The Racial Wealth Divide in Seattle report in 2021. The authors of this report calculate Households with Zero Net Worth and an Asset Poverty Ratio, which is the percentage of households without sufficient net worth to subsist at the poverty level for three months in the absence of income.

[87] Private Mortgage Insurance is generally charged with downpayments lower than 20% of the home purchase price. Therefore, we only apply it to the model with a 5% downpayment.

Figure A-80
Downpayment and Monthly Costs of Homes by Unit Type in 2022

Downpayment						
	20% Downpayment			5% Downpayment		
Unit Type	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
Fee Simple Ownership						
Detached Home	$212,000	$322,000	$199,000	$53,000	$80,500	$49,750
Townhouse	$163,250	$166,000	$149,980	$40,813	$41,500	37,495
Condominium Ownership						
Accessory Dwelling Unit	$151,500	$151,500	-	$37,875	$37,875	-
Principal Dwelling Unit	$235,300	$235,300	-	$58,825	$58,825	-
Multifamily Unit	$102,500	$151,800	$99,000	$25,625	$37,950	$24,750
Monthly Costs of Homes						
	With a 20% Downpayment			With a 5% Downpayment		
Unit Type	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
Fee Simple Ownership						
Detached Home	$6,386	$8,947	$5,968	$8,328	$11,667	$7,782
Townhouse	$5,417	$5,434	$5,520	$7,018	$7,041	$7,152
Condominium Ownership						
Accessory Dwelling Unit	$4,112	$4,112	-	$5,322	$5,322	-
Principal Dwelling Unit	$7,308	$7,308	-	$9,484	$9,484	-
Multifamily Unit	$4,235	$5,719	$4,240	$5,416	$7,351	$5,426

Source: King County Recorded Sales, prepared by OPCD as of February 2023

Notes: Assumptions include a 30-year mortgage at a 6% interest rate. An annual property tax levy of 8.8294 mills for Seattle in 2022 was assumed alongside a fee rate of 1 mill to cover any fire district or other fees the County applies to homes. Homeowners insurance was assumed to be $2 per year for every $1,000 of sale price. For the 5% downpayment model, private mortgage insurance at 1% of the home value per year was applied. We apply a monthly condominium fee of $150 to townhouses, principal dwelling units, and ADUs, and $350 to multifamily units.

Figure A-82 further presents this analysis by showing the minimum income, as a percent of AMI, that household would need to spend no more than 30 percent of their household income on monthly housing costs, which is a benchmark for what is generally considered affordable. This portion of the analysis is based on the monthly cost of a home under both downpayment scenarios. Key findings from this analysis include:

- Based on this analysis, a household earning between 100 and 120% of AMI would find that only smaller and older multifamily units are affordable to their income, but this would only be the case if they had been able to make a 20% downpayment of approximately $100,000.

Multifamily units also tend to be smaller units, as shown in Figure A-80, and typically share land and amenity costs.

- Many forms of housing, such as detached homes, are only considered affordable to households with incomes at or above 120% of AMI. Detached homes and principal dwelling units require income as much as two or three times the area median income. Townhouses and ADUs also require incomes that are well above 120% of AMI.

Figure A-81
Income as a Percent of AMI Necessary to Afford Monthly Costs of Homes

	With a 20% Downpayment			With a 5% Downpayment		
Unit Type	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
Fee Simple Ownership						
Detached Home	164%	236%	153%	214%	308%	200%
Townhouse	131%	134%	147%	169%	173%	190%
Condominium Ownership						
Accessory Dwelling Unit	142%	142%	-	183%	183%	-
Principal Dwelling Unit	194%	193%	-	251%	251%	-
Multifamily Unit	119%	163%	112%	152%	208%	142%

Source: King County Recorded Sales, prepared by OPCD as of February 2023; HUD 2022 AMI.

Notes: Income necessary to afford each unit is a weighted average of bedroom-adjusted AMI using 1 person for a 0-bedroom unit, and 1.5 persons per bedroom thereafter. Elsewhere in this Housing Appendix we use 2023 HUD HAMFI, whereas in this analysis we use 2022 HUD HAMFI, as this analysis uses 2022 King County Recorded Sales.

Monthly Costs of Homeownership and Racial and Social Equity

The affordability of housing is also a racial equity issue due to the legacy and continuation of systemic racism.

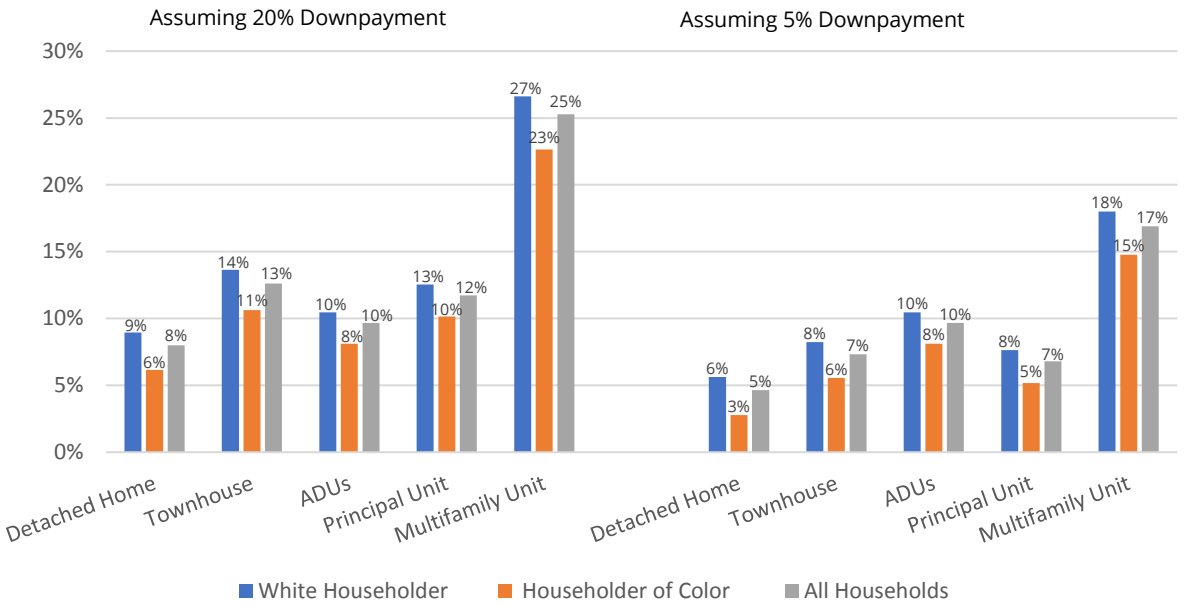
First, people of color have less wealth with which to purchase a home, as pointed out in the previous section. As a result, many can only make a lower downpayment or they may be unable to attain a mortgage at all.

Second, people of color have lower incomes with which to cover the monthly costs of homeownership. The combined disparities in wealth and income make purchasing a home particularly difficult for people of color compared with white households, especially in a high-cost market like Seattle.

Using data from 2022, Figure A-83 shows the racially disparate outcomes in who can afford the monthly costs of different housing forms based on the prices in "all units" in Figure A-80 in the preceding section. Overall, this analysis shows that most Seattle residents have incomes that render purchasing any type of home out of reach. This ranges from only 5 percent of Seattle households

had the income necessary to afford monthly costs of a detached home purchased with a 5% downpayment to 27 percent of all households with incomes sufficient to afford a condo purchased with 20% downpayment. Households of color lagged white households by between 2 and 4 percent in ability to afford monthly ownership costs.

Figure A-82
Share of Seattle Households Who Could Afford the Monthly Costs of a Median Home Purchased in 2022



Source: King County Recorded Sales, prepared by OPCD as of February 2023. U.S. Census Bureau 2017-2021 5-Year Public Use Microdata Samples; IPUMS-USA.

Notes: Median prices for properties of all ages in Figure A-80 used as input. Assumptions to determine income necessary to afford the monthly housing costs are the same as in Figure A-81. 2016-2021 5-Year PUMS are advanced to 2022 using the Federal Reserve Bank of Atlanta's Wage Growth Tracker for overall hourly workers over the 12-month period prior to June 2022.

RENTAL MARKET

To analyze Seattle's rental market, we use data from the ACS and from the CoStar real estate analytics company.[88] While these sources are very different in terms of both the methodology for collecting data, both of these sources are useful, with each providing important insights into Seattle's housing market.

When considering findings based on the ACS it is essential to keep in mind that the ACS estimates incorporate both rental units that are subsidized to provide affordable units as well as unsubsidized market rental units.[89]

Also of note, the ACS provides detail on the single unit and small multiplex (duplex, triplex and fourplex) segments of the rental market which are not covered by CoStar and other real estate analytics companies. These are important segments of the rental market, with the ACS estimating that 13 percent of renter households (24,000 households) rent detached 1-unit homes, 4 percent (7,000 households) rent attached 1-unit homes (such as townhouses, rowhouses), and 9 percent (16,000 households) rent units in small multiplexes.

Rental housing makes up the majority of Seattle's growing housing supply. The 2021 ACS estimates that 190,000 households—54 percent of all households in Seattle—rent the home in which they live.

Figure A-84 provides ACS estimates of median monthly gross rents (which include the monthly cost of rent and basic utilities) paid by Seattle households in units in buildings of different sizes. Because these estimates incorporate both market rate units and rent- and -income restricted units, they show lower rents than would be found if we were examining rents in unrestricted units. Findings from the ACS data include:

- Detached homes rented for a median price 43 percent higher than the overall median gross rent in the city in 2021. These rents are higher, in part, due to larger unit sizes, but also due to having private outdoor space, and the neighborhood locations where they are located.
- The median gross rent in attached homes, which includes townhomes and rowhouses, was 24 percent higher than the citywide median.
- Only units in small multiplexes, multifamily buildings with 5 to 19 units, and multifamily buildings with 20 to 49 units had lower median rents than the citywide median. This relates, in part, to the fact that these properties tend to be older than larger multifamily properties.

[88] In contrast to the ACS, which collects data from approximately 1 percent of all households per year and releases data after a substantial time lag for processing, CoStar regularly collects and quickly releases data from apartment complex property owners and managers to understand local real estate markets.

[89] The Census Bureau does not distinguish between subsidized and unsubsidized units in either collecting or reporting the ACS data.

- Multifamily buildings with 50 units or more had median gross rents similar to the overall median in the city. The higher rents found in large multifamily buildings compared to smaller ones are correlated with the fact that larger buildings are generally newer and therefore have a price premium. In addition, larger buildings tend to also be taller, requiring more expensive materials such as steel or concrete framing.[90]

Figure A-83
Median Monthly Gross Rent

Size and Type of Building in Which Renter-Occupied Unit is Located	Percent of Renter Households	Average Number of Bedrooms	Median Monthly Gross Rent in 2021 (PUMS)	Difference from Overall Median Gross Rent
1-Unit, Detached	13%	3.9	$2,567	44%
1-Unit, Attached	4%	3.3	$2,233	25%
Small multiplex (Duplex, Triplex, Fourplex)	9%	2.8	$1,674	-6%
Multifamily with 5 to 19 units	20%	2.3	$1,618	-9%
Multifamily with 20 to 49 units	19%	2.0	$1,618	-9%
Multifamily with 50 units or more	36%	1.9	$1,902	6%
All renter-occupied units	100%	2.4	$1,787	-

Sources: U.S. Census Bureau American Community Survey 5-Year Public Use Microdata Sample (PUMS) estimates for 2017-2021; IPUMS USA; Seattle Office of Planning & Community Development
Note: Median monthly rents are in 2021 dollars

Median Gross Rents by Number of Bedrooms

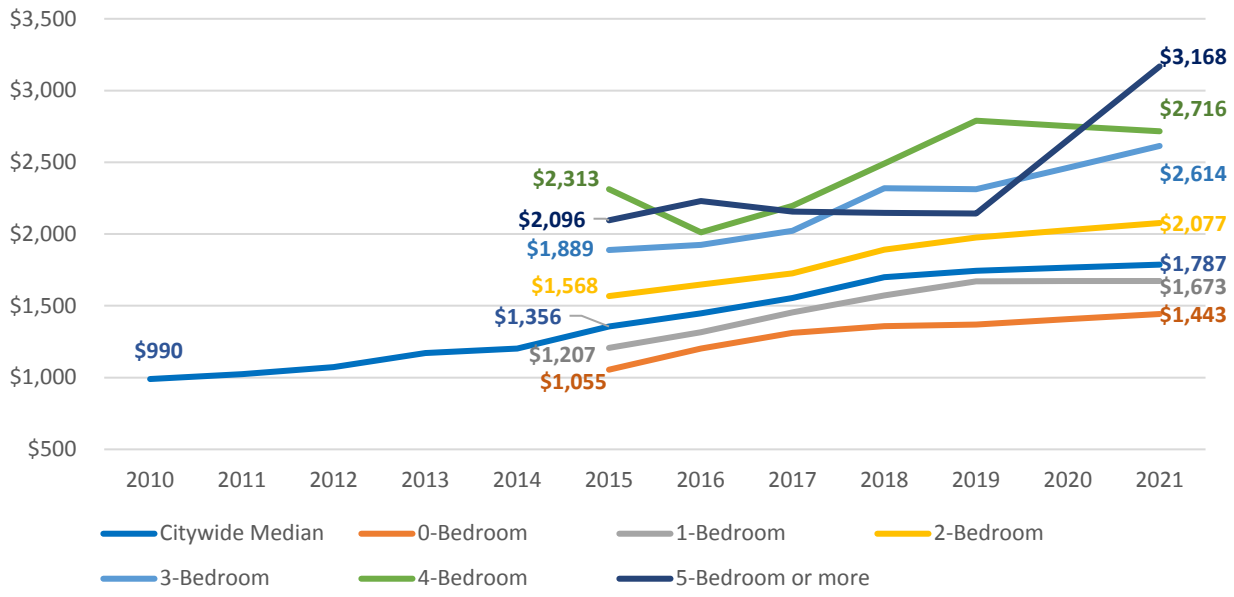
Figure A-85 presents estimates from the ACS to show how median gross rents have varied over time and by number of bedrooms in Seattle. These estimates include all building forms. Between 2010 and 2021, Seattle's median gross rent increased by $797 per month, equating to an 81 percent increase. Adjusting for inflation finds that this still constitutes an increase of $550 (45 percent).

The ACS also began providing median gross rent for units by number of bedrooms in 2015. Looking at these estimates gives us the following insights:

[90] In "Making apartments more affordable starts with understanding the costs of building them" (2020), Hannah Hoyt and Jenny Schuetz at the Brookings Institute present the cost per square foot of buildings by height and size, making note that costs escalate as the scale of residential buildings increase, in particular due to the hard costs of development.

- Zero-bedroom units, such as studios and small efficiency dwelling units, typically have median rents $300 lower than the citywide median. 1-bedroom median gross rents were approximately $100 less than the citywide median in 2021.
- At $2,077 per month in 2021, 2-bedroom rents were approximately $300 more than the citywide median and $400 more than the median 1-bedroom.
- Rents for units with 3 bedrooms have increased more rapidly than the overall median rent in the city. While 3-bedroom rents were approximately $500 more expensive than Seattle's median gross rent in 2015, they were $800 more expensive in 2021.

Figure A-84
Median Gross Rents by Number of Bedrooms Over Time



Source U.S. Census Bureau American Community Survey 1-Year Data

Notes: Due to COVID-19, The U.S. Census Bureau did not release 2020 1-Year ACS data. 2020 data presented are thus a middle point between 2019 and 2021 and may not reflect costs reductions or increases that households experienced in 2020. The estimates for 4-Bedroom and 5+ Bedroom apartments carry high margins of error due to the limited sample size, which may impact data reliability.

Median Gross Rents and Racial Equity

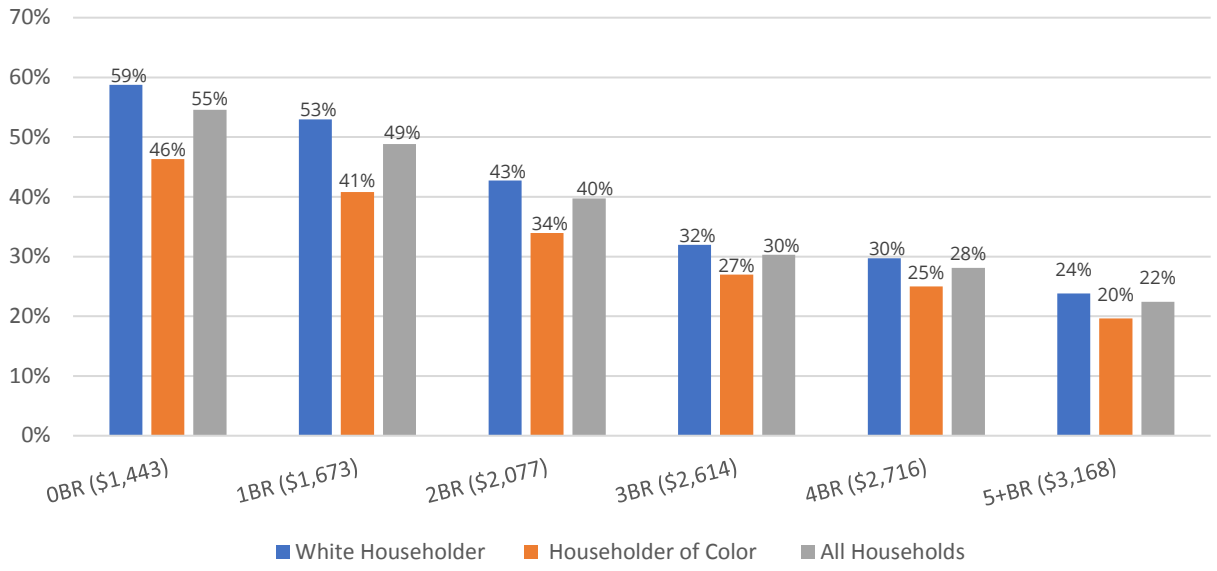
Figure A-86 uses the ACS estimates of median gross rents charged in 2021 along with ACS data on incomes to estimate the share of all Seattle households that could afford Seattle rents. Given that rents typically increase with the number of bedrooms in a unit, the share of households able to afford apartment rents generally declines as the number of bedrooms increases.

However, household incomes do not increase uniformly with household sizes. For example, a household comprised of a single parent with multiple children is likely to have a substantially lower income—and is thus likely to be able to afford much lower rents—than a similarly sized or smaller household that contains multiple adult earners.

Furthermore, there is a 13 percent difference in the share of households who can afford a 0-bedroom unit when considering if the householder is white or a person of color. While the percentage-point disparity decreases as the number of bedrooms increases, the overall share of Seattle households able to afford larger units also decreases. Just 43 percent of white householders can afford the typical 2-bedroom rental unit, while only 34 percent of householders of color can, and even fewer households of each group can afford the average 3-bedroom.

It is worth highlighting that this analysis considers the income distribution of owner and renter households in aggregate. If this analysis were constrained to consider only the incomes of renter households, it would show far lower shares of households able to afford these rents.

Figure A-85
Share of Seattle Households Who Could Afford Median Gross Rents in Seattle in 2021



Source: Rents from U.S. Census Bureau American Community Survey 1-Year Data; Incomes from U.S. Census Bureau 2017-2021 5-Year Public Use Microdata Samples; IPUMS-USA.

Affordability Levels of Apartment Rents

Figure A-87 presents estimates from CoStar to show how median rents in Seattle apartments vary by building age and by number of bedrooms. [91] The rents we are reporting here are median gross

[91] Age presented as part of the Costar Multifamily analysis refers to the year the building was built or most recently renovated, therefore similar to effective year built in the Housing Supply analysis.

rents, which are the effective contract rents of market-rate apartment units plus estimated tenant-paid utilities.[92]

Key takeaways from this analysis include:

- Apartments over 30 years old play a significant role in housing affordability in Seattle, with effective rents ranging between $220 to $650 per month less than the median of all units with the same number of bedrooms.
- Larger units are a small share of the overall apartment market in Seattle and are significantly more expensive than smaller units.
- In buildings that are less than 10 years old, the median rent for a 3-bedroom apartment, of which there are only 481 units in this analysis, was over $5,000.

Figure A-86
Median Gross Rents by Number of Bedrooms in the Apartment

	Median Gross Rent (February 2023)			Number of Units in CoStar Sample		
Number of Bedrooms	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
0 Bedroom (studios, small efficiency dwelling units)	$1,506	$1,600	$1,290	28,806	15,845	7,458
1 Bedroom	$2,062	$2,298	$1,569	60,032	31,022	17,871
2 Bedroom	$2,733	$3,257	$2,084	24,281	10,152	8,442
3 Bedroom	$3,240	$5,052	$2,724	1,383	481	604
All	**$2,087**	**$2,321**	**$1,629**	**114,610**	**57,515**	**34,459**

Sources: CoStar Group, www.costar.com; ACS 5-Year PUMS 2017–2021 prepared by City of Seattle OPCD

Notes: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and ACS PUMS estimates of tenant-paid utilities by the number of bedrooms.

[92] Sample is limited to market-rate or mixed market-affordable multifamily apartment buildings. Only properties with 5 or more units, which are typically CoStar's market focus, with current rent data are included. Further exclusions include cooperatives, dormitories, student housing, congregate housing, condominiums, corporate housing, and military housing. Effective rent estimates incorporate adjustments prorated over the lease term for concessions paid for by the landlord and for certain operating costs for which landlords charge tenants Additional details can be found in the "effective rent" description in CoStar's glossary.

Estimates of tenant-paid utilities are created by using 2017-2021 5-Year Public Use Microdata Samples from IPUMS USA, University of Minnesota, www.ipums.org. Estimates of tenant-paid utilities are created for renter households by the number of bedrooms in the unit, then advanced to 2023 using mid-year CPI-U.

Figure A-88 compares median gross rent data for February of 2023 to maximum gross rents considered affordable at various percentages of area median income.[93] Key takeaways from this comparison include:

- Median gross rents, regardless of age or number of bedrooms, are not affordable to households with incomes at or below 30% of AMI or 50% of AMI. Even in older units, median gross rents are only affordable to households with incomes higher than 50% of AMI.
- Median 0-bedroom rents, regardless of age, are affordable to households with incomes of 80% of AMI. Median gross rents of apartments with one or more bedrooms less than 10 years old are not affordable to households at 80% of AMI, while units over 30 years old are.
- Median gross rents are largely affordable to households at 100% of AMI and at 120% of AMI. The exception is that 3-bedrooms less than 10 years old are not affordable to households with incomes at or below 120% of AMI.

[93] The Housing Appendix uses the term "area median income" (AMI) to refer to HUD's estimates of Area Median Family Income (HAMFI). HUD publishes HAMFI annually for areas across the U.S.; for Seattle the applicable area is a combination of King and Snohomish counties. Calculation of maximum affordable gross rents in the figure are based on Fiscal Year 2022 HAMFI of $134,600, as the 2022 HAMFI fiscal year happened from May of 2022 to the end of March 2023, and rent data are from February 2023. We use standard adjustments to account for the number of bedrooms and assumed average household size per bedroom. Maximum affordable gross rents are equal to 30 percent of monthly household income for that AMI level.

Figure A-87
Comparison of February 2022 Maximum Affordable Gross Rent by AMI Level and Median Gross Rents for Unrestricted Apartment Units

Unit Configuration	2022 Maximum Affordable Gross Rent					Median Gross Rents by Age for Unrestricted Apartment Units		
	30% of AMI	50% of AMI	80% of AMI	100% of AMI	120% of AMI	All Units	Less than 10 Years Old	Over 30 Years Old
0-Bedroom	$707	$1,178	$1,885	$2,356	$2,827	$1,506	$1,600	$1,290
1-Bedroom	$757	$1,262	$2,019	$2,524	$3,029	$2,062	$2,298	$1,569
2-Bedroom	$909	$1,515	$2,423	$3,029	$3,635	$2,733	$3,257	$2,084
3-Bedroom	$1,050	$1,750	$2,800	$3,500	$4,200	$3,240	$5,052	$2,724

Sources: HUD MFI for Fiscal Year 2022; CoStar Group, www.costar.com (February 2023); ACS 5-Year PUMS 2017-2021

Note: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and PUMS estimates of tenant-paid utilities by the number of bedrooms.

This table is provided for general reference. See Footnote 93 for information about how HAMFI is used to calculate 2023 Maximum Affordable Gross Rents and compare to specific AMI levels. The maximum affordable rents in this table do *not* include other adjustments that HUD and other agencies make in calculating rents limits for administering affordable housing programs, as those limits vary between types of affordable housing regulatory agreements. Rent limits applicable to City of Seattle regulatory agreements are listed on the Office of Housing's website.

Another, more precise, way to analyze the underlying data is by calculating the lowest *specific* income level that would be needed for median gross rents to be affordable to a household, as shown in Figure A-89. Analyzing the data this way allows us to understand how apartments less than 10 years old, except for those that are 0-bedroom, are not affordable to households with incomes at or below 80% of AMI, while older apartments, which are a limited portion of Seattle's apartment rental market, tend to have AMI levels lower than 80% of AMI.

Figure A-88
Household Income (Percentage of AMI) Needed to Afford Median Gross Apartment Rent

Unit Configuration	All Units	Less than 10 Years Old	Over 30 Years Old
0-Bedroom	64% of AMI	68% of AMI	55% of AMI
1 Bedroom	82% of AMI	91% of AMI	62% of AMI
2 Bedroom	90% of AMI	108% of AMI	69% of AMI
3 Bedroom	93% of AMI	144% of AMI	78% of AMI

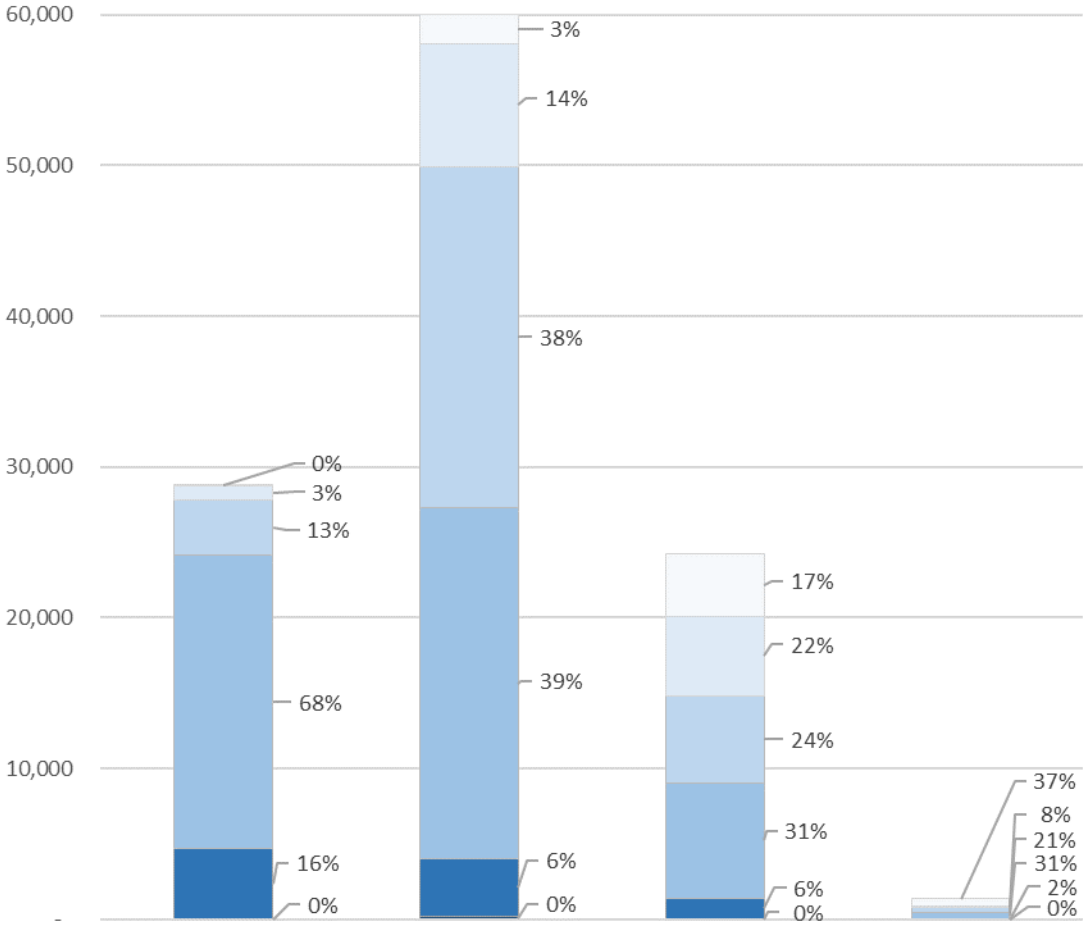
Source: HUD MFI for Fiscal Year 2022; CoStar Group, www.costar.com; ACS 5-Year PUMS 2017–2021

Notes: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and PUMS estimates of tenant-paid utilities by the number of bedrooms. See Footnote 93 for information about how HAMFI is used to calculate 2022 Maximum Affordable Gross Rents and compare to specific AMI levels.

Figure A-90 further visualizes the share of apartment units in CoStar's database affordable to varying income levels, using the maximum affordable gross rents shown in Figure A-88. Apartment units are considered affordable at an income level when the gross rent of the apartment is less than or equal to the maximum affordable gross rent of that level. Thus, the percentage of units affordable to an income level is cumulative, i.e., the total number of units that are affordable to a household at 50% of AMI includes units affordable at 50% of AMI as well as units affordable to households at 30% of AMI. Key takeaways from this analysis include:

- Out of approximately 115,000 apartment units with rent data, fewer than 250 units are affordable to households at 30% of AMI.
- Considering both affordability and unit configuration regarding number of bedrooms finds that only 8 percent of all apartment units with rent data are multi-bedroom units affordable to households with incomes at or below 80% of AMI.
- Very few apartment units are affordable to households at 50% of AMI, with most of those being 0-bedroom and 1-bedroom units. Likewise, units affordable to households at 80% of AMI are primarily 0-bedroom and 1-bedroom units.
- A greater share of multibedroom units are affordable to households at 100% of AMI; however, only 55 percent of 3-bedoom units are affordable to households at this AMI level. In addition, there are very few multibedroom units relative to 0-bedroom and 1-bedroom affordable to households at 100% of AMI.
- While most units are affordable to households at 120% of AMI, the share of units affordable at this level decreases as the number of bedrooms increases.

Figure A-89
Apartments by Number of Bedrooms and AMI-based Affordability Level



Affordability Level	0-Bedroom	1-Bedroom	2-Bedroom	3-Bedroom
Total Apartments in CoStar Sample	28,806	60,032	24,281	1,383
Up to 120% of AMI	28,731 (100%)	58,071 (97%)	20,097 (83%)	869 (63%)
Up to 100% of AMI	27,844 (97%)	49,922 (83%)	14,817 (61%)	756 (55%)
Up to 80% of AMI	24,134 (84%)	27,340 (46%)	9,059 (37%)	459 (33%)
Up to 50% of AMI	4,689 (16%)	3,983 (7%)	1,422 (6%)	25 (2%)
Up to 30% of AMI	28 (0%)	160 (0%)	22 (0%)	- (0%)

Source: CoStar Group, www.costar.com; ACS 5-Year PUMS 2017-2021

Note: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and PUMS estimates of tenant-paid utilities by the number of bedrooms. See Footnote 93 for information about how HAMFI is used to calculate 2022 Maximum Affordable Gross Rents and compare to specific AMI levels. A small number of units (~50 units) are not included in this analysis that are analyzed earlier in this section.

Affordability Levels of Zero- and One-Bedroom Apartments by Square Footage

In addition to examining rents by number of bedrooms, it is also useful to look at rents by unit size based on square footage. The square footage of apartments dramatically impacts their market rents, with the smallest zero- and one-bedroom apartments having higher per square foot rents but lower unit rents overall compared to their larger counterparts.

Figure A-91 shows CoStar data for 0-bedroom and 1-bedroom apartments, categorized based on their square footage and the age of the property in which the apartments are located. This analysis uses less than 220 square feet to loosely represent the smallest category of units, commonly referred to us "micro-units." Micro-units are typically suitable for one-person households. Some micro-units offer vertical space such as platforms with loft beds; such units are most appropriate for people able to climb ladders or stairs.

The analysis also includes a category for 220 to 400 square feet; and a category over 400 square feet to represent larger zero- and one-bedroom units.

There is nearly a $1,000 difference in the median rent between micro-units with less than 220 square feet of net rentable floor area and 0-bedroom or 1-bedroom apartments over 400 square feet. The difference is about $1,100 when looking at units in buildings less than 10 years old.

Calculating *specific* income levels required for these units to be affordable to households allows for greater insights. Regardless of the property age category, the median gross rent for units with less than 220 square feet is affordable to households with specific incomes between 37 and 45% of AMI, and the median gross rent for units with 220 to 440 square feet is affordable to households with specific incomes between 53 and 60% of AMI. In comparison, the median gross rent of new apartments over 400 square feet is only affordable to households at or above 86% of AMI while the median gross rent for apartments of the same size over 30 years old is affordable to households with incomes 60% of AMI or higher. Regardless of square footage, median gross rent required to afford units in this analysis is lower with age; however, the difference between newer apartments less than 10 years old and older apartments over 30 years old is greatest in apartments with more than 400 square feet.

Figure A-90
Median rents by Square Footage, for 0-Bedroom and 1-Bedroom Apartments

	Median Gross Rent (February 2023)			Number of Units in CoStar Sample		
Apartment Square Footage	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
Less than 220 SF	$1,025	$1,058	$883	2,351	1,839	200
220 to 400 SF	$1,362	$1,416	$1,247	9,821	6,012	3,013
Over 400 SF	$1,988	$2,182	$1,514	76,377	38,973	21,871
	Household Income (Percentage of AMI) Needed to Afford Median Gross Apartment Rent					
Apartment Square Footage	All Units	Less than 10 Years Old	Over 30 Years Old			
Less than 220 SF	44% of AMI	45% of AMI	37% of AMI			
220 to 400 SF	58% of AMI	60% of AMI	53% of AMI			
Over 400 SF	79% of AMI	86% of AMI	60% of AMI			

Sources: CoStar Group, www.costar.com; ACS 5-Year PUMS 2017-2021 prepared by City of Seattle OPCD

Notes: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and PUMS estimates of tenant-paid utilities by the number of bedrooms. See Footnote 93 for information about how HAMFI is used to calculate 2022 Maximum Affordable Gross Rents and compare to specific AMI levels.

For this analysis, which includes CoStar identified 0-bedrooms and 1-bedrooms, we assume 1 person for apartments in the Less than 220 SF and 220 to 400 SF categories, and 1.5 person households for apartments in the Over 400 SF category. These assumptions may result in an overestimate of affordability for 1-person households and an underestimate of affordability for 2-person households.

Context on Housing Affordability with Recent Increases in AMI

The analysis presented in the prior section on the affordability of apartment rents measures the household income, expressed as a percentage of AMI, that a household would need if they were spending no more than 30 percent of their income on monthly housing costs. Estimated affordability levels are very sensitive to changes in AMI. During times when area median income is increasing rapidly, as it has been in recent years, affordability levels expressed as a percentage of AMI can paint an overly positive picture for the most economically vulnerable households unless those households' incomes increase as rapidly as AMI.

HUD's calculation of AMI starts with area median family income from the ACS for the most recent year for which data are available and then factors in inflation to arrive at AMI for the current year. Given increases in the median family income estimates from the ACS and the inflation rate adjustments applied to these estimates, the HUD-calculated AMI for the Seattle-Bellevue metro area (King and Snohomish counties combined) increased by 16 percent in a single year (2021 to 2022). This was followed by an additional 9 percent increase between 2022 and 2023.

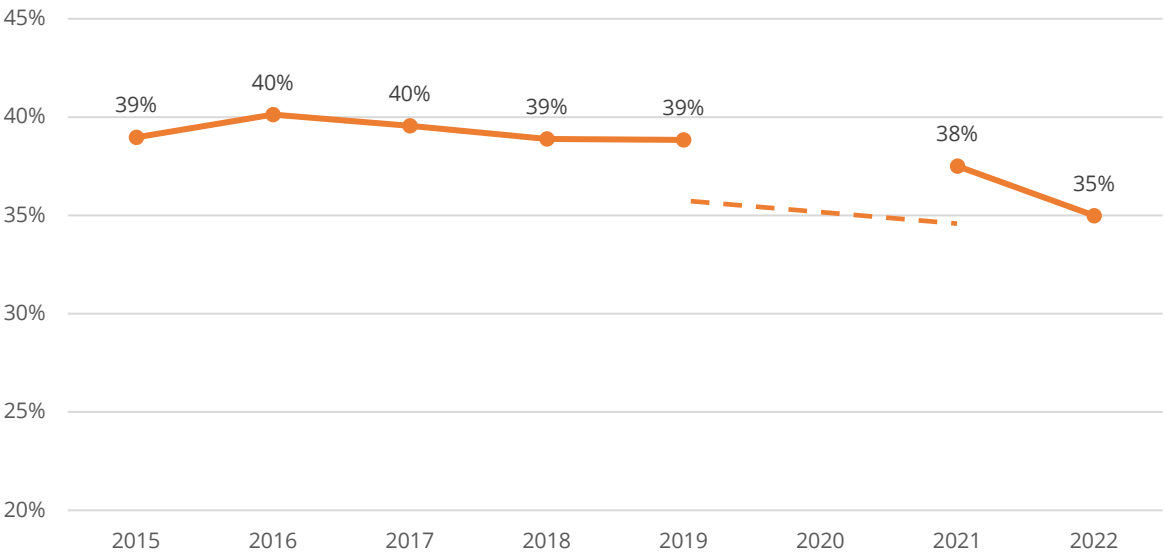
Recent ACS estimates presented in Figure A-92 provide an indication that household incomes near the low-end of the spectrum have not risen as fast as AMI in the Seattle area. Looking at 2022 ACS data (the most recent available at the time of our analysis) finds that in the Seattle-Bellevue metro area, income at the 20th percentile of the overall household income distribution was only 35 percent of HUD's published AMI for Fiscal Year 2022; this compares to 38 percent for 2021 and 39 to 40 percent for 2015 to 2019. [94]

It is also useful to keep in mind that inflation impacts are greatest for households on the lowest rungs of the economic ladder. Low-income households have fewer options for reducing expenditures on basic needs like housing, healthcare, and food. Rising housing costs reduce their ability to afford other necessities, for which costs have also risen dramatically in recent years. [95]

[94] In the city of Seattle, the 20th percentile household income, while lower, followed a similar trend. The 20th percentile household income estimates used in this analysis are based on the upper limit of the lowest household income quintile in ACS Table B19080 "Household Income Quintile Upper Limits" for selected years. The analysis is intended to provide a general sense of how HUD AMI has been trending relative to household incomes in the lowest portion of the overall household income distribution; there are nuances that this simple analysis does not take into account.

[95] See "High inflation disproportionately hurts low-income households" Aparna Jayashankar and Anthony Murphy, Federal Reserve Bank of Dallas, January 10, 2023. And "United States Inflation Experience across the Income Distribution" Joshua Klick, Anya Stockburger" Working Draft Prepared for the Group of Experts on Consumer Price Indices UNECE Geneva, June 2023.

Figure A-91
20th Percentile Household Income as a Percentage of HUD AMI, Seattle-Bellevue Metro Area



Sources and notes: HUD AMI refers to HUD Fiscal Year Area Median Family Income for the Seattle-Bellevue, WA HUD Metro FMR Area (i.e., King and Snohomish counties combined) accessed from https://www.huduser.gov income limits data portal. The 20th percentile household income estimates are 1-year estimates from the Census Bureau's ACS Table B19080. 2020 1-year estimates are not available from the ACS due to disruptions to data collection disruptions

Median Apartment Rents by Number of Units in Property

This section looks at median gross rents by the size and age of properties.[96] In general, apartments less than 10 years old in Seattle tend to be in properties with 50 or more units, while apartments older than 30 years are more commonly in smaller properties. The relationship among property size, age, and price is also intertwined with the quality, type and safety of building materials used in development, the level of amenities (of which there are typically fewer in smaller buildings), the price of land and financing, and neighborhood characteristics.

Figure A-93 shows that units in older properties of all sizes have lower median rents than the overall medians in the corresponding size categories, whereas units in buildings under 10 years old are more expensive. Furthermore, having fewer units in a building is correlated with lower gross rents across all building ages.

[96] CoStar reports multifamily housing at the property level, which may include more than one building, whereas the Assessor's analysis reports multifamily housing at the building level.

Figure A-92
Median rents by Number of Units in Building

	Median Gross Rent (February 2023)			Number of Units in Sample		
Number of Units in Building	All Units	Less than 10 Years Old	Over 30 Years Old	All Units	Less than 10 Years Old	Over 30 Years Old
5 to 19 Units	$1,391	$1,787	$1,370	8,739	389	7,901
20 to 49 Units	$1,647	$1,759	$1,580	20,305	4,706	12,794
50+ Units	$2,243	$2,362	$1,828	85,566	52,420	13,764
All buildings with 5 or more units	$2,087	$2,321	$1,629	114,610	57,515	34,459

Sources: CoStar Group, www.costar.com; ACS 5-Year PUMS 2017–2021 prepared by City of Seattle OPCD

Notes: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and PUMS estimates of tenant-paid utilities by the number of bedrooms

Affordability of Apartment Rents by Worker Occupation

Another way to understand the implications of Seattle's rental housing market is to look at whether people in various occupations can afford the rents being charged. The analysis presented in Figure A-94 gauges whether a Seattle apartment unit with the average rent for its size is affordable for a household where the worker(s) in the household earn the average pay in Seattle for their occupation(s). We consider a unit affordable if rent consumes no more than 30 percent of wages.[97, 98]

Cells with green checks indicate the average rent for an apartment of the specified size would be affordable to the example households described in each row, while the red "x"s indicate the rent would not be affordable to the households with the specified workers.

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[97] This is a simplified analysis in that it does not account for the cost of utilities nor for sources of income besides wages.

[98] For this analysis, we used with average wage statistics for May 2022 for the Seattle-Tacoma-Bellevue MSA from the federal Bureau of Labor Statistics (BLS), adjusting for higher wages paid in the city for many occupations. ACS data (1-year 2022 estimates) indicate that wages in most occupational groups are somewhat higher in the city of Seattle than in the metro area. For occupations in these groups, we estimated average wages paid in Seattle for the occupation by multiplying the metro area earnings from the BLS statistics by the ACS-derived ratio of Seattle median earnings to metro area median earnings for the applicable occupational group. We used the BLS statistics without adjustment for other occupations. Part-time workers in our analysis were assumed to earn half the annual average for a full-time worker in their occupation.

For rents, we used second quarter 2022 average effective rent estimates for apartments in Seattle from CoStar. The apartments in the CoStar multifamily database are limited to units in complexes with 5 or more units. For this analysis we excluded units in properties where all units are income- and rent-restricted. We additionally excluded cooperatives, dormitories, student housing, congregate housing, condominiums, corporate housing, and military housing.

The first rows in the table illustrate affordability for households with a sole wage earner who is in a full-time position in the occupation shown.

- In households with just one wage earner, the worker would need to be employed full time in an occupation earning roughly $58,500 (roughly 1.6 times the minimum wage that large employers in Seattle must pay workers) to afford rent for a zero-bedroom unit of average cost. Full-time workers earning the minimum wage would be cost-burdened renting an average cost zero-bedroom unit. Childcare workers, groundskeepers, wait persons, and medical assistants earning the average for their occupations are also among those who would be unable to afford the average zero-bedroom apartment.
- The situation is somewhat better for construction workers, bus drivers, administrative assistants, and social workers; they can afford a zero-bedroom apartment, but not a one-bedroom apartment.
- Full-time workers in better-paying professional fields can afford a one-bedroom apartment without another wage earner in the home.
- Of all the occupations selected for analysis, registered nurses and software developers are the only ones able to afford an average-cost two-bedroom apartment as a sole wage earner. Of these, only software developers can afford three bedrooms.

The second part of Figure A-94 shows examples of households with two wage earners.

- Part-time workers in low-paying occupations struggle to afford housing costs even when sharing rent. For example, a part-time waitperson and a part-time bank teller would together be unable to afford even the average zero-bedroom apartment unit.
- Two-earner households in which at least one person works full time generally fare better. Still, some households with dual earners in low-paying occupations are unable to afford a one-bedroom apartment.

Of course, not all household members are wage earners; households may include dependents, and multiple bedrooms are needed for many of these households. Seattle's housing market is often more challenging for these households given that affording the average rent for a two-bedroom apartment requires earnings of at least $108,000 per year. Households need two wage earners in at least a moderately well-paid occupation or one worker in a well-paid profession to afford an average-cost two-bedroom apartment.

Figure A-93
Affordability of Seattle Apartment Rents by Occupation of Wage Earners, 2022

Number of Wage Earners and People in Household	Occupation(s)	Estimated Average Annual Wage Paid in Seattle	Estimated Maximum Afford-able Gross Rent	Affordability of Rent by Unit Configuration			
				0-BR Ave. rent $1,463 ($58,520 per year to afford)	1-BR Ave. rent $2,006 ($80,240 per year to afford	2-BR Ave. rent $2,701 ($108,040 per year to afford	3+BR Ave. rent $3,882 ($155,261 per year to afford)
1 full-time wage earner in household with 1 or more persons	Minimum-Wage Worker (w/large employer)	$35,922	$898	✗	✗	✗	✗
	Childcare Worker	$41,551	$1,039	✗	✗	✗	✗
	Assembly Worker	$46,430	$1,161	✗	✗	✗	✗
	Groundskeeper	$48,920	$1,223	✗	✗	✗	✗
	Bank Teller	$51,155	$1,279	✗	✗	✗	✗
	Waitperson	$51,796	$1,295	✗	✗	✗	✗
	Hairdresser	$52,511	$1,313	✗	✗	✗	✗
	Medical Assistant	$56,895	$1,422	✗	✗	✗	✗
	Construction Worker	$59,676	$1,492	✓	✗	✗	✗
	Administrative Assistant	$59,686	$1,492	✓	✗	✗	✗
	Bus Driver	$68,910	$1,723	✓	✗	✗	✗
	Child or Family Social Worker	$74,122	$1,853	✓	✗	✗	✗
	Firefighter	$84,270	$2,107	✓	✓	✗	✗
	Teacher (Elementary School)	$92,296	$2,307	✓	✓	✗	✗
	Electrician	$92,521	$2,313	✓	✓	✗	✗
	Community Service Manager	$107,871	$2,697	✓	✓	✗	✗
	Registered Nurse	$109,506	$2,738	✓	✓	✓	✗
	Software Developer	$165,294	$4,132	✓	✓	✓	✓
2 wage earners—full-time (FT) or part-time (PT) in household with 2 or more persons	Waitperson (PT) and Bank Teller (PT)	$51,475	$1,287	✗	✗	✗	✗
	Childcare Worker (full-time) and Hairdresser (part-time)	$67,806	$1,695	✓	✗	✗	✗
	Two minimum-wage workers (both full-time)	$71,843	$1,796	✓	✗	✗	✗
	Assembly Worker (FT) and Medical Assistant (PT)	$74,878	$1,872	✓	✗	✗	✗
	Admin Assistant (FT) and Hairdresser (PT)	$85,934	$2,148	✓	✓	✗	✗
	Construction Wkr (FT) and Community Srvc Mgr (PT)	$113,611	$2,840	✓	✓	✓	✗
	Bus Driver (FT) and Firefighter (FT)	$153,180	$3,830	✓	✓	✓	✗
	Registered Nurse (FT) and Electrician (FT)	$202,027	$5,051	✓	✓	✓	✓

Sources: Bureau of Labor Statistics (BLS), Occupational Employment and Wage Statistics (OEWS), www.bls.gov/oes/; American Community Survey; CoStar Group, www.costar.com. See Footnotes 92 and 93 for details on sources and analysis methodology.

The Role of ADUs in Meeting Housing Needs

Accessory dwelling units (ADUs) are small, secondary living units allowed in residential areas. They go by many names — backyard cottage, carriage house, accessory apartment, in-law unit — and offer many benefits to their owners and occupants. ADUs were common in cities like Seattle in the first half of the 20th century but fell out of favor after World War II with the rise of detached homes and expansion of single-family-only zoning.

Seattle relegalized these traditional dwellings in our Neighborhood Residential zones starting with attached ADUs (AADUs) in 1994, as required following passage of the Washington Housing Policy Act, and continuing with detached ADUs (DADUs), first in 2007 as a pilot in southeast Seattle and then citywide in 2010. Despite their many benefits for owners and occupants, including rental income, flexible space to meet changing family needs, and a lower-cost alternative to large, detached homes, relatively few ADUs were permitted following the 2010 legislation.

Since then, Seattle has taken steps to encourage production of ADUs as part of our broader work to increase housing opportunities and address neighborhood exclusion. In 2019, Seattle reformed its rules for ADUs and removed several regulatory barriers that historically discouraged or prevented property owners from creating this type of housing.

Under Seattle's updated ADU regulations:

- Two ADUs are allowed on all lots in Neighborhood Residential zones. They can be configured as two AADUs or, depending on lot size, one AADU and one DADU. (House Bill 1337, adopted in 2023, requires cities in Washington to allow two DADUs in either one or two separate structures in all residential zones.)
- No off-street parking is required when an ADU is added.
- The ADUs and the principal dwelling unit can each be rented by different tenants, owned by a single property owner, owned as condominium units, or a mix of these forms of tenure. Seattle does not have an owner-occupancy requirement.
- New ADUs have a maximum size limit of 1,000 square feet, excluding garage and storage space. ADUs in a converted living space or accessory structure can exceed this size limit.
- DADUs have a maximum allowed height of 23 or 25 feet tall on most sites, allowing for a second story of living space.
- On sites with an alley, a DADU can be located at the lot line that abuts the alley.
- ADUs are not subject to subjective or discretionary design requirements.

In addition to regulatory reforms, Seattle implemented other programmatic strategies to address ADU barriers. In 2020, OPCD launched ADUniverse, a one-stop online portal for ADU guidance and resources, including a property search tool that offers site-specific information about ADU feasibility and a gallery of pre-approved DADU designs that offer a faster and more predictable permitting process for residents.

Due in part to these efforts, ADU production in Seattle has increased substantially over the last several years. OPCD's 2022 ADU Annual Report[99] provides data and findings related to ADU production and outcomes in Seattle, with highlights summarized below. In 2022, the City issued permits for nearly 1,000 ADUs; this was more than four times the number of units permitted in 2018, the last full year before ADU reforms took effect. Permits were issued for 437 AADUs and 551 DADUs, primarily in Seattle's NR zones. About 40 percent of these permits included multiple units (either an AADU and DADU or two AADUs), and one-third of ADUs were permitted along with a new detached home, likely as part of a full redevelopment of a site in an NR zone that previously had only a single detached home. More than 70 percent of new detached homes permitted in Seattle in 2022 included an ADU, likely a reflection of the floor area ratio (FAR) limit established through the 2019 ADU reforms, which limited the size of new detached homes and exempts floor area in an ADU as an incentive to include those units in new developments.

ADUs in Seattle are used in various ways:

- Seattle's survey of ADU owners and occupants, analyzed in the 2022 ADU report, suggests the average monthly rent charged for ADUs that are rented to tenants is substantially less than a typical multifamily apartment. Most respondents to our 2022 survey of ADU owners and occupants reported monthly rents between $1,250 and $2,000, with an overall median of $1,650. About 80 percent reported rents below the Seattle median one-bedroom apartment rent, and a portion of respondents reported rents under $1,000.

- Some ADUs are offered as short-term rentals (STRs) on platforms like Airbnb and Vrbo. Seattle has regulations that limit the number of units an operator can offer for short-term rental. Data from the City's STR licensing system suggests that about 12 percent of ADUs in Seattle are associated with an active STR license.

- Through City permitting and County recording data, we can identify the share of ADUs created and sold as condominium units, which appears to be a rising trend. Very few ADUs were created as condos before 2018, but this became much more common starting in 2020. In 2021, roughly one-third of ADUs permitted were part of a condo. A review of a sample of condo sales in 2022 shown in the Ownership Market section of this Housing Appendix suggests that ADUs sold as condos typically offer a lower price point for new construction than otherwise available in NR zones.

The survey of ADU owners and occupants also found a median cost of $100,000 to develop AADUs and $230,000 to develop DADUs. The median cost to build two ADUs was $200,000 per ADU. Survey respondents used a mix of cash and debt (home equity line of credit, mortgage refinancing, credit cards, etc.) to finance their ADU construction.

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[99] Accessory Dwelling Units 2022 Annual Report, City of Seattle OPCD, March 2023. Readers can access the report as well as other resources on OPCD's webpages related to our work Encouraging Backyard Cottages.

Together, these findings offer some potential conclusions about the role of ADUs in meeting Seattle's housing needs. First, ADU production has increased in recent years, due at least partly to the 2019 regulatory reform, and consequently ADUs are the primary form of net housing unit growth in Seattle's NR zones. Second, high demand for ownership housing in these neighborhoods is driving a rise in ADUs offered as condominiums, suggesting that additional reforms to increase the potential for similar middle housing options would help meet the need for lower-cost homeownership options. Third, survey responses suggest ADUs provide myriad benefits for their owners — including the ability to house family members, adapt to changing household needs, and afford the costs of homeownership — but their high cost generally restrict these benefits to homeowners who have high incomes and wealth and who are disproportionately white.

Housing Condition

Substandard and otherwise poor housing conditions harm health and pose safety hazards. Living in such housing can exacerbate chronic diseases and heighten risks of infection and injury. Having substandard housing is also correlated with poor mental health.[100] Overcrowding of occupants within housing units, which is one of the topics covered in the earlier discussion of housing problems that households face, is connected to similar harms. The importance of housing conditions for health has recently been highlighted by research showing elevated COVID-19 case rates and deaths among households in housing with a lack of complete kitchen facilities, complete plumbing facilities, and/or overcrowding.[101]

Low-income renters, households of color, and other marginalized populations tend to experience the greatest exposure to and risks of substandard housing conditions. The youngest and oldest members of a community are particularly vulnerable as are those with a health condition or disability.

UNITS LACKING COMPLETE KITCHEN AND PLUMBING FACILITIES

The proportions of households in units lacking complete kitchen facilities and complete plumbing facilities are generally small in the U.S. and Seattle, although the shares tend to be somewhat higher for renters than for owners.

[100] Housing and Health: Time Again for Public Health Action, https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447157/

[101] Zachary Parolin, Emma K. Lee, "The Role of Poverty and Racial Discrimination in Exacerbating the Health Consequences of COVID-19," The Lancet Regional Health - Americas, Volume 7, 2022,

- About 1.8 percent of occupied housing units lack complete kitchen facilities, with lower rates for owner-occupied units (0.4%) than for renter occupied units (2.9%).[102]
- About 0.4 percent of occupied housing units lack complete plumbing facilities, again with lower rates for owner-occupied units (0.2%) than for renter occupied units (0.6%).

RISK OF EXPOSURE TO LEAD PAINT

The state Department of Health uses data on housing units built before 1980 as a general indicator of potential risk of exposure to lead paint. When lead paint is present, risks are typically greatest for households with young children or pregnant persons, and when paint is being disturbed such as during renovations. An estimated 54 percent of housing units in the city were built prior to 1980.[103] Mapping shows that the prevalence of housing this old is higher in most neighborhoods in Seattle and communities just to the north and south of Seattle than in more suburban communities in King County.[104]

UNSAFE HOUSING CONDITIONS FOUND BY RENTAL HOUSING INSPECTIONS

Seattle's Rental Registration and Inspection Ordinance (RRIO) program provides additional insights into unsafe housing conditions. The RRIO Annual Report for 2022[105] indicates that the most common reasons that City inspectors found that year for units failing initial inspections that year included unsafe electrical equipment and exposed wiring, missing or nonfunctional smoke alarms, and issues with railing.

EXPERIENCES OF TENANTS

Questions about housing condition were part of a non-random online survey that the organization Washington CAN! conducted about the challenges experienced by renters in Seattle.[106] Mold was by far the most common problem that respondents identified with the physical condition of their unit. Other problems identified include problems with pests, exposed wiring, broken thermostats, broken windows, and broken locks.

The Washington CAN! survey additionally asked respondents to indicate barriers to securing needed repairs and barriers, if any, that would keep them from moving. Nearly nine in ten indicated that the

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[102] The lack of a complete kitchen does not always signal a problem, Per the ACS, roughly one in three Seattle renter households whose units lack complete kitchens have their meals included in their rent. Another consideration is that tenants in some units, such as the microunits built in substantial numbers in Seattle in the early 2010s, may lack a complete kitchen within their individual space, but share a full kitchen with others in a building. (The ACS data is not detailed enough to tell us how tenants in microunits answered the question about kitchen facilities.)

[103] Based on 2021 1-year ACS estimates.

[104] Washington State Department of Health, Lead Risk from Housing | Washington Tracking Network (WTN), 2015-2019 5-year ACS estimates.

[105] Seattle Department of Construction and Inspections "Rental Registration and Inspection Ordinance (RRIO) 2022 Annual Report to the City Council," March 2023.

[106] Seattle's Renting Crisis: Report & Policy Recommendations Washington CAN!, July 2016.

up-front costs associated with moving into a different unit would be a barrier; concerns about discrimination by potential landlords was also a common response. Also common were worries that a landlord may retaliate if asked to repair a problem.

The King County Board of Health's "Healthy Housing" report echoes many of these themes and highlights that households with lower incomes confront tradeoffs between housing condition and affordability. The authors also explain that part of why renters are at higher risk than owners of living in deficient housing is due to the lower level of control they have regarding the housing in which they live.[107]

OTHER HAZARDS

Other hazardous housing conditions do not present day-to-day danger, but place people at great risk when earthquakes and other disasters happen. Earthquakes present the greatest risks of severe damage. [108] At greatest risk of severe damage and collapse during earthquakes are unreinforced masonry (URM) structures; typically, these are brick buildings built prior to 1945.

According to a report associated with the City's recently updated URM inventory,[109] there are 362 URM buildings with residential occupancy, 47 of which contain income-restricted affordable housing units. The same report notes anecdotal information that many non-income restricted URM buildings also provide relatively affordable units and commonly house low-income and immigrant tenants.

[107] The King County Board of Health Guideline and Recommendation on Healthy Housing was produced in 2018 to inform regional and local implementation of earlier updates of the King County Countywide Planning Policies on housing.

[108] Seattle City Office of Emergency Management, Seattle Hazard Identification and Vulnerability Analysis.

[109] The List of URMs Identified by the City in 2023 and the associated Report To Policy Committee On URM List Validation and ConfirmedURMList.pdf (seattle.gov) can be found with other information on URM's the Seattle Department of Construction and Inspects webpage at Unreinforced Masonry Buildings - Project Documents - SDCI | seattle.gov.

The Role of Housing Vouchers in Seattle's Rental Market

The Seattle Housing Authority (SHA) administers 10 voucher programs financed through federal and state resources. Rental vouchers are critical in opening opportunities to housing across the city while ensuring that households with vouchers pay limited rental costs.

These voucher programs aim to ensure that income qualified tenants pay no more than 30 to 40 percent of their household income on housing, with some exceptions explained later in this section. These programs do so by providing a subsidy for voucher holders for rent costs that exceed 30 to 40 percent of household income, which are paid by SHA.

Figure A-95 shows that, as of 2023, SHA administers 13,117 vouchers to local households. The Moving To Work (MTW) program has the largest number of vouchers, with 10,406 vouchers locally. The MTW program serves families from waiting lists based on SHA or project-based local priorities; serving households with incomes at or below 30% of AMI is one of those priorities. Each of the other 9 voucher programs are targeted to serve a specific population or housing development need, such as how Veterans Affairs Supportive Housing (VASH) serves veterans.

To qualify for a voucher, households must have household incomes at or below 50% of AMI.[110] However, unlike Medicaid, Medicare, Social Security, or the Supplemental Nutritional Assistance Program (SNAP), housing vouchers are not an entitlement program. This means there are very limited vouchers compared to the number of households that may qualify for them. Given the 2019 baseline of approximately 45,000 households in Seattle with incomes at or below 50% of AMI, there were vouchers for less than a third of households who would otherwise meet the income qualifications for voucher programs.

Utilization rates, or the percentage of vouchers currently in use, further presented in Figure A-95 show the degree to which local households are able to use the vouchers assigned to Seattle. Variances in utilization rates are dependent on the quality of housing, the ability to move income-qualified individuals into units, and a variety of market-related factors, such as cost, location, and discrimination, that may otherwise exclude households from housing. Timing is also highly important. SHA recently received more VASH vouchers, many of which are yet to be utilized, which had driven the utilization rate down.

[110] For further eligibility information, visit Seattle Housing Authority's Housing Choice Voucher Eligibility webpage

Figure A-94
Vouchers by Program (June 2023)

Program Names	Number of Vouchers			Utilization Rate (as of June 2023)	
	Project-based Vouchers	Tenant-based Vouchers	Total Vouchers	Project-Based Vouchers	Tenant-Based Vouchers
Moving to Work (MTW)	4,389	6,017	10,406	91%	88%
Tenant Protection Vouchers (TPV)	-	147	147	-	78%
Rental Assistance Demonstration (RAD)	396	-	396	94%	-
Emergency Housing Voucher (EHV)	-	518	518	-	114%
Veterans Affairs Supportive Housing (VASH)	169	500	669	91%	69%
Mainstream	89	216	305	91%	74%
Family Unification Program	-	210	210	-	87%
Family Unification Program Youth (FUPY)	-	65	65	-	92%
Foster Youth to Independence (FYI)	-	163	163	-	15%
Moderate Rehabilitation:	238	-	238	69%	-
Total:	5,281	7,836	13,117		

Source: Seattle Housing Authority as of June 2023

Note: Program descriptions and waitlists for vouchers are further available on Seattle Housing Authority's Housing Choice Voucher webpage, and linked Special Purpose Voucher Program webpages.

As shown in Figure A-95, vouchers can be either project-based – meaning tied to a specific unit in a housing development – or tenant-based – meaning they are given to a household so that they may find housing in the local market. As the total number of vouchers is limited by the financing given to programs by Congress, every project-based voucher issued results in one less that is tenant-based.

Project-based vouchers are tied to income-restricted housing developments throughout the city. SHA works with developers or, more commonly, Seattle's Office of Housing (OH), to determine which developments receive project-based vouchers. This is beneficial for both tenants and the income-restricted housing developers, as the presence of project-based vouchers can help income-restricted developments receive development financing.

Tenant-based vouchers give households the opportunity to choose where to rent. Households have opportunities to reside in diverse forms of housing, as well as neighborhoods where there may otherwise be no subsidized rental housing, but where there are amenities such as job access, schools, transit, or public space that fit household needs.

In allowing tenants to seek their own housing in the market, tenant-based vouchers have a maximum subsidy, called a payment standard, paid on behalf of a voucher holder. Payment standards are determined by annual market studies conducted by SHA, which considers vacancy rates, leasing success rates, and other metrics when developed. In general, payment standards are

roughly an estimate of the 40th percentile rents for units within the Seattle-Bellevue HUD Fair Market Rent (FMR) Metro Area.

Furthermore, voucher payment standards vary by the type of rental unit—market-rate or affordable. Market-rate units are those which have no income-restrictive covenants, whereas affordable units are those which do, such as those financed through OH.[111] Based on a 2023 survey of landlords who work with SHA, approximately half of tenant-based voucher holders live in housing that is otherwise income-restricted, and half live in housing that is not income-restricted.

Figure A-96 below describes the number of vouchers by project-based and tenant-based, as well as the tenant-based voucher payment standards. Vouchers and payment standards are broken down by the size of the units, so that households may better afford to rent units that are right sized for their household needs.

Seventy-two percent of project-based vouchers are for 0-bedroom units, whereas tenant-based vouchers are spread more evenly across unit configurations but are mostly for units with 2 or fewer bedrooms. The concentration of project-based vouchers can be a function of the populations these developments serve, such as through permanent supportive housing.

Tenant-based voucher holders can often have long searches to find appropriate housing, in part due to a limited supply that meets the payment standard budget. Tenants do have the option to exceed this payment standard budget; however, they will not receive additional subsidy, and families entering an initial lease with a Housing Choice Voucher must not pay more than 40 percent of their income toward rent costs. Tenants can exceed this rate after their initial lease.

[111] This is true with one exception - SHA considers Multifamily Tax Exemption Units to be market-rate.

Figure A-95
SHA Voucher Payment Standard as of October 2022

Minimum Persons in Household	Maximum Persons in Household	Number of Bedrooms	Number of Vouchers at SHA		Tenant-Based Voucher Payment Standard	
			Project-Based	Tenant-Based	Market-Rate	Affordable
1	1	0	3,468	1,432	$1,747	$1,358
1	2	1	534	1,757	$1,816	$1,455
2	4	2	575	1,794	$2,134	$1,747
3	6	3	235	956	$2,917	$2,018
5	8	4	32	217	$3,430	$2,251
7	10	5	2	42	$3,945	$2,484
Higher than 7	Higher than 10	6 or Higher	0	12	$4,458	$2,769

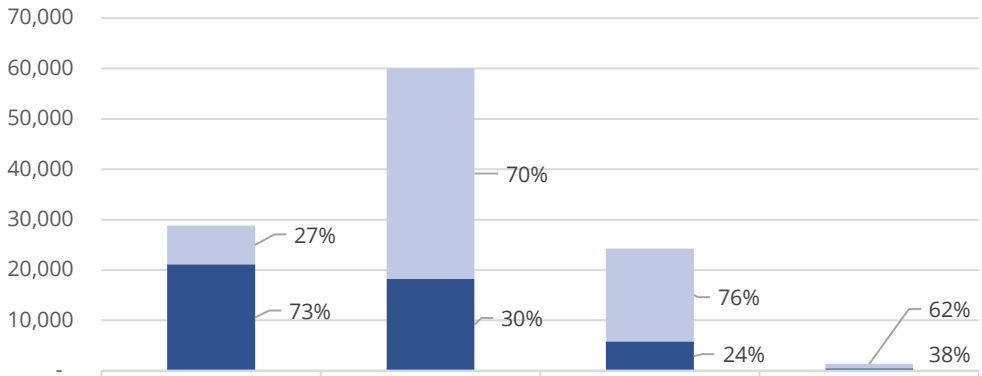
Source: SHA Voucher Payment Standards as of October 2022

Note: Voucher standards only apply to tenant-based vouchers; Project-based voucher rents and therefore maximum subsidies are negotiated directly with income-restricted housing operators.

Figure A-97 breaks down apartment rents in Seattle based on whether they are at or below payment standards by their size. The sample is limited and does not include income-restricted housing, and therefore uses the market-rate voucher payment standard in Figure A-96 as a benchmark. The share of Seattle apartments that are at or below the payment standard is limited, especially in the 1-bedroom and 2-bedroom sizes. The overall number of 3-bedroom units below the payment standard is much lower than all other unit configurations. In addition, households are ultimately not required to rent a unit that is the exact number of bedrooms as their voucher is worth; they may rent a smaller unit if that is the only one available.

We can further look at the vouchers currently in utilization by building type. Figure A-98 shows a sample of 9,688 vouchers in utilization for which we have building type data. A combined 23 percent of voucher utilizations are in detached homes, small multiplexes such as duplexes, and rowhouses or townhouses. Of 2,184 vouchers in these building forms, 1,584, or approximately three-quarters of these vouchers, are tenant-based. This sizable portion demonstrates how tenant-based vouchers increase the variety of building forms, and therefore also neighborhoods, accessible to voucher holders. The remaining 77 percent of vouchers utilized are in multifamily buildings, with nearly all being used in multifamily buildings with 3 stories or more.

Figure A-96
Share of Apartments with Rents at or Below Payment Standards



	0-Bedroom	1-Bedroom	2-Bedroom	3-Bedroom
Over Payment Standard	7,645	41,745	18,456	863
At or Below Payment Standard	21,161	18,287	5,825	520

Sources: SHA; CoStar Group, www.costar.com; ACS 5-Year PUMS 2017-2021 prepared by City of Seattle OPCD

Notes: Median gross apartment rents are calculated using CoStar Effective Rents for apartments described in Footnote 92 and PUMS estimates of tenant-paid utilities by the number of bedrooms.

Figure A-97
Voucher Utilizations by Building Type

Building Type	Project-Based Vouchers	Tenant-Based Vouchers	**Total**
Detached Home	128	508	**636 (7%)**
Duplex or Triplex	103	317	**420 (4%)**
Fourplex, Townhouse, and 1 & 2 story multifamily	369	759	**1,128 (12%)**
Multifamily, 3 or more stories	4,246	3,258	**7,504 (77%)**
Total	**4,846 (50%)**	**4,842 (50%)**	**9,688 (100%)**
Source: Seattle Housing Authority as of June 2023			

Affordability of Housing: Analysis Based on CHAS Data

This section uses 2015-2019 5-year CHAS data from the same period to analyze the affordability of Seattle's housing supply. With this analysis, we are examining the affordability of Seattle's housing supply independent of the households who currently live in the housing units.

Affordability of each housing unit is categorized based on the income level that a hypothetical household would need to afford the monthly housing costs associated with the unit, assuming the household spends no more than 30 percent of its monthly income on housing costs. The fact that suitable unit configurations vary by household size is accounted for by assuming one person for a zero-bedroom unit and 1.5 persons per bedroom for units with one or more bedrooms.[112]

The estimates from the CHAS data on the affordability of Seattle's housing supply refer to affordability in a broad sense; units tabulated as affordable to households at specified income levels may include market-rate as well as units that are income- and cost-restricted.

Affordability of Ownership Units

To represent the monthly costs associated with an ownership housing unit independent of any household currently in the unit, the CHAS tabulations simulate a situation in which a generic household has recently purchased the unit for the home value reported in the ACS and is making payments on an FHA-insured, 30-year mortgage.[113] This analysis provides a useful, but limited picture of ownership housing affordability. One limitation is that the approach does not address whether down payments involved in purchasing a home would be affordable at a given income level.[114] An added caveat for interpreting the findings is that self-reported estimates of home value

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[112] For more information on the CHAS data, see "Measuring Housing Affordability," by Paul Joice, US Department of Housing and Urban Development, *Cityscape: A Journal of Policy Development and Research*, Volume 16, Number 1, 2014.

[113] The ACS asks owners of owner-occupied and vacant, for-sale units to estimate how much the housing unit (and associated lot, if applicable), would sell for. These self-reported amounts are reported in the ACS as home values.

Joice, Paul. *Measuring Housing Affordability*. *Cityscape: A Journal of Policy Development and Research*, *16*(1). 2014. In this publication, Paul Joice of HUD explains that the CHAS tabulations on ownership housing affordability consider a home affordable to a household of a given income level if the home's value is no higher than 3.36 of the household's income. The assumed purchase price is the home value that the respondent provided on the ACS questionnaire. Joice explains that the 3.36 ratio is based on the following terms for FHA-insured mortgages: 31% monthly payment standard, 96.5% loan-to-value ratio, 5.5% interest rate, 1.75% upfront insurance premium, .55% annual insurance premium, and 2% annual taxes and hazard insurance. We have an inquiry into HUD to ask if the assumptions used in modeling ownership housing affordability have changed since the referenced publication was written.

[114] The approach also does not account for how completion of mortgage payments can impact a household's ability to afford the home in which they live nor, for that matter, how the accumulation of equity after purchase can affect a household's wealth.

tend to lag home sales price trends in the market.[115] During the 2015-2019 5-year period reported here, sales prices in Seattle were increasing rapidly.

Figure A-99 summarizes the 2019 5-year CHAS estimates for ownership units in Seattle. The table shows the estimated number of owner-occupied units (disaggregated by whether the units have a mortgage) and vacant for sale units, along with percentages of these units by their AMI-based affordability category.

On a cumulative basis, only 6 percent of ownership units analyzed are affordable at or below 80% of AMI while the share of ownership units affordable at or below 100% of AMI is estimated at 13 percent.

To see how ownership housing affordability varies by neighborhood, see the maps in the Geographic Analysis section of this appendix.

Figure A-98
Affordability of Ownership Units

	Owner-occupied units with a mortgage	Owner-occupied units with no mortgage	Vacant for-sale units	Total ownership units
Ownership units:	108,835	42,165	1,360	152,360
By affordability category:				
Affordable with income of 0–50% of AMI	1.6%	3.0%	7.4%	2.1%
Affordable with income of 50–80% of AMI	3.4%	5.1%	3.3%	3.9%
Affordable with income of 80–100% of AMI	6.7%	6.6%	1.5%	6.6%
Affordable with income above 100% of AMI	88.2%	85.3%	87.9%	87.4%
By affordability level (cumulative):				
Affordable with income at or below 80% of AMI	5.1%	8.1%	10.7%	6.0%
Affordable with income at or below 100% of AMI	11.8%	14.7%	12.1%	12.6%

Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

Notes: As ACS estimates, CHAS tabulations are based on a sample and carry margins of error that can be substantial for small groups of housing units, including for vacant for-sale units in this table. The estimates in this table exclude units that lack complete plumbing and kitchen facilities.

[115] On the Nature of Self-Assessed House Prices, Morris A. Davis and Erwan Quintin, June 2016.

Affordability of Rental Units

Like the preceding estimates for ownership housing affordability, the estimates presented below on rental housing affordability are based on the 2019 5-year CHAS tabulations.

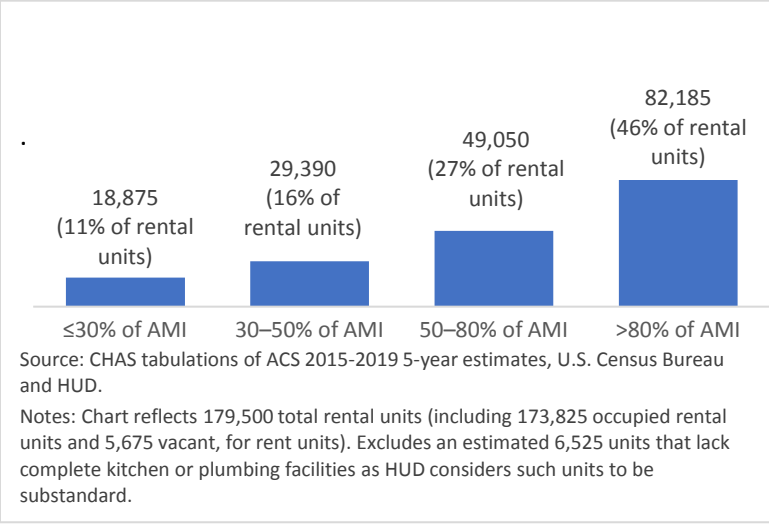
The affordability categories in the CHAS data for rental housing differ somewhat from those for ownership housing; these include more detail in the lowest part of the income spectrum but do not provide detail needed for gauging affordability at 100% of AMI.

Like other data from the ACS, CHAS data do not enable income-restricted units to be distinguished from other housing units. (The ACS does not ask if units are income restricted or if tenants are using housing vouchers.)

Figure A-100 shows the estimated numbers of existing rental units in Seattle that are affordable within different income categories.

- Only 11 percent of Seattle rental units are affordable with an income at or below 30% of AMI.
- About 16 percent are affordable with incomes in the 30–50% of AMI category.
- Another 27 percent are affordable in the 50–80% of AMI category.

Figure A-99
Number and Share of Existing Rental Units by Affordability Category; 2019 5-Year Estimates



Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

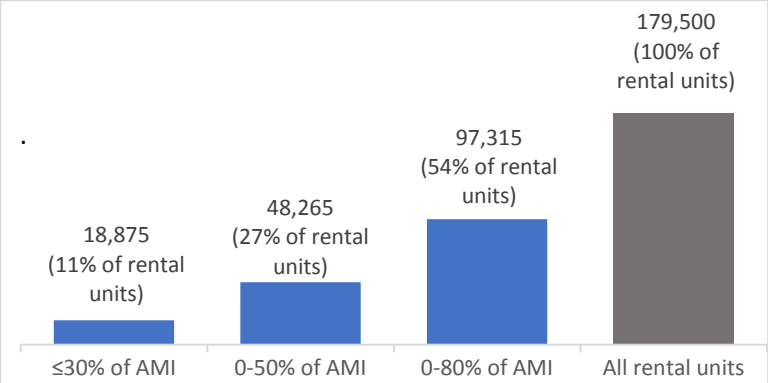
Notes: Chart reflects 179,500 total rental units (including 173,825 occupied rental units and 5,675 vacant, for rent units). Excludes an estimated 6,525 units that lack complete kitchen or plumbing facilities as HUD considers such units to be substandard.

Figure A-101 shows affordability levels on a cumulative basis to provide additional perspective.

- At 50% of the AMI threshold, 27 percent of the rentals in Seattle could be afforded.
- With an income of 80% of AMI, the affordable share doubles—to 54 percent of rental units.

To see how patterns in rental housing affordability vary by neighborhood, see the maps in the Geographic Analysis section.

Figure A-100
Number and Share of Existing Rental Units by Cumulative Affordability Category; 2019 5-Year Estimates



Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

Notes: Chart reflects 179,500 total rental units. See previous figure for additional notes.

TRENDS IN RENTAL AFFORDABILITY COMPARED WITH RENTER HOUSEHOLD INCOMES

We can also examine CHAS data to understand trends in the capacity of Seattle's rental housing supply to meet the needs of households. The analysis below measures change between the 2010 5-year CHAS estimates and the 2019 5-year CHAS estimates.

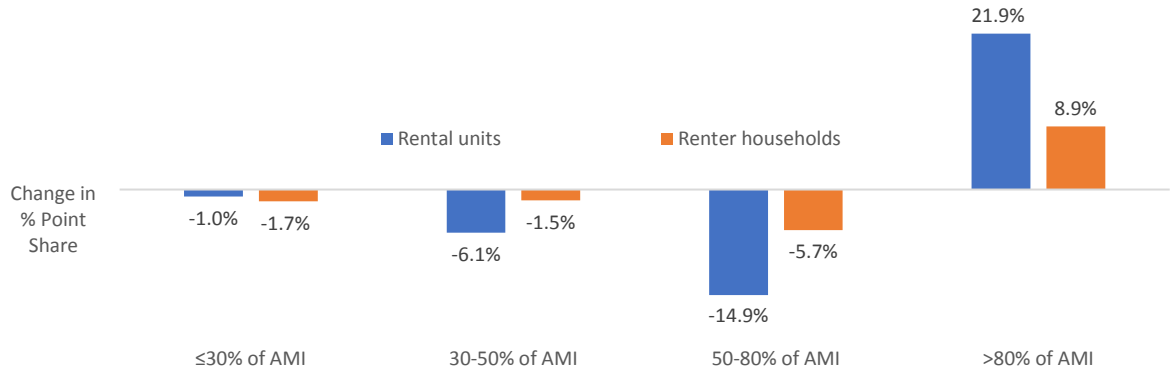
As described earlier in the Housing Appendix, the income profile of Seattle's renter households has been shifting as the number of renter households has increased. To summarize, shares of renter households in low-income categories have decreased, with the 50-80% of AMI band showing a decline in rental households not only in proportional terms but also in sheer number. At the same time, the number and share of renter households with incomes above 120% of AMI have increased.

The affordability profile of rental units in the city has also changed, and this has included a large shift toward units renting for more money than households with incomes at or below 80% of AMI household can afford.

Figure A-102 shows proportional changes in rental housing supply in comparison with proportional changes in household income distribution. Figure A-103 provides additional perspective on these trends by showing the absolute changes in the number of rental units and renter households that accompanied these trends.

A general takeaway from viewing these data is that the rental housing market did an increasingly poor job during this period in providing housing that is affordable to households with incomes at or below 80% of AMI. The share of rentals affordable only with incomes above 80% of AMI increased more than the share of households with income above 80% of AMI, indicating that housing growth in Seattle has done a better job addressing demand from households above 80% of AMI than it has serving households who need units that cost less.

Figure A-101
Changes in Rental Housing Affordability and Income Distribution of Renter Households
2010 5-Year Period and 2019 5-Year Period



Source: CHAS tabulations of 2006-2010 and 2015-2019 ACS 5-year estimates, U.S. Census Bureau and HUD.

Notes: CHAS data do not distinguish between rent/income-restricted housing and market-rate units without such restrictions. Housing unit estimates include renter-occupied and vacant for rent units. Units that lack complete plumbing or kitchen facilities are excluded as HUD considers such units substandard. See prior tables for additional notes.

Figure A-102
Changes in rental Housing Affordability and Income Distribution of Renter Households
2010 5-Year Period to 2019 5-Year Period

	Income Categories			
	≤30% of AMI	30-50% of AMI	50-80% of AMI	>80% of AMI
Change in number of renter households	5,945	2,910	-3,640	31,525
Change in number of rental units in in each affordability category	2,210	-3,155	-12,100	47,630
Change in share of renter households (percentage points)	-1.7%	-1.5%	-5.7%	8.9%
Change in share of rental units in each affordability category	-1.0%	-6.1%	-14.9%	21.9%

Source: CHAS tabulations of ACS 2006-2010 and 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

Notes: Estimates are based on a sample and carry margins of error. See prior tables for additional notes.

Affordability and Availability of Rental Units

The analysis of affordability presented in the preceding sections estimate how much of Seattle's overall rental housing supply is affordable within low-income categories.

For a fuller picture, we need to find out if rental units affordable to households with incomes at or below low-income thresholds are also *available* to renter households with incomes at or below these thresholds. By available we mean that the units are either vacant, or if occupied, the units are not

occupied by households with higher incomes.[116] The "affordability and availability" steps and findings are summarized below. (A table detailing the affordability and availability calculations is provided in the supplemental tables available online.)

To gauge shortages confronting low-income renters, we start by comparing shares of households at or below low-income thresholds with the shares of renter-occupied units affordable to these households. Based on the 2019 5-year CHAS data, which include both market-rate units and rent- and income-restricted units, we find the following.

- Just 11 percent of rental units can be afforded with an income of 30% of AMI. However, 23 percent of renter households have incomes at or below 30% of AMI. (Expressed as a ratio, that is 46 rental units per 100 renter households.)
- About 27 percent of rental units are affordable at 50% of AMI while 36 percent of renter households have incomes at or below 50% of AMI. (As a ratio, this is 73 rental units per 100 renter households.)
- About 54 percent of rental units are affordable at 80% of AMI. In comparison, about 49 percent of renter households have incomes at or below this level. (This equates to 111 rental units per 100 renter households.)

From these comparisons, we can readily see that there are shortages in rentals affordable at 30% of AMI and at 50% of AMI. At the same time, there *appear* to be sufficient units affordable at 80% of AMI.

We now need to adjust for the fact that some rentals affordable at each of these three low-income levels are occupied by households with incomes higher than these respective levels. This adjustment is necessary as market-rate rental units affordable at or below a given income threshold can be—and often are—occupied by households with incomes higher than that threshold.

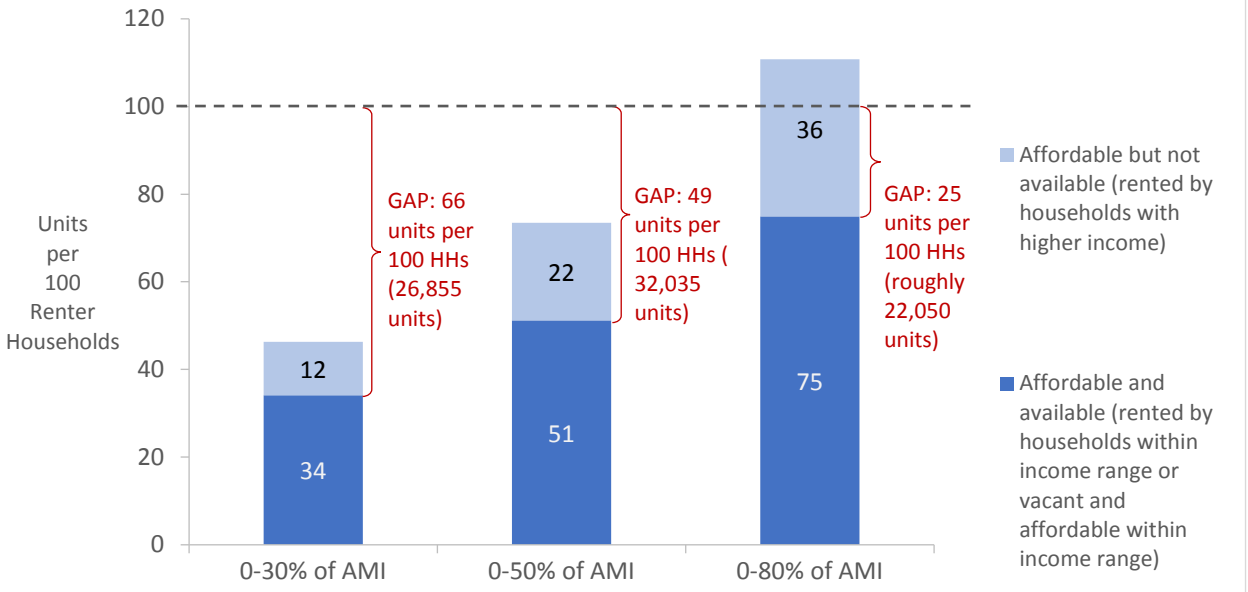
After taking this into account, we find that supplies of rentals at 30% of AMI and at 50% of AMI are extremely short and that the supply at 80% of AMI is also insufficient. As shown in Figure A-104, there are only:

- 34 affordable and available rental units for every 100 renter households with incomes at or below 30% of AMI,

[116] This analysis for Seattle is based on the affordability and availability methodology described in "Measuring Housing Affordability," by Paul Joice of HUD. The affordability and availability approach has been widely adopted for modelling gaps between rental housing needs and supply at low-income levels. Examples include the analysis of affordability and availability by the National Low Income Housing Coalition's 2023 report "The gap: A shortage of affordable homes" and HUD's "2021 Worst Case Housing Needs Report to Congress."

- 51 affordable and available units for every 100 renter households with incomes at or below 50% of AMI, and
- 75 affordable and available rental units for every 100 renter households with incomes at or below 80% of AMI.

Figure A-103
Rental Housing Affordability and Availability
2019 5-Year Estimates



Source: CHAS tabulations of ACS 2015-2019 5-year estimates, U.S. Census Bureau and HUD.

Notes: CHAS data do not distinguish between rent/income-restricted housing and market-rate units without such restrictions. Housing unit estimates in this table exclude units that lack complete plumbing or kitchen facilities as HUD considers such units substandard.

And yet, even these statistics underestimate unmet needs for affordability.

- This standard methodology likely overstates affordability within each income band, because households with incomes at the lower end of the band are less able to afford housing that would be affordable to households at the top of the band.
- Households experiencing homelessness, who are by definition not finding housing that is affordable and available, are not included in this analysis. (For information about the size and needs of the unhoused population see the Homelessness section later in the Appendix.)
- The analysis does not include households displaced from Seattle and other households who want to live in Seattle but reside in surrounding areas so they can afford housing.
- Because the analysis is based on pooled data gathered over five years, it does not fully reflect the increased rents being charged at the end of the period.

Zoned Development Capacity

As part of the major update to the Comprehensive Plan, the Office of Planning and Community Development (OPCD) has updated estimates of Seattle's development capacity to accommodate new housing and jobs. The analysis of the city's zoned development capacity evaluates the supply of housing and employment floor area, under the existing zoning regulations, that could be produced by the end of the twenty-year planning period ending in 2044.

While Seattle's development capacity analysis represents a snapshot of what current zoning can feasibly accommodate it does not attempt to predict market demand for a particular type of development nor does it estimate how much or how quickly development will occur in coming years.

Based on current zoning, OPCD estimates that the city has development capacity to add approximately an additional 168,000 housing units and 242,000 jobs. The existing development capacity is sufficient to accommodate the minimum requirement for growth under the adopted Countywide Planning Policies of 80,000 housing units and 158,000 jobs over the 20-year planning period.

OPCD's development capacity model is updated at the beginning of each comprehensive plan update process. These results were initially included in the King County Urban Growth Capacity Report (2021) in compliance with the state "buildable lands" requirements, using 2019 as a base year.[117] (RCW 36.70A.215). The results summarized in this section are based on a model updated to reflect August 2022 development site and zoning data.

The development capacity model provides the City with data to help us evaluate how well the city is prepared to accommodate future growth in housing and jobs, including minimum targets for the new 20-year planning period (with a horizon year of 2044) adopted by the GMPC.[118]development capacity estimates produced by the model are one among several data points that are used to inform an updated growth strategy in the One Seattle Plan. Other key data include growth and market trends, including data reported elsewhere in this appendix about high demand for housing in the city, growth outpacing the city's current GMA targets, rapid increases in home prices and

[117] GMA requirements for the buildable lands analysis are in Revised Code of Washington (RCW) 36.70A.215. Visit King County's Urban Growth Capacity webpage to find out more information about recent reports and planning as part of the Buildable Lands requirements.

[118] The GMA requirements for analysis of development capacity in local comprehensive plans are found in RCW 36.70A.070(2)(c), which requires Seattle to identify "sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes and townhomes." This Zoned Development Capacity section in the Housing Appendix and the Land Capacity and Housing Affordability Analysis herein, in combination with the Emergency Housing and Shelter section, address these requirements in the GMA. Manufactured housing is allowable in Seattle so long as it is consistent with building code. Group homes and foster care facilities are allowed in any zone where residential uses are allowed.

rents, declining affordability for low and even moderate-income households, and increased risk of displacement. Maintaining ample capacity for future residential growth across the city is needed to not only meet our statutory obligations, but also meet our goals to become a more affordable, resilient, and equitable city.

Development Capacity Methodology

The capacity model estimates the amount of potential additional development in the city by comparing existing land uses, housing units and non-residential square feet to the development that could be built under current zoning regulations. The difference between potential and existing development yields the capacity for new development. This capacity is measured as housing units, non-residential floor area square feet and the number of potential jobs accommodated by that floor area. The capacity model uses a range of data sources and assumptions, including building and density trends, environmentally critical areas, and estimated market availability of land.

Key model steps include the following:

- Analyzing recent building trends, including actual densities achieved in each zone category,
- Identifying sites that are generally assumed to not be available for future housing or commercial development, such as public lands,
- Identify vacant and redevelopable sites based on the amount of underdevelopment relative to a site's potential,
- Identify and remove environmentally critical areas,
- Apply a market factor reduction to account for the reality that not all properties will become available for development during the 20-year planning period,
- Estimate capacity for housing and commercial floor area based on assumed densities that are consistent with recent development trends.

More detailed documentation of the capacity model are available online in the Zoned Development Capacity background paper.

Zoned Development Capacity throughout the City

Overall, Seattle's current zoning provides development capacity to accommodate more than 168,000 additional housing units during the next 20 years, beyond the existing 391,000 units in the city today. The following sections describe the zoned development capacity by the types of housing that zoning typically supports, and by growth area of the city.

The primary purpose of this analysis is to inform land use and zoning changes enacted as part of the Comprehensive Plan update. The updated Growth Strategy described in the One Seattle Plan will increase capacity for more housing and new and more diverse types of housing across the city. The impact of those changes is not reflected in the current capacity model and won't be fully calculated until the final Plan is adopted along with implementing zoning.

CAPACITY ESTIMATES FOR MAJOR ZONING AND HOUSING TYPES

We consider the capacity for additional housing units by zoning category to understand the types of housing that can potentially be produced by potential unit types, as shown distributed throughout the city in Figure A-106. A zoning map is also included in Figure A-106 for reference. The results are further described in Figure A-105.

Capacity for higher-density multifamily and mixed-use residential building forms that typically result in stacked flats are grouped as follows:

- **Zones with > 85-foot height limits** have a combined 17 percent of the city's existing housing units (68,000 units) and 27 percent of capacity for new units (46,000 units). These zones allow for flats in multifamily and mixed-use buildings and have height maximums above 85 feet, typically requiring steel, concrete or cross-laminated timber construction when built to maximum height. This zone group includes Highrise Multifamily zones as well as mixed-use zones of Neighborhood Commercial, Commercial, Seattle Mixed, and Downtown.

- **Zones with 50- to 85-foot height limits** have a combined 31 percent of the city's existing housing units (119,000 units) and 56 percent of capacity for new units (95,000 units). These zones allow for flats in multifamily and mixed-use buildings and have height maximums between 50 and 85 feet, allowing for lower cost wood-frame construction. This zone group includes Midrise Multifamily zones, mixed-use zones of Neighborhood Commercial, Commercial, Seattle Mixed, and Downtown, and Lowrise 3 zones in Urban Centers or Urban Villages.

- **Zones with < 50-foot height limits** have a combined 7 percent of the city's existing housing units (27,000 units) and 4 percent of capacity for new units (7,000 units). These zones allow for flats in buildings under 50 feet in height, typically allowing for stacked flats up to 4 stories in height. This zone group includes mixed-use zones of Neighborhood Commercial and Commercial, as well as Lowrise 3 zones outside Urban Centers or Urban Villages**.**

Capacity for lower-density residential building forms are as follows:

- **Lowrise 1 and 2** have a combined 11 percent of the city's existing housing units (42,000 units) and 5 percent of capacity for new units (9,000 units). These zones allow townhouses, small apartments, and multiplexes, along with their ADUs, but typically result in townhouse and rowhouse development. This zone group includes Lowrise 1 and 2.

- **Residential Small Lot zones** have a combined 1 percent of the city's existing housing units (7,000 units) and 1 percent of capacity for new units (2,000 units). These zones allow for detached homes, ADUs, and small multiplexes on small lots. This zone group includes only Residential Small Lot zones.

- **Neighborhood Residential zones** have a combined 32 percent of the city's existing housing units (126,000 units) and 6 percent of capacity for new units (5,000 units). These zones allow for detached homes and up to two ADUs at a density of no greater than one principal

dwelling unit per 5,000 square feet. This group includes only Neighborhood Residential zones.

- **Accessory dwelling units (ADUs)**, including both attached and detached formats, are allowed in Lowrise, Residential Small Lot, and Neighborhood Residential zones. ADU estimates across each of those zones are included in this category. The estimated 20-year production for ADUs accounts for approximately 3 percent of capacity for new units (5,000 units).

- **Industrial zones** have a combined 0.1 percent of the city's existing housing units (400 units) and 0.0 percent of capacity for new units (81 units), which would consist exclusively of accessory or caretaker units. This group includes only industrial zones.

There are several key takeaways from Figure A-105:

- Almost ninety percent of housing unit development capacity is in high-density multifamily and mixed-used zones that typically produce flats. As the Housing Production section of this Housing Appendix points out, flats produced in recent years have been predominately 0-bedroom units (such as studios and small efficiency dwelling units), or 1-bedroom units.

- Fifty-six percent of housing unit development capacity is in the multifamily and mixed-use zones with 50 to 85 feet height limits. These zones allow for apartment types such as 5-over-1s and 6-over-2s, which maximize the construction cost efficiency for wood-frame construction. However, these zones cover just 10.6 percent of developable land area.

- About 7 percent of unit development capacity is in the Lowrise 1 and 2 and the Residential Small Lot zone groups. These zone groups are the most likely to result in middle housing types. Just 3 percent of capacity units are in Neighborhood Residential zones. An additional 3 percent of capacity is accounted for by additional ADUs that may be added in these zones.

- Neighborhood Residential zones constitute the greatest share of residential land area (63 percent) and are also a large proportion of the Vacant or Redevelopable land area (28 percent). Despite this, density limits mean that redevelopment of these properties would result in very few additional dwelling units, most of which would be ADUs. This capacity mismatch illustrates how existing Neighborhood Residential zones are limited in their ability to accommodate additional housing units under current zoning.

CAPACITY ESTIMATES FOR URBAN CENTERS AND URBAN VILLAGES

Development capacity can also be estimated for the existing Urban Centers and Urban Villages (UCUVs), which are the focus of planned growth in the Seattle 2035 Comprehensive Plan. More than 80 percent of the capacity for new housing is within existing UCUV boundaries.

About 35 percent of the city's overall residential development capacity is within Urban Centers (renamed Regional Centers in the One Seattle Plan). Of the six Urban Centers, Downtown has the greatest share of that capacity. Urban Villages (renamed Urban Centers in the One Seattle Plan) contribute 46 percent of Seattle's total residential capacity.

Figure A-104

Seattle Residential Development Capacity Model Estimates

	Land Area						Development Capacity			
	Total Zoned Land Area (Acres / % of Acres)		Total Developable Land Area* (Acres / % of Acres)		Vacant or Redevelopable Land Area* (Acres / % of Acres)		Existing Residential Units (Units / % of Units)		Residential Unit Development Capacity (Units / % of Units)	
TOTAL	38,501		29,064		3,759		391,402		168,167	
By Residential Building Form:										
Zones with > 85 ft. height limits	1,098	2.9%	1,014	3.5%	261	6.9%	67,939	17.4%	45,741	27.2%
Zones with 50 to 85 ft. height limits	4,019	10.4%	3,094	10.6%	1,104	29.4%	118,798	30.6%	94,641	56.3%
Zones with < 50 ft. height limits	1,304	3.4%	859	3.0%	248	6.6%	27,456	7.1%	7,001	4.2%
Lowrise 1 and 2	2,295	6.0%	1,874	6.6%	411	10.9%	41,911	10.7%	8,745	5.2%
Residential Small Lot	936	2.4%	862	3.0%	247	6.6%	7,335	1.9%	2,311	1.4%
Neighborhood Residential	24,096	62.6%	17,530	60.3%	1,051	28.0%	126,070	32.2%	4,727	2.8%
Accessory Dwelling Units**	-	-	-	-	-	-	-	-	4,920	2.9%
Industrial	4,753	12.3%	3,832	13.2%	437	11.6%	415	0.1%	81	0.0%
By Existing Growth Area:										
Inside Urban Centers (renamed "Regional Centers")	2,135	5.5%	1,755	6.0%	400	10.7%	111,834	28.6%	57,090	35.0%
Downtown	540	1.4%	477	1.6%	101	2.7%	34,696	8.9%	22,003	13.5%
First Hill/Capitol Hill	566	1.5%	425	1.5%	85	2.3%	40,139	10.3%	11,536	7.1%
Northgate	296	0.8%	234	0.8%	77	2.1%	5,171	1.3%	7,914	4.8%
South Lake Union	196	0.5%	160	0.6%	36	0.9%	11,199	2.9%	4,607	2.8%
University District	317	0.8%	247	0.9%	61	1.6%	11,792	3.0%	6,740	4.1%
Uptown	220	0.6%	212	0.7%	40	1.1%	8,837	2.3%	4,290	2.6%
Inside Urban Villages (renamed "Urban Centers")	4,296	11.1%	3,931	13.5%	1,382	36.8%	91,207	23.3%	75,732	46.4%
Manufacturing and Industrial Centers	4,552	11.8%	3,688	12.7%	408	10.8%	355	0.1%	74	0.0%
Remainder of City	27,519	71.5%	19,689	67.7%	1,569	41.7%	188,186	48.1%	30,351	18.6%

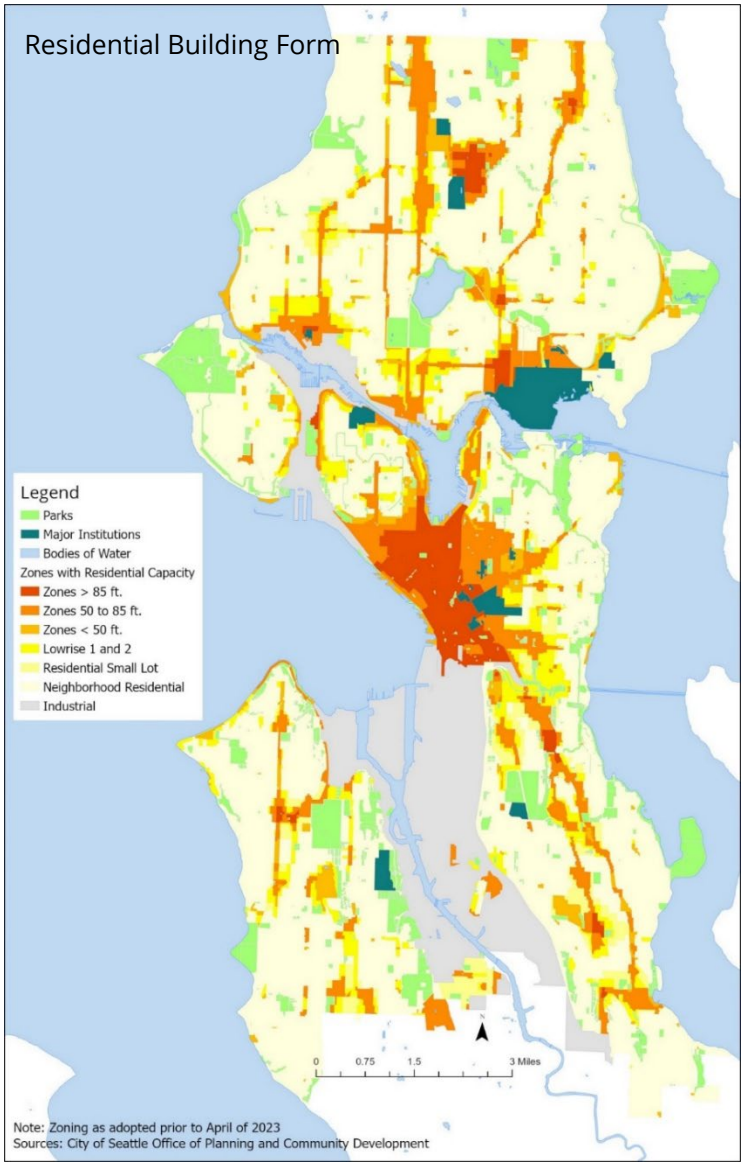
Source: Development Capacity Report, OPCD, May 2023

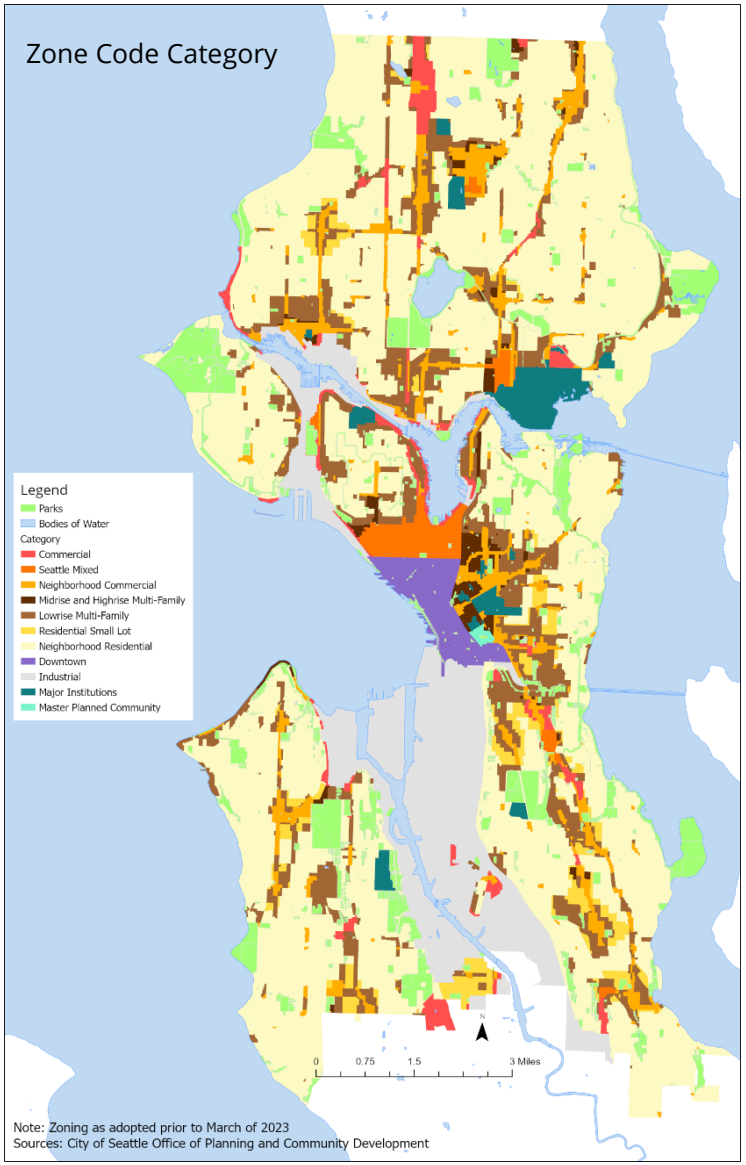
*Environmentally Critical Areas and Parks are not developable lands but have zoning, much of which is Neighborhood Residential – which are included in the "Total Zoned Land Area" but excluded from the "Total Developable Land Area" column. Major Institutions are also excluded, as these institutions follow their own development plans (e.g., Harborview, University of Washington).

**ADUs estimates are for both attached and detached ADUs. Existing ADUs are counted in the Existing Residential Units in Neighborhood Residential, Residential Small Lot and Lowrise zones. The ADU capacity estimate is calculated by doubling the 10-year estimate from the ADU Final EIS's Preferred Alternative (Pg. 4-203).

Figure A-105

Zones Grouped by Residential Building Form and Category





Land Capacity and Housing Affordability Analysis

As described in the Growth Targets and Housing Needs Projections section of this appendix, pursuant to recent changes to state GMA requirements, the GMPC adopted in 2023 housing needs projections for each of several income ranges as well as the need for permanent supportive housing (PSH) for each city in King County. The GMA also requires that local comprehensive plans document that existing zoned capacity may be capable of meeting those needs.

Seattle's analysis of capacity to meet affordable housing needs is summarized in this section. We use the development capacity model along with the analytical steps shown in Figure A-107 that reflect guidance provided by the State Department of Commerce.

Figure A-106
Steps for the Land Capacity and Housing Affordability Analysis



Source: Washington State Department of Commerce Guidance for Updating Your Housing Element

SUMMARIZE LAND CAPACITY BY ZONE

The first step of the Land Capacity and Housing Affordability Analysis involves classifying the City's residential zones into groupings based on the resulting housing unit types and level of affordability.

Over one hundred zoning codes throughout the city were summarized into seven groups, as shown in Figure A-105 in the previous section. Industrial zones, which were largely limited in residential development capacity to caretaker units and artist studios, are excluded from the Land Capacity and Housing Affordability analysis.[119]

We summarize the results of the development capacity model, which is conducted at the development site level, by these zone groups, which are shown in Figure A-105 in the previous section.

CATEGORIZE ZONES BY ALLOWED HOUSING TYPES AND DENSITY LEVEL

Zone groups are reflective of zones where housing developments are similar in type. Housing type refers to the height, density, material, and unit forms typically built in each zone. Figure A-108 describes these zone groups as they relate to housing types.

In addition, we considered where income restricted housing is developed when forming these zone groups and housing types. For example, separating multifamily zones with height limits under 50 feet from those which have 50 to 85 ft. height limits was based on deliveries of income-restricted housing developments from 2013 to 2021.[120] During this period, 74 percent of units that came into service were in buildings between 5 and 8 stories, which we estimate to be approximately 50 to 85 ft. in height. Just 21 percent of units were in buildings 4 stories or under, or typically less than 50 ft. in height. In addition, just 5 percent of units were in buildings greater than 8 stories, which would be approximately 85 feet or taller.[121]

[119] This development capacity model was created prior to City of Seattle adoption of the Industrial and Maritime Strategy in July of 2023.

[120] This definition includes buildings that receive subsidies and public finance provided by nonprofit or private affordable housing developers, but excludes buildings which only participate in MFTE, MHA, or IZ programs.

[121] For information about subsidized housing, our analysis uses the King County Income-restricted Housing Database, which the King County Department of Community and Human Services developed in collaboration with Seattle, other cities, and the Puget Sound Regional Council. This database includes all rent-restricted units within Seattle, and thus the total number of units may differ from data on the individual portfolios of the City of Seattle, the Washington State Housing Finance Commission, or the Seattle Housing Authority. OPCD then joined this dataset to King County Assessors data to determine the number of rent-restricted units by building type in buildings that were built between 2013 and 2021. Units in the development pipeline that were not yet in service by 2021 are not included.

Figure A-107
Land Capacity and Housing Affordability Analysis Density Level Assumptions

Zone Groups	Typical Housing Types allowed
Zones with > 85 ft. height limits	Multifamily flats in buildings with approximately 9 or more floors (maximum height higher than 85 feet and max residential FAR between 4.5 and 30) and generally requiring steel, concrete, or cross-laminated timber construction.
Zones with 50 to 85 ft. height limits	Multifamily flats in buildings with no more than 8 floors (maximum height higher than 50 but no more than 85 feet and max residential FAR between 2.3 and 6.25) allowing for wood timber construction, up to 6-over-2.
Zones with < 50 ft. height limits	Multifamily flats in buildings with typically no more than 4 floors (maximum height no more than 50 feet with a max residential FAR of 1.8 to 3)
Lowrise 1 and 2	Townhomes and small multiplexes allowed, but townhomes largely encouraged (maximum height no more than 40 feet with a max residential FAR of 1.3 to 1.6)
Residential Small Lot	Detached homes, cottages, and small multiplexes (maximum height no more than 40 feet with a max residential FAR of 0.75)
Neighborhood Residential	Detached single-family homes (Up to 0.5 FAR and no more than one principal dwelling unit for every 5000SF of lot area)
Accessory Dwelling Units	Attached and Detached Accessory Dwelling Units, which are allowed in Neighborhood Residential, Residential Small Lot, and Lowrise Zones throughout the city.

Figure A-109 further describes the density ranges of the individual zones in each zone group. We present density ranges in terms of floor area ratio (FAR), residential density, and height maximums. The figures in the table reflect what is allowed under current zoning, which is used to estimate development capacity, as well as data on recent development outcomes and market trends.

Figure A-108
Zone Groups Related to Density Levels

Zone Groups	Housing Types Typically Allowed	Residential Max Floor Area Ratio (FAR)	Assumed Residential Density (Units/Acre)	Height Maximum (Feet)
Zones with > 85 ft. height limits	Multifamily flats, approximately 9 stories or more	4.5 - 30 FAR	196 – 1,307 Units/Acre	95 - 1000 feet
Zones with 50 to 85 ft. height limits	Multifamily flats, approximately 5 to 8 stories	2.3 - 6.25 FAR	54 - 272 Units/Acre	50 - 85 feet
Zones with < 50 ft. height limits	Multifamily flats, approximately 4 stories or less	1.8 - 3 FAR	54 - 131 Units/Acre	30 - 45 feet
Lowrise 1 and 2	Townhomes, small multiplexes, and ADUs	1.3 - 1.6 FAR	34 Units/Acre	30 - 40 feet
Residential Small Lot	Detached homes, ADUs, cottages, small multiplexes	0.75 FAR	22 Units/Acre	30 feet
Neighborhood Residential	Detached homes, ADUs	0.5 FAR	5 - 9 Units/Acre	30 feet

RELATE ZONE CATEGORIES TO POTENTIAL INCOME LEVELS AND HOUSING TYPES SERVED

We next use recent market and development data to determine the lowest income level that various types of new housing can reasonably be expected to accommodate. We considered each form of housing described in Figure A-109 to provide an understanding of the income levels at which market rate and subsidized housing developments are able to serve households.

We estimated the lowest potential income levels served for each zoning group based on three individual analyses:

- As described in the Ownership Housing section of this Housing Appendix, we estimate income necessary to afford the monthly costs of newer homes sold in 2022 that were built between 2013 and 2022.
- We modeled multifamily rental data to look at affordability levels by number of bedrooms and building form. Our model employs CoStar data on effective unit rents in 2022 for market-rate units developed between the beginning of 2013 to the end of 2022. We supplement rent data from Costar with average costs for tenant-paid utilities by number of bedrooms from ACS Microdata obtained from IPUMS-USA.
- Finally, we conducted spatial modeling of subsidized housing developments that came into service from the beginning of 2013 to the end of 2021 to estimate which zones and building types were more likely to accommodate subsidized housing in the future.

The following findings informed our final classification of zone groups to different levels of income represented in our housing needs projections:

- Current development in the for-sale housing market largely caters to households that have incomes well above 120% of AMI. However, new ADUs sold as individual units, zero-bedroom and 1-bedroom stacked flats sold as condominiums, and townhomes are sold at prices closer to, but still above, 120% of AMI. Recently developed principal dwelling units sold separately from ADUs, stacked flats with 3+ bedrooms sold as condominiums, and detached homes are sold at substantially higher price points.

- In the unrestricted rental market, multifamily developments over 8 stories (over approximately 85 feet in height) are primarily affordable to households with incomes above 120% of AMI. In comparison, new unrestricted apartments in multifamily buildings shorter than 8 stories tend to be affordable to households with incomes in the > 80 to 120% of AMI range. However, the affordability of apartments greatly depends on their size, configuration, and location throughout the City. The Affordability Levels of Apartment Rents section of this housing appendix highlights the great variability in the affordability of apartments by size. That section demonstrates that zero-bedroom and 1-bedroom units smaller than 400 square feet are much more affordable than apartments with the same number of bedrooms larger than 400 square feet. This is one factor driving the deeper affordability of 0-bedroom and 1-bedroom units relative to units with 2 or more bedrooms, even after adjusting for household size. Newly developed 3-bedroom units, of which there are very few, are primarily affordable to households with incomes above 120% of AMI, regardless of building height.

- Income-restricted rental housing is primarily developed in buildings between 5 and 8 stories (approximately 50 to 85 ft. in height). Units developed in wholly income-restricted rental housing developments that serve lower income levels and receive public financing are primarily in buildings with 8 stories or fewer. In comparison, low-income housing in taller buildings is rare and typically involves disposition of surplus public property at no cost to the affordable housing developer.

- Income-restricted for-sale housing is limited in its local scalability (e.g., it takes the form of smaller dispersed projects that represent a relatively few units overall added to the stock) compared to both income-restricted rental housing and the for-sale housing market. Newly developed for-sale housing that is subsidized has typically been constructed as townhomes in recent years; however, there has been a shift in development to include flats sold as condominiums in multifamily zones between 45 and 85 ft. in height as well. For this analysis and in recognizing the limited scalability of income-restricted for-sale housing, we do not assume affordability at or below 120% of AMI for zones which tend to produce townhomes.

These results inform our assumptions about the deepest affordability levels that the City's development capacity can serve, which are presented in Figure A-110.

Zones with 50 to 85 ft. height limits are assumed to be affordable to households 0 to 80% of AMI and PSH at their deepest level of affordability. Income-restricted apartments subsidized by the City serve households with incomes of 60% of AMI or less (e.g., at or below 30% of AMI for PSH). A vast majority of subsidized rental housing produced in recent years was at the densities allowed by these

zones. Market-rate rental housing affordable to households with incomes 61 to 80% of AMI was also more common in this zone category, as well as micro-units that were more deeply affordable. While buildings with and without income-restricted units affordable to households in these lower income bands have vastly different financing and development structures, they are grouped here in one 0 to 80% of AMI category due to similar building scale and height.

We assume developments in Zones with < 50 ft. height limits to be affordable to households > 80 to 120% of AMI, particularly as recent unrestricted rental developments in these zones have served households in this income band, and as there has been less income-restricted housing development in these zones in recent years. Based on market data for both for-rent and for-sale housing, developments in all other zone groups are assumed to be affordable to households whose incomes are > 120% of AMI.

It is important to note that even if a given zone can theoretically accommodate additional income-restricted housing, this analysis did not consider other factors such as the availability of funding. These barriers are discussed more in the Income-Restricted Housing section and Barriers and Actions section.

Figure A-109
Lowest Potential Income Served by Zone Groups

Zone Groups	Approximate Income Served		Assumed Affordability Level for Capacity
	Market Rate	With Subsidies	
Zones with > 85 ft. height limits (Multifamily flats in buildings above 8 floors)	>80 to 120% of AMI**; >120% of AMI	Not typically feasible at scale	>120% of AMI
Zones with 50 to 85 ft. height limits (Multifamily flats in buildings between 5 and 8 floors)	>50 to 80% of AMI*; >80 to 120% of AMI	0 to 60% AMI and PSH	0 to 80% of AMI and PSH***
Zones with < 50 ft. height limits (Multifamily flats in buildings with typically no more than 4 floors)	>50 to 80% of AMI*; >80 to 120% of AMI	Not typically feasible at scale	>80 to 120% of AMI
Lowrise 1 and 2 (i.e., Townhomes, multiplexes, and ADUs)	>120% of AMI	Not typically feasible at scale	>120% of AMI
Residential Small Lot (i.e., Cottages, multiplexes, small lot detached homes, and ADUs)	>120% of AMI	Not typically feasible at scale	>120% of AMI
Neighborhood Residential (i.e., Detached single-family homes, and ADUs)	>120% of AMI	Not typically feasible at scale	>120% of AMI

*We only found 0-bedroom and 1-bedroom units to be affordable to households with incomes >50% to 80% of AMI in our analysis of CoStar Effective Market Rents.
**We only found 0-bedroom and 1-bedroom units to be affordable to households with incomes >80% to 120% of AMI in our analysis of CoStar Effective Market Rents.
***Based on the information in the prior section, as well as state and local funding policies, City-funded rental apartments serve households with incomes up to 60% of AMI, Certain market incentives produce income-restricted units affordable between 61 and 80% of AMI. These incentives may not achieve below-market rents in certain neighborhoods or for certain unit configurations, such as micro-units.

SUMMARIZE CAPACITY BY ZONE CATEGORY

Once assumed affordability levels have been determined for each housing type, we relate these affordability levels back to zone groups and aggregated housing unit development capacity. These are described in Figure A-111.

Figure A-110
Development Capacity by Zone Group and Assumed AMI

Zone Groups	Vacant or Redevelopable Land Area (Acres / % of Acres)		Residential Development Capacity (Units / % of Units)		Assumed AMI Level
Zones with > 85 ft. height limits	261	7.8%	45,741	27.2%	> 120% AMI
Zones with 50 to 85 ft. height limits	1,104	33.3%	94,641	56.3%	0 to 80% of AMI and PSH
Zones with < 50 ft. height limits	248	7.5%	7,001	4.2%	> 80 to 120% AMI
Lowrise 1 and 2	411	12.4%	8,745	5.2%	> 120% AMI
Residential Small Lot	247	7.4%	2,311	1.4%	> 120% AMI
Neighborhood Residential	1,051	31.6%	4,727	2.8%	> 120% AMI
Accessory Dwelling Units	-	-	4,920	2.9%	> 120% AMI
Total**	3,322		**168,086**		

Source: Development Capacity Model, OPCD, May 2023
*Based on existing boundaries as adopted prior to May 2023
****This number excludes zones that do not currently carry residential capacity, as well as the units limited to caretaker units in industrial zones

COMPARE PROJECTED HOUSING NEEDS TO CAPACITY

The final step in the analysis compares the capacity to projected housing needs by income level. We aggregate housing needs based on the forms of housing likely to accommodate them, as is consistent with Commerce guidance. This results in three groups of aggregated housing needs: 0 to 80% of AMI including PSH, >80 to 120% of AMI, and >120% of AMI.

We use a "discrete" level of analysis, which uses an exclusive one-to-one match of housing type to affordability level, along with a cumulative analysis to show that Seattle currently has sufficient capacity for the housing types and densities that can support development to meet projected needs at all income levels.

When allocating capacity to discrete income bands, we identify sufficient capacity for households at >120% of AMI and at 0 to 80% of AMI including PSH, but not for the band >80 to 120% of AMI Figure A-112 shows that Seattle only has 60 percent of development capacity required through 2044 for households in the 80 to 120% of AMI category using the discrete method. This deficit is a result of only accounting for Zones with <50 ft. height limits when counting capacity for the >80 to 120% of AMI band.

Results from the market analysis, presented in the Affordability of Recently Developed Housing, show however that unsubsidized housing development in Zones with <50 ft. height limits and Zones with 50 to 85 ft. height limits can serve households with incomes >80 to 120% of AMI. Thus, we present a Cumulative Capacity to demonstrate that when accounting for all zones that would serve

households with incomes >80 to 120% of AMI, there is sufficient development capacity for this, and therefore, all income bands.

Meeting this minimal GMA and county requirement is necessary, but not sufficient to address our housing needs and goals going forward. Additional analyses in this appendix and goals and policies in the Comprehensive Plan address other considerations, including the need for substantial funding sources to realize our potential to provide subsidized income-restricted housing, increasing neighborhood racial and economic inclusivity, providing additional capacity for middle housing with opportunities for more family housing and more homeownership, prevention of displacement of vulnerable populations, targeting growth in areas that are well served by transit and other amenities, and growth of climate and economically resilient neighborhoods where all households have their daily needs met.

Finally, this analysis has several technical limitations due to its ability to only look at overall affordability and unit production.

- **Development of varying unit sizes:** This analysis does not account for the size of unit development. Current market production is largely limited to zero-bedroom and 1-bedroom units, which are not apt to serve the needs of families with children or multigenerational households.
- **Neighborhood level variation in cost and affordability:** This analysis only considers forms and production of housing based on affordability ranges, whereas Seattle's housing market produces a large variety of housing within these income ranges. For example, newer condos, middle-housing, and townhomes are sold at prices affordable closer to 120% of AMI, whereas new detached homes are typically affordable only to households of much higher incomes. Similarly, some neighborhoods around Seattle have produced housing that is more affordable due to land costs and the forms of housing available.
- **The role of existing housing in housing market affordability:** This analysis is limited in its focus on production. It does not consider the critical role that the older housing stock plays in Seattle, in particular how units in older multifamily buildings are more affordable at lower income ranges and provide much of the housing for low-income households across Seattle.

Figure A-111

Zoned Land Development Capacity Analysis and Projected Net New Housing Needs 2019-2044[122]

Housing Needs (AMI %)	Projected Net New Housing Units Needed	Zone Groups Serving These Needs	Aggregated Housing Unit Need	Capacity Units	Vacant or Redev. Land in Acres	Discrete Capacity Surplus/ Deficit	Cumulative Capacity Surplus/ Deficit
0 to 30% of AMI, PSH	15,024	Zones with 50 to 85 ft. height limits	70,726 (63.1%)	94,641 (56.3%)	**1,104 (33.2%)**	**+23,915 (134%)**	**+23,915 (134%)**
0 to 30% of AMI, Non-PSH	28,572						
> 30 to 50%	19,144						
> 50 to 80%	7,986						
> 80 to 100%	5,422	Zones with <50 ft. height limits	11,572 (10.3%)	7,001 (4.2%)	**248 (7.5%)**	**-4,571 (60%)**	**+19,344 (124%)**
>100 to 120%	6,150						
> 120%	29,702	Zones with > 85 ft. height limits, Lowrise 1 and 2, Neighborhood Residential, Residential Small Lot, ADUs	29,702 (26.5%)	66,444 (39.5%)	**1,970 (59.3%)**	**+36,742 (224%)**	**+56,086 (150%)**
Total	**112,000**		**112,000**	**168,086**	**3,322**	**+56,086 (150%)**	**+56,086 (150%)**

[122] Permitting monitoring shows that Seattle has added 24,051 housing units between 2019 and 2023 and is on track to gain a total of 32,000 units for the 5-year period of 2020 to 2024. This leaves approximately 80,000 units in our 112,000-unit 2019-2044 target, the former of which is referenced throughout the Comprehensive Plan as our 20-year growth target. The LCHAA is not prorated for these 5-years of development; however, all development prior to October 2022 was incorporated into the development capacity model. If we reduced aggregated housing needs for the 20-year period, it would show even higher cumulative surplus capacity for projected housing need.

Housing Production Barriers and Actions

This section summarizes barriers to housing production that contribute to shortfalls in meeting the needs by type and affordability. It broadly outlines actions the City could take to begin closing those gaps. This section of the appendix addresses new requirements in the GMA, guidance from the Department of Commerce, and Countywide Planning Policies.

Barriers that limit the production, support, and rehabilitation of income-restricted housing permanent supportive housing, and emergency housing are discussed in later sections.

Barriers

REGULATORY AND PERMITTING BARRIERS

Some barriers to housing production that impact Seattle's ability to accommodate housing demand and meet housing needs, stem from how the City regulates and permits housing. Consistent with the requirements of HB 1220, this section summarizes some ways those barriers arise in Seattle's regulations and outlines actions the City is considering to reduce them.

Zoning

Zoning is a tool that is used to shape and guide development in the city, but zoning can also constrain housing supply and production. Zoning determines whether housing is allowed in a given area and, if it is, how much and what types. More indirectly, zoning can influence the feasibility of housing development and affordability of housing produced. In Seattle, most land where zoning allows housing is designated Neighborhood Residential, a zone that historically has allowed primarily low-density detached housing. More recently, Seattle adopted more permissive rules for the development of attached and detached accessory dwelling units (ADUs) that effectively allowed up to three units per lot in Neighborhood Residential zones. Even with this change, restrictions imposed by NR zoning across 60% of the developable land area in the city have contributed to constraining new housing production, especially housing that is scaled to accommodate larger households and families and more affordable forms of ownership housing in more areas.

Development Standards

Where zoning broadly governs where housing is allowed across Seattle, a zone's development standards determine specific housing outcomes for a particular site. To regulate how much housing is allowed, Seattle's residential zones rely primarily on maximum height, floor area ratio (FAR), and/or lot coverage limits. Certain low-density zones also use a maximum density limit to determine the number (and consequently size) of homes allowed on a site, though most residential and mixed-use zones in Seattle do not have outright limits on density in the Land Use Code. Other development standards also affect the form, layout, and configuration of buildings and therefore influence the viability of housing development. These include standards regarding the maximum size and length of facades; modulation requirements; setbacks; and design standards. In some cases, the interaction of development standards and market forces results in less housing being built on a site than what its zoning allows and can impact overall economic feasibility for redevelopment.

Accessory dwelling units (ADUs). Seattle reformed its ADU regulations in 2019, removing key barriers to production like owner-occupancy requirements, minimum parking, and a one-per-lot limit, catalyzing a fourfold increase in ADU permits within just a few years. Alongside this jump in production has been a rise in the frequency of ADUs built by homebuilders and offered for sale as condominium units as part of a redevelopment of a full site.

Currently, Seattle is developing legislation to fulfill requirements adopted in 2023 in HB 1337, most provisions of which Seattle already complies with thanks to the 2019 reform. Remaining barriers that Seattle will address to comply with HB 1337 include increasing ADU height limits, allowing two detached ADUs on one lot, and allowing ADUs on any lot meeting minimum lot size requirements.

Parking requirements. HB 1110 requires Washington cities and counties to allow middle housing on nearly all residential lots. Demand is high for small-scale ownership housing, evidenced by the rise in ADU condominiums in recent years. On the relatively small sites where middle housing is built, off-street parking has an outsized impact on the design, layout, and potential density of a given property. Off-street parking necessitates driveways, area for turning movements, and either space for surface parking or garages that reduce the amount of a home's living space. Minimum parking requirements limit the opportunity to develop without or with less parking, where homes can be larger and more site area can go to other uses, like open space.

Barriers to stacked forms of middle housing. Several regulatory barriers make stacked housing, which is capable of more efficient site layouts, difficult to produce at the scale of middle housing. Producing stacked flats for homeownership generally means forming a condominium, which subjects the builder and project to construction defect liability and heightened building envelope requirements in state condo law. Locally, stacked housing with more than two homes is regulated under the Seattle Building Code rather than the Seattle Residential Code, with stricter life safety requirements that add to the project cost. Together, these factors combine to make certain middle housing forms, like stacked flats, exceedingly rare in new construction, limiting the number of one-story and accessible homes available in low-density zones.

Midrise housing setbacks. Midrise housing of between five and eight stories produces stacked units that tend to be offered for rent more often than for sale. In Neighborhood Commercial zones, development can include a mix of uses, but residential is usually the predominant one. These zones have relatively few development standards that directly hamper housing production, as setbacks and FAR limits are more generous. Zoning that allows seven or eight stories of height tends to produce the most cost-efficient multifamily housing, as builders can maximize the number of lower-cost wood-frame stories allowed under construction codes. Midrise zones are subject to street- and upper-level setback requirements that can require modulation that reduces the quantity of housing allowed and adds complexity and cost to construction.

PERMITTING TIMES

The time required to receive a permit to build also affects our ability to produce housing. Seattle's permitting process involves several types of review, including compliance with not only zoning and land use regulations but also construction codes (the Seattle Building Code for most multifamily housing and the Seattle Residential Code for detached houses, duplexes, and most townhouses);

regulations for drainage, stormwater, and environmental factors; requirements for street and utility improvements; and many others.

Seattle's land use code is complicated and can be unclear to applicants. In many cases, this is due to code amendments adopted in response to initiatives and concerns unique to one development type or even a specific class of developers or site. The complexity of the permitting process, itself a natural consequence of an increasingly complex regulatory environment, often results in applicants needing professional consultants to navigate housing development, particularly for first-time housing developers.

While Seattle has in recent years lessened some of the reviews that apply to it, housing development must nevertheless navigate a series of permit approvals. Housing above a certain density goes through Seattle's Design Review process, where applicants present to and seek approval from a volunteer board in multiple meetings over a period of many months. Smaller projects may go through Streamlined or Administrative Design Review, which are administered by Seattle Department of Construction and Inspections (SDCI) staff. Using the City's Design Guidelines, Design Review covers how a new building fits into and relates to its surroundings, including overall appearance, relationship to its site and the street, building access, materials, and open space. These projects are also subject to the State Environmental Policy Act (SEPA), which involves review of the potential environmental impacts of a new building. The City will be making updates to its Design Review program to fulfill requirements in HB 1293 that design review processes use only clear and objective regulations.

Together, the need to pass many complicated reviews and change project aspects throughout the process can extend timelines and create bottlenecks for housing development. This in turn reduces the overall amount of housing produced and raises prices as delays boost holding costs and create uncertainty.

CONSTRUCTION COST AND FINANCING

Though largely outside the City's direct influence, many additional factors contribute to the availability to finance, cost to construct, and eventual price of housing.

Changes in the complex system of real estate financing, including interest rate hikes and many other variables, impact both large-scale multifamily developers and an individual household building an ADU. Interest rate hikes and cuts, which are determined by the Federal Reserve Bank, are deeply connected to housing production at a local level. Even where other barriers may not exist for projects, hikes can stall individual projects that may no longer be profitable to develop and temporarily prevent others from starting altogether. In the local market, this is experienced as a boom and bust of the real estate cycle.

When cost inputs increase, the feasibility of building housing can decline, sometimes precipitously. In recent years, for example, prices have greatly fluctuated for lumber and other raw materials used in housing construction but have ultimately risen over the longer term. Similarly, labor costs across all phases of housing development have escalated, especially during the period of high inflation in the early 2020s. These barriers are interrelated; longer permitting timelines can jeopardize financing

arrangements or introduce uncertainty into a project's pro forma (financial analysis) due to volatility in material costs.

Over a longer period, land costs have dramatically increased across Seattle, decreasing a developer's ability to redevelop sites to add housing. High land costs can prevent developers from assembling sites large enough to feasibly or efficiently develop with housing. In particular, site assembly may be necessary to create a development site large enough to develop multifamily apartments in neighborhoods with particularly small lots, especially in those neighborhoods formerly restricted to single-family.

Finally, City requirements that major infrastructure — public right-of-way, water, and utilities — be upgraded by the developer can be a significant barrier to housing production, particularly low-income housing. The cost of water, sewer, and storm main extensions, new electrical vaults, street resurfacing, and new sidewalks must be absorbed by development budgets, translating into higher housing costs for residents and in some cases rendering projects outright infeasible.

Actions to Address Barriers

Through the One Seattle Plan and other efforts, the City is considering strategies to address these barriers. Several respond to recently adopted state legislation that addresses the supply and affordability of housing, and others go above and beyond state requirements. These strategies include:

- **Zoning reform** to implement new state requirements for middle housing in HB 1110 which would allow at least 4 units on each residential lot and 6 units if within ¼ mile of a major transit station or where 2 units are affordable. Allowed types of middle housing include duplexes, triplexes, four-plexes, townhomes, stacked flats, and others.

- **Upzones** to implement the growth strategy that would allow stacked flats and apartments at a range of densities within Neighborhood Centers, center expansion areas, and along frequent transit arterials.

- **Modifications to development standards**, such as floor area ratio, intended to result in increased feasibility of housing development on more sites and larger units with 3 bedrooms in zones allowing middle housing. Modifications to development standards, such as height, FAR, and setbacks, in zones that allow apartments to increase capacity, decrease costs, and increase consistency for new development.

- **Incentives for the production of stacked flats** in zones that allow middle housing as a means of overcoming building code and condominium liability barriers that exist currently for this type of housing. Amendments to Seattle's ADU regulations to fulfill requirements in HB 1337 and encourage larger, family-sized ADUs.

- **Amendments to ADU regulations** to fulfill requirements in HB 1337 and encourage larger, family-sized ADUs.

- **Legislation to allow congregate housing**, which can offer lower price points through small homes, in more areas.
- **Reform of the Design Review program** to create objective criteria that streamline and simplify the process, as required in HB 1293.
- **Legislation exempting affordable housing from Design Review**, including projects that include on-site performance for MHA, and allowing housing developments subject to Full Design Review to opt into Administrative Design Review.
- **Permit process improvements** including collaboration across departments and with community organizations to reduce process and cost barriers facing lower- and moderate-income homeowners seeking to add housing on their property.

Income-Restricted Housing

Income-restricted housing helps lower-income households secure housing in Seattle. This section provides an overview of Seattle's income-restricted housing supply and strategies, including capital and operating funding, used to develop and preserve that housing. This section on income-restricted housing specifically focuses on housing units that have covenant restrictions but does not include housing that is low-cost for other reasons. The final portion of this section identifies actions that could address gaps between lower-income housing needs and supply to help achieve Seattle's affordable housing goals.

Income-Restricted Housing Supply

As of 2022, the estimated supply of rent- and income-restricted housing units in Seattle is approximately 34,000 rental units.[123] Slightly more than half of these units are City funded while the balance are income-restricted units that have no City funding but are still regulated by the City or another public agency. In addition, more than 250 owner-occupied homes are subject to resale restrictions to ensure ongoing affordability.[124] All future sales of these homes are restricted and must be affordable to eligible households with incomes at or below 80% of AMI.

Figure A-113 shows income-restricted rental units by affordability level. Actual AMI limits may be anywhere within an affordability band; for example, most rental units in the 51% to 80% of AMI band are subject to a rent and income limit of 60% of AMI.

As shown in the figure, 39 percent of rental units have affordability limits up to 30% of AMI, 18 percent have affordability limits of 31 to 50% of AMI, 41 percent have affordability limits between 51 and 80% of AMI (although most do not exceed 60% of AMI), and 2 percent are restricted at levels above 80% of AMI.[125]

Production and preservation of income-restricted rental housing is typically publicly funded and/or supported by private investment through the federal Low-Income Housing Tax Credit program. Rent for publicly funded rental housing is usually capped at levels affordable to households with incomes 60% of AMI or less. Some income-restricted rental units in largely market-rate buildings have limits above 60% of AMI. Income-restricted affordable units in market-rate buildings are typically provided as a condition of land use or incentive requirements.

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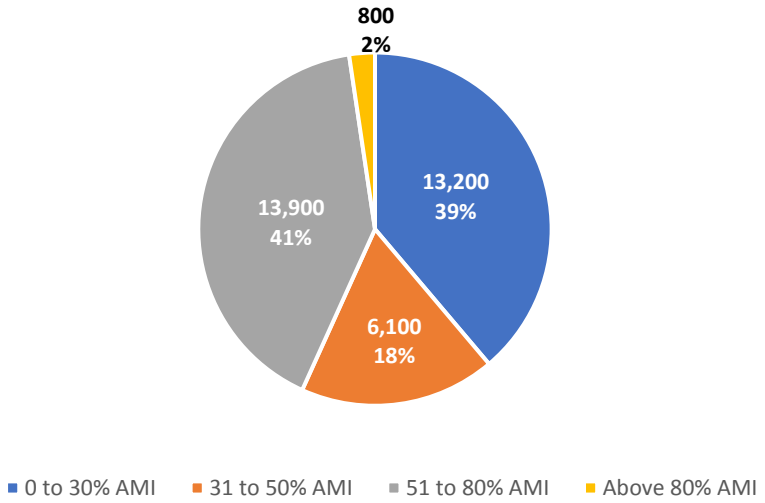
[123] The 34,000 estimate for rental units does not include units that came into service in 2022. The rental unit estimate, which comes from the King County Income-restricted Housing Database, includes City-funded income restricted housing, as well as income-restricted housing units not funded by the City.

[124] This estimate for homeownership units includes all units which came into service up through December 31, 2022.

[125] The King County database only provides data about the affordability limit of housing units. It does not include income data for resident households in these units, which may be lower than the affordability limits.

For-sale affordable homes are funded by a combination of public and philanthropic dollars (typically one-third of the development cost) leveraged by the eligible homebuyers' affordable mortgage and downpayment. Households eligible to purchase an affordable home have incomes no higher than 80% of AMI.

Figure A-112
Income Restricted Rental Unit Supply as of January 2022



Sources: King County Income-restricted Housing Database, developed through a survey of public regulatory agencies in collaboration with the Puget Sound Regional Council.

City Investments in Permanently Affordable Housing

Investment in permanently affordable housing is one of the most critical City actions to address public health and safety, prevent residential displacement, and reverse historic and ongoing harms to communities of color because of institutionalized discriminatory policies and practices.

This section of the Housing Appendix provides a high-level overview of the Seattle Office of Housing's efforts to produce and preserve affordable housing through various funding sources. As a City, we invest in income-restricted housing that other agencies, such as nonprofit affordable housing providers and SHA, own and operate. Funding and housing outcomes are summarized for OH's Rental Housing, Homeownership, Home Repair, and Weatherization programs, along with emergency rental assistance in response to the ongoing economic impacts of the coronavirus pandemic. This section also describes agreements with market-rate developers to include a modest share of income-restricted units affordable to low- and moderate-income families and individuals. Those units supplement Seattle's supply of City-funded low-income housing.

City investments in affordable housing infrastructure help advance racial equity, given the disproportionately high housing cost burden, displacement, and potential for homelessness experienced by people of color. The City makes special efforts to reach people of color and immigrant and refugee communities with the housing programs it funds. Based on available demographics of households that reside in City-funded housing or that receive other types of City-funded assistance, those programs serve greater shares of people of color and households with

lower incomes compared to the overall housing market.[126] For income-restricted units in otherwise market-rate buildings (provided as a condition of Multifamily Property Tax Exemption or Mandatory Housing Affordability requirements, for example), racial equity outcomes have not been documented to equal or surpass those achieved through City-funded affordable housing programs. The Office of Housing is working to improve collection and quality of demographic data for more thorough investigation of racial equity outcomes of the City's housing strategies.

RENTAL HOUSING PROGRAM

The OH portfolio of City-funded rental housing totals more than 18,000 affordable units in service, which is slightly more than half of the income-restricted units in Seattle. As of the end of 2022, funding has been awarded for approximately an additional 3,500 affordable apartments in the development pipeline. City-funded rental apartments are in all parts of Seattle where zoning allows for development of multifamily apartment buildings.

OH awarded $154.75 million in 2022 to build, acquire, and preserve 990 affordable rental homes in neighborhoods across Seattle. These investments support a spectrum of housing types for low-income residents, including supportive housing for those experiencing homelessness and apartments for low-income individuals and families.

Figure A-114 shows that in 2022, $137 million of the City's $154 million of capital investment in affordable rental was for the development of new housing. This $137 million of OH investments will result in additional investments totaling $144.6 million for new low-income housing, not including funding for ground floor commercial or community spaces. The $144.6 million supplementing City funding derives from multiple sources, with the largest being federal Low-Income Housing Tax Credit program private activity bonds and equity investment, which is administered by the Washington State Housing Finance Commission.

[126] City of Seattle, Office of Housing, 2022 Annual Investments Report, pages 39-42.

Figure A-113
New Production, Reinvestment, and Preservation Funds Awarded for Rental Housing (2022)

Fund Source	2022 Funding Awarded	Description
Seattle Housing Levy	$17M	The voter-approved 2016 Seattle Housing Levy[127] provides approximately $29 million per year for the rental housing program. Based on cumulative outcomes over the first six years of the current levy period, the Rental Production and Preservation Program exceeded its 7-year goals ahead of schedule.
Seattle Mandatory Housing Affordability (MHA) payments	$52.8M	In areas subject to MHA requirements, residential and commercial developers either make financial contributions for new low-income housing or include a modest number of affordable units as part of their developments.
Seattle Incentive Zoning / Housing Bonus payments	$4.95 M	In a few select zones not subject to MHA, residential and commercial developers can opt to achieve additional floor area by meeting Incentive Zoning requirements for affordable housing.
Other local funds, including JumpStart Payroll Expense Tax	$67.3 M	The Seattle Payroll Expense Tax is a business excise tax; a percentage of revenue is dedicated to affordable housing, including rental housing production.
Federal funds, which may include HOME, CLFR, or other	$12.2 M	The HOME Investment Partnerships Program (HOME) provides formula grants to states and municipalities to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing. Coronavirus Local Fiscal Recovery Funds (CLFR), a part of the American Rescue Plan Act (ARPA), provide local governments resources to support households, businesses, and public services impacted by the pandemic.
Total	$154.3M	
Source: City of Seattle Office of Housing		

HOMEOWNERSHIP PROGRAMS

Development of New Affordable For-Sale Homes

For more than 20 years, OH has invested in the development of affordable for-sale homes. The homes are resale restricted to help provide permanent affordability for low-income homeowners. Initial sales prices are affordable to eligible buyer households who have incomes at or below 80 percent of AMI. In return for the opportunity to purchase a home at an affordable price, homebuyers agree to resale price limits to enable another low-income household to own their own home. These agreements balance initial homebuyers' need for affordability, stability, equity, and legacy with the desire of future homebuyers to experience those same benefits. OH, in partnership

[127] In 2022, the Office of Housing awarded Seattle Housing Levy funds approved by voters in 2016. The new Seattle Housing Levy was approved by Seattle voters in Fall 2023. Annual funding for the Rental Housing Program under the new 2023 Levy is $100 million.

with several nonprofit development and stewardship organizations, oversees a portfolio of roughly 275 owner-occupied homes with lasting affordability. The power of permanent affordability is that public investment in the development of each home serves multiple income-eligible buyer households well into the future. Nearly 200 more OH-funded resale-restricted homes will come on the market in the next few years.

Figure A-115 shows that in 2022, OH awarded $10.48 million to develop 95 permanently affordable homes at six sites for low-income homebuyers. Development of homeownership housing typically leverages between $4 and $5 per dollar spent of City funding. The homebuyer's mortgage, borrowed from a conventional mortgage lender, and their down payment amount constitutes the largest share of that leverage, averaging roughly two-thirds of the cost of each home. Other subsidy sources include State Housing Trust Fund, Federal Home Loan Bank, the U.S. Department of Housing and Urban Development's Self-Help Homeownership Program (SHOP), along with philanthropic and volunteer labor contributions.

Figure A-114
Permanently Affordable, Resale-restricted For-Sale Housing (2022)

Fund Source	2022 Funding Awarded	Description
Seattle Housing Levy	$5.8M	The 7-year Seattle Housing Levy dedicates $14.3 million to a variety of homeownership programs, including development of new permanently affordable for-sale housing and down payment assistance loans for income-qualified first-time homebuyers.
Seattle Mandatory Housing Affordability (MHA) payments	$3.78M	A portion of MHA payment proceeds (see description above, under Rental Housing) is used for development of permanently affordable, resale-restricted for-sale housing.
Mercer Mega Block sales proceeds	$910K	A portion of the proceeds from the City's sale of the Mercer Mega Block in 2020 was set aside to fund the development of permanently affordable homeownership in the Rainier Valley as part of the Rainier Valley Affordable Homeownership Initiative.
Total	$10.48M	
Source: City of Seattle Office of Housing		

Downpayment Assistance

OH-funded downpayment assistance (DPA) for homebuyers, also known as "purchase assistance," is administered through nonprofit partners. The amount available to each income-eligible household is currently $55,000. DPA is structured as a non-amortizing, 3 percent simple-interest, secondary loan due upon resale or refinance. DPA is often layered with other, non-City subsidies that help low-income, first-time homebuyers purchase homes available in the open market. Seattle Housing Levy-funded DPA loans that closed in 2022 supported eight homebuyer households with the purchase of their first homes.

Foreclosure Prevention Loans
In 2018, OH launched a pilot Homeowner Rescue Fund to help prevent home foreclosures. Since then, HomeSight, a local nonprofit partner, has originated 13 loans (including four in 2022). These loans enable eligible homeowners to retain ownership of their homes and continue living in the neighborhoods they call home. Despite the relatively modest volume of foreclosure prevention loan activity, this tool has been determined to be critical to City-led anti-displacement efforts. For that reason, it is now an ongoing program and no longer a pilot.

Home Repair Program
This program funds critical health and safety repairs, helping low-income homeowners preserve what is often their greatest financial asset and remain in their homes. In 2022, OH's Home Repair Program provided nearly $486,693 in loans and grants to 41 low-income homeowners to address critical health, safety, and structural issues. This funding was from a variety of sources, including Community Development Block Grant (CDBG) and the Seattle Housing Levy.

Weatherization Program
In 2022, OH's HomeWise Weatherization Program expended $4.73 million to provide energy efficiency and indoor air quality improvements in affordable apartment buildings serving low-income renters and single-family homes with low-income owners. This funding was from a variety of sources, including Seattle City Light, U.S. Department of Health and Human Services, U.S. Department of Energy, Bonneville Power Administration, Puget Sound Energy, and JumpStart Payroll Expense Tax revenue.

EMERGENCY RENTAL ASSISTANCE

In 2022, the City continued its work administering emergency rental assistance to provide stability for renters with low incomes who were economically impacted by the COVID-19 pandemic.

To distribute available funds, the City employed a three-pronged strategy that reached more than 10,000 Seattle renters whose housing stability was jeopardized by the pandemic's economic impacts. This approach to program implementation emphasized efficient and trusted partnerships, through:

- A direct contract with United Way of King County, building on their strong foundation of existing eviction prevention work;
- Innovative delivery through OH direct support to nonprofits that operate City-funded affordable housing; and
- Intentionality with respect to communities most negatively impacted by COVID-19, through direct engagement with community-based organizations, including agencies led by and serving BIPOC, immigrant, and refugee communities.

By the end of 2022, approximately $46.7 million in rental assistance had been paid out to 10,503 households. The three-program strategy ensured quick disbursal of federal funding in a streamlined yet equitable manner. Across community-based organizations, the United Way, and other OH partners, the majority of rental assistance recipients identified their race and/or ethnicity as other than white alone or Hispanic/Latinx.

INCOME-RESTRICTED UNITS IN MARKET-RATE MULTIFAMILY BUILDINGS

OH's affordable housing portfolio also includes income-restricted units in otherwise market-rate buildings. Two vehicles for restrictive housing covenants are described in this subsection.

Multifamily Tax Exemption Program (MFTE)

This program exempts multifamily building owners from property taxes on residential improvements in exchange for a set-aside of income-restricted units, generally for up to 12 years. In 2022, OH issued Final Certificates of Tax Exemption for 22 multifamily housing developments in neighborhoods throughout Seattle. Those multifamily properties total 3,738 rental units, of which 793 MFTE units are income-restricted, and 12 for-sale homes. Exemptions for properties with a Final Certificate issued in 2022 became effective on January 1, 2023.

OH's portfolio of in-service rental units includes over 6,000 MFTE units. Preliminary applications have been approved for another 1,900 MFTE rental units in permitting or under construction. City-funded low-income housing that is tax exempt through MFTE is not included in these totals.

Nearly 90% of in-service MFTE units either have zero or one bedroom. Publicly funded low-income housing using MFTE provides far higher shares of units sized for families with children compared to properties that are largely market-rate. For publicly funded low-income housing using MFTE, one-third of total rental units and roughly eight in ten owner-occupied homes have two or more bedrooms.[128]

Rents for two-thirds of units in OH's MFTE rental portfolio are capped at levels for households with incomes between 75% AMI ($72K for an individual to $92K for a three-person household) to 90% AMI ($86K for an individual to $111K for a three-person household). Fewer than five percent have rent limits affordable for households with incomes below 60% AMI ($58K for an individual or $74K for a 3-person household).[129]

Mandatory Housing Affordability (MHA)

MHA requires inclusion of a modest share of affordable homes in new multifamily and mixed-use development or a contribution to a City fund designated for preservation and production of low-income housing. MHA has been implemented in stages in Seattle, concurrent with area-wide zoning changes and Land Use Code modifications that increase development capacity.

Funds contributed through MHA payment option are awarded for production and preservation of income-restricted housing (both rental and ownership) by OH. Total MHA payments received by the City for projects with building permits issued as of December 31, 2022, total $246.1 million.[130] The

[128] Seattle Office of Housing, 2022 Annual MFTE Report, page 12.

[129] Seattle Office of Housing, 2022 Annual MFTE Report, page 14. Income limits are as published for fiscal year 2023.

[130] Seattle Office of Housing, 2022 Annual MHA/IZ Report, page 12.

MHA share of total City funding awarded annually for affordable rental and ownership housing is reflected in the first two subsections above.

In 2022, performance housing agreements were executed and recorded on the title of 14 properties. Once constructed, those properties will include 66 income-restricted units, three of which will be homes subject to limits on sale prices (including resales) that are affordable to buyer households with incomes no higher than 80% of AMI. Affordability limits for rental units depend on the apartment's square footage: 40% of AMI for those with net unit area of 400 square feet or less and 60% of AMI for those larger than 400 square feet. MHA performance units are generally subject to 75-year housing affordability covenants.

Funding and Funding Gaps for Production and Preservation of Income-Restricted Housing

This section presents the results of a recently completed analysis of future housing production conducted by OH to develop the proposal for the 2023 Seattle Housing Levy. We use this analysis to better understand to what extent City financing and available leverage funds can be used to meet Seattle's projected housing needs for households with incomes at or below 80% of AMI, including Permanent Supportive Housing (PSH), through 2044.

OH staff developed financial models to better understand costs associated with development of new income-restricted multifamily rental homes and permanently affordable for-sale homes. This analysis also provided cost modeling for reinvestment in Seattle's existing portfolio of City-funded income-restricted housing, as well as ongoing operating and maintenance needs, including operating, maintenance, and tenant services (OMS) needs for PSH residents.

Existing housing resources include the Seattle Housing Levy approved by voters in November of 2023, JumpStart/Payroll Expense Tax, Mandatory Housing Affordability (MHA), Federal funds, and funds typically leveraged from partner public funders. Affordable housing development requires layering of multiple fund sources for both capital and long-term operating costs.

OH invests in affordable housing to address the full continuum of needs, from homeownership to rental apartments to homelessness prevention. Due to statutory requirements, investment of public funding is limited to housing that serves households with incomes at or below 80% of AMI. A 2021 analysis of housing needs and supply indicates that "there are opportunities for the market to provide more housing that is affordable and available to households with incomes closer to 80% of AMI," but absent subsidies and other government action newly developed housing cannot be both profitable and affordable to households with incomes below 50% of AMI. Substantial public investment is needed to create housing for households with the lowest incomes.

To better understand the need for affordable housing in Seattle, OH reviewed several data sources including the King County GMPC Jurisdictional Housing Needs, which are described in the Housing Need Projections section of this Housing Appendix. In summary, as reflected in Figure A-34 within this appendix, the projections indicate approximately 112,000 net new homes will be needed between 2019 and 2044. Of the total 112,000 net new homes Seattle needs:

- approximately 63% needs to be affordable to households with incomes 0-80% of AMI;

- approximately 56% need to be affordable to households with incomes 0-50% of AMI; and
- nearly 40% need to be affordable to households with incomes 0-30% of AMI; (roughly a third of the need for new housing affordable at or below 30 percent of AMI is for PSH).

OH staff conducted an analysis of housing needs to inform the 2023 Seattle Housing Levy proposal. This analysis is based on the seven-year period that the newly adopted 2023 Seattle Housing Levy covers (2024-2030). OH staff annualized the GMPC's 2019-2044 projections by dividing by 25 and then multiplied by seven to estimate housing need over the seven-year levy period (2024-2030). Housing needs for 2031-2044 were also extrapolated using this same methodology.

Results of this analysis show it may be possible for OH, in coordination with all other public funding partners, to develop approximately 27% of the estimated need for the 2024-2030 period, for homes affordable to households with incomes at or below 80% AMI (roughly 5,350 units of the 19,803 units estimated to be needed in that time frame). Addressing that share of the estimated need will require leverage of all City affordable housing capital funds, including the 2023 Seattle Housing Levy. Other public capital sources that would need to be leveraged include Low Income Housing Tax Credits (LIHTC), State funding, and County funding, comprising about 55% of total project development budgets.

For the 2024-2030 Seattle Housing Levy period, it might be possible for OH, in coordination with its public funding partners, to fund approximately 15% of the OMS needs for PSH, as estimated by the GMPC. All available City OMS funds would need to leverage other public sources, including Housing Choice Vouchers as well as OMS funds at the federal, state, and county level.

Capital and OMS funding gaps would need to be filled to meet the total Jurisdictional Housing Needs as estimated by the State. To calculate this funding gap, staff assumed that local and leverage funds and development and operation costs would be similar to what was assumed for purposes of the 2023 Seattle Housing Levy modeling, plus a reasonable annual escalation of costs (3.2% for capital and 4% for OMS).

Substantial capital and OMS funding gaps remain to meet the total state Jurisdictional housing needs through 2044 for households with incomes at or below 80% of AMI. The estimated gap totals $30.4 billion ($27.7 billion for capital costs and $2.7 billion for PSH OMS costs).

To work toward closing this gap, the City must continue to advocate for significant expansion of the federal LIHTC program and new and/or increased federal and state fund sources for capital and OMS costs of production and preservation of low-income housing, including PSH.

Other Barriers to Increasing Supply of Income-Restricted Homes

This section describes how income-restricted housing production is especially sensitive to barriers and describes additional challenges involved in the production and operation of permanently supportive housing.

BARRIERS TO LOW-INCOME HOUSING DEVELOPMENT

Income-restricted housing is especially sensitive to regulations that add cost and complexity to producing housing. This is because affordability requirements limit the amount of income a project

will be able to generate from residents' payments, and because assembling funding and development sites for income-restricted housing is already particularly complicated.

PSRC conducted outreach with developers of affordable housing to identify barriers that make it particularly challenging to produce housing able to accommodate needs of low- and moderate-income households.[131] The developers identified zoning as the biggest barrier that local jurisdictions have direct ability to change. When asked to identify the zoning characteristics most desired for sites on which to build affordable units, developers indicated zoning for moderate density residential, followed by zoning for high-density[132] residential, density bonuses for affordable units, and reduced parking requirements. Respondents noted several types of standards, including requirements for ground-floor commercial space, open space, and parking minimums, that can reduce the feasibility of affordable housing projects. In addition, developers indicated that reducing fees, expediting permitting processes, and relaxing Design Review requirements for development of affordable housing can make more projects more viable.

The City made strides in reducing barriers to production of affordable housing with adoption in 2023 of Ordinance 126855, which focuses on publicly funded low-income housing and code-incentivized income-restricted units. The ordinance exempted all low-income rent-restricted housing and sale and resale-restricted homes from Design Review and authorized the ability to request waivers or modification of certain development standards for these housing projects (as long as these departures do not increase building envelopes).[133] The ordinance also consolidated and simplified parts of the land use code focusing on income-restricted housing development.

Changes to State law in 2018 created flexibility for cities and other public entities to donate surplus land for permanently affordable housing uses rather than having to obtain fair market value with property transfers. Seattle has established affordable housing as a priority for disposition of City-owned property and is using the recently provided flexibility to reduce barriers to affordable housing associated with land costs.[134]

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[131] PSRC published their findings to help jurisdictions better understand the constraints and opportunities these developers experience. See VISION 2050 Planning Resources: Findings from Affordable Housing Developer Outreach, July 2023.

[132] Definitions of "moderate density" and "high density" were not included in the questionnaire.

[133] Prior to adoption of https://seattle.legistar.com/LegislationDetail.aspx?ID=6249076&GUID=DE1491A3-26AC-4B19-AB1D-B29636D81600&Options=ID|Text|&Search=low-income the ordinance, those provisions were available on a temporary basis to housing with at least a 40% share of total units affordable for households with incomes no higher than 60% of AMI.

[134] As noted in Seattle's successful Pro Housing grant application to HUD, of November 2023, Seattle transferred or is in the process of transferring 17 City-owned parcels to support production of more than 800 income-restricted housing units.

Even with these changes, regulatory barriers in Seattle have continued to hamper the development of comparatively low-cost forms of housing. This is particularly the case in neighborhoods with low-density zoning, where constraints on the production of housing diversity and affordability have continued a history of racial exclusion.

City-funded affordable housing developments typically comprise about 20 homes for homeownership and, for rental, 85-125 apartments in five floors of wood frame construction over a one- or two-floor concrete podium. Approximately 10 percent of developable land in Seattle is zoned for the multifamily construction densities of five to eight stories that are most cost-effective for production of income-restricted homes. The share of zoned land that works for new midrise developments is even smaller, given that many of these sites are already developed or require lot assembly. Competition with market-rate developers for suitably zoned sites exacerbates challenges for developers of income-restricted housing. Private market developers commonly assemble development sites by taking on debt or private investors and speculators hold land until they reach their investment goals. Land banking and site assembly tend to be more difficult for income-restricted housing developers due to limited funding availability, financing structures, and timing.

Actions to expand the area zoned for higher density housing development, particularly in the 5 to 8 story range, which are documented in a previous section, can also help to address barriers to increasing production of rent- and income-restricted homes.

BARRIERS TO PERMANENT SUPPORTIVE HOUSING (PSH) DEVELOPMENT

In response to a pandemic-fueled rise in homelessness, including individuals and families living unsheltered, Seattle City Council adopted Ordinance 126287 in 2021. The ordinance provides flexibility to reduce the cost and increase the feasibility of developing and operating PSH. Specifically, Design Review is no longer required for PSH, and SDCI is authorized to approve requests from organizations developing PSH for waiver or modification of certain development standards like parking, overhead weather protection, indoor amenity areas, outdoor open space, ground-floor uses, and facades limits.

PSRC's outreach to affordable housing developers found that public opposition can play a significant role in delaying the development of housing to serve formerly homeless people and others in need of PSH. While Seattle has a requirement for a community relations plan with new PSH development, heightened engagement can result in public opposition that can derail new PSH projects.

Finally, in most of Seattle, the City's Housing Funding Policies currently limit siting of low-income housing for households with incomes at or below 30% of AMI (e.g., PSH) to no more than 20% of total housing units in any Census block group. This requirement can have the unintended consequence of restricting potential development sites of PSH to a small fraction of zoning for residential development citywide.

COMMUNITY PARTNERSHIPS FOR PRODUCING AND OPERATING INCOME-RESTRICTED HOUSING

Applicants for OH funding to support affordable rental apartments and for-sale homes must demonstrate ability and commitment to develop, own, and manage housing and state their housing mission in organizational documents. OH evaluates each applicant to determine that the applicant has sufficient capacity to sustainably develop, own and operate housing on a long-term basis.

OH has a number of policies and programs to expand its partnerships with communities that might lack direct experience in those areas. OH's Housing Funding Policies allow applicants to demonstrate capacity by partnering with an entity or entities that provide essential expertise to the proposed project. In addition, OH oversees the Community Self-Determination Fund (CSDF) which provides short-term or permanent funding to community-based organizations for strategic property acquisition, development, and preservation of low-income housing. An additional element of the CSDF is the Community-Based Organization (CBO) Capacity and Grant Program, which sets aside funds for a third-party to provide technical assistance and capacity support for CBOs and new developers. PSH presents unique partnership needs since the housing first model generally includes case management, mental health, health care, and chemical dependency services to support the physical, emotional, and financial well-being of residents.

PSH staff play a critical role in meeting resident needs and thereby supporting the capital investments made by OH. However, PSH organizations experience a high volume of staff vacancies due to low wages and challenging working conditions. The PSH OMS Workforce Stabilization fund invests in the City's PSH portfolio to ensure that the most vulnerable remain housed and adequately supported, and that those working with them have sustainable wages and working conditions.

OH has also established effective partnerships with housing counselors, other City departments, and King County to determine how and when to appropriately intervene with financial or other assistance to assist low-income homeowners successfully remain in their homes.

Homelessness

Seattle has established a goal in the Housing element to make instances of homelessness rare and brief. To achieve this goal, there is a significant need for emergency housing and shelters. The King County Countywide Planning Policies estimate that Seattle will need to accommodate a total of 25,734 emergency shelter beds by 2044, a five-fold increase of 21,401 beds over the 4,333 beds in the city as of the end of 2019. These beds are critical to reducing and preventing street homelessness in Seattle, which has grown in prevalence, in particular during the COVID-19 pandemic.

In addition, permanent housing opportunities that are available to people experiencing homelessness, such as permanent supportive housing (PSH), are critical, both in Seattle and in the larger region, to reducing homelessness and reducing the future need for emergency housing.[135]

Populations Experiencing Homelessness in King County

Seattle coordinates its local homelessness system with King County and its other cities, as part of the unified countywide system called the King County Regional Homelessness Authority (KCRHA). KCHRA estimated that a total of 52,000 people throughout King County experienced homelessness at some point in 2022, and the number experiencing homelessness is projected to grow to nearly 62,000 by 2028.[136] People can experience homelessness for various lengths of time, depending on the ability of the homelessness system to meet their needs, and their own ability to gain and maintain permanent housing.

This section describes the population experiencing homelessness at a given point in time. The Washington State Department of Commerce publishes January and July estimates of people experiencing homelessness in its biannual "Snapshot of Homelessness in Washington State" report.[137] These estimates are produced by combining a variety of data sources, such as Medicaid

[135] Guidance for Updating Your Housing Element pg. 49. Washington State Department of Commerce, August 2023.

[136] King County Regional Homelessness Authority Update, March 2023.

[137] The snapshot tallies we include here in the Housing Appendix refer to the population who are experiencing homelessness, which include both those in emergency shelter and those who are unsheltered. (The snapshots also include broader tallies, not included in this Housing Appendix, encompassing persons who are unstably housed in addition to persons experiencing homelessness.) These snapshots are prepared by the Washington State Department of Social and Health Services (DSHS) Research and Data Analysis Division for Commerce and are published on the Homeless System Performance section of Commerce's website.

claims, Temporary Assistance for Needy Families (TANF), Basic Food Assistance, and Homelessness Management Information Systems.[138]

Figure A-116 shows Commerce's Snapshot estimates for people experiencing homelessness in King County as of July 2022. These estimates are grouped by the type of household in which each of these persons is a member. The Snapshot tallied 33,652 people experiencing homelessness in the county in July 2022. Of these, 22,120 were members of adult-only households, 9,411 were members of households with an adult 25 years or older with one or more minor (person under 18), and 2,082 were members of households where everyone was 24 years or younger.

The largest number of people experiencing homelessness by race are in white and Black racial groups. However, the Black population is overrepresented as a proportion of the population experiencing homelessness when compared to their overall countywide population. In addition, the Black population is the largest group of households with minors experiencing homelessness. American Indian or Alaska Native, the Native Hawaiian or Pacific Islander, and the Hispanic or Latino racial and ethnic groups are also overrepresented as a proportion of the population experiencing homeless when compared to their overall countywide population. This is consistent with other data showing racial disparities in housing and income that are documented in this appendix.

[138] For a fuller understanding of the data contributing to the Snapshots and the limitations of the Snapshots, view "Measuring Homelessness Using Administrative Data: A Review of the Snapshot of Homelessness," DSHS Research and Data Analysis Division, October 2022; and "Understanding the Snapshot Report." Commerce Housing Division Data and Performance Unit, November 2022.

Figure A-115
King County Population Experiencing Homelessness
By Household Type, Race and Ethnicity, Sheltered or Unsheltered, July 2022

Race and Ethnicity	Persons in Youth or Young Adult Household, All Members 24 or Younger	Persons in Adult-Only Households with at Least One Member 25 or Older	Persons in Households with One or More Adults 25 or Older and One or More Minors	Persons in Unknown Household Type	**Total Population Experiencing Homelessness**
American Indian or Alaska Native	216	2,564	887	<11	**3,669 (10.9%)**
Asian	160	1,347	685	-	**2,191 (6.5%)**
Black or African American	881	6,906	4,180	17	**11,984 (35.6%)**
Hispanic or Latino	392	2,589	z1,808	<11	**4,791 (14.2%)**
Native Hawaiian or Pacific Islander	153	1,164	934	<11	**2,252 (6.7%)**
White	547	9,696	1,993	16	**12,251 (36.4%)**
Unknown	108	510	714	<11	**1,334 (4.0%)**
Total	**2,082 (6.2%)**	**22,120 (65.7%)**	**9,411 (28.0%)**	**39 (0.1%)**	**33,652 (100%)**

Source: Snapshot of Homelessness in Washington for July 2022, Washington State Department of Commerce.
Note: Based on combined Medicaid, Economic Service, and HMIS populations Includes service recipients and all associated household members.

Figure A-117 shows racial and ethnic composition of the overall population in King County as reported in the Census Bureau's American Community Survey (ACS) alongside that of the population experiencing homelessness as reported in Commerce's Snapshot of Homelessness. Because Commerce does not report multiracial categories, its estimates are not strictly comparable to the ACS. The disproportionalities in rates of homelessness are so large that they are evident even when considering the differences between the data sources in tabulating race and ethnicity.

Figure A-116
Racial and Ethnic Distribution:
Population Experiencing Homelessness and Overall Population in King County

Snapshot of Homelessness Tallies of Population in Experiencing Homelessness		American Community Survey (ACS) Estimates for Total King County Population	
Race and Ethnicity	Percent of Population Experiencing Homelessness (July 2022)	Race and Ethnicity	Percent of Population (2021 ACS)
Total:	100.0%	Total:	100.0%
American Indian or Alaska Native	10.9%	American Indian and Alaska Native alone, not Hispanic	0.5%
Asian	6.5%	Asian alone, not Hispanic	20.0%
Black or African American	35.6%	Black or African American alone, not Hispanic	6.6%
Native Hawaiian or Pacific Islander	6.7%	Native Hawaiian and Other Pacific Islander alone, not Hispanic	0.9%
White	36.4%	White alone, not Hispanic	54.6%
		Some other race alone, not Hispanic	0.6%
		Two or more races, not Hispanic	6.8%
Hispanic or Latino ethnicity	14.2%	Hispanic or Latino ethnicity (any race or race combinations)	10.8%
Unknown	4.0%		
Sources: Snapshot of Homelessness in Washington for July 2022, Washington State Department of Commerce; 2020 decennial census, U.S. Census Bureau.			

POINT-IN-TIME ESTIMATES

An additional source of data for estimating the population experiencing homelessness is the Point-in-Time Count. The Point-In-Time Count is a survey count of people experiencing homelessness. It is conducted one night each January at locations in Seattle and elsewhere in King County. The survey is used to identify the extent and nature of homelessness.

The One Night Count has two components: a count of unsheltered homeless, which was conducted by the Seattle/King County Continuum of Care until 2020 and by the King County Regional Homelessness Authority thereafter, and a count (by agency staff) of people being served that same night in emergency shelters and transitional housing programs. Agency staff also provide information about those people being served. As Point-In-Time counting does not occur everywhere and not all people experiencing homelessness prefer to be counted, the Point-in-Time count represents a limited sample of people experiencing homelessness in Seattle and King County.

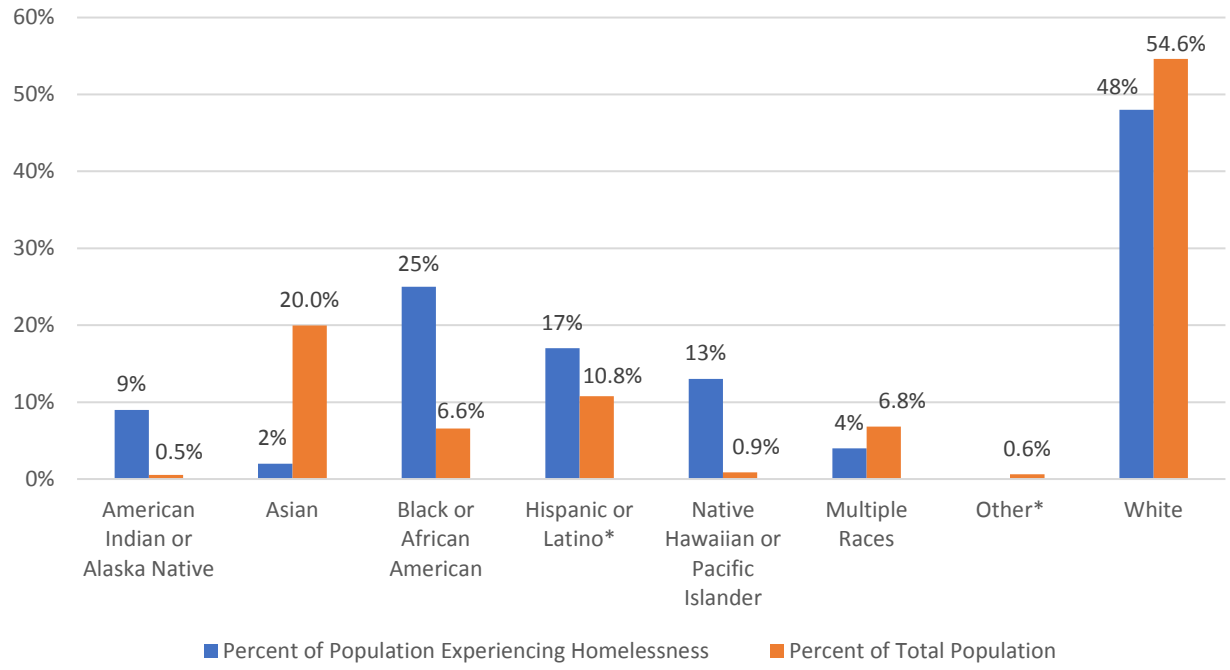
The 2022 Point-in-Time Count counted 13,368 people experiencing homelessness that night in January in King County, with 57 percent of those being unsheltered and 43 percent sheltered. Sheltered spaces surveyed include family transitional housing, congregate and non-congregate emergency shelters, and tiny house villages. Unsheltered people included those who were in both

sanctioned and unsanctioned encampments with tents; and people located somewhere outside on the street, located in an abandoned building, or living in a vehicle.

Of those surveyed in 2022, 51 percent identified themselves as having a disability, 31 percent identified themselves as having a mental health disorder, and 37 percent identified themselves as having a substance use disorder.

Race and ethnicity estimates from the 2022 Point-In-Time survey shown in Figure A-118 reveal that several groups are overrepresented in the population experiencing homelessness, similar to patterns seen in Commerce's "Snapshot of Homelessness." Black, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, and Hispanic or Latino groups are all overrepresented in the population experiencing homelessness. Native Hawaiian or Pacific Islanders were 13 times more prevalent among the population experiencing homelessness than in the overall King County population.

Figure A-117
2022 Point in Time Count by Race and Ethnicity



Source: 2022 Point in Time Count for King County, King County Regional Homelessness Authority; U.S. Census Bureau 2020 decennial census
Note: King County 2022 Point-in-Time Count did not include data for people who identify as Other race

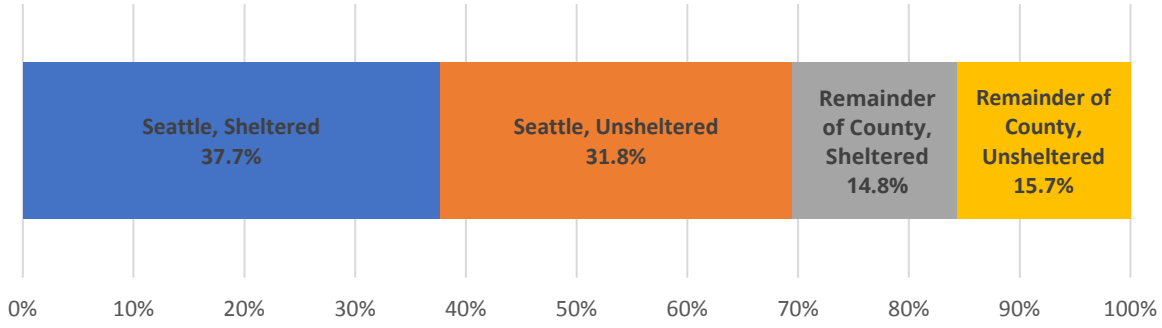
Comparing overall results between 2020 and 2022 allows for some insights into how homelessness has changed over time. In the January 2020 count, 47.5 percent of the overall 11,751 people experiencing homelessness were unsheltered while 52.5 percent were sheltered. Thus, there has been an increase of 10 percentage points in the share of unsheltered people between 2020 and 2022, which occurred as the number of people experiencing homelessness overall increased.

Furthermore, the 2020 Point-In-Time Count report provides details not available in the 2022 count, such as the location of people experiencing homelessness in King County. Figure A-119 shows 69.5 percent of King County's people experiencing homelessness were found in Seattle as of the Point-in-Time Count in 2020. Of those in Seattle, a little more than half were sheltered.

Other key survey findings from the Point-In-Time 2020 count for King County include the following:

- Twenty-nine percent of people experiencing homelessness were considered chronically homeless, meaning they had spent more than 1 year experiencing homelessness or had experienced homelessness on four separate occasions in the last 3 years.
- People in families with children make up nearly one-third of people experiencing homelessness. Additional large demographic groups included single adult men and veterans.
- Reporting on issues such as disabilities and health conditions is voluntary. The most commonly reported disabilities and health conditions reported were mental illness, alcohol or substance abuse, and physical disability.
- In addition, self-reported reasons for experiencing homelessness most commonly included job loss, substance use, mental health issues, and not being able to afford a rent increase.

Figure A-118
2020 Point in Time Count by Location



Source: 2020 Point in Time Count for Seattle and King County

Existing Emergency Shelter and Housing for People Experiencing Homelessness

Figure A-34 at the beginning of this Housing Appendix shows that Seattle had 4,333 shelter beds as of 2019. To describe existing shelter beds by type (i.e., family, adult or veteran beds) across Seattle and King County, we present data that is reported at the countywide level throughout the remainder of this section, Figure A-120 shows the existing emergency shelter and housing supply by type for people experiencing homelessness across King County.

As of 2023, there are a total of 5,344 emergency shelter beds situated in King County. About 55 percent of these beds are for adults without children, while 45 percent allow for adults with children. In addition, small shares of these beds are for specific populations, including victims of domestic violence, people living with HIV, veterans, and youth between the ages of 18 and 24.

Transitional housing, which is limited in length of stay typically to 2 years, provides an additional 1,900 beds, mostly for households with children.

Forms of permanent housing include rapid rehousing, permanent supportive housing, and other permanent housing. Rapid rehousing is the smallest of these three categories, with 1,200 bed equivalents that serve households who are placed in permanent housing quickly through financial and housing support. Permanent supportive housing is the second largest of the groups, with 7,400 beds, while other permanent housing, which does not include supportive services typical of PSH, provides 4,100 beds. There are approximately 1,900 veteran PSH beds, the largest permanent housing supply for any specific population.

It is worth noting that beds serving victims of domestic violence, people living with HIV, veterans, and youth under the age of 25 vary in whether they also allow adults with accompanying children. Beds serving victims of domestic violence almost entirely allow adults with children, while beds serving people living with HIV do not. About a third of beds serving veterans and youth also allow adults with children.

Figure A-119
Supply of Beds by Population and Shelter/Housing Type in King County, 2023

Supply of Beds by Population and Shelter/Housing Type in King County, 2023					
Bed Type	Emergency Shelter	Transitional Housing	Permanent Housing		
			Rapid Rehousing	Permanent Supportive Housing*	Other Permanent Housing
Total Beds	5,344	1,895	1,247	7,416	4,057
Beds by Household Status					
Adults Only	2,928	33	113	5,309	2,003
Allow Adults with Children	2,416	1,862	1,134	2,107	2,054
Beds for Specific Populations					
Victims of Domestic Violence	169	295	243	-	18
Living with HIV	26	-	-	58	-
Veterans	34	-	178	1,936	59
Youth Aged 18 to 24	147	226	156	80	70
*Includes Supportive Housing and Permanent Supportive Housing, although most are Permanent Supportive Housing Source: King County Regional Homelessness Authority, 2023 Housing Inventory Count for King County					

Emergency Housing and Shelter Capacity

As described in the Growth Targets and Housing Needs Projections section of this appendix, pursuant to recent changes to state GMA requirements, the GMPC adopted housing needs

projections for emergency housing for each city in King County. The GMA also requires that local comprehensive plans document that existing zoned capacity can accommodate those emergency housing needs.

Seattle's analysis of capacity to meet emergency housing needs is summarized in this section. We use the development capacity model along with the analytical steps shown below that reflect guidance provided by the State Department of Commerce. The steps for this analysis are as follows:

1. Identify the zones where emergency housing is allowed
2. Using recent examples, create density assumptions for shelter types
3. Identify sites to only properties suitable for emergency housing types in zones where they are allowed and calculate their capacity for emergency housing,
4. Compare the development capacity to the projected emergency housing need.

IDENTIFY THE ZONES WHERE EMERGENCY HOUSING IS ALLOWED

The City of Seattle has several permitted uses that allow for indoor emergency housing in permanent structures, including community centers, communal housing, congregate residences, and hotel uses. As one or more of these uses are allowed by-right across most zones, these are largely allowed in many areas of the city. The exception is within neighborhood residential zones, where indoor emergency housing is allowed as a conditional use.

In addition, tiny house communities, which provide a bed in temporary structures, are allowed in all zones if on a religious-affiliated property and any development site as an interim use once a permit has been issued.

DENSITY ASSUMPTIONS FOR SHELTER TYPES

To create density assumptions and filter our search for sites in Seattle that carry Emergency Housing and Shelter capacity, we start by looking at recent examples of shelters built across Seattle. Figure A-121 shows three shelter types that may be expected across Seattle and identifies property characteristics and shelter characteristics for examples of each shelter type. These shelter types are as follows:

- **Indoor emergency shelters in new buildings** are in purpose-built structures, or portions of them, that were purpose-built for emergency housing.
- **Indoor emergency shelters in converted buildings** are in permanent structures formerly occupied by another use, like an office or assisted living facility.
- **Tiny house villages** are sites with multiple temporary structures used for shelter beds, hygiene, cooking, security, and service facilities.

Figure A-120
Examples of Indoor Emergency Shelter and Tiny House Village Projects in Seattle

Project Name	Property Characteristics				Shelter Characteristics		
	Description	Zoning	Site square feet	Building square feet	Beds	Shelter square feet*	Density (Beds per shelter sf)
Indoor Emergency Shelter in New Buildings							
Mary's Place in the Regrade	Portion of new office tower	DMC 340 /290-440	83,422	80,460	190	37,985	200 sf/bed
Blaine Veterans Center	Ground-floor shelter with parking above	NC3-65	14,160	64,630	36	7,990	222 sf/bed
Indoor Emergency Shelter in Converted Buildings							
Seattle Mennonite Church	Church owned office	NC3P-95	19,223	6,877	20	6,877	334 sf/bed
ROOTS Shelter	Former Fraternity	LR3	8,640	18,196	45	9,938	221 sf/bed
Tiny House Villages							
LIHI Henderson	Transitional Encampment	NC3-55; NC3P-55	21,794	0	42	21,794	519 sf/bed
Pallet Shelter	Transitional Encampment	NC3-75	31,800	0	40	31,800	695 sf/bed

Source: City of Seattle Department of Construction and Inspections; King County Assessor
*Shelter square feet for Tiny House Villages is the development site square feet. For Indoor Emergency Shelters, it's the building or portion of the building the shelter occupies.

Figure A-121 helps to create assumed shelter densities shown in Figure A-122. We further consulted with City staff who work closely with emergency shelter providers to create appropriate assumed site aspects.

The City of Seattle has no regulations that universally limit the occupancy, spacing, or intensity of emergency housing beyond those applicable to other uses as a whole; therefore, we do not assume site aspects based on these limitations that frequently limit emergency housing across other jurisdictions.

Indoor Emergency Housing in New Buildings
We assume that Commercial, Neighborhood Commercial, Downtown, Lowrise and Seattle Mixed Use zones carry indoor emergency shelter capacity, as these allow shelter uses by-right. We do not assume shelter capacity in Neighborhood Residential and Residential Small Lot zones, where

emergency shelter uses are conditional, in Industrial zones, which may not be appropriate for indoor emergency housing, nor in Master Planned Communities or Major Institutional Overlays, which have existing institutional plans.

Recognizing that shelters in new buildings may be one use in a mixed-use development, we create density assumptions based on total site developable square feet. Mary's Place has 1 bed per 439 square feet of developable land area in the redeveloped Amazon block, and Blaine Veteran's Center has 1 bed per 393 square feet. As a midpoint, we assume 415 site sf per bed would be required for shelters in new structures.

In addition, we assume only vacant or redevelopable sites with housing capacity also carry indoor emergency housing capacity. While we provide a full description of how we identify these sites in the Development Capacity section of this housing appendix, it is important to note that sites unlikely to fully redevelop are not included in the new building capacity (i.e., those that are fully developed, on parks or cemeteries, or on major institutional properties).

Indoor Emergency Housing in Converted Buildings

Sites with existing buildings may be preferred to be used as conversions due to the high cost and timing of new development. In consultation with colleagues, we found that there are three types of partial or whole building use conversions that occur in Seattle:

1. Most common—religious property conversions
2. Less frequent—publicly owned and/or properties marked for demolition
3. Very infrequent—existing commercial spaces

The Seattle Mennonite Church project described in Figure A-121 is an example of the first conversion type, and the ROOTS shelter is an example of the second. In estimating capacity for potential conversions to indoor emergency housing, we include only religious property conversions given that they are the most common form of conversion. In addition, we assume that no more than a quarter of the building envelope would be dedicated to shelter uses, as the remaining space may be required by remaining operations. We assume that shelter in building conversions range between 20 and 50 beds per site with each bed requiring 275 feet of building space, as in the example shelters.

Tiny House Villages

We include both tiny house villages on interim-use sites, which are those sites where a master use permit for a new building (usually housing) has been issued, and tiny house villages on religious sites, which are not dependent on future development activities. Tiny house villages on religious sites also have less stringent state and local requirements than those on interim-use sites, such as SEPA and permitting requirements. Tiny house villages as an interim use are further limited to a maximum of 40 villages within Seattle at any given time.

For tiny house villages on religious sites, we assume existing religious site control and do not include sites that carry indoor residential capacity. We also assume that these villages may be placed on the

remaining developable land area on religious sites, excluding the portions of religious sites where current buildings exist.

Staff experience tells us that tiny house village providers typically look for properties with a minimum space for 40 tiny houses, which allows for services to be provided on-site in a cost-effective manner. Given the two examples provided in Figure A-121, we assume one tiny home per 550 square feet of site developable area, and just 1 bed per tiny house, although some providers may allow more.

Figure A-121
Assumptions by Indoor Emergency Housing and Village Types

Emergency Housing or Village by Type	Assumed Site Aspects	Assumed Shelter Density
Indoor emergency housing in new buildings	Vacant or Redevelopable sites in zones where emergency shelter uses are allowed by-right**	1 bed per 415 sf of developable area
Indoor emergency shelter in converted buildings	Up to ¼ of floor area in existing religious buildings, with a minimum 20 to maximum 50-bed range per property	1 bed per 275 sf of building area
Tiny house villages on religious properties	Existing site control by a religious institution with a minimum space for 40 tiny houses*	1 bed per 550 sf of developable area
Tiny house villages as an interim use	Any vacant or Redevelopable site with a minimum space for 40 tiny houses*	1 bed per 550 sf of developable area
No shelter capacity assumed	Sites in zones where emergency shelter uses are conditionally allowed or unlikely, and not controlled by a religious institution**	No beds assumed

Source: Seattle Office of Planning and Community Development
*A minimum of 22,000 square feet of developable land area. Developable land area is site area, less any environmentally critical areas or otherwise restricted portions.

**We assume emergency housing capacity across Commercial, Neighborhood Commercial, Downtown (incl. Pioneer Square, Pike Place Market, and International District), Lowrise, and Seattle Mixed Use zone categories. We do not assume emergency housing or shelter capacity in Neighborhood Residential, Residential Small Lot, Industrial, Master Planned Community zone categories or in Major Institutional Overlays.

IDENTIFY SITES AND CALCULATE THEIR CAPACITY FOR EMERGENCY HOUSING

The next step is identifying those sites that may hold emergency housing capacity based on the assumed site aspects in Figure A-122 and calculating their potential capacity using the density assumptions in the same table. The results are shown in Figure A-123.

To identify sites, we use output from Seattle's Development Capacity Model. Background on this model is included in the Zoned Development Capacity section of this Housing Appendix. We use vacant and redevelopable sites with housing capacity to calculate capacity for indoor emergency shelters in new buildings. In addition, we use vacant sites to identify sites where Seattle may temporarily accommodate tiny house villages as an interim use which typically move every 3 to 4

years as permanent structures are built. We identify religious properties for both conversions and tiny house villages by looking at existing land use identified by the Assessor, and filtering the search for each type using site aspects mentioned in Figure A-122.

In all cases, we exclude sites and portions of sites that are environmentally encumbered, or that otherwise do not have emergency housing development capacity. This step involves also identifying and excluding sites that are known to have indoor emergency housing.

Figure A-122
Emergency Housing Development Capacity by Shelter Type

Shelter Types	Land or Convertible Building Area	Emergency Housing Capacity (Beds / % of Beds)	
Indoor Emergency Shelter in New Buildings	2,014 acres	211,429	94.6%
Indoor Emergency Shelter in Converted Buildings	626,209 sf.	2,277	1.0%
Tiny House Villages on Religious Property	73 acres	5,795	2.6%
Tiny House Villages as an Interim Use	n/a*	4,000*	1.8%
Total	**-**	**223,502**	**100%**

Source: Seattle Office of Planning and Community Development; Development Capacity Model, Sept. 2022
*There are a maximum of 4,000 beds, or 100 beds across 40 interim use sites at any given time. There were 166 vacant sites with land area sufficient for 100 beds at the time of this development capacity model. This number changes as sites undergo new development activities and when buildings on future development sites are demolished.

COMPARE DEVELOPMENT CAPACITY TO THE EMERGENCY HOUSING NEED

In total, we estimate that Seattle has zoned capacity for 213,707 indoor emergency housing beds in Seattle across both potential new buildings and building conversions. Figure A-124 compares these capacity beds to the emergency housing needs. Seattle's existing zoned capacity for indoor emergency housing is not, in itself, a barrier to meeting our indoor emergency housing needs.

We also have estimated zoned capacity for 9,795 tiny house villages beds on existing religious properties and as interim uses. Capacity for tiny house villages alone would not meet the projected needs of 21,401 additional emergency housing beds required by 2044. Tiny house villages additionally do not meet the standard for indoor emergency housing beds, which are in permanent structures that meet residential building standards.

Despite having a significantly higher zoned development capacity for indoor emergency housing than the projected need, there are significant barriers to increasing the number of emergency housing beds in Seattle relative to the projected needs. We discuss barriers and gaps, and actions for addressing these emergency housing needs, in the following section.

Figure A-123
Emergency Housing Development Capacity and Projected Housing Needs

Shelter Type	Emergency Housing Capacity	Total Emergency Housing Capacity	Projected Need (Beds)	Surplus Capacity (Beds / % of Beds)
Indoor Emergency Housing	213,707	223,502	21,401	**+202,101; 944%**
Tiny House Villages	9,795			
Source: Seattle Office of Planning & Community Development				

Emergency Housing Production Barriers and Actions

This section highlights key barriers to producing emergency housing in Seattle and outlines potential actions the City could take to address these challenges. This section addresses new GMA requirements, guidance from the state Department of Commerce, and countywide policies.

There are two primary forms of emergency housing in Seattle: indoor emergency housing in permanent structures and emergency shelters in temporary structures.[139]

- Indoor emergency housing often involves converting existing buildings to a shelter use, such as religious properties converted to a congregate dormitory or former assisted living facilities with non-congregate sleeping rooms. Permanent structures newly developed for emergency housing uses are less common in Seattle than are conversions.
- In contrast to permanent structures, temporary structures like tiny houses have become the main form of new emergency shelter beds in recent years. This is largely due to the cost effectiveness and speed at which emergency shelter providers can open communities containing these structures. The Seattle Municipal Code considers tiny house villages to be a form of "transitional encampment," which can either be on a religious sponsored site or on a redevelopment site as an interim use.

The following discussion addresses regulatory and process barriers, funding challenges, and partnership gaps that make developing and operating emergency housing challenging. Barriers were identified by City staff in the Seattle Department of Construction and Inspections and the Human Services Department who regularly engage with emergency housing providers and work in interorganizational partnerships for emergency housing.

[139] Local examples of both forms of emergency housing can be found in the preceding section on Emergency Housing and Shelter Capacity.

DEVELOPMENT REGULATIONS

Currently, the City has no on-site parking, recreation, or open space requirements for indoor emergency housing or tiny house villages. Indoor emergency housing in new permanent buildings is not subject to special development requirements (e.g., spacing, occupancy, intensity) beyond that of other residential types.

Tiny house communities, which are regulated as a form of transitional encampment, are subject to some special development requirements. For instance, interim use tiny house communities can have a maximum of 100 occupants. City of Seattle removed many limitations on these communities in 2020 by adopting Ordinance 126042[140], which included:

- Increasing the maximum number of interim use communities from three to forty. Religious sponsored encampments are not included in this cap.
- Creating a new provision for the half-mile spacing requirement for interim use communities. The new provision included that when at least one interim use encampment exists in each Council District, then the spacing requirement is no longer enforceable. This condition has been met with the increase in tiny house villages following the legislation.
- Removing the requirement that the transitional encampment be accessory to an existing principal use for transitional encampments on religious sites.

PROCESS OBSTACLES

City of Seattle staff work closely with emergency housing providers to ensure their emergency shelter projects are compliant with state and local regulations, and that providers can open their facilities in a timely manner. The Mayor's Proclamation of Civil Emergency early during the COVID-19 pandemic allowed for various forms of indoor emergency shelter and tiny house communities to rapidly be set up across Seattle without any permits (except trade permits, i.e. - electrical, plumbing).

Tiny house communities on religious organizations' property are broadly exempted from obtaining a land use permit, while a Master Use permit continues to be required for tiny home villages on other properties. While many tiny house communities do not require a full State Environmental Policy Act (SEPA) review, those emergency housing and tiny home community projects which do (in particular, those greater than 12,000 sf. without religious affiliation) can face several months of delay. This delay, and the costs associated with it, can lead organizations to abandon their project or consider lower-cost shelter sites. SEPA appeals brought by parties opposed to the establishment of tiny house communities can lead to especially long delays or halt projects entirely.

[140] Ordinance 12604 and materials describing its provisions can be viewed in the City's Legislation Information Center.

CAPITAL COSTS, OPERATION COSTS AND AVAILABLE FUNDING

High capital and operating costs, coupled with limited funding, are the biggest barriers to developing emergency housing. This funding gap is also a primary reason why shelter providers have increasingly turned to tiny home communities instead of indoor emergency housing when creating new shelters.

Costs

Establishing emergency housing in Seattle involves significant costs, both in terms of capital and ongoing shelter operations. Where appropriate, the City has sought to decrease capital costs by providing land at no cost for tiny house villages. However, with few City-owned properties appropriate for additional villages, some providers have turned to setting up tiny house villages on privately owned properties where they are charged market-rate land rents. In addition, villages are transitional uses, requiring costly site preparations and relocations as often as every three to five years. Moves also require significant provider and City staff time for coordination, siting, design, and permitting.

In contrast, indoor emergency housing involves higher costs for rents or upfront property acquisition. Master leased shelter buildings typically require a more expensive building rent and maintenance fees, therefore costing more per bed to operate annually than tiny house villages. Full property purchases for indoor emergency housing require much greater capital resources upfront, especially if a future shelter site requires development activities. However, purchasing a property results in long-term asset ownership associated with lower annual operating costs (as there are no rent costs) and reduces the likelihood of needing to relocate in the future.

Indoor emergency shelters planned for converted buildings sometimes face costly building improvements to ensure safety of shelter clients. Shelter spaces planned for areas not on the ground floor or on floors directly adjacent to the ground floor require more stringent fire suppression systems, i.e., sprinkler systems. The overall cost of upgrading safety features in existing buildings can make potential indoor emergency shelter projects financially infeasible. Given these potentially costly upgrades, a Draft Director's Rule that aims to ensure fire safety while providing flexibility was created to help make conversion projects more financially feasible. This Draft Director's Rule scales development requirements for sprinklers in conversions based on the hours of operations and intensity of the shelter. Given the safety tradeoff by deviating from standard code requirements, providers who seek to deviate are required to have specific maximum capacities and a 24-hour staffing plan to ensure client safety. Still, other types of significant safety upgrades to properties – such as reinforcing unreinforced masonry buildings – are not touched by this Draft Director's Rule and are necessary to meet residential requirements.

Funding Availability

Seattle primarily relies on local sources of funds for emergency shelters, with limited sources of funds from the State and federal governments. Unlike permanent housing projects, which can leverage local investments to win Low-Income Housing Tax Credit (LIHTC) dollars or win additional state funding, emergency housing lacks similar outside funding opportunities. The result is that local governments like Seattle are the main providers of dollars for producing new emergency housing beds.

COVID-19 response efforts brought in critical one-time funding that allowed acquiring properties such as closed rehabilitation centers or former hotels for use as emergency housing as well as renting temporary emergency shelter properties. However, many of these one-time dollar sources have been depleted. Unless new outside sources of funds become available for additional indoor emergency housing beds, the City's attention will likely turn to retaining existing beds.

Gaps in Partnerships

In addition to directly working with providers, the City of Seattle participates in the King County Regional Homelessness Authority (KCRHA) to coordinate funding for emergency housing and services.

Limitations in opportunities for partnerships with other agencies that hold properties in Seattle potentially suitable for emergency housing also presents challenges to expanding the supply of emergency housing. For example, some State agencies are not able to enter partnerships to provide land at no-cost for tiny house villages, as they are legally bound to charge market rents on land.

ACTIONS TO ADDRESS BARRIERS

Through the One Seattle Plan and other efforts, the City is exploring several strategies to address the barriers identified here. These strategies include:

- Supporting efforts to end homelessness by working interjurisdictionally on emergency housing solutions.
- Advocating for additional state and federal sources of funding for operating and creating new indoor emergency shelter beds.
- Exploring new partnerships and incentives with philanthropy, the design community, and developers that will result in additional redevelopment, development, and operations resources for emergency housing.
- Examining regulatory and procedural obstacles that hinder development of indoor emergency housing, particularly in building conversions, while maintaining minimum life safety standards.

By addressing these barriers, Seattle aims to better meet the growing need for emergency housing and shelter options for residents experiencing homelessness.

Geographic Analysis of Racial and Social Equity in Housing

Citywide analysis presented earlier in the Housing Appendix reveals deep and persistent racial and social disparities in housing opportunities. This section provides analyses of how zoning, development and land uses relate to where people of color and low-income people live in and around Seattle. We present these analyses to show how land use and housing policies, including the legacy of past racist policies and practices, contribute to neighborhood segregation and racial and social disparities in housing and place-based quality of life outcomes.

Patterns of Where People Live

Patterns of where people live reflect policies and market forces that limit or expand choices in housing alongside the choices made by individual households within this system. This section looks at how population changes in neighborhoods and the current geography of racial and ethnic demographics relate to the decisions of years past and ongoing policy. This includes a look back at historical redlining maps, a consideration of the Urban Village Strategy, and zoning.

HISTORICAL EXCLUSION THROUGH REDLINING[141]

Redlining maps were created by the Home Owners' Loan Corporation (HOLC) in the wake of the Great Depression as part of the New Deal in the 1930s. The expressed purpose in the HOLC's "City Survey Program" was to create maps to assess mortgage lending risk at the neighborhood level in large cities throughout the United States. HOLC agents used a mix of local data, reports, surveys, and interviews in making these maps. Many of these interviews were with local lenders, real estate brokers, liquidators, and insurance agencies.[142]

Each of these groups, including the HOLC agents, brought their own racial and social biases into the mapmaking process. In this sense, the maps reflected existing systems, both public and private, in denying housing capital to people of color and in devaluing the neighborhoods and homes where they lived.

The HOLC maps graded neighborhoods on a scale of lowest lending risk to highest, from "A" to "D." In Seattle, the highest grades typically included those neighborhoods with high homeownership rates, residents who had upper middle-class incomes or higher, racial covenants that prevented people of color, Jewish people, and/or certain foreign-born populations from living there, and development covenants that prevented development aside from detached homes. The

[141] See also: The Seattle Municipal Archives article "Redlining in Seattle" for more information about how community organizers and local leaders organized to change the practices of redlining and racialized lending and in the 1970s.

[142] Michney, Todd M. "How the City Survey's Redlining Maps Were Made: A Closer Look at HOLC's Mortgage Rehabilitation Division." Journal of Planning History. 2022, Vol. 21 (4), 316-344.

neighborhoods with the highest HOLC grades also had good access to neighborhood schools and parks. The lowest grades were given to neighborhoods that had larger proportions of low-income households, mixes of nationalities, high rates of Black households, proximity to substantial sources of pollution and environmental hazards, little access to schools and parks, a lack of transportation connectivity, and high vacancy rates.[143] Central business districts and industrial areas were not mapped, as these were viewed by the HOLC as commercial areas. Figure A-126 shows redlining maps for Seattle, along with current city boundaries.

Figure A-125 presents recent data from the 2020 Census on the demographics of people living in areas that had been assigned HOLC grades. The areas the HOLC graded highest still have fewer people of color. While Seattle continues to work towards a more equitable future, the legacy of historical exclusion, racial biases, and unfair policies prevalent in this period remain visible in the distribution of race and ethnic groups today. Furthermore, zoning large areas of the city for predominantly detached homes has perpetuated economic exclusivity of the highest graded neighborhoods, precluding many householders of color, who have disproportionately lower incomes, from entering them.

Figure A-124
Population and Housing Units by HOLC Grade

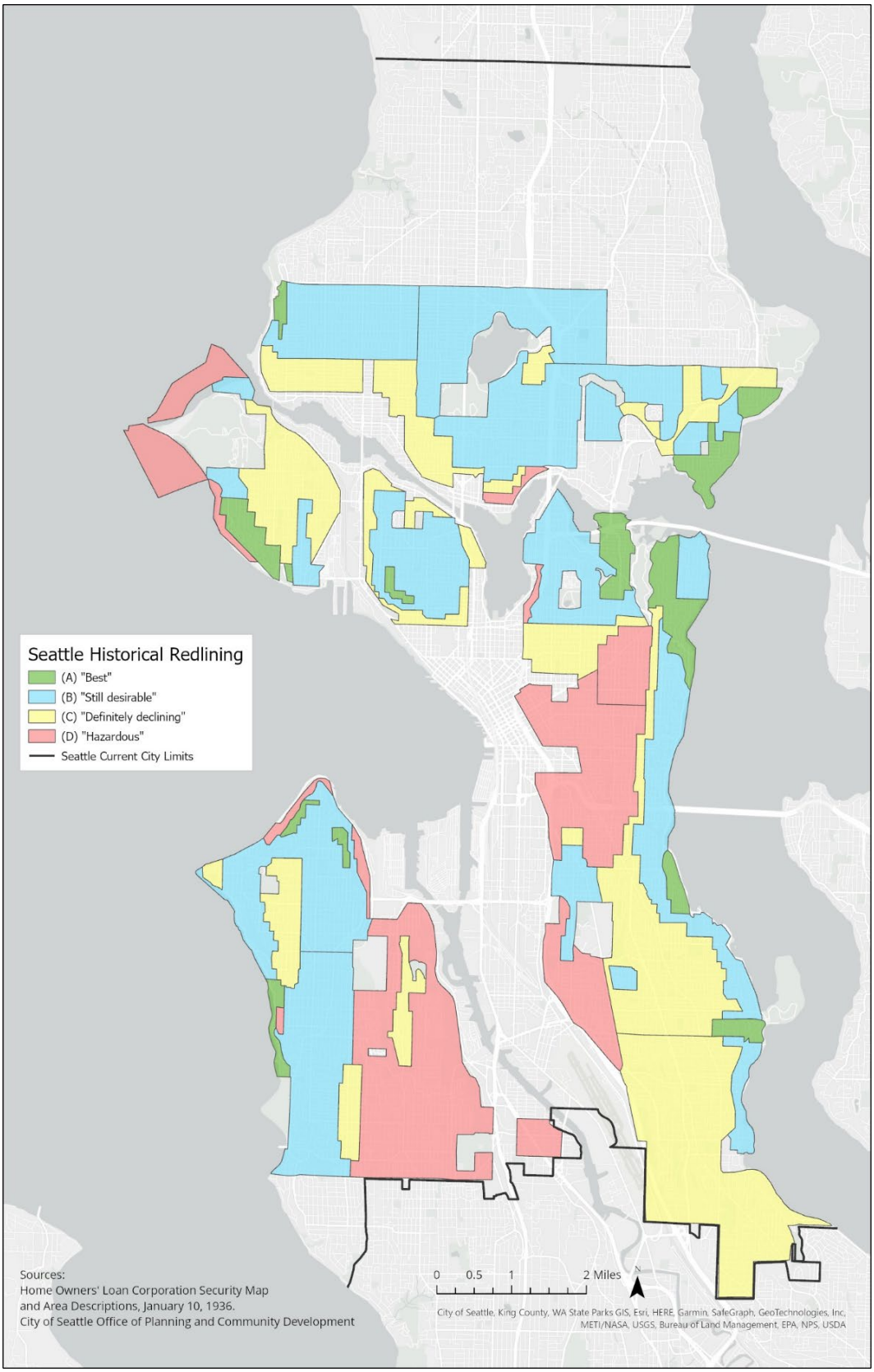
	Population				Housing	
	Total Population in each HOLC Area	Percent of Area's Residents Who are People of Color	Percent of Area's Residents Who are White	Percent of Citywide Population in each HOLC Area	Units	Percent of Citywide Housing Supply in each HOLC Area
HOLC Grade "A"	16,937	21%	79%	2%	6,154	2%
HOLC Grade "B"	209,630	30%	70%	28%	93,052	27%
HOLC Grade "C"	162,801	47%	53%	22%	76,174	22%
HOLC Grade "D"	95,768	52%	48%	13%	44,391	13%
Not Mapped*	251,879	42%	58%	34%	125,856	36%
Total Citywide	737,015	41%	59%	100%	345,627	100%

Sources: 2020 decennial Census, U.S. Census Bureau; Analysis by City of Seattle Office of Planning and Community Development based on the location of the center of 2020 census blocks.

Note: Neighborhoods unincorporated as of 1933 were not included in HOLC mapping. Many have racially restrictive covenants on the deed which are no longer enforceable, as well as detached home development covenants which remain enforceable under current state law. In addition, incorporated neighborhoods with heavy commercial or industrial presence, like the Central Business District, were not included in HOLC mapping.

[143] "Mapping Inequality: Redlining in New Deal America," a project by Nelson R., Winling, L., Marciano, R., et al. Hosted at the University of Richmond.

Figure A-125
Redlining in Seattle



REGIONAL SHIFTS IN COMMUNITIES OF COLOR

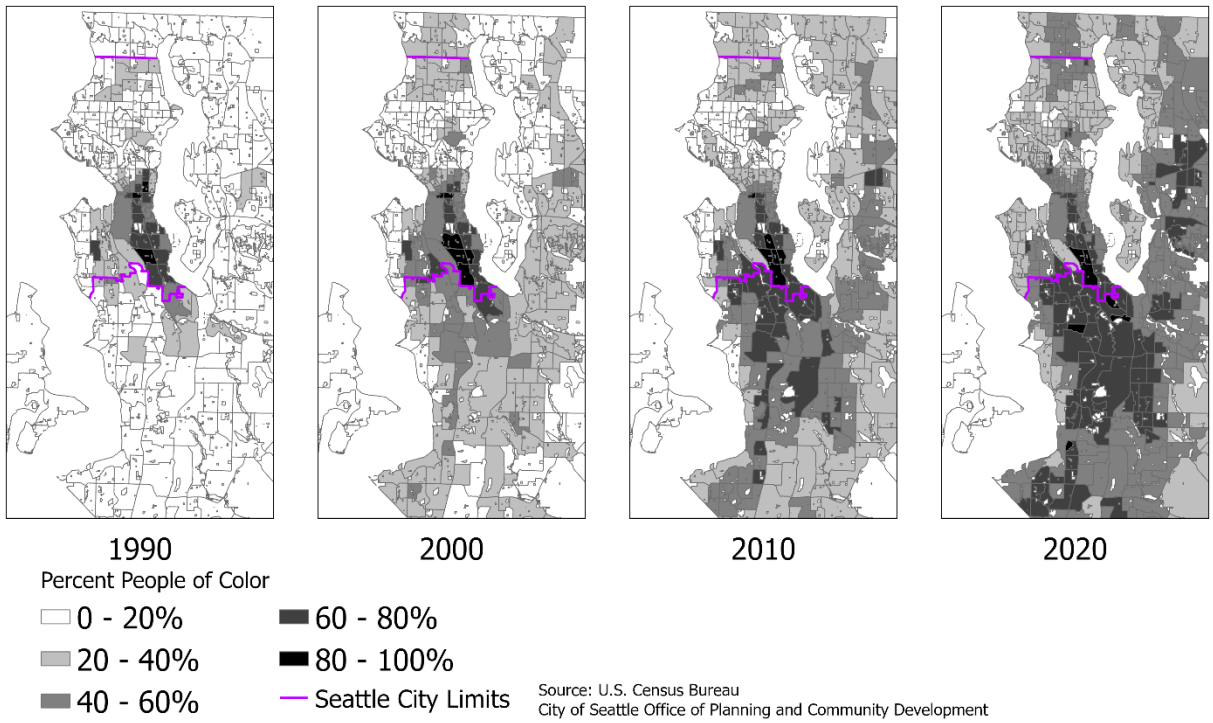
To make sense of demographic changes in Seattle neighborhoods we need regional context. The side-by-side maps in Figure A-127 provide some of this context. These maps show patterns in the share of the population who are people of color in neighborhoods in and around Seattle as measured in the last four decennial censuses.

As of 1990, much of the racial and ethnic diversity in King County was still concentrated in Seattle's Central District and in Southeast Seattle. Rapid distributional changes occurred beginning in the 1990s as the population of color in many parts of King County grew; this growth was especially rapid in areas to the south and southeast of Seattle such as Tukwila and SeaTac. Neighborhoods in parts of north Seattle, Shoreline, Bellevue, and Redmond also saw increases in diversity. Furthermore, many neighborhoods in Seattle that saw little change before 2010 in the share of population comprised of people of color experienced increasing diversity in the 2010s.

These changes have been accompanied by a dramatic decline in and around Seattle's Central District in the proportion of residents who are people of color. This trend largely reflects reductions in the Black population within these neighborhoods—a trend that began in the 1970s and continues today.

While census data do not allow us to measure the extent to which displacement has been involved, data suggest that many people of color have left the city of Seattle and moved to nearby, rapidly diversifying, communities located to Seattle's south and southeast.

Figure A-126
Percent People of Color by Census Tract, 1990 to 2020



CHANGES IN THE RACIAL AND ETHNIC MAKEUP OF SEATTLE NEIGHBORHOODS

Another way to gain insights into demographic changes across the city's neighborhoods is to examine rates of growth for the overall population and for groups of color. We present a pair of additional maps in Figure A-128 focused on the population of color. The map on the left shows rates of growth for the population of color in Community Reporting Areas between 2010 and 2020. The map on the right shows the share of each area's residents who are people of color. Side by side, these maps show that many of the neighborhoods in which the population of color grew most rapidly are areas with relatively few residents of color. In contrast, the areas with the lowest population-of-color growth rates, and with net decreases in the population of color, happened where people of color are a large share of residents.

Trends within individual racial and ethnic groups vary greatly by community reporting area and by group. Some of these trends are continuations of trends seen in previous decades, while others are newer.[144]

Trends from 2010 to 2020 include:

- Shrinking shares of residents who are Black in and around the Central District, and in much of Southeast Seattle and downtown, but increasing shares in some neighborhoods in north Seattle and in West Seattle.
- Increasing shares of residents who are Asian in South Lake Union, Downtown, Queen Anne, and most of north Seattle, but decreasing shares in the Chinatown-International District and Southeast Seattle.
- Decreasing shares of neighborhood populations who are white in most areas, except for Southeast Seattle, where the share increased.
- Increases in the shares of people who identify as multiple races across all Seattle neighborhoods.
- Increases in the shares of residents who are Hispanic in almost all areas of the city. South Park was one of the few exceptions to this trend. South Park, which had seen a burgeoning Hispanic population in prior decades, saw a reduction between the 2010 and 2020 censuses in both the Hispanic proportion and count of neighborhood residents.[145]

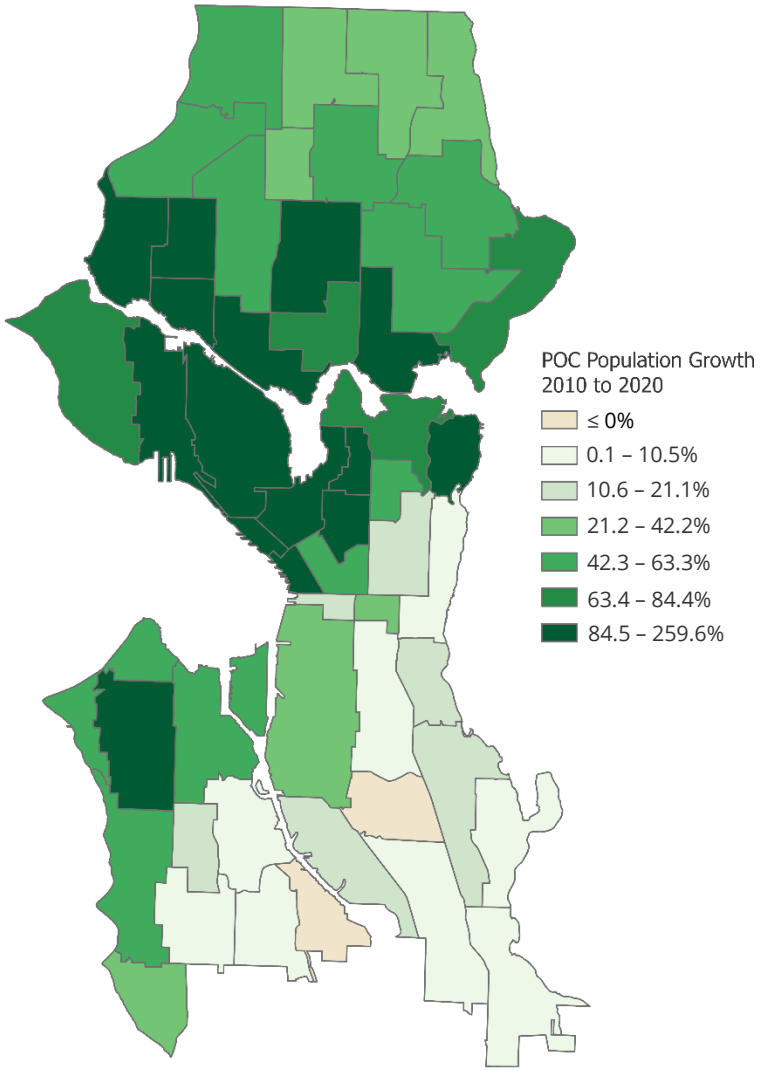
[144] A tabular report with decennial census estimates on race and ethnicity from 1990, 2000, 2010, and 2020 is available for Seattle and its Community Reporting Areas on OPCD's Population and Demographics webpages.

[145] Some but not all of the reduction in census statistics for Hispanics in South Park is likely attributable to the worsened undercount of Hispanics found nationally in the 2020 census. (Undercounts in the 2020 Census are described in a March 2022 Census Bureau press release.)

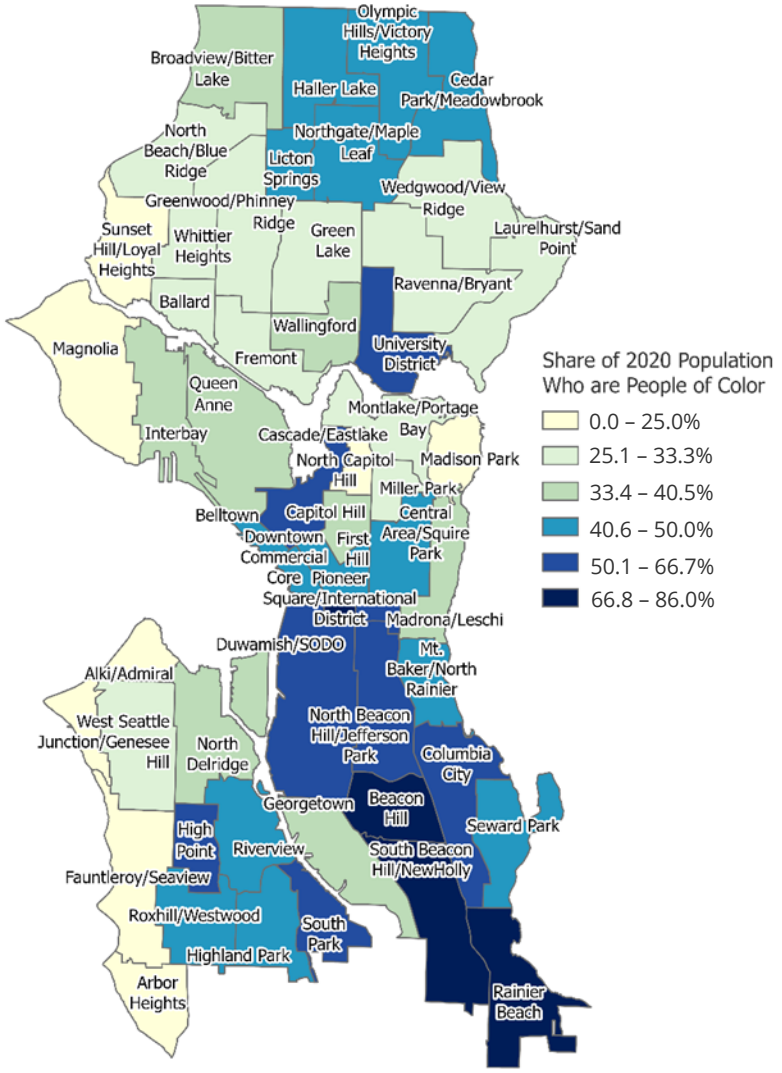
Figure A-127

Community Reporting Areas (CRA) and People of Color

Population of Color Growth Rates, 2010 to 2020



Share of CRA Population Who Are People of Color



GROWTH AND DIVERSITY IN URBAN CENTERS AND URBAN VILLAGES

This section examines how Seattle's growth strategy prior to the 2044 One Seattle Plan is associated with changes in the racial diversity of Seattle's neighborhoods. The Urban Village Strategy was adopted in 1994 as part of the City's first comprehensive plan under the GMA. Since that time, Urban Centers and Urban Villages (UCUVs) have been focus areas for housing and job growth with the goal of locating housing in dense areas with high levels of access to transit, jobs, services, and other important amenities and infrastructure investments.

Figure A-129 which is based on decennial census counts, shows the distribution in 2010 and 2020 of people of color, the white non-Hispanic population, total population, and housing units by location inside or outside of an urban center or village. Compared with white persons, persons of color are disproportionately likely to live in UCUVs. The city's UCUVs saw rapid population growth between 2010 and 2020, with the population of color growing especially rapidly in these areas. Over the same period, decennial census figures indicate that the city added approximately 8,000 housing units outside UCUVs and 50,000 inside UCUVs. By 2020, half of the city's residents of color lived in UCUVs while the proportion of white people living in UCUV's reached 36 percent.

While broad data on growth presented in Figure A-129 shows net changes in the population, it does not allow us to discern the numbers of people moving out of their homes amidst the rapid growth occurring in their neighborhoods. Community input and displacement-related data points suggest that many households, particularly those who are low income or people of color, have been displaced from these areas over this period.

Figure A-128
Distribution of Population and Housing Units:
Inside and Outside of Urban Centers and Urban Villages

	Population						Housing	
	People of Color		White		Total		Number of Units	Percent of Units
	Number	Percent	Number	Percent	Number	Percent		
2020								
Inside UCUVs	149,369	50%	158,938	36%	308,307	42%	181,810	49%
Outside UCUVs	149,478	50%	279,230	64%	428,708	58%	186,498	51%
Total	298,847	100%	438,168	100%	737,015	100%	368,308	100%
2010								
Inside UCUVs	91,785	45%	129,241	32%	221,026	36%	130,400	42%
Outside UCUVs	113,297	55%	274,337	68%	387,634	64%	178,116	58%
Total	205,082	100%	403,578	100%	608,660	100%	308,516	100%

Source: 2010 and 2020 decennial Census estimates, U.S. Census Bureau; City of Seattle Office of Planning and Community Development.

RACIAL AND ETHNIC DIVERSITY IN ZONE CATEGORIES

Next, we look at racial and ethnic diversity of residents by the zoning category of the blocks where they reside. This can help provide insights into the racially disparate impacts of local land use policies given that zoning is the local legal mechanism that most directly inhibits or enables neighborhood growth and change.

Figure A-130 presents zone categories alongside housing units and population. Each of these zone categories is a combination of individual zones largely consistent in how they regulate development, but varied in individual heights, densities, or in mix (where mixed-use). As shown, in the table zone categories vary greatly in terms of the number of housing units and population that live in them. The table also shows total housing units and population in the city of Seattle as a whole, and the remainder of King County for broader context.

Figure A-129
2020 Decennial Census Housing Units and Population Counts by Major Zone Category

	Housing Units	Percent of Housing Units	Population	Percent of Population
Commercial	10,578	2.9%	17,186	2.3%
Downtown	28,256	7.7%	40,319	5.5%
High-Density Multifamily	29,345	8.0%	41,859	5.7%
Industrial	2,138	0.6%	4,771	0.6%
Lowrise Multifamily	98,047	26.6%	182,970	24.8%
Major Institutions	1,639	0.4%	15,104	2.0%
Master Planned Community	802	0.2%	1,390	0.2%
Neighborhood Commercial	49,798	13.5%	76,448	10.4%
Neighborhood Residential	122,066	33.1%	312,796	42.4%
Residential Small Lot	6,236	1.7%	16,483	2.2%
Seattle Mixed	19,403	5.3%	27,689	3.8%
Total City	**368,308**		**737,015**	
Total Remainder King County	**600,926**		**1,532,660**	

Sources: Decennial Census, OPCD

Note: Adopted zoning as of May 8, 2023 was attributed to each census block based on the zoning of the largest group of housing units in a block, identified using King County Assessors data.

Figure A-131 also shows the shares of population by race and ethnicity for Seattle and the remainder of King County to better understand how diverse we are as a city and to provide relative benchmarks for considering the racial diversity of Seattle's zone categories. Zone groups and City and remainder of King County totals are listed by the population share who are people of color.

Figure A-130

Major Zone Categories by Detailed Race and Ethnicity from the 2010 and 2020 Decennial Censuses

	Population	Population Percentage								
		American Indian or Alaska Native	Asian	Black or African American	Hispanic	Pacific Islander	Other	Multiple races	**Total POC Population**	White, non-Hispanic
2020 Census										
Master Planned Community	1,390	1%	29%	36%	8%	0.0%	0.4%	4%	78%	22%
Industrial	4,771	2%	21%	8%	16%	1%	1%	10%	59%	41%
Seattle Mixed	27,689	0.4%	40%	5%	8%	0.2%	1%	6%	59%	41%
Major Institutions	15,104	0.4%	30%	4%	12%	1%	0.4%	8%	55%	45%
Residential Small Lot	16,483	1%	22%	9%	12%	0.5%	1%	8%	52%	48%
Downtown	40,319	1%	29%	8%	8%	0.3%	1%	5%	51%	49%
Total Remainder King County	**1,532,660**	**1%**	**21%**	**6%**	**12%**	**1%**	**1%**	**7%**	**48%**	**52%**
Commercial	17,186	1%	16%	12%	10%	0.3%	0.5%	6%	46%	54%
Neighborhood Commercial	76,448	0.4%	17%	9%	9%	0.2%	1%	7%	44%	56%
High-Density Multifamily	41,859	1%	18%	8%	9%	0.3%	1%	6%	43%	57%
Lowrise Multifamily	182,970	0.4%	15%	10%	9%	0.3%	1%	7%	42%	58%
Total City	**737,015**	**0.4%**	**17%**	**7%**	**8%**	**0.3%**	**1%**	**7%**	**41%**	**59%**
Neighborhood Residential	312,796	0.4%	13%	4%	7%	0.2%	1%	8%	33%	67%
2010 Census										
Total Remainder King County	**1,322,589**	**1%**	**15%**	**5%**	**10%**	**1%**	**0.2%**	**4%**	**36%**	**64%**
Total City	**608,660**	**1%**	**14%**	**8%**	**7%**	**0.4%**	**0.2%**	**4%**	**34%**	**66%**

Sources: City of Seattle Office of Planning and Community Development; U.S. Census Bureau decennial Censuses 2020 & 2010; King County Department of Assessments, compiled by City of Seattle July 2022.

Notes: Zone categories are based on effective zoning as of May 2023. The population in each census block is assigned to the Zone Category where the most housing units according to the King County Department of Assessments as of 2023 were counted. All population groupings are of non-Hispanic, while the Hispanic ethnicity category includes persons of any race.

Key findings from Figure A-131 include:

- Within the zone categories, only Neighborhood Residential has a lower share of residents who are people of color than the city as a whole. This finding is symptomatic of historical policies that excluded people of color from living in neighborhoods dominated by single-family homes. The relatively lower shares of individual racial and ethnic groups among people living in areas zoned Neighborhood Residential also reflects ongoing economic and development barriers in this zone category that limit housing opportunities, particularly for people of color.

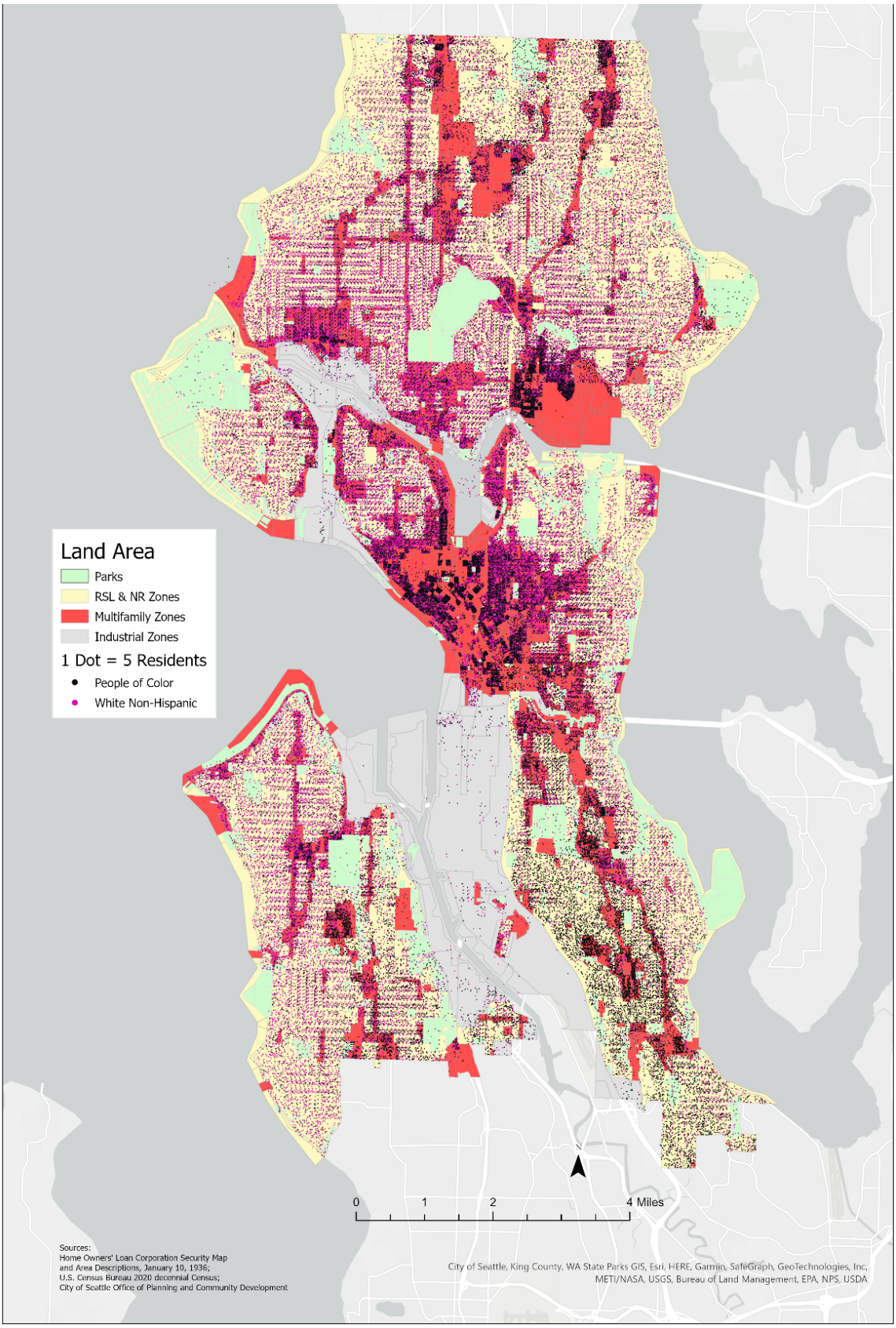
- Zones allowing moderate- and higher-density housing (e.g., attached housing, cottage style housing, stacked flats, townhomes; multifamily buildings; and mixed-use buildings) is associated with greater racial and ethnic diversity than areas with Neighborhood Residential zoning characterized primarily by single-family dwelling units on large lots. Neighborhoods allowing moderate and higher density housing have also accommodated much of the increased population in the last decade, as discussed in other sections of this appendix.

- While the share of Seattle's population who are people of color grew between 2010 and 2020, the share of people of color grew more quickly in the remainder of King County. Trends have not been uniform amongst all racial and ethnic groups; notably, the Black share of the population decreased between 2010 and 2020 in Seattle while slightly increasing in the remainder of King County. Zones that have added additional housing unit development capacity in recent years, such as those that are found in Urban Centers and Villages, have led to those neighborhoods being more diverse, while Neighborhood Residential has stayed less diverse. These findings echo demographic trends discussed earlier in the Housing Appendix.

As the number of units in moderate and higher density neighborhoods continues to grow over the next 20 years, the potential of the new units to do a good job of meeting the needs of an increasingly diverse population will depend on a number of factors including their affordability profiles and their collective ability to house a variety of household sizes and configurations from one-person households to multigenerational families. Forms of zoning that enable Neighborhood Residential zones to accommodate more units and a greater variety of housing types, such as city's 2019 ADU reforms and the future allowance of middle housing, will also allow these neighborhoods to become increasingly diverse.

Figure A-131 is limited in that it does not distinguish between neighborhoods in different parts of the city that share the same zoning category. There is, in fact, considerable variation in levels of racial and ethnic diversity in neighborhoods that share a zoning category depending on where in the city the neighborhood is located. For instance, Figure A-132 shows that Neighborhood Residential zones in some areas of the city such as in Rainier Valley have higher shares of people of color than other Neighborhood Residential zones throughout the City.

Figure A-131
Zoning and Residents



Housing Affordability and Income

This section looks at variations in the affordability of Seattle's housing supply and household incomes by neighborhood. It describes where proportionally larger shares of low-income households live, where the housing supply is affordable to households of various income levels, and where the greatest shares of households are cost burdened. This analysis uses 2019 5-year CHAS data from the American Community Survey (ACS) which include both subsidized and unsubsidized units.

Affordability is a key constraint on housing and neighborhood choice, especially for lower income households. Neighborhoods with less affordable housing preclude households with lower incomes from entering them or remaining in them without becoming cost burdened.

SHARE OF HOUSEHOLDS BY INCOME CATEGORY BY CENSUS TRACT

Historical practices, existing land use patterns, and localized housing prices have resulted in concentrations or exclusion of low-income households in different parts of the city. Examining household incomes by neighborhood assists us in understanding these patterns and in planning programs, policies, and capital projects important for equitably serving low-income households.

Figure A-133 shows three maps with the shares of households by census tract at or below the income thresholds of 30% of AMI, 50% of AMI, and 80% of AMI.

There is a great deal of variation between neighborhoods in the prevalence of households with incomes at or below 30% of AMI, with some of the greatest concentrations around Pioneer Square. High prevalence of households with incomes of 50% of AMI or under is additionally found in the Duwamish Valley, Rainier Valley, Downtown, and a handful of neighborhoods in North Seattle, including Aurora-Licton Springs, Northgate, and Lake City. Concentrations of households in these extremely and very low-income categories point to opportunities for creating equitable policies that serve these households and their neighborhoods.

When looking at the prevalence of households at or under 80% of AMI, we see a somewhat more diffuse pattern. However, many neighborhoods, particularly those with predominantly single-family detached housing have very low shares of households with incomes under 80% of AMI, pointing to the economic exclusivity of these neighborhoods.

AFFORDABILITY OF HOUSING

Figures A-134 and A-135 present the share of housing units in each census tract affordable at or below a specific income level by tenure based on analysis of CHAS data. Figure A-135 shows rental housing affordability at or under 30%, 50%, and 80% of AMI while Figure A-134 shows ownership housing affordability at or under 50%, 80%, and 100% of AMI. These maps help us understand the large variations in housing affordability that exist between areas within Seattle. However, some caution is needed in viewing them as the reliability of the estimates can be low where only small numbers of housing are either renter or owner-occupied.

Housing costs in the ACS-derived CHAS data are lower than those reflected in our analyses of CoStar data presented in earlier sections of this appendix. This reflects a variety of differences in these datasets including the wider inclusion of subsidized units in the ACS. The CHAS data are also

different in that they are based primarily on responses from households and are not as up to date as the CoStar data.

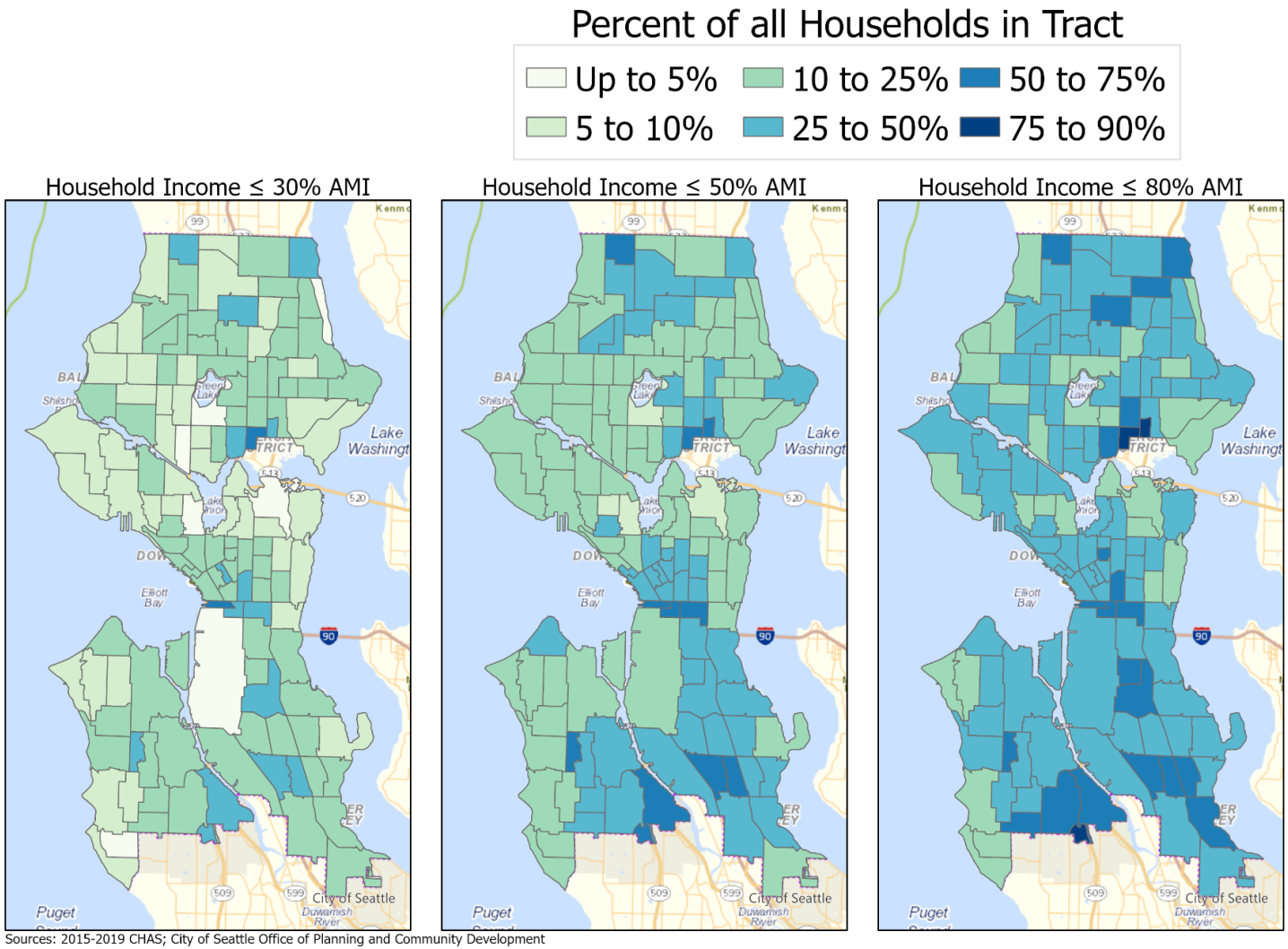
The vast majority of tracts in Seattle have 5 percent or fewer ownership units affordable at or below 80% of AMI. Ownership units affordable at or below 100% of AMI are also scarce in most tracts. Only in and around South Park are more than half of owner units estimated to be affordable at or below 100% of AMI. It is important to note that the affordability estimates for ownership housing use *survey respondents' estimates* of what their home would sell for *if* it were for sale rather than actual sales prices, such estimates tend to lag trends in sales prices in rapidly changing markets.

The vast majority of tracts have very low shares of rental units affordable to households at or below 30% of AMI. Nearly no tracts have a majority of rental housing units affordable to households at or below 50% of AMI. A small number of tracts, mostly in the city's southern and northern neighborhoods, have majorities of rental units affordable at or below 80% of AMI. While useful for picturing relative patterns in affordability by neighborhood, these maps do not fully capture challenges. For example, roughly a third of rentals affordable at 80% of AMI are not available to low-income households because they are rented by higher income households.

HOUSING COST BURDEN BY CENSUS TRACT

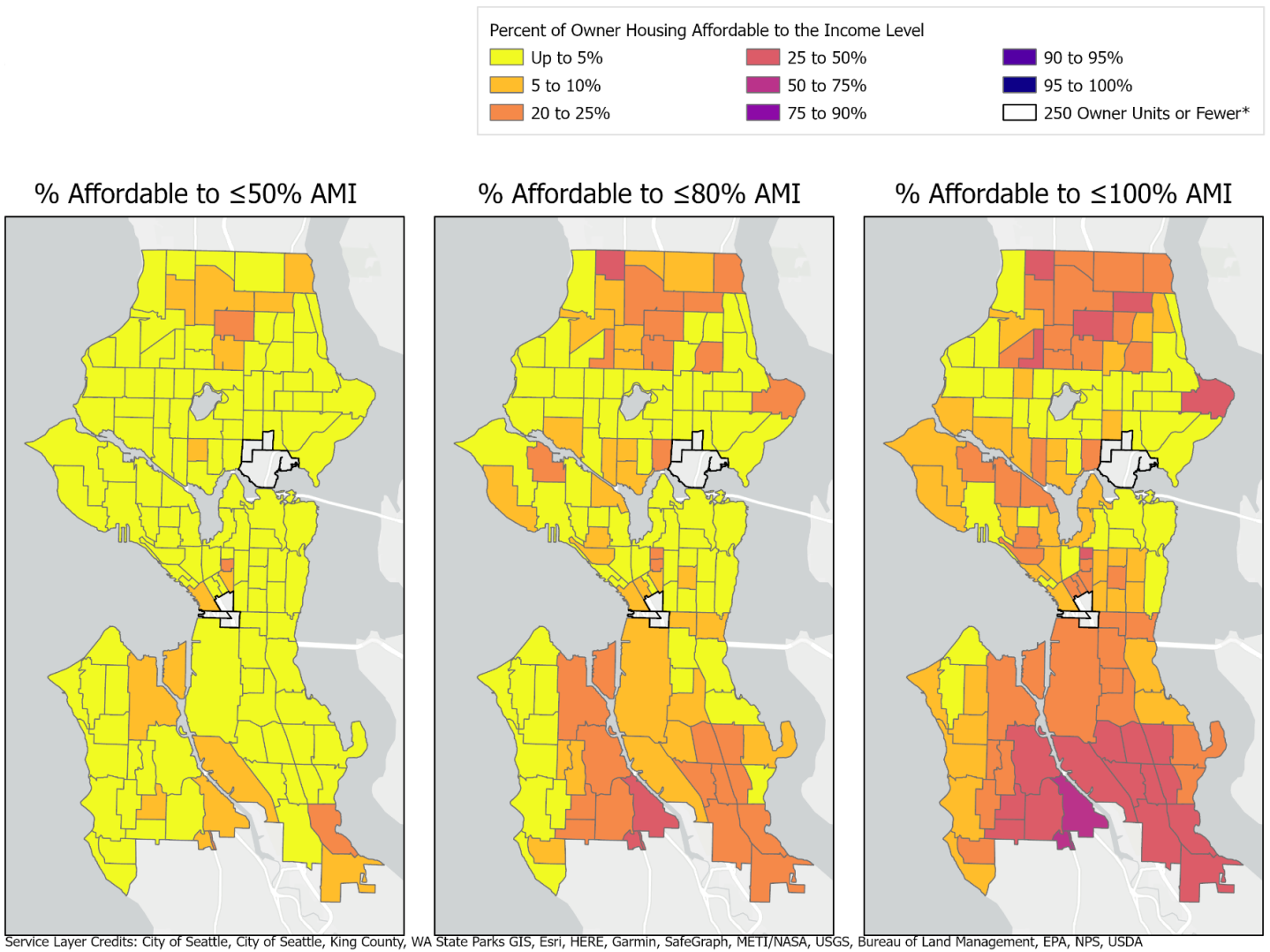
Figure A-136 following this section shows the estimated percentages of households in each census tract with housing costs exceeding 30 percent or 50 percent of their income, respectively. Not surprisingly, high percentages of cost-burdened households are found in many of the tracts where there are large shares of lower-income households. This indicates that, even in areas with a greater supply of housing that is relatively lower in price compared to other parts of the city, there is still an acute shortage of housing units affordable to households with lower incomes.

Figure A-132
Households by AMI Level



Sources: 2015-2019 CHAS; City of Seattle Office of Planning and Community Development
Notes: Households for which no income calculation are provided are included in denominator, which may be households which have no income or negative income
Census Tracts with fewer than 250 households are not included in this analysis due to relatively high margins of error, which decrease reliability of the data.

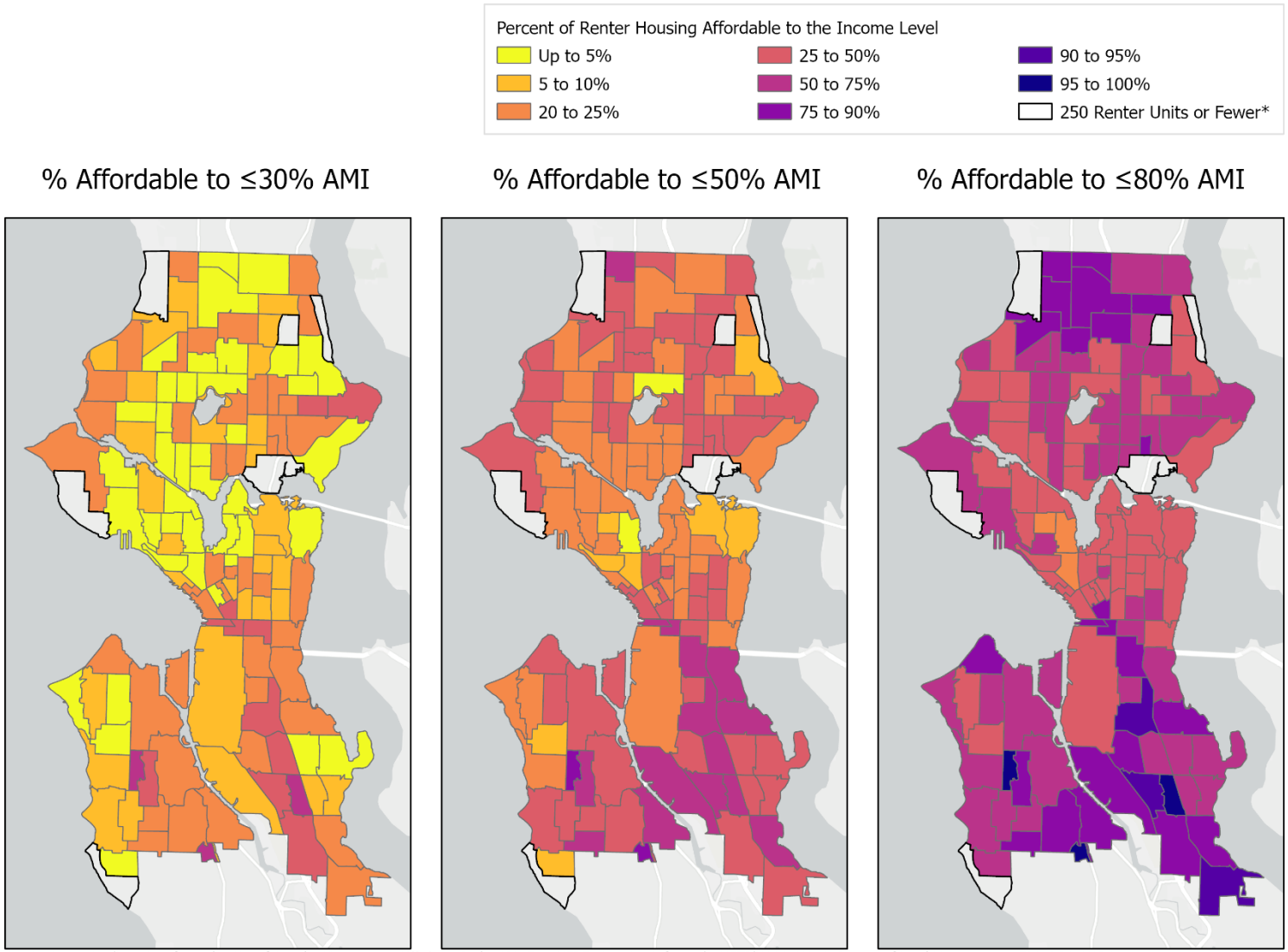
Figure A-133
Affordability of Ownership Housing by Area Median Income (AMI) Level



Service Layer Credits: City of Seattle, City of Seattle, King County, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA
Sources: 2014-2019 Comprehensive Housing Affordability Strategy Data, U.S. Department of Housing and Urban Development; U.S. Census Bureau; City of Seattle Office of Planning and Community Development
*Tracts with 250 owner units or fewer were excluded from this analysis due to high margins of error, which decreases the reliability of data in these census tracts.

Figure A-134

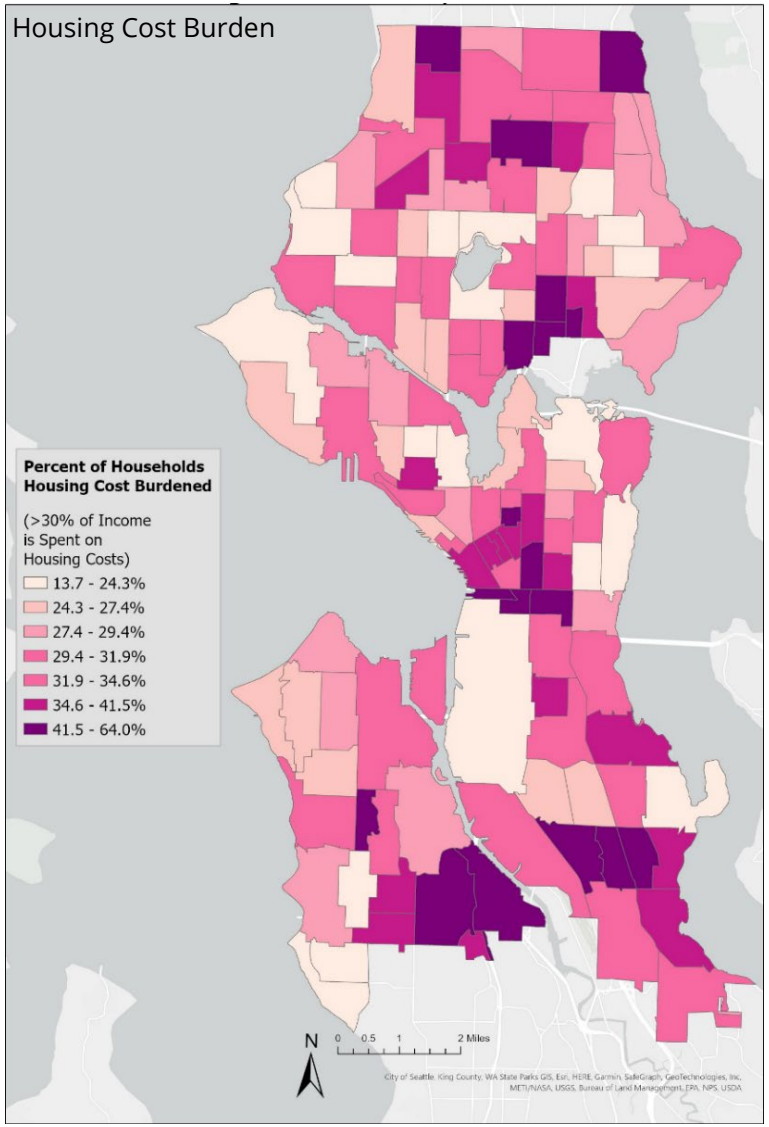
Affordability of Rental Housing by Area Median Income (AMI)

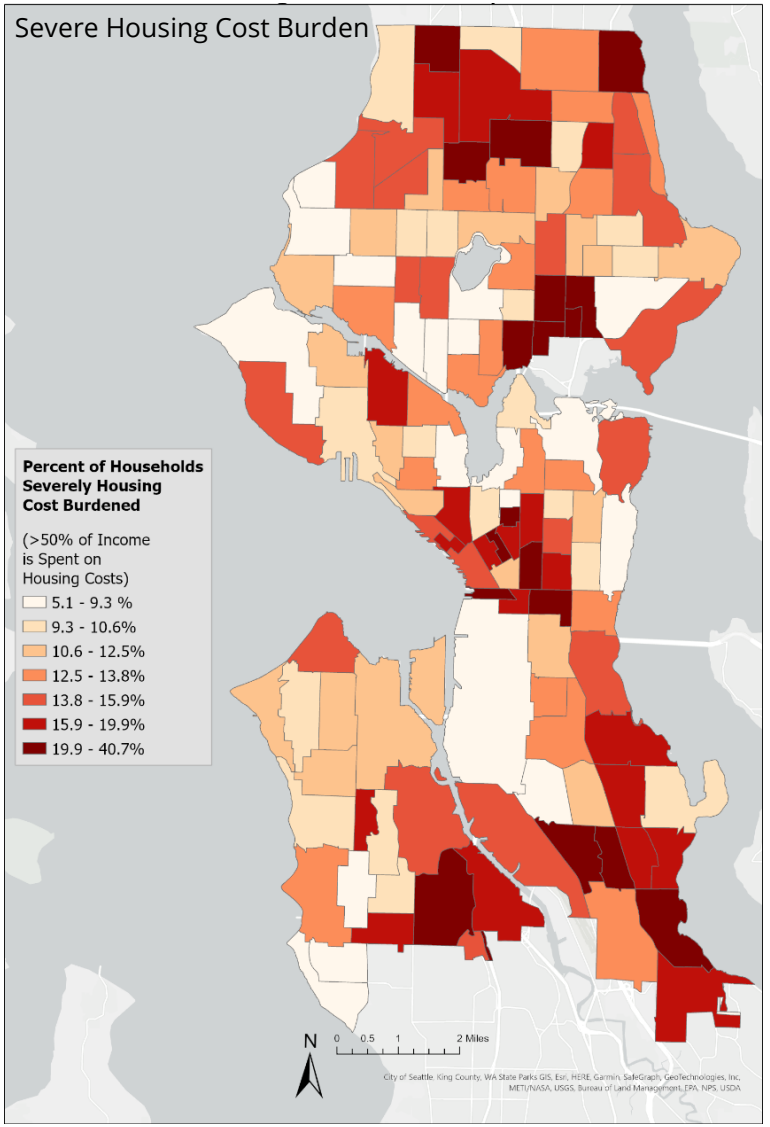


Service Layer Credits: City of Seattle, City of Seattle, King County, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA
Sources: 2014-2019 Comprehensive Housing Affordability Strategy Data, U.S. Department of Housing and Urban Development; U.S. Census Bureau; City of Seattle Office of Planning and Community Development
*Tracts with 250 rental units or fewer were excluded from this analysis due to high margins of error, which decreases the reliability of data in these census tracts.

Figure A-135

Housing Cost Burden and Severe Housing Cost Burden of All Households





LOCATION OF INCOME-RESTRICTED HOUSING DEVELOPMENTS

Income-restricted housing reduces local displacement pressures and can contribute to creating more economically and racially inclusive neighborhoods. Moreover, income-restricted housing provides greater housing stability and access for households unable or struggling to afford the cost of housing in Seattle. However, income-restricted housing is not equally distributed throughout the city, with zoning creating or impeding opportunities for income-restricted housing development in neighborhoods.

Figure A-137 provides the number of City funded units in structures newly built and placed in-service, meaning became occupied, since 2013 in each zone category by household tenure. This analysis is for publicly subsidized development of income-restricted housing for households with incomes at or below 60% of AMI for renters and 80% of AMI for owners. Income-restricted units included in otherwise unrestricted market-rate properties to satisfy land use or incentives requirements (e.g., MFTE, MHA) are not included in this analysis.

All income-restricted rental apartments built since 2013 with City funding are in zones that allow for multifamily development. Income-restricted homes for income-eligible buyers are primarily in lowrise and residential small lot zones, which typically allow townhouses and other smaller-scale attached housing developments.

Figure A-136
City Funded Income-Restricted Units Built Since 2013 by Zone Category on Permit and Tenure

City Funded Income-Restricted Units Built Since 2013 by Zone Category on Permit and Tenure				
Zone category on permit[1]	Rental		Owner	
	Units (% of units)	Projects (% of projects)	Units (% of units)	Projects (% of projects)
Commercial	1,155 (15%)	14 (16%)	-	-
Downtown	881 (12%)	9 (11%)	-	-
Highrise and Midrise Multifamily	630 (8%)	9 (11%)	-	-
Industrial	-	-	-	-
Lowrise Multifamily	939 (12%)	11 (13%)	72 (71%)	5 (63%)
Major Institutions	-	-	-	-
Master Planned Community	-	-	-	-
Neighborhood Commercial	3,565 (47%)	37 (44%)	-	-
Neighborhood Residential	-	-	-	-
Residential Small Lot	-	-	29 (29%)	3 (38%)
Seattle Mixed	457 (6%)	5 (6%)	-	-
Total	**7,627 (100%)**	**85 (100%)**	**101 (100%)**	**8 (100%)**

Sources: City of Seattle Office of Planning & Community Development; City of Seattle Office of Housing

[1]Zoning codes selected based on the most predominant zoning by permit; however, some project sites may be developed under more than one zone or under other site conditions, such as a station area overlay.

Figure A-138 shows the number of City funded rental units built since 2013 by the number of stories in the project and the maximum height allowed by zoning. Key takeaways from Figure A-138 are:

- Approximately 81 percent of apartments in income-restricted rental properties are in 5 to 8 story buildings. Of the income-restricted units in 5 to 8 story buildings, most were developed in zones with height limits of 50 to 85 feet, but a sizeable number are midrise buildings in zones allowing taller buildings.
- While some older projects are 1 to 4 stories, only 15 percent of rental units are in these projects. Fifteen of the 19 projects under 5 stories opened between 2013 and 2019.
- Only one project is more than 9 stories tall. The Office of Housing noted that this was a surplus Sound Transit site provided at no cost to the developer.

The height of building that low-income housing developers are able to finance appears to be in the 5 to 8 story range; it could be that providers have a more difficult time financing highrise developments even if allowed by zoning. In addition, market conditions in zones with residential height limits greater than 85 ft. may be barriers to income-restricted housing development. This is likely due to higher land prices commanded in these zones as well as the higher construction costs associated with building structures greater than 85 feet (e.g., reinforced concrete and steel construction rather than traditional wood frame; elevators with more advanced technology and infrastructure requirements).

Beyond showing that 5 to 8 stories have provided the "sweet spot" for income-restricted rental housing, these findings provide a strong indication that zones allowing 5 to 8 story multifamily housing will also be the most likely to see income-restricted rental housing development in the future.

Figure A-137
City Funded Income-Restricted Rental Units Built Since 2013
by Maximum Zoned Residential Height Allowable on Permit and Actual Stories Built

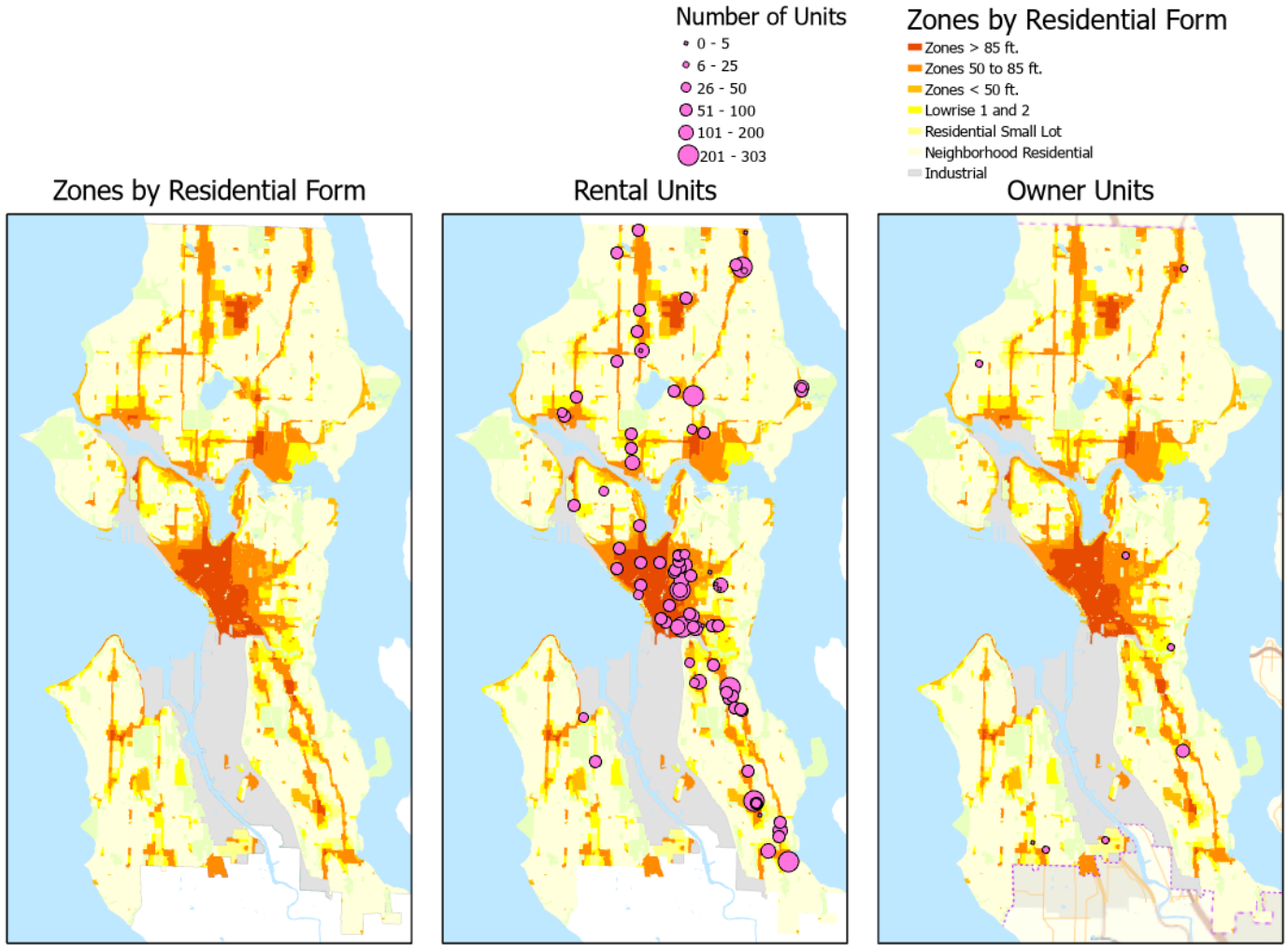
Zoning height limit on permit[1]	Units (% of Units)			Projects (% of Projects)		
	1 to 4 Stories	5 to 8 Stories	9+ Stories	1 to 4 Stories	5 to 8 Stories	9+ Stories
< 50 ft.	898 (12%)	587 (8%)	-	14 (16%)	6 (7%)	-
50 to 85 ft.	223 (3%)	4,420 (58%)	-	5 (6%)	50 (59%)	-
> 85 ft.	-	1,139 (15%)	360 (5%)	-	9 (11%)	1 (1%)
Total	**1,121 (15%)**	**6,146 (81%)**	**360 (5%)**	**19 (22%)**	**65 (76%)**	**1 (1%)**

Sources: City of Seattle Office of Planning & Community Development; City of Seattle Office of Housing
[1]Zoning codes selected based on the most predominant zoning by permit; however, some projects may be developed under more than one zone or under other site conditions, such as a station area overlay.

Figure A-139 shows the general location of income-restricted units with regards to zoning by residential form. We provide detailed documentation of these zones by residential form in the Development Capacity section of this Housing Appendix.

Figure A-138

Income-Restricted Units Built and Placed In-Service Since 2013 and Zoning in Seattle



Sources: City of Seattle Office of Planning and Community Development; Seattle Office of Housing.

Note: This map shows existing zoning as of May 2023; however, site zoning may have been different at the time when each property was

USE OF VOUCHERS BY LOCATION

Housing vouchers are funded by federal and state dollars and distributed locally by SHA. These vouchers aim to ensure that tenants pay between 30 and 40 percent of their income on housing costs, while the voucher covers any remaining rent costs.

In addition, vouchers can be tenant based or project based, meaning tied to rental units in a specific publicly funded low-income housing property. Tenant-based vouchers are assigned to a household to be used to lease a housing unit in the local market. In choosing where to rent, households are given opportunities to reside in neighborhoods where there may otherwise be no subsidized rental housing, but where amenities such as job access, schools, transit, or public space fit their household needs.

A variety of factors such as the location of project-based vouchers, price of housing, proximity to transit, and location in SHA's market area, can limit where vouchers are in use throughout the city. Low access to high-cost neighborhoods, in particular those that also have high access to neighborhood amenities, poses a question of economic justice for the City. As such, SHA has implemented programs aimed at increasing access to more neighborhoods throughout Seattle. One such program, Creating Moves to Opportunity (CMTO), provides additional services and resources to families during their search for a unit to make higher opportunity neighborhoods more accessible. Another program, the Family Access Supplement (FAS), increases the maximum value of a voucher so that households can afford units in higher opportunity neighborhoods.

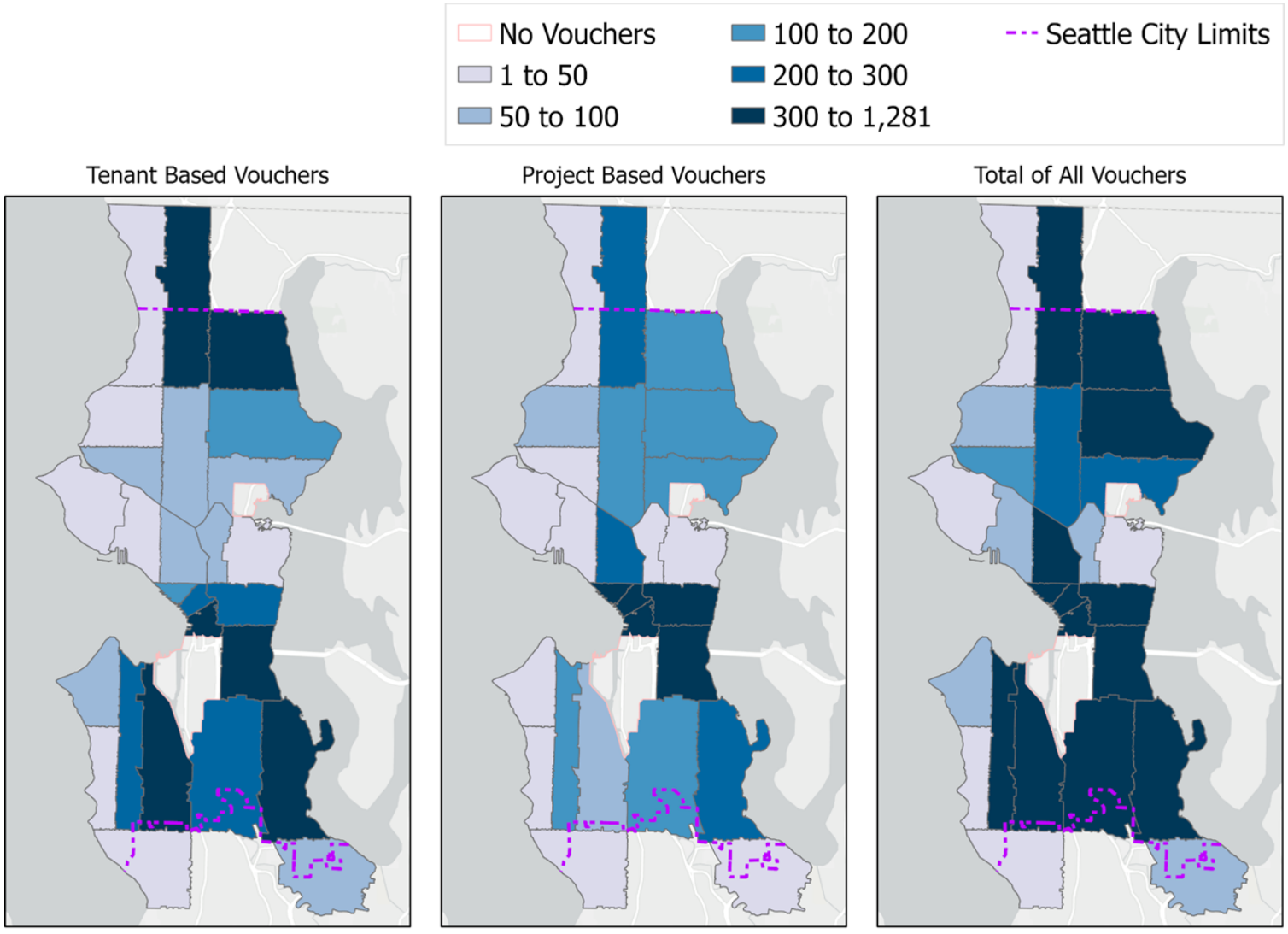
Figure A-140 shows three maps indicating where vouchers are used locally based on ZIP Code. Key findings include:

- Tenant-based vouchers and project-based vouchers vary in their areas of use throughout Seattle. Tenant-based vouchers have concentrations in ZIP codes associated with Downtown, Rainier Valley, Delridge, Bitter Lake/Licton Springs, and Northgate. Project-based Vouchers are primarily concentrated in Downtown and Central Seattle.
- There is low voucher use in neighborhoods where the housing supply is primarily detached homes, in particular the West Seattle neighborhoods of Fauntleroy and Arbor Heights, Magnolia, Madison Park, Montlake, Broadview and Crown Hill. Neighborhoods with a large multifamily stock have greater voucher utilization.

In addition, tenant-based vouchers can be used outside of Seattle after the tenant has lived in Seattle with a voucher for one year, giving tenants the opportunity to find rental housing that fits their household's need anywhere in the United States. June 2023 data from SHA indicates that 659 of the 673 voucher holders who moved to SHA's market area ("ported in") held vouchers for 0-bedroom units, such as studios and small efficiency dwelling units, while 1,791 of the 1,808 voucher holders who moved out ("ported out") of Seattle held vouchers for 1-bedroom or larger units. This is tied to the limited local stock of reasonably priced multi-bedroom rental units, which may push multi-bedroom voucher holders to look outside of Seattle.

Figure A-139

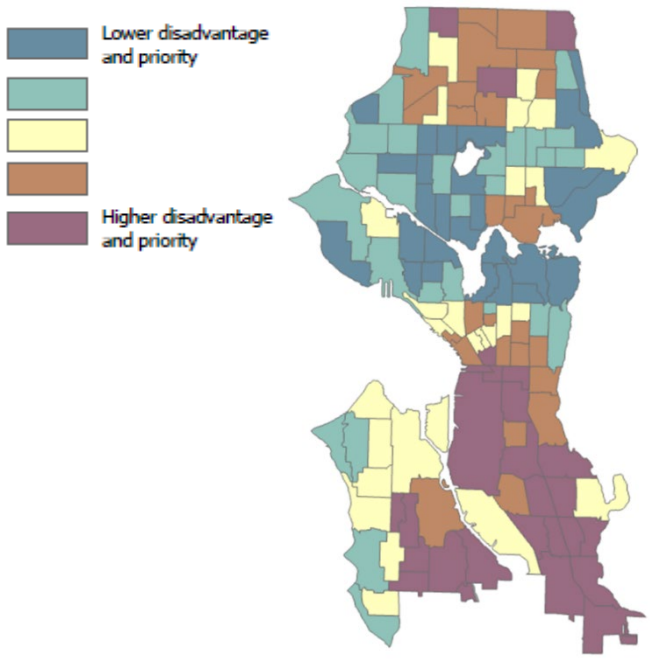
Seattle Housing Authority Voucher Use by Zip Code



Sources: Seattle Housing Authority 2023; King County; City of Seattle Office of Planning and Community Development
Service Layer:City of Seattle, King County, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Community Indicator Outcomes in Racial and Social Equity Priority Areas

Figure A-140
Seattle's Racal and Social Equity Index (2019)



A key principle in the Countywide Planning Policies is supporting more equitable access to housing and neighborhoods of choice, e.g., neighborhoods with essential components of livability such as well-funded schools, healthy environments, open space, and nearby employment. The CPPs call upon jurisdictions to analyze, monitor, and work to eliminate disparities in access to neighborhoods of choice. The City's Equitable Development Monitoring Program (EDMP), [146] launched in 2020 to inform and gauge progress on the Comprehensive Plan, helps fulfill this responsibility.

This section summarizes how neighborhoods in Racial and Social Equity (RSE) Priority Areas are faring on several community indicators selected for monitoring in the EDMP. As identified by the City's RSE Index, [147] RSE priority areas are census tracts where persons of color and people with socioeconomic and health disadvantages make up relatively large proportions of neighborhood residents. Figure A-141 shows the RSE Index used in the 2020 report; "RSE Priority Areas" are shown in orange and maroon.

- **Affordability of housing**—While scarce overall, rentals affordable to low-income households are more common in most RSE priority areas than elsewhere in the city. However, several RSE priority areas, including neighborhoods in the Central Area, have a relatively low share of affordable units, making it increasingly hard for historical communities to remain.

[146] Release of the Equitable Development Community Indicators Report in 2020 as part of the EDMP also helped inform the 2021 Racial Equity Analysis examining how the Urban Village Strategy contributed to outcomes for communities of color.

[147] The current iteration of the RSE Index can be found online at: https://maps.seattle.gov/RSEIndex.

- **Income-restricted housing**—Approximately two-thirds of all rent- and income-restricted housing in Seattle is in RSE priority areas (which are commonly also areas of high displacement risk), reflecting ongoing investment in affordable housing as an anti-displacement strategy. However, the concentration of income-restricted housing inside RSE priority areas also reflects that zoning in many other neighborhoods prohibits development at densities required for construction of income-restricted housing to be feasible.

- **Proximity to grocery stores**—At the time of analysis, several RSE priority areas in South Seattle lacked a grocery store. Populations in RSE priority areas tend to have lower incomes and fewer transportation options, which can limit access, especially when affordable or culturally relevant stores are many miles away.

- **Air pollution exposure risk**—Households in RSE priority areas face disproportionately high risks of exposure to outdoor air pollution due to proximity to industrial districts and major transportation routes.

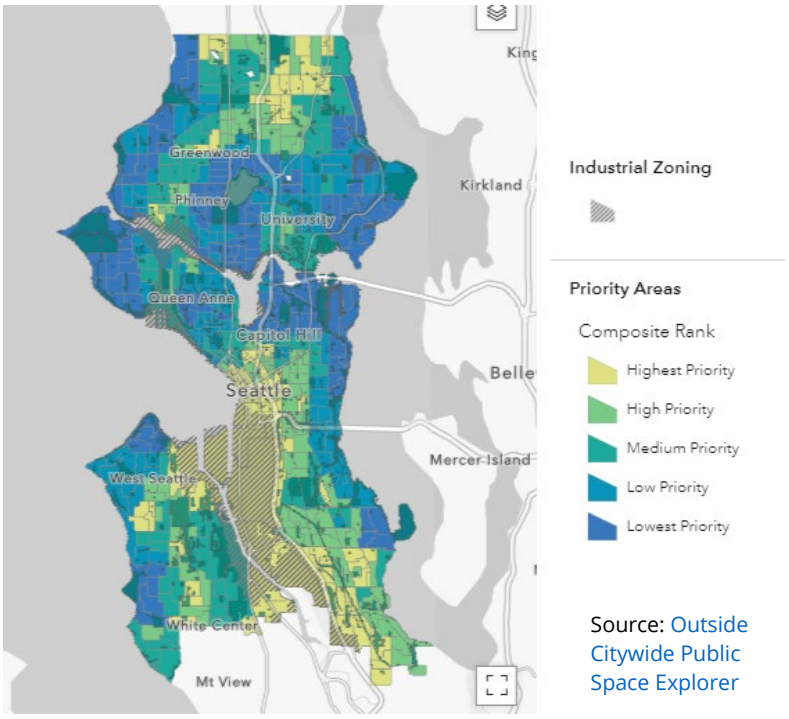
- **Access to frequent transit service**—Based on 2019 schedules, about three-quarters of households in Seattle and 80 percent in RSE priority areas were within walking distance of frequent transit service running weekdays, nights, and weekends. However, some RSE priority areas near the northern and southern city limits lacked access to this level of service. With reductions in service since 2019, areas without frequent service have likely expanded.

- **Jobs accessible by transit**—The supply of jobs accessible by transit is particularly important for equity as low-income households and people of color are disproportionately transit dependent. Housing throughout the city, including in RSE priority areas, has relatively good transit access to jobs.

- **Sidewalk coverage**—Given that low-income households and households of color are less likely than others to own a car, pedestrian infrastructure is especially important for these households. Sixty-eight percent of roads in RSE priority areas have sidewalks (on both sides of the road for arterials and one side for other roads), compared with 76 percent in Seattle overall. Neighborhoods north of 85th street, including several neighborhoods in RSE priority areas, have sparse sidewalk coverage. Neighborhoods north of 85th were part of unincorporated King County until 1954 and were largely developed without sidewalks as County standards did not require construction of sidewalks.

- **Quality of neighborhood elementary schools**—The Washington Schools Improvement Framework, an index of school performance, shows large differences among Seattle's elementary schools. While high-scoring elementary schools exist in many parts of Seattle, attendance areas for the lowest-scoring schools are all located fully or partially within RSE priority areas.

Figure A-141
Outside Citywide Prioritization Areas



Source: Outside Citywide Public Space Explorer

- **Access to Parks and Open Space**—The City's Outside Citywide Program recently inventoried public outdoor spaces and recommended priority areas for public space improvements, as shown in Figure A-142, based on an array of data. The measures included outdoor space quality and accessibility, pressure on park acreage from surrounding population, access to private yards, and 2023 RSE Index. The Outside Citywide Public Space Explorer highlights areas where outdoor public spaces could be expanded or enhanced to serve Seattle residents more equitably.[148] These areas include several neighborhoods in Southeast Seattle adjacent to I-5; South Park, and portions of other Southwest Seattle neighborhoods; much of downtown; and some parts of north Seattle.[149, 150]

The disparities between neighborhoods found in the EDMP, Outside Citywide, and other analyses summarized in this appendix have been shaped by redlining, racially restrictive covenants, and other historical practices that segregated people of color, commonly near environmental hazards,[151] and

[148] The Outside Citywide Public Space Explorer is a tool for exploring Seattle's public outdoor spaces and identifying priority areas for improvements. provides maps and details the methodology. OPCD's Outside Citywide webpage provides additional background about the overall program.

[149] Access to Parks and Open Space is one of the indicators selected for Monitoring in the EDMP and an indicator feasible to monitor on an ongoing basis is being developed.

[150] Tree canopy coverage, while not accounted for directly in the Outside Citywide is another important contributor to the quality of life in neighborhoods and to overall environmental health. The City's 2021 Tree Canopy Assessment found that RSE Priority Areas not only have less tree canopy but have also been losing tree canopy at a greater rate than has the city as a whole.

[151] "Exposure Disparities by Income, Race and Ethnicity, and Historic Redlining Grade in the Greater Seattle Area for Ultrafine Particles and Other Air Pollutants," K Bramble, et. al. Environmental Health Perspectives. 2023,131(7), 077004, DOI: 10.1289/EHP11662.

that underinvested in these communities. These disparities have also been perpetuated by aspects of zoning introduced in the 1900s, but still in place as of 2023.

- This includes City of Seattle zoning in the majority of the city that prohibits construction of housing at the range of densities low-income households can afford. Exclusionary zoning concentrates students of color in higher poverty schools that struggle to meet their needs. The location of multifamily housing near major roadways can help with transit access but exposes residents in these units to higher levels of air pollution. This land use pattern also results in inequitable access to large parks and open spaces that are more commonly located in neighborhoods with primarily single-family homes where yards with trees are already more abundant.
- Another example is residential neighborhood zoning that restricts large areas of the city to exclusively residential uses. This effectively prohibits many community serving amenities such as small grocery stores, cafes, and arts and culture spaces that could otherwise provide walkable access to fresh produce, services, and gathering spaces near people's homes.

Housing with Access to Transit

Having housing and jobs with direct access to high-capacity transit allows for Seattle to reduce total vehicle miles travelled in cars, reduce GHG emissions, reduce traffic, and improve access to areas of the city that are more difficult to travel to for households without vehicles.

The King County Countywide Planning Policies require that cities conduct several housing analyses with regards to ½ mile proximity to High-Capacity Transit (HCT) and Frequent Transit. This section of the Housing Appendix addresses these requirements with analysis of proximity to transit for existing housing units, income-restricted housing units, recently developed housing units, and for our housing unit development capacity.

Figure A-143 shows HCT walksheds measured to one-half mile of bus rapid transit, monorail, light rail, and commuter rail stations in Seattle. HCT walksheds cover approximately 16,100 acres, or around 30 percent of Seattle's total land area. Furthermore, Figure A-143 shows Frequent Transit walksheds, which include the HCT walksheds as well as walksheds for additional transit options with frequent service.[152] Frequent Transit walksheds cover approximately 36,800 acres, or about 69 percent of Seattle's total land area.

A majority (55%) of Seattle's existing housing units are within a half-mile walk of HCT, as shown in Figure A-144. About 73 percent of flats and 55 percent of townhomes are within HCT walksheds. However, majorities of both detached housing units and duplexes, triplexes and fourplexes are outside of HCT walksheds. Outside of these walksheds are 72 percent of detached units and 59 percent of small multiplexes.

Approximately 90 percent of housing units are within a half-mile walk of Frequent Transit. Ninety-five percent of flats and 92 percent of townhomes are within Frequent Transit walksheds. In addition, majorities of both detached housing units (77 percent) and duplexes, triplexes and fourplexes (77 percent) are inside of Frequent Transit walksheds.

[152] Existing frequent transit service is identified by Seattle Department of Transportation, August 2023. Walksheds are generated by OPCD based on the center of the platform of existing and future high-capacity transit stations, using distance along a connected network of streets, trails, or stairs where the streets are not limited-access (i.e., highways or freeways). Frequent Transit walksheds include HCT walksheds, and also include frequent bus service.

SDOT maintains a Frequent Transit Network webpage as part of its Transit Master Plan.

Figure A-142
Half-Mile Transit Walksheds Analyzed in this Housing Appendix

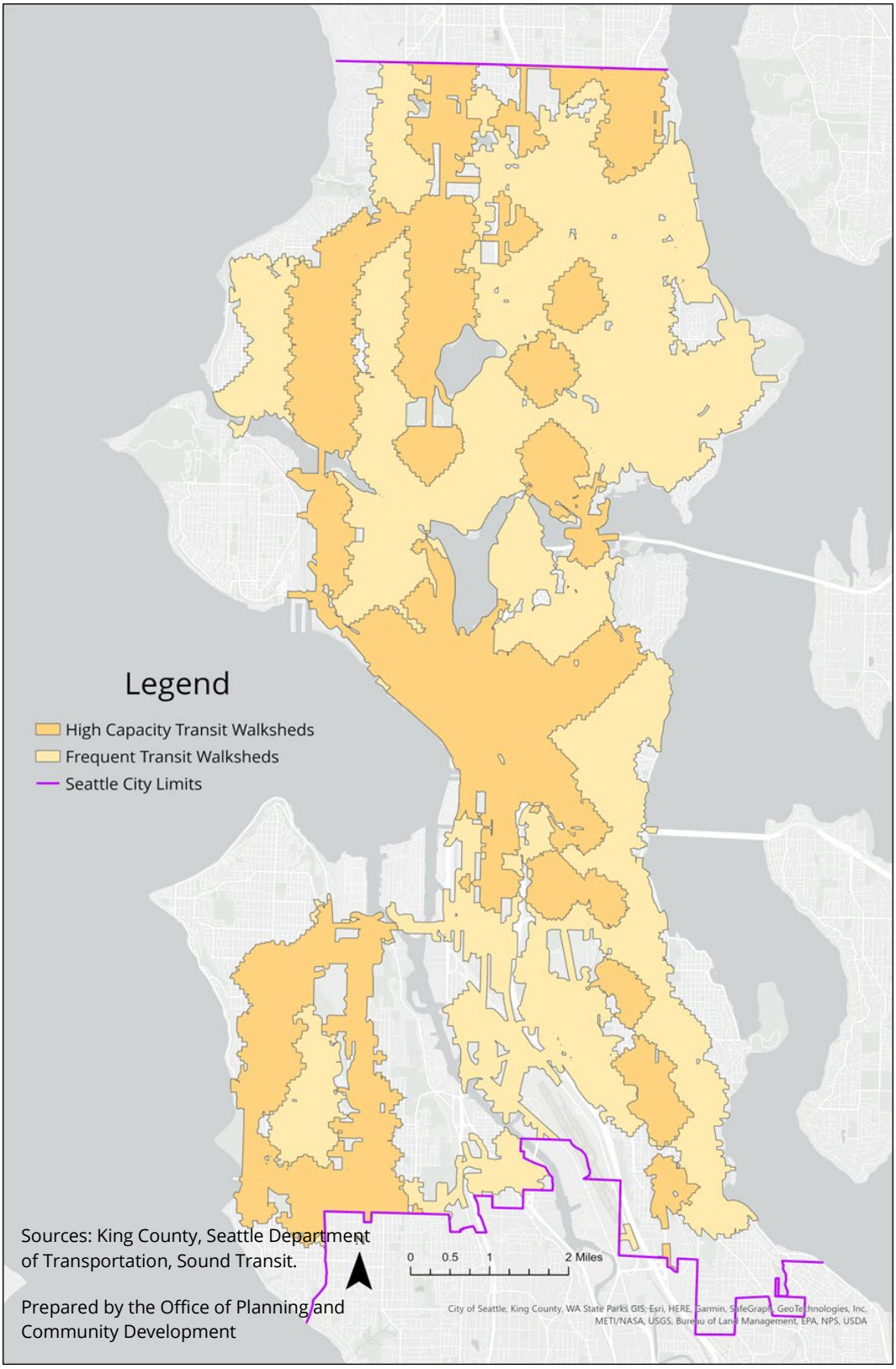


Figure A-143
Existing Housing Supply and Transit Walksheds

	High-Capacity Transit			Frequent Transit		
Housing Type	Outside Walkshed	Inside Walkshed	**Total (Units/ Residences)**	Outside Walkshed	Inside Walkshed	**Total (Units/ Residences)**
Flat	55,462 (27%)	151,746 (73%)	207,208	9,593 (5%)	197,615 (95%)	207,208
Townhouse	13,750 (45%)	16,905 (55%)	30,655	2,315 (8%)	28,340 (92%)	30,655
Live & Work	424 (38%)	683 (62%)	1,107	73 (7%)	1,034 (93%)	1,107
Duplex, Triplex & Fourplex	7,297 (59%)	5,156 (41%)	12,453	1,252 (10%)	11,201(90%)	12,453
Detached	96,991 (72%)	37,292 (28%)	134,283	30,565 (23%)	103,718 (77%)	134,283
Total Units	**173,924 (45%)**	**211,782 (55%)**	**385,706**	**43,798 (11%)**	**341,908 (89%)**	**385,706**
Congregate	8,429 (39%)	12,943 (61%)	21,372	1,027 (5%)	20,345 (95%)	21,372
Source: King County Department of Assessments, compiled by City of Seattle, July 2022; King County Metro.						

Figure A-145 further looks at existing income-restricted units by these walksheds. More than 70 percent of Seattle's income-restricted rental units and 60 percent of income-restricted owner units are located within a half mile walk of HCT walksheds. Nearly all income-restricted units are within a half-mile walk of Frequent Transit walksheds.

Figure A-144
Income-Restricted units and Transit Walksheds

	High-Capacity Transit			Frequent Transit		
Housing Type	Outside Walkshed	Inside Walkshed	**Total (Units)**	Outside Walkshed	Inside Walkshed	**Total (Units)**
0 to 30% AMI	3,700 (28%)	9,400 (71%)	13,200	200 (2%)	12,900 (98%)	13,200
31 to 50% AMI	1,700 (28%)	4,400 (72%)	6,100	300 (5%)	5,800 (95%)	6,100
51 to 80% AMI	3,400 (24%)	10,450 (76%)	13,900	200 (1%)	13,650 (98%)	13,900
Above 80% AMI	100 (13%)	700 (87%)	800	0 (%)	800 (100%)	800
Total	**8,900 (26%)**	**24,950 (74%)**	**34,000**	**700 (2%)**	**33,150 (98%)**	**34,000**
Owner Units	100 (40%)	150 (60%)	250	0 (%)	250 (100%)	250
Source: King County Metro. City of Seattle Office of Planning & Community Development; King County Income-restricted Housing Database, which the King County Department of Community and Human Services developed in collaboration with Seattle, other cities, and the Puget Sound Regional Council. Note: Estimates are rounded to the nearest 50. Approximately 100 units serving households 0 to 30% of AMI and 50 units serving households 51 to 80% of AMI could not be geocoded for this analysis but are included in totals.						

Housing development during the 2016 to 2022 period was largely concentrated in areas served by HCT and Frequent Transit, as shown in Figure A-146. Seventy-five percent of units developed during this period were within HCT walksheds. Units in mixed-use and multifamily buildings, which include flats, townhouses, and small multiplexes, were highly concentrated in HCT walksheds. Eighty-four percent of units in mixed-use buildings were developed in HCT walksheds, and 62 percent of units in multifamily buildings were. In contrast, new detached housing was primarily developed outside of HCT walksheds. Similarly, AADUs and DADUs, which can be built on the same lots as detached homes and townhomes throughout much of the city, were developed mostly in areas outside of ½ mile HCT walksheds.

Ninety-seven percent of units developed during this period were within Frequent Transit walksheds. Nearly all units in mixed-use and multifamily buildings were within Frequent Transit walksheds, while other forms were slightly less concentrated in Frequent Transit walksheds.

Figure A-145
Recently Developed Units and Transit Walksheds

Housing Type	High-Capacity Transit			Frequent Transit		
	Outside Walkshed	Inside Walkshed	**Total (Units/ Residences)**	Outside Walkshed	Inside Walkshed	**Total (Units/ Residences)**
Detached Unit	2,451 (61%)	1,548 (39%)	3,999	745 (19%)	3,254 (81%)	3,999
AADU	759 (71%)	312 (29%)	1,071	190 (18%)	881 (82%)	1,071
DADU	748 (68%)	354 (32%)	1,102	183 (17%)	919 (83%)	1,102
Multifamily	4,446 (38%)	7,259 (62%)	11,705	506 (4%)	11,199 (96%)	11,705
Mixed-Use	7,229 (16%)	37,625 (84%)	44,854	513 (1%)	44,341 (99%)	44,854
Institutional, Industrial or Other	6 (75%)	2 (25%)	8	2 (25%)	6 (75%)	8
Total Units	**15,639 (25%)**	**47,100 (75%)**	**62,739**	**2,139 (3%)**	**60,600 (97%)**	**62,739**
Congregate	510 (17%)	2,561 (83%)	3,071	0 (0%)	3,071 (100%)	3,071
Source: King County Metro; City of Seattle Quarterly Housing Report Dashboard as of April 10, 2023						

Remaining development capacity for additional housing units is also concentrated in HCT and Frequent Transit walksheds. As of the time of this analysis, 77 percent of unit capacity (125,000 units) and about half of the overall redevelopable parcel area (2,100 acres) is within a half mile walkshed of an HCT station. Figure A-147 further shows that 96 percent of unit capacity (159,000 units) and 83 percent of redevelopable parcel area (3,400 acres) is within a Frequent Transit walkshed. This is a result of zones within a one-half mile walkshed of transit typically allowing for notably higher densities than those outside of high-capacity transit walksheds.

Figure A-146
Residential Development Capacity and Transit Walksheds

Measure	High-Capacity Transit			Frequent Transit		
	Outside Walkshed	Inside Walkshed	**Total**	Outside Walkshed	Inside Walkshed	**Total**
Capacity (Units)	38,442 (24%)	124,805 (76%)	163,247	4,476 (4%)	158,771 (96%)	163,247
Parcel Area (Acres):						
Total Area	24,604 (64%)	13,930 (36%)	38,534	8,787 (23%)	29,747 (77%)	38,534
Area Vacant or Redevelopable	2,075 (50%)	2,086 (50%)	4,161	725 (17%)	3,436 (83%)	4,161
Source: City of Seattle Quarterly Housing Report Dashboard as of April 10, 2023						

Displacement

As strengthened by HB 1220, GMA requires that a comprehensive plan identify factors that contribute to displacement to inform establishment of anti-displacement policies, with particular consideration given to the preservation of historical and cultural communities. Analysis is also required to identify areas that may be at higher risk of displacement from market forces, including those associated with zoning changes and capital investments.

Prevalence and Demographics of Displacement

Severe housing cost burden places households at increased risk of displacement. Households in the lowest income categories, renter households, and households of color disproportionately shoulder severe housing cost burdens. By race and ethnicity, the highest rates of severe housing cost burden are among Black households and Native American households.

Renters tend to face heightened vulnerability to displacement since they have less control over their housing status and can experience large and sudden rent increases that force them to relocate or make other sacrifices, including deferring on saving towards homeownership. Most households (54%) in Seattle rent, but nearly two-thirds of households of color are renters.

Owning one's home can increase household stability over renting, and in gentrifying neighborhoods, homeowners are about half as likely to be displaced as are renters.[153] Homeownership, especially permanently affordable homeownership, can be a bulwark against market pressures and, like income-restricted rental housing, offers stability, predictability, and a range of better outcomes in health, education, and well-being. Black, Native American, and Hispanic households have far lower rates of homeownership than white households.

Given the escalating prices of ownership housing options, many Seattle-area households lack the income and savings needed to purchase a home. This relegates these households to renting, where despite tenant protections adopted and strengthened locally in recent years renters remain vulnerable to price increases that lead to economic displacement. For families with children and multigenerational households unable to afford homeownership, many of whom are families of color and immigrant households, affordable and suitable rental housing is scarce. Less than 10 percent of apartment units across the market have two or more bedrooms and are affordable to households

[153] Martin, I. W., and K. Beck. 2018. Gentrification, property tax limitation, and displacement, Urban Affairs Review, 54(1), 33-73.

with incomes at or below 80% of AMI, though larger units affordable to low-income families are more common within publicly funded housing.[154]

The Puget Sound Regional Council Household Travel Survey asks households who said they moved in the last 5 years why they relocated. Figure A-148 summarizes responses. About 24 percent of surveyed households who moved within the region did so for one or more displacement-related reasons; at 27 percent, the share was somewhat higher for those who left Seattle. In both cases, rising housing costs was the most common displacement-reason. The survey found that people of color who moved cited all four displacement-related reasons more commonly than white movers did.

Figure A-147
Reason(s) for Moving from Previous Home

	Percent among households who:	
	Moved within region	Moved from Seattle to some other place within region
One or more displacement related reason(s):	**24.0%**	**27.4%**
Could no longer afford housing costs of previous home due to increase in housing costs	16.0%	16.6%
Forced (e.g., evicted, foreclosure, building demolition)	4.8%	6.0%
Could no longer afford housing costs of previous home due to change in household income or finances	4.3%	8.7%
Friends, family, or cultural community leaving area	2.1%	1.8%

Source: Puget Sound Regional Household Travel Survey (2019)
Notes: The question about reasons for moving from one's previous home was asked of households who moved within the past five years. The data shown are limited to households who moved within the region.

Other research on moves in King County found that residents of low socioeconomic status (SES) who moved in the wake of the Great Recession tended to move to neighborhoods with substantially lower life expectancy.[155] Overall rates of moving, however, were lower for low-SES residents than for

[154] OPCD estimates based on data from CoStar Group, www.costar.com.
[155] Hwang, Jackelyn, Bina P. Shrimali, Daniel C. Casey, Kimberly M. Tippens, Maxine K. Wright, Kirsten Wysen, 2022. "Who Moved and Where Did They Go? An analysis of residential moving patterns in King County, WA between 2002–2017." Federal Reserve Bank of San Francisco Community Development Research Brief 2023-01. doi: 10.24148/cdrb2023-01.

moderate- and middle-SES households, a finding that prompted the researchers to emphasize the importance of supports to protect low-SES households from displacement.[156]

Legacy of Institutionalized Racism and Shifts in Communities of Color

In their report, "Systematic Inequality: Displacement, Exclusion, and Segregation," researchers at the Center for American Progress describe how a legacy of institutionalized racism including redlining set the stage for recent and ongoing displacement of communities of color. For decades after World War II, development of predominantly white suburbs was subsidized with housing finance and highway systems that disproportionately benefited white middle class and affluent households.

Then, in more recent decades, neighborhoods close to prosperous regional job centers, including neighborhoods in previously redlined areas, grew in popularity with middle class and higher income households. Increased demand for housing near job centers resulted in many underinvested, previously redlined urban neighborhoods becoming too expensive for the resident communities of color who had been excluded from other neighborhoods due to discriminatory policies and practices. This pattern, and the accompanying "suburbanization of poverty," has played out in many communities including in our own region.[157]

The population of color has risen much faster in the rest of King County than in Seattle. Several Seattle neighborhoods have also seen net population declines among racial and ethnic groups that previously comprised majorities or large shares of neighborhood populations. For example, from 2010 to 2020 the decennial census counts of Black residents in the Central Area, Madrona/Leschi, and Rainier Beach; Asian residents in Beacon Hill and in North Beacon Hill/Jefferson Park; and Hispanic/Latino residents in South Park saw substantial declines. For some of these neighborhoods, the loss between 2010 and 2020 is part of a multi-decade trend.

Most dramatic is the loss of the Black population in the Central Area. Maps by the Civil Rights and Labor History Consortium[158] show that in 1970, Black people comprised a large majority of residents

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[156] The authors of the study also note that national research has also demonstrated that a lack of financial resources needed to move can also render households in low-SES groups stuck in areas of concentrated poverty regardless of whether or not these households wish to remain in place.

[157] This process is described in Systemic Inequality: Displacement, Exclusion, and Segregation: How America's Housing System Undermines Wealth Building in Communities of Color," by authors Danyelle Solomon, Connor Maxwell, and Abril Castro at the Center for American Progress, published Aug 7, 2019. For more on the suburbanization of poverty, see The changing geography of US poverty, Brookings Institution, 2017.

[158] See Seattle's Race and Segregation Story in Maps 1920-2020 compiled by the Civil Rights and Labor History Consortium at the University of Washington.

in the Central District. As of 2020, Black residents make up only about 13 percent of neighborhood residents in Seattle's Central District.[159]

The census data available do not allow us to measure the specific extent to which displacement has contributed to these regional and neighborhood trends. However, the combination of quantitative data and documentation of the lived experience of households strongly supports a finding that many households of color from Seattle's cultural communities have been displaced from Seattle over time due to rising housing costs.

Neighborhoods at Greatest Risk of Displacement as Growth Occurs

In 2016, the Office of Planning & Community Development created and published the displacement risk index in its *Growth & Equity* report as part of the Seattle 2035 Comprehensive Plan. The displacement risk index identifies areas of Seattle where displacement of people of color, low-income people, renters, and other populations susceptible to displacement may be more likely, especially over the long term. It combines demographic, place-based, and market data to provide a longer-term view of displacement risk based on neighborhood characteristics like the presence of vulnerable populations and amenities that tend to increase real estate demand. The displacement risk index represents a snapshot in time that identifies where displacement of marginalized populations may be more likely to occur as growth unfolds over the medium- to long-term at a neighborhood scale. Other measures and indicators, which the City also monitors and is updating as a tool to guide anti-displacement programs and actions, provide information about where displacement has occurred in the recent past or is likely to be occur in the near future.

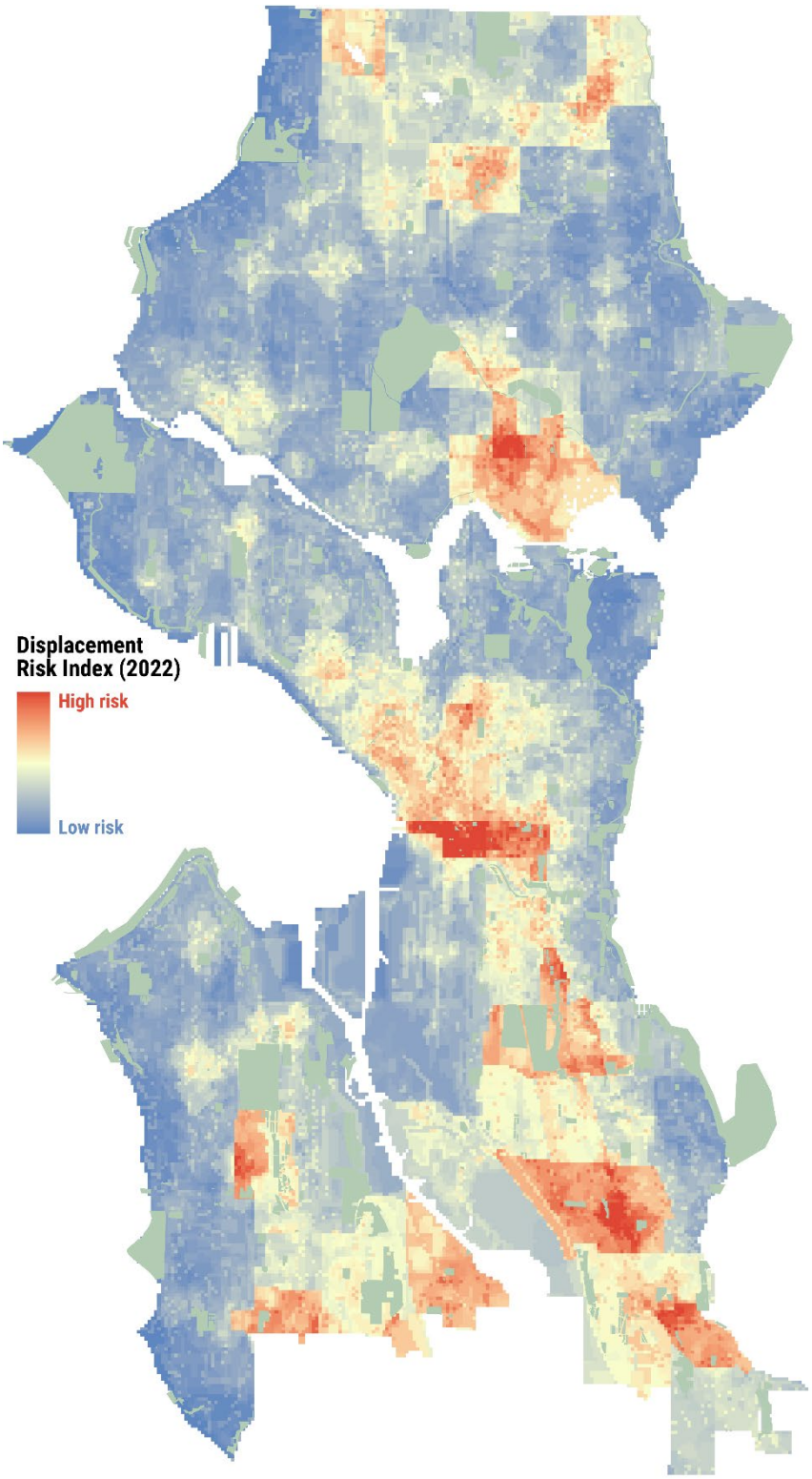
Shown in Figure A-149, the displacement risk index informs the City's growth strategy and anti-displacement strategies. In 2022, OPCD updated the index in two ways. First, we updated the individual factors with the most current data available. Second, we made a few methodological improvements based on community input and best practices. The updated displacement risk index presents a similar overall pattern as the 2016 version, with the areas at greatest risk in southeast Seattle, South Park and Westwood–Highland Park, the Chinatown–International District, the University District,[160] and parts of north-end neighborhoods like Northgate and Lake City. For more discussion of the methodology and findings of the displacement risk index, see the Anti-Displacement Framework that accompanies the Plan.

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[159] Decennial Census data tabulated for the Central Area/Squire Park Community Reporting Area by Seattle's Office of Planning & Community Development.

[160] The University District has relatively high risk but should considered carefully, as demographic data for student populations is often less reliable, and their comparatively lower incomes may not necessarily indicate the same degree of risk as it does elsewhere.

Figure A-148
Displacement Risk Index



Source: City of Seattle Anti-Displacement Framework, 2024

Appendix 3
Capital Facilities

The Capital Facilities Appendix includes GMA required information about the location and capacity of all existing and proposed capital facilities -fire, police, parks and recreation, libraries, and schools. Information about capital facilities for utilities, such as drinking water, drainage and sewer, solid waste, and electricity, is included in the Utilities Appendix. Information about transportation facilities is included in the Transportation Appendix.

The City plans for capital facilities to preserve and maintain existing infrastructure, and build new facilities to support expected population and job growth. Capital facility investments by the City contribute to local economic vitality, quality of life, safety, and climate mitigation.

In some cases the required inventories, level of service and future needs are detailed in the City's functional plans or in plans prepared by other public entities. References to these plans are included where relied on.

The requirement for a 6-year plan that will finance City-owned capital facilities and identify sources of funding is provided in the Seattle Capital Improvement Program (CIP) which is updated as part of the City's annual budget process. The CIP has detailed information about proposed capital projects, including the proposed locations of expanded or new capital facilities and a six-year plan for financing these improvements.

Fire Department

The Seattle Fire Department (SFD) provides fire and rescue response, fire/EMS 911 services, fire prevention and public education, fire investigation, and emergency medical services throughout the city. Emergency medical services include basic life support and advanced life support. SFD also has specially trained technical teams that provide technical and heavy rescue, dive rescue, tunnel rescue, marine fire/EMS response, and hazardous materials response. SFD also provides mutual aid response to neighboring jurisdictions.

In addition, SFD officers and firefighters are members of local and national disaster response teams such as the Federal Emergency Management Agency (FEMA)'s Urban Search and Rescue Task Force and wildland firefighting. SFD's fire prevention efforts include fire code enforcement, building inspections, plan reviews of fire and life safety systems, public education and fire safety programs, regulation of hazardous materials storage and processes, and regulation of places of public assembly and public events to ensure life safety.

SFD has a strong record of fire prevention resulting in fewer fires than the national average and of other cities with similar populations. Seattle averages 1.4 fires annually per 1,000 residents, which is significantly lower than the national average of 4.5. Over the past five years, the average number of total structure fires per year in Seattle has been 1,025. Total fire dollar loss averaged $19.6 million per year.

SFD provides emergency medical responses, which account for approximately 74% of all SFD emergency calls in Seattle. To respond to the emergency medical demand, all Seattle firefighters are trained as emergency medical technicians (EMTs) to provide basic emergency medical care or basic life support.

SFD's Mobile Integrated Health program reduces non-emergency calls to the 911 system and provides improved service and care to individuals with non-emergent needs. The program includes the Health One multidisciplinary response team of firefighters and case managers to respond to individuals immediately in their moment of need and help them navigate the situation - whether they need medical care, mental health care, shelter, or other social services. Currently, core activities of Mobile Integrated Health are high utilizer intervention (individuals and locations), low acuity data and trend analysis, establishing referral partnerships, and alternate treatment/transportation services.

Inventory

SFD provides emergency response services through five battalions consisting of 33 fire stations (plus Battalion 3/Medic One at Harborview Medical Center) strategically placed around the city to maximize coverage and minimize response time. SFD headquarters is located in an historic, earthquake-vulnerable building in Pioneer Square. Each station provides a full range of fire protective services including fire suppression, emergency medical, and rescue. Each station is

equipped with at least one fire engine. Many stations include other equipment and special units. SFD has thirty-two engine companies, twelve ladder truck companies, five fire boats, seven aid units, eight paramedic units, and other specialized units including heavy rescue, hazardous materials, a 911 center, and tunnel rescue that provide a broad range of emergency services. In addition, SFD shares a Joint Training Facility with Seattle Public Utilities. The general locations of existing SFD facilities are mapped in Figure A-150 and listed in Figure A-151.

Staffing

All fire stations are staffed 24 hours a day, seven days a week, by four separate shifts of firefighters. There are 216 members responding to emergencies every day across the city (220 with upstaffing for 2 daytime aid cars). In 2024, SFD had 987 uniformed personnel and 88 civilian personnel. Uniform personnel include 932 firefighter/EMTs (including chiefs) and 55 firefighter/paramedics.

Planning Goals

SFD evaluates emergency medical capabilities and staffing, or equipment additions and institutes operation changes each year as a part of the budget process. State law requires that fire departments report yearly on established emergency response standards. Response time is influenced directly by the availability of fire personnel, equipment, traffic conditions, and the number and location of fire stations. Firefighter and equipment requirements indirectly affect station requirements. SFD reports response time for fire response and emergency medical services (EMS), which includes basic life support (BLS) and advanced life support (ALS). Response standards are:

- Call Processing Time: Call answering time (<= 15 seconds) and Incident dispatching time (<= 60 seconds) for 90 percent of calls.
- Fire Response Time: 5:20 (<= 80 second turnout time + 4:00 travel time) with a goal of arriving on scene 90% in under 5:20.
- Basic Life Support: BLS EMS response time is 5:0 (<= 60 seconds turnout time + <= 4:00 for travel) with a goal of arriving on scene 90% in under 5:00 .
- Advanced Life Support: ALS EMS response time is 9:00 (<= 60 seconds turnout time + <= 8:00 for travel), with a goal of arriving on scene 90% in under 9:00.
- The City plans for asset preservation of SFD facilities through a capital maintenance program. Minor and major capital facility projects are programmed in the City's six-year CIP.

Future Needs

Between 2003 and 2019, the City upgraded, renovated or replaced 32 neighborhood fire stations and other facilities as part of the $167 million 2003 Fire Facilities levy, prompted by structural deficiencies identified during and following the 2001 Seattle-area Nisqually earthquake. Currently,

the City of Seattle is constructing a new Fire Station 31, a 22,000 square foot station located in North Seattle, slated to be completed in late 2025 to replace an older station on Northgate Way. The new three-story station has four apparatus bays and space for a Health One unit. The new site is designed to meet the growing operational needs of Seattle Fire and the response times of the growing North Seattle community. Currently, no additional lands have been identified for SFD purposes.

In addition to SFD facilities included in the CIP, there are a number of prospective SFD capital projects that the City may undertake or fund over the next 20 years:

Replace Fire Station No. 3 at Fisherman's Terminal

Construct a new fresh-water marine and land-based fire suppression facility, preferably in the South Lake Union area

Replace or expand the commissary and fire garage

Replace SFD Headquarters, to include facility space inclusive of Fire Marshal office

Expand the Joint Training Facility

Replace fireboat Chief Seattle

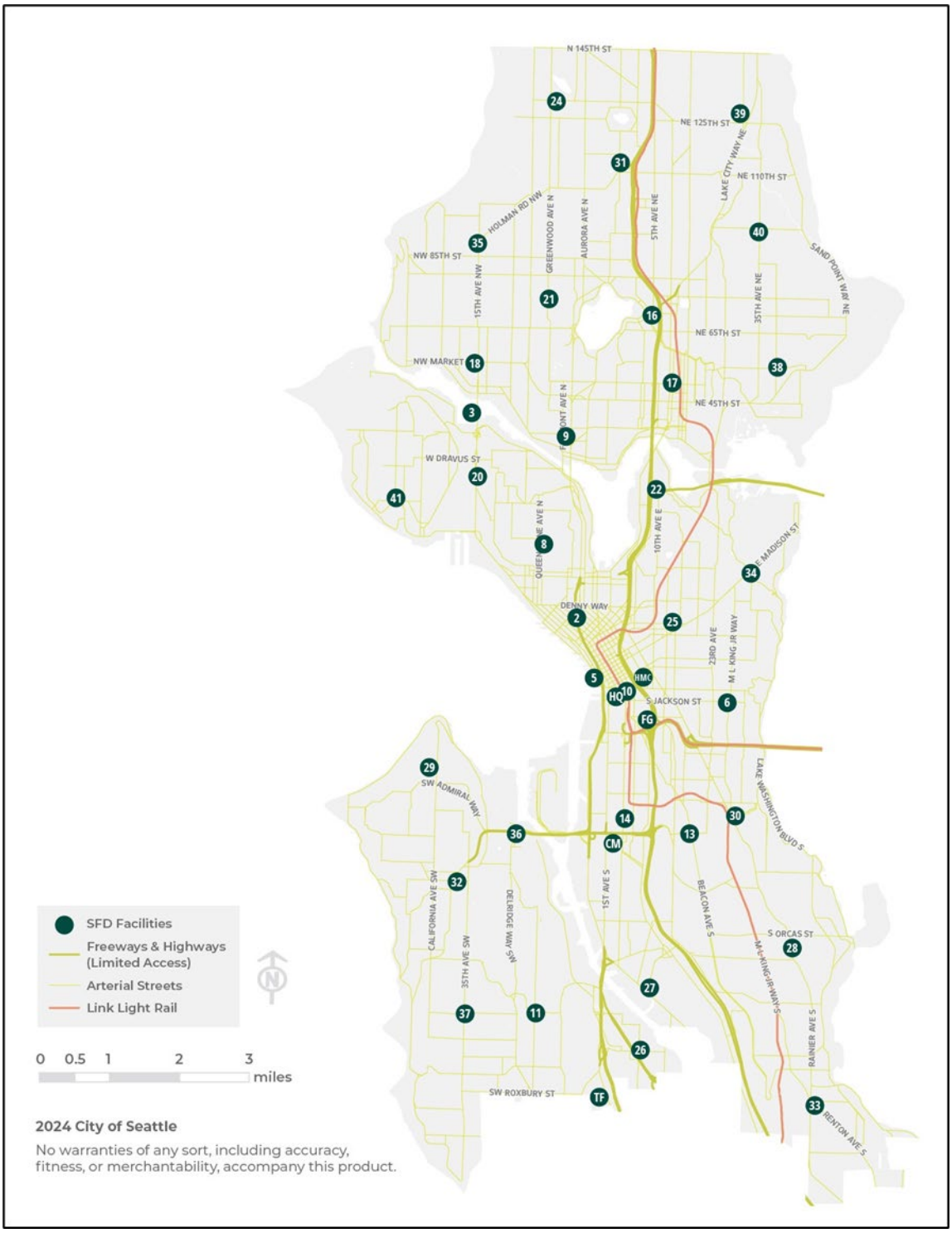
Retrofit fireboat Alki

Construct a north-end training facility (Magnuson Park area)

Remodel select fire stations to accommodate increased staffing/apparatus based on growth

Electrify SFD apparatus fleet of fire engines and ladder trucks; this would require an accelerated replacement schedule and additional vehicle cost would necessitate going through capital development

Figure A-149
Map of Seattle Fire Department (SFD) Facilities



Source: OPCD 2024

Figure A-150
Table of Seattle Fire Department (SFD) Facilities

Facility Name	Map Reference	Year Built	Size (sq. ft.)	Address	Equipment
Headquarters*	HQ	1929	55,952	301 2nd Ave S	
Fire Station 2*	2	1922	37,740	2334 4th Ave	Engine 2, Ladder 4, Aid 2, Aid 4, Hose 2
Fire Station 3	3	1989	2,760	1735 W Thurman	Fireboat Chief Seattle, Fireboat 1
Fire Station 5*	5	1963	5,688	955 Alaskan Way	Engine 5, Fireboat Leschi, Fireboat 2, Rescue Boat 5, PT520
Fire Station 6	6	2012	11,003	405 Martin Luther King Jr Way S	Engine 6, Ladder 3
Fire Station 8	8	1964	5,450	110 Lee St	Engine 8, Ladder 6.
Fire Station 9	9	2013	8,804	3829 Linden Ave N	Engine 9.
Fire Station 10 Fire Alarm Control	10	2006	61,156	400 S Washington St 105 5th Ave S	Engine 10, Ladder 1, Aid 10, Aid 5, Staff 10, Hazardous Materials Team
Fire Station 11	11	1971	5,610	1514 SW Holden St	Engine 11.
Fire Station 13*	13	1927	4,329	3601 Beacon Ave S	Engine 13, Battalion 5
Fire Station 14*	14	1922	16,831	3224 4th Ave S	Ladder 7, Aid 14, Rescue One

Facility Name	Map Reference	Year Built	Size (sq. ft.)	Address	Equipment
Fire Station 16*	16	1927	3,995	6846 Oswego Pl NE	Engine 16
Fire Station 17*	17	1929	23,537	1050 NE 50th St	Engine 17, Ladder 9, Medic 17, Battalion 6
Fire Station 18	18	1974	16,624	1521 NW Market St	Engine 18, Ladder 8, Medic 18, Hose 18, Battalion 4, Hose 18
Fire Station 20	20	2014	6,229	2800 15th Ave W	Engine 20
Fire Station 21	21	2011	8,783	7304 Greenwood Ave N	Engine 21, MCI 1
Fire Station 22	22	1965	4,110	901 E Roanoke St	Engine 22, Command and Communications Van
Fire Station 24	24	1977	3,630	401 N 130TH St	Engine 24, Air 240
Fire Station 25	25	1969	20,824	1300 E Pine St	Engine 25, Ladder 10, Aid 25, Battalion 2
Fire Station 26	26	1973	5,960	800 S Cloverdale St	Engine 26, Medic 26
Fire Station 27	27	1970	5,960	1000 S Myrtle St	Engine 27, REHAB1, DECON1
Fire Station 28	28	2008	13,638	5968 Rainer Ave S	Engine 28, Ladder 12, Medic 28

Facility Name	Map Reference	Year Built	Size (sq. ft.)	Address	Equipment
Fire Station 29	29	1970	5,049	2139 Ferry Ave SW	Engine 29
Fire Station 30	30	2009	9,100	2931 S Mount Baker Blvd	Engine 30, Air 9
Fire Station 31	31	To be completed in 2025	20,000	11302 Meridian Ave N	Engine 31 (FS 17); Ladder 5 (FS 39); Aid 31 (FS 24) and Medic 31 (FS 35
Fire Station 32	32	2017	6.646	3715 SW Alaska St	Engine 32, Ladder 11, Medic 32, Battalion 7
Fire Station 33	33	1971	5,061	9645 Renton Ave S	Engine 33
Fire Station 34	34	1971	4,625	633 32nd Ave E	Engine 34, Hose 34
Fire Station 35	35	2009	11,532	8729 15th Ave NW	Engine 35
Fire Station 36	36	1900	4,676	3600 23rd Ave SW	Engine 36, Marine 1
Fire Station 37	37	2010	9,000	7700 35th Ave SW	Engine 37, Ladder 13
Fire Station 38	38	2010	8,700	4004 NE 55th St	Engine 38
Fire Station 39	39	2010	9,593	2806 NE 127th St	Engine 39
Fire Station 40	40	1965	6,500	9401 35th Ave NE	Engine 40
Fire Station 41	41	1936	6,146	2416 34th Ave W	Engine 41
Commissary	CM	1936	37,606	2416 34th Ave W	

Facility Name	Map Reference	Year Built	Size (sq. ft.)	Address	Equipment
Fire Garage	FG	1950	15,000	815 S Dearborn St	
Harborview Medical Center	HMC	1931	1,000	325 9th Ave	Medic 1, Medic 10, Medic 44, Battalion 3
Joint Training Facility	TF	2005	53,402	9401 Myers Way S	
Fire Marshall	n/a	1905	9,462	220 3rd Ave S	

*indicates a historic building
Source: OPCD 2024

Police Department

The Seattle Police Department (SPD) currently provides police protection services to the city. Its primary duties include emergency response, foot, car, and bike patrols, criminal investigations, traffic and parking enforcement, homeland security, special event safety and security, and specialty response services such as Special Weapons and Tactics (SWAT), arson/bomb, harbor patrol, and canine. The 911 Communications Center was previously part of SPD but is now a standalone department, Seattle Community Assisted Response and Engagement (CARE).

Inventory

The Department is divided into five precincts, each with a police station that serves as the base of operations for that patrol area. Detectives in centralized investigative units located at SPD headquarters downtown and elsewhere conduct follow-up investigations into violent and property crimes, and other types of crimes. Other parts of the department function to train, equip, and provide policy guidance, human resources, and employee support services to those delivering direct services to the public. The Harbor Patrol Unit covers fifty-nine square miles of waterways. The general locations of existing SPD facilities are mapped in Figure A-153 and listed in Figure A-154.

Staffing

SPD currently has 1,019 commissioned officers split between precincts, headquarters, and support facilities. Approximately 50% of commissioned officers work out of a police precinct. From 2017 to 2024, the total number of commissioned officers decreased from a high of 1,424 officers at the end of 2017 to a low of 1,012 officers in 2024. However, an increase in police hires in Q4 2024 coupled with a notable decline in officer separations in the same year resulted in a net gain in police officers for the first time since 2019. The department expects police staffing levels to continue to rise in 2025. SPD also employs nearly 500 non-sworn employees. Figure A-152 shows staffing and building capacity for the five precincts.

Figure A-151
SPD Precinct Staffing Levels

	North Precinct	**West Precinct**	**East Precinct**	**Southwest Precinct**	**South Precinct**
Officers	134	148	121	70	92
Other Staff	9	10	8	8	8
Total Staff	143	158	129	78	100

Capacity of the building to house total staff	93%	71%	70%	60%	81%

Source: Police Employee Data System; Patrol Staffing Tables, 1/7/2025

Planning Goals

Precinct-based patrol officers who respond to emergency calls for service are generally allocated based on workload, time, and location. Patrol officers are assigned to one of the five precincts and typically respond to calls for service within the precinct area. Patrol officers begin and end each shift at their assigned precinct. The patrol workload is measured using calls for service data, which includes 911 emergency calls, police on-views, and administrative time. Other performance metrics, such as response time, also inform patrol staffing needs. The precinct boundary areas are occasionally redrawn to balance workload across sectors or better align with neighborhood designations. Long-term staff planning is ongoing and addressed as needed in the City's biennial budget process. Police hiring is continuous to achieve police staffing targets above attrition. Because of the many variables that affect staffing and space objectives, SPD does not apply a single level-of-service for planning of police facilities.

Future Needs

The City plans for asset preservation of SPD facilities through a capital maintenance program. Minor and major capital facility projects are programmed in the City's six-year CIP. The current CIP includes several projects to extend the operational life of the following SPD facilities: East Precinct, North Precinct, West Precinct, Mounted Patrol Facility, Harbor Patrol Facility, and Canine Facility. The existing North Precinct does not meet the needs of precinct personnel; therefore, a new consolidated facility is proposed to be built. The City is undertaking planning for long-term facility needs as well as interim upgrades and potential expansions at the existing North Precinct and has purchased property for a new North Precinct. Currently, no additional lands have been identified for SFD purposes.

In addition to SPD facilities included in the City's CIP, there are a number of prospective SPD capital facility studies and projects that the City may undertake or fund over the next 20 years:

- New Police Training Facility
- New Joint Harbor Facility
- South Precinct Renovation
- Police Range Renovation
- Seattle Justice Center (HQ) Renovation
- Airport Way Center Renovation

- Evidence Warehouse Maintenance and Upgrade

Figure A-152
Map of Seattle Police Department (SPD) Facilities and Precinct Boundaries

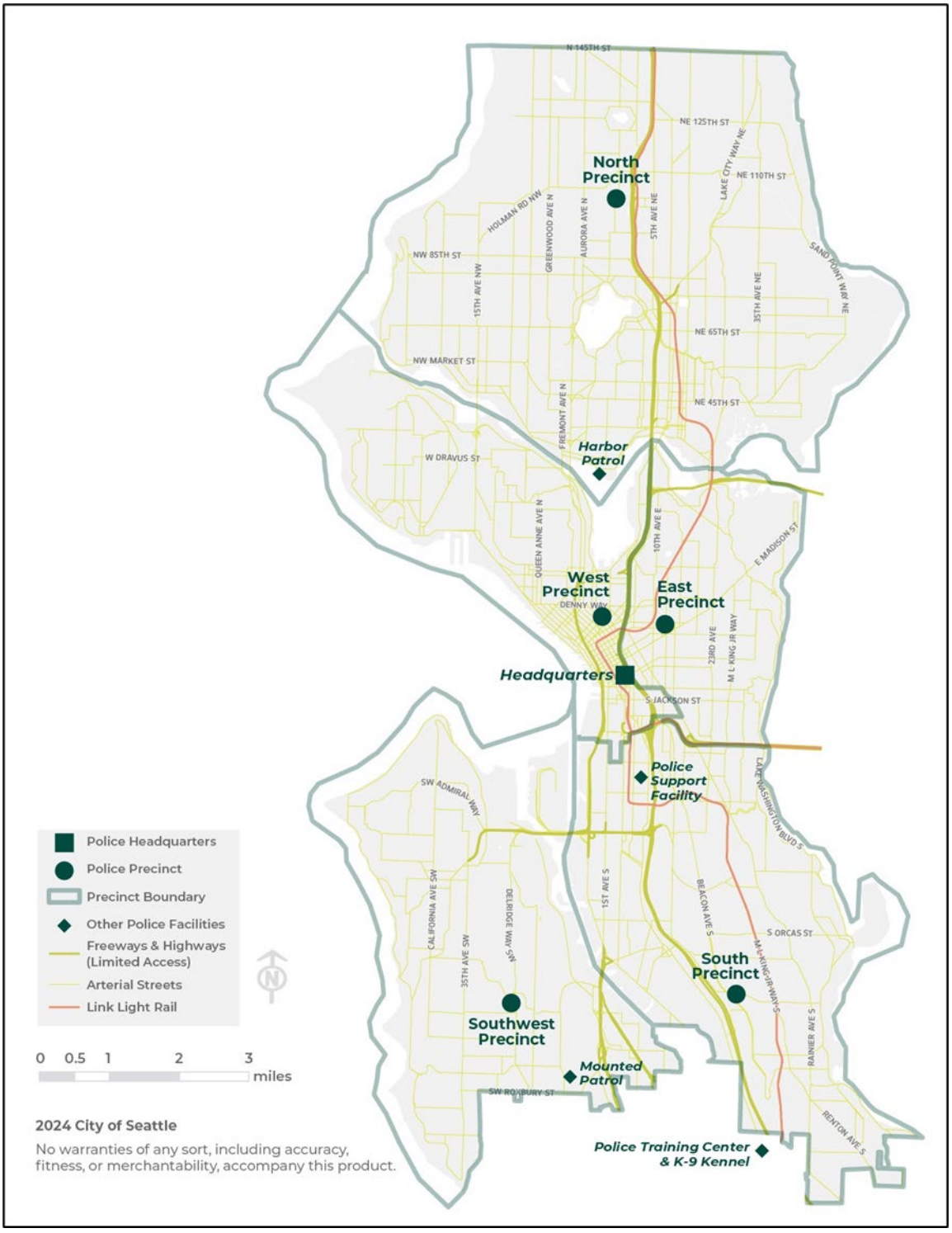


Figure A-153
Table of Seattle Police Department (SPD) Facilities

FACILITY NAME	YEAR BUILT/ UPDATED	SIZE (SQ. FT.)	DESCRIPTION	ADDRESS
Police Headquarters	2002	n/a	Police Headquarters shares Justice Center building	610 5th Avenue
North Precinct	1984	16,434	Serves the area north of the Ship Canal to the City limits	10049 College Way N
	n/a	4,474	Annex is leased office space	10303 Meridian Ave N
West Precinct	1999	50,960	Serves Queen Anne, Magnolia, South Lake Union, Downtown, Chinatown-International District	810 Virginia St
	1948	53,336	Condo garage located in adjacent building	2021 9th Ave
East Precinct	1926/ 1985	61,580	Serves the area north of I-90 to the Ship Canal and generally the area east of I-5, as well as Eastlake	1519 12th Avenue
	2014	29,058	Garage located under 12th Avenue Arts building	1624 12th Ave
South Precinct	1983	13,688	Serves area south of I-90 and east of Duwamish River	3001 S Myrtle Street
Southwest Precinct	2002	28,531	Serves West Seattle and South Park	2300 SW Webster
Harbor Patrol	1928/ 1986	3,706	Offices, shops, docks and maintenance buildings	1717 Northlake Pl
Mounted Patrol	2001	39,041	12 full-time horse stalls and related equipment	9200 8th Ave SW
Police Support Facility	1985	145,158	Located at Airport Way Center	2203 Airport Way S

FACILITY NAME	YEAR BUILT/ UPDATED	SIZE (SQ. FT.)	DESCRIPTION	ADDRESS
Police Training Center & K-9 Kennel	n/a	n/a	Practice range is an open-air range; K-9 unit dogs and pups, related equipment and supplies	11026 E Marginal Way S
Facilities not shown on map				
Professional Accountability	1970	6,300	Leased space in Pacific Building	712 3rd Ave
SPD Parking Enforcement	n/a	10,268	Leased office and warehouse	1330 N 131st St
Warehouse	n/a	5,400	Vehicle storage	923 S Bay S
Warehouse	n/a	21,800	Storage	4735 E Marginal Way S
Seattle Police Athletic Association Firing Range			Part of the range is only available to police. Located adjacent to SPD Training Center and K-9 Center.	11030 East Marginal Way

Source: OPCD 2024

Community Assisted Response and Engagement Department

The Community Assisted Response and Engagement (CARE) department, formerly known as the Community Safety and Communications Center, was established as a new department in 2021 to provide timely, accurate, and vital information to the City's first responders, city service providers, and to the public. It is home to the 911 Communications Center and the Community Crisis Responder Team. The department has continued working to establish itself as a new/independent city department, identify internal ongoing needs, and explore integrating non-uniformed and alternate resources for dispatch.

The 911 Communications Center, formerly part of the Seattle Police Department, is the largest call center in the Pacific Northwest, both by staff size and volume of calls received. The center manages approximately 900,000 calls per year including callers who need language translation services and those who are deaf or hard of hearing. The center coordinates the dispatch of police officers, fire fighters, Community Crisis Responders, and medical teams for emergency situations, as well as managing non-emergency lines. The center employs 163 employees and operates 24 hours a day, 365 days a year. In 2022, 911 data shows a response time consistently longer than one hour to these call types; the department seeks to reduce that response time and to support SPD's ability to respond to more urgent 911 calls swiftly. The vision for this team into the future is to expand to manage additional call types as deemed appropriate.

The Community Crisis Responder Team works in close collaboration with Seattle police officers to provide the community diversified responses to public safety and public health incidents in the City of Seattle. The team of behavioral health professionals responds to people experiencing non-violent mental health crises or quality of life concerns. These unarmed community responders are dual-dispatched with police to priority 3 and priority 4 person down and welfare check call types. Teams are also requested by police officers. This team currently assists in the West Precinct and East Precinct but is expected to expand to serve people citywide over time. In 2022, Seattle 911 data shows a response time consistently longer than one hour to these call types. The department seeks to reduce that response time and to support SPD's ability to respond to more urgent 911 calls swiftly. The vision for Community Crisis Responder Teams into the future is to expand to additional call types and primary dispatch without officers as appropriate.

Inventory

Currently, the department has space in a 61,156-sf facility shared with Fire Station 10, Fire Alarm Center, and the Office of Emergency Management at 400 S. Washington Street.

Staffing

CARE Department continues to develop as a new department. As of 2024 the CARE Department has 185 employees. Staffing is expected to increase to add dedicated administrative and management support for Human Resources, Finance, Accounting, Technology Integration, Public Information, Public Disclosure, a Director, and a Deputy Director. This administrative support was previously provided by the Seattle Police Department. Due to the size of the 911 Communications Center the department requires its own internal team to handle these functions.

Parks and Recreation

Seattle Parks and Recreation (SPR) stewards a thriving and diverse system of parks, natural areas, beaches, and recreation facilities. This system has a rich history extending back over 135 years and plays an important role in keeping Seattle a dynamic and connected community as the city continues to grow and change. The parks and recreation system connects Seattle's residents and visitors to nature, provides opportunities to stay healthy and improve well-being, and celebrates the vibrancy of our city.

Inventory

SPR manages a 6,478-acre park system of over 485 parks, shorelines, marine reserves, and extensive natural areas comprising about 12% of the city's land area. SPR provides athletic fields, tennis courts, play areas, specialty gardens, park boulevards, green streets, greenways, trails, and public shorelines. SPR also manages many facilities, including community centers, indoor and outdoor swimming pools, environmental education centers, small craft centers, golf courses, and skateparks. The Seattle Aquarium and Woodland Park Zoo are also owned by SPR. The general locations of existing SPR parklands are mapped in Figure A-155. City-owned parks acreage by park classification are summarized in Figure A-156. Recreation facilities by type are summarized in Figure A-157. The location of over 860 recreation facilities are mapped in the Seattle Parks and Recreation 2024 Parks and Open Space Plan (pages 24-33).

Planning Goals

SPR's capital investments are focused on new facility development and immediate facility improvements including major maintenance needs, safety issues, accessibility compliance (ADA), condition assessments, and asset life cycle planning. Between 2018 and 2023, SPR completed more than 200 studies assessing the conditions of facilities and also established developed schematic designs and cost estimates for each project.

Planned investments in the maintenance of existing facilities are provided in the CIP and updated annually according to asset management priorities and available funds. Generally, SPR analyzes and prioritizes capital projects generated in the identification stage using the priority ranking based on SPR management guidance and the City Council's "Basic Principles Underlying Strategic Capital Planning," policies established in Resolution 31203 (2010):

- Enhancing Access and Services: Improving access to the existing parks and recreation system and expanding services including ideas like activation and outdoor recreation programs, community center operations and youth development.
- Restoring Clean, Safe and Welcoming Parks and Facilities: Restoring clean, safe, and welcoming parks, including enhanced maintenance, safety and regulatory compliance, and continued focus on life-cycle asset management.

- Investing for the Future: Investing for future includes responding to climate change, building community capacity and responsiveness through grants and the equity fund, and developing new/enhancing existing parks and recreation facilities

SPR uses additional criteria to rank potential capital projects such as code requirements, life safety, facility integrity, improved operating efficiency, equity and other unique elements. SPR priorities for property acquisitions are growing regional and urban centers, habitat and natural areas, and other communities in need.

The Outside Citywide initiative is a tool for potential future open space investments that was designed by the Office of Planning and Community Development to foster equity, collaboration, and environmental justice by guiding data-informed investment strategies for Seattle's public space system. The initiative encourages collaboration across government agencies, nonprofits, and private partners, ensuring that public space investments equitably serve all residents and meet the goals outlined in Seattle's Comprehensive Plan. Outside Citywide includes a comprehensive inventory of public spaces owned by both public and private entities, consolidating data from multiple city departments, external agencies, and organizations. By mapping these assets and analyzing factors such as access to public space amenities, public space pressure, and equity, the initiative helps identify priority areas for new investments. These priority areas reflect communities where there are both historical disparities in public space distribution and those which face ongoing environmental challenges, targeting public space investments where they are most critical across Seattle. OPCD maintains the Outside Citywide website and map as a tool for use by other departments, including Seattle Parks and Recreation and Seattle Public Utilities. This information is available at the Outside Citywide Public Space Explorer.

Future Needs

As Seattle increases in population and its demographic make-up changes, it is important to continue to provide a park and recreation system that reflects the demands and needs for these services. To determine the demand and need for parks and open space as part of the 2024 Park and Open Space Plan, multiple sources were examined and analyzed including past surveys of park visitors and residents, ongoing Open Space Gap Analysis, the 2017 Parks and Open Space Plan, the 2014 Parks Legacy Plan, the 2016 Seattle Recreation Demand Study, the 2015 Community Center Strategic Plan and other city plans.

Reflecting on all the data gathered from studies, surveys and the public engagement process, the current strongest demands and needs in Seattle are to:

- focus on adequate maintenance of existing facilities,
- provide more walking, hiking, or multi-use trails,
- provide more multi-purpose sports fields to allow for different sports and unscheduled or un-programmed use, and
- provide more parkland including beach and waterfront areas, urban gardens and farms.

In general, it is anticipated that there will be increased demand for "close-to-home" recreation due to the increased population density and traffic congestion that may affect mobility in Seattle. While it is anticipated that many Seattleites will take advantage of regional recreational attractions in the Olympic and Cascade Mountains, and other Puget Sound destinations, much of Seattle's less affluent population tend to have relatively little access to such amenities due to lack of transportation, lack of sufficient income, or demands of work. It will be important to continue to offer an array of park and recreation opportunities that are affordable and easily accessible to all members of the public.

The 2024 Parks and Open Space Plan's adopted Level of Service (LOS) aims to provide parks and park facilities within a 10-minute walk of all residents. As of 2023, approximately 95% of the City's population are within a 10-minute walk of a park or park facility. Within designated regional and urban centers, the City aims to provide parks and park facilities within a 5-minute walk of residents.

In addition to SPR facilities included in the City's CIP, the types of SPR prospective capital projects that the City may undertake or fund over the next 20 years may include new or upgraded facilities:

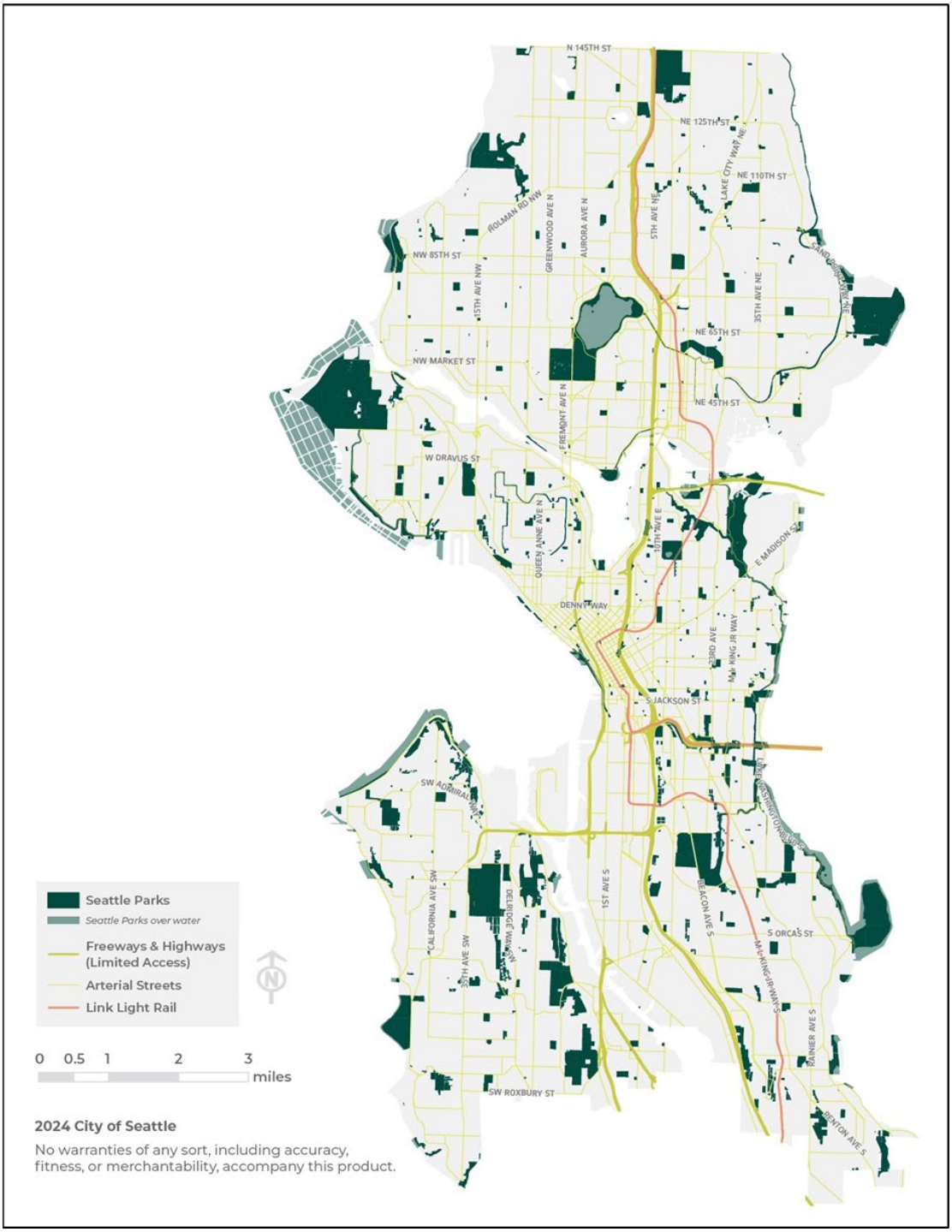
- community centers
- play areas
- outdoor fitness equipment
- sports courts
- picnic shelters
- linear street parks and green streets

The City has a robust citywide park system, which is available and accessible for use by all of the City's residents. To enhance Seattle's quality of life, the City seeks to add parks and open space to the City's system as additional amenities for all of the City's residents. Park acquisitions are opportunity-driven, thus sites to be acquired over the next 20 years have been identified. However, such additions are not necessary to accommodate new households in centers or citywide. To that end, the City continues to acquire land for public purposes in three priority areas:

- Land acquisitions for Regional and Urban Centers are prioritized based on the "gap analysis" in Seattle Parks and Recreation 2024 Parks and Open Space Plan (pages 65-72)
    - Centers located outside of Downtown Regional Center
- Land acquisitions for Natural Areas and Greenbelts are prioritized based on the following criteria:
    - Inholdings that interfere with public access and SPR management.
    - Gaps in existing SPR holdings.
    - Best natural resource value.
    - Availability of funds other than Seattle Park District funding.

    - Other considerations, such as access to non SPR-owned open space; and
    - Availability of land for purchase.
- Land acquisitions for other areas of the city may be prioritized based on the following criteria
    - Equity and health
    - Income and poverty
    - Density
    - Opportunity

Figure A-154
Map of Seattle Parks and Recreation (SPR) Parks



Source: OPCD 2024

Figure A-155
Table of Seattle Parks and Recreation (SPR) Parks by Park Type

PARK TYPE	TOTAL ACREAGE
Boulevards/Green Streets/Greenways	393
Community Parks	730
Downtown Parks	37
Greenbelts/Natural Areas	1,470
Mini Parks/Pocket Parks	47
Neighborhood Parks	602
Regional Parks	2,779
Special-Use Parks/Specialty Gardens	420

Source: SPR 2024 Park and Open Space Plan

Figure A-156
Table of Seattle Parks and Recreation (SPR) Recreation Facilities by Type

FACILITY TYPE	# OF FACILITIES
Boating — Hand Launch Sites	38
Boat Ramps	11
Fishing Piers	10
Rowing, sailing, and small craft centers	3
Indoor Swimming Pools (8), Outdoor Swimming Pools (2)	10
Swimming Beach	9
Wading Pool/Spray Feature	31
Community Centers	27
Environmental Education Centers	5
Teen Life Centers	3
Dog Off-Leash Areas	14
Golf Courses, including Driving Ranges (3), Green Lake Pitch/Putt (1)	5
Lawn Bowling	2
Indoor tennis centers (Amy Yee, Tennis Center Sand Point)	2
Basketball (59 locations)	90+
Bocce Ball	2
Pickleball (90 blended striping on tennis courts)	90
Tennis (56 locations)	150+
Volleyball – Outdoor (five locations)	5
Play Areas	156
Skateparks, comprised of district parks, skatespots, and skatedots	11

Sports Fields, fully synthetic playing surfaces (33), lighted (66)	207
Track and Field Tracks (West Seattle Stadium, Lower Woodland)	13
2 Museums (Seattle Asian Art Museum, MOHAI)	2
Seattle Aquarium	1
Woodland Park Zoo, 45 major exhibits, 145 buildings and structures (92 acres)	1
Bathhouses (repurposed for other uses, Green Lake Theatre, Madrona Dance Studio)	9
Performing and Visual Art Facilities	6
Amphitheaters	5
Public Restrooms (94), Shelter Houses (29), restrooms attached to other buildings (5)	123
Picnic Shelters (rentable)	47
Administrative offices, crew quarters and maintenance shops	20

Source: SPR 2024 Park and Open Space Plan

General Government

The Department of Finance and Administrative Services (FAS) is responsible for the facility management, maintenance, construction development and planning for 120-city-owned facilities-approximately 3.2 million square feet of building space throughout the city. FAS' capital investments either improve or enhance the operational capacity of these mission-critical facilities and systems. FAS also provide centralized real estate services to City departments. This includes buying, selling or transferring property.

Inventory

General government facilities include City Hall, Seattle Municipal Tower, vehicle repair shops, other office space, warehouses, communication facilities, social services facilities, and the Seattle Animal shelter. The City also owns property that is leased to social service organizations. The general locations of existing general government facilities are mapped in Figure A-158 and listed in Figure A-159.

Planning Goals

The City approaches long-range planning goals for general government facilities based on operational needs. FAS partners with other City departments, who as tenants, drive the plans for their department's operational and staffing needs, as well as other program needs. These governmental facilities are related to, or necessary for, future growth as dictated by the growth needs and demands put upon other departments served by FAS. The City plans for asset preservation of these facilities through a capital maintenance program. Ongoing minor and major capital facility projects are programed in the CIP.

FAS' current CIP priorities include life and safety issues, regulatory requirements, and sustainability. The CIP focuses primarily on preserving existing City assets, decarbonizing building systems, and expanding electric vehicle (EV) charging infrastructure for the City fleet. The FAS Asset Preservation Program spans across the city to preserve the real property assets within the communities served. EV and decarbonization investments are critical to achieving the City's transportation electrification strategy and emissions reduction goals.

Future Needs

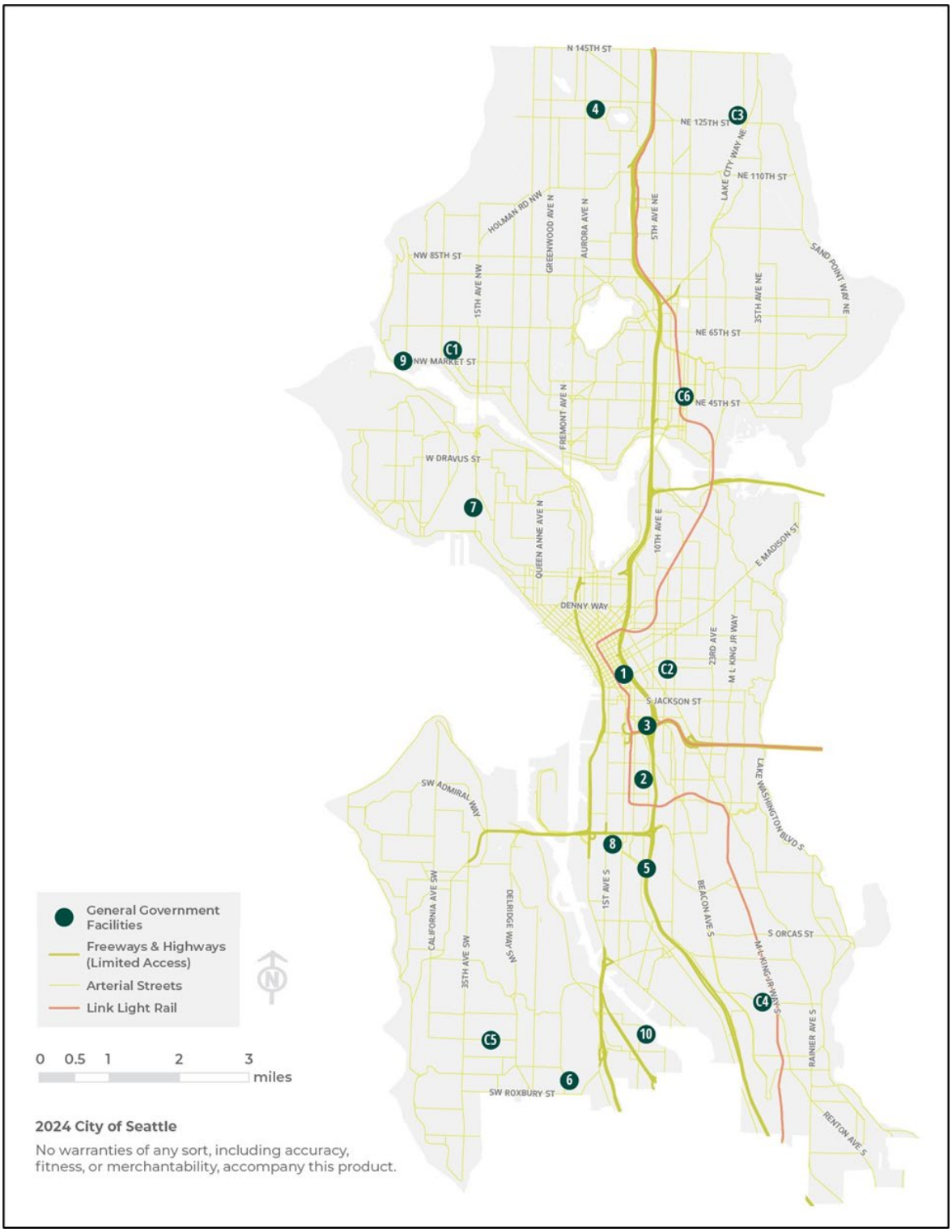
FAS has identified a need for expanded facilities that support vehicle maintenance, including specialty fire vehicles, and other department operations over the next twenty-years. Additional maintenance and office space may be needed as the City grows. This need is driven primarily by budget revenue and departmental priorities. Additional space needs can be accommodated through leasing as well as building new space. General facilities that support citywide functions such as the Seattle Animal Shelter and Consumer Protection also need new and expanded facilities to address

quality of life and safety issues with current space. FAS will continue to partner with other City departments to assist with their Capital Facility needs, as well as real estate, property management, construction, development, planning, and forecasting needs required to meet City growth, and the service demands of the future. Currently no additional lands have been identified for general government purposes.

In addition to general government facilities included in the City's CIP, there are a number of prospective capital projects that the City may undertake or fund over the next 20 years:

- City building maintenance facilities upgrades
- City building ADA improvements
- City vehicle maintenance facilities replacement, such as at Haller Lake and Charles Street
- Office space consolidation and/or growth tracking needs of the City
- Seattle Animal Shelter repairs, upgrades and eventual replacement
- Consumer Protection Division facility upgrades
- Building energy efficiency improvements
- Seattle fleet electric vehicle infrastructure

Figure A-157
Map of General Government Facilities



Source: OPCD 2024

Figure A-158
Table of General Government Facilities

Facility Name	Map Reference	Year Built/ Major Renovation	Size (sq. ft.)	Description	Building Name	Address
Central Building	1 (Civic Campus)	1907/1955	37,658	Leased Office	Central Building	810 3rd Ave
City Hall		2003	199,530	Council, Mayor and other Municipal Offices	City Hall	600 4th Ave
Columbia Center		1985/1999	76,445	Leased Office	Columbia Center	701 5th Ave
SeaPark Garage		1993	213,346	Parking Garage for City Campus	SeaPark Garage	609 6th Ave
Seattle Municipal Tower		1989	1,223,577	Municipal Offices	Seattle Municipal Tower	700 5th Ave
		1989	193,891	Municipal Tower Parking	Seattle Municipal Tower Garage	
800 Fifth Avenue		1981/2000	43,837	Leased Office	Bank of America Fifth Avenue Plaza	800 5th Ave
Airport Way Center	2	1944/1981	102,075	Office Building	Airport Way Ctr- A (100-400)	2203 Airport Way S
		1985	16,800	FAS Shops & Offices	Airport Way Ctr- B (500) Shops	

Facility Name	Map Reference	Year Built/ Major Renovation	Size (sq. ft.)	Description	Building Name	Address
		1985	22,803	FAS Paint Shops	Airport Way Ctr- D (800) Paint	
Charles Street Campus	3	1994	2,576	Fuel Station	Charles Street- FAS Fleets Fuel Station	1040 7th Ave S
		1950/1975	69,225	Fleets Vehicle Maintenance	Charles Street- Bldg A- Fleets Vehicle Maintenance	805 S Charles St
		1951	14,221	SPU Materials Testing Lab	Charles Street- Bldg I- Material Test Lab/ Ofc-SPU	707 S Plummer St
		1974	21,315	SPU and SDOT Engineering	Charles Street- Bldg C- SDOT Engineering	714 S Charles St
		1967/1975	6,344	Fleets Tire Shop	Charles Street- Bldg E- Tire Shop	814 8th Ave S
		1950/1967	19,930	Traffic Meter Shop	Charles Street- Bldg H- Traffic Meter	1010 8th Ave S
		1954/1964	5,504	Weights and Measures	Charles Street- Bldg B- Weights & Measures	801 S Dearborn St

Facility Name	Map Reference	Year Built/ Major Renovation	Size (sq. ft.)	Description	Building Name	Address
Haller Lake Campus	4	1973/1995/2017	10,661	SPU Drainage & Wastewater Operations	HLF DWU Operations Bldg C- SPU	12600 Stone Ave N
		2019	2,060		HLF DWU Operations New Trailer T-1- SPU	12597 Ashworth Ave N
		2000	672		HLF DWU Operations Trailer T-2- SPU	12600 Stone Ave N
		2000	672		HLF DWU Operations Trailer T-3- SPU	
		1975/2015	3,400		HLF DWU Warehouse & Yard- SPU	
		1958	27,046	Vehicle Maintenance Building A	HLF FAS Vehicle Maint Bldg A	12555 Ashworth Ave N
		1975	2,001	Fuel Station	HLF Fuel Pump Island	12600 Stone Ave N
		1973	2,668	SDOT Paint Shop	HLF SDOT Paintshop Bldg D/ Bridge Maintenance	1328 N 125th St
		2018	474	SPU Hazardous Waste Buildings	HLF HHW Aurora HHW Shed- SPU	12530 Stone Ave N

Facility Name	Map Reference	Year Built/ Major Renovation	Size (sq. ft.)	Description	Building Name	Address
		1998	2,214		HLF HHW Collection Canopy- SPU	12550 Stone Ave N
		1993	668		HLF HHW Offices- SPU	
		1996	6,780	SDOT Street Maintenance Building B	HLF SDOT Street Maint Garage Bldg B	12599 Ashworth Ave N
SDOT Sign Shop	5	1962/1970	45,036	SDOT Sign Shop Warehouse	SDOT Sign Shop Warehouse	4200 Airport Way S
SDOT West Seattle Shops	6	1956	5,122	SDOT Street Maintenance	SDOT West Engineering Shops & Offices	9200 8th Ave SW
		1956	10,342		SDOT West Engineering Shops & Storage	9100 8th Ave SW
Animal Shelter	7	1981	10,567	Animal Shelter and Spay & Neuter Clinic	Animal Shelter	2061 15th Ave W
FAS Warehouse	8	1980/1989	31,844	Records and Surplus	FAS Warehouse	3807 2nd Ave S
Northwest Senior Center	9	1950/1967	8,400	Senior Center	Northwest Senior Center	5431 32nd Ave NW
South Park Neighborhood Center	10	1919/1980	5,848	South Park Neighborhood Center	South Park Neighborhood Center	8201 10th Ave S

Facility Name	Map Reference	Year Built/ Major Renovation	Size (sq. ft.)	Description	Building Name	Address
Ballard Customer Service Center	C1	2005	3,100	Customer Service Center	Ballard Customer Service Center	5604 22nd Ave NW
Central Area Customer Service Center	C2	1982/1990	3,941	Customer Service Center	Central Customer Service Center	464 12th Ave Fl 1
Lake City Customer Service Center	C3	1965/2000/2005	400	Customer Service Center	Lake City Customer Service Center	12525 28th Ave NE
Lake City Civic Core Garage		2005	8,549	Garage for Customer Service Center and Library	Lake City Civic Core Garage	12501 28th Ave NE
Southeast Customer Service Center	C4	2003	1,500	Customer Service Center	Southeast Customer Service Center	3815 S Othello St
Southwest Customer Service Center	C5	1975	1,000	Customer Service Center	Southwest Customer Service Center	2801 SW Thistle St
University Customer Service Center	C6	1927/1990	1,400	Customer Service Center	University Customer Service Center	4534 University Way NE
Benaroya Hall	n/a	1998/2001	284,100	Ground Lease to BH Music	Benaroya Hall	200 University St

Facility Name	Map Reference	Year Built/ Major Renovation	Size (sq. ft.)	Description	Building Name	Address
Freeway Park Parking Garage-WSCTC	n/a	1975	63,750	Leased to Washington State Convention Center	Freeway Park Parking Garage	1227 9th Ave
Northeast Telecom	n/a	2016	600	Communications Building	Northeast Telecom	8526 Roosevelt Way NE
2021 22nd Ave S	n/a	1970 / 1980	15,500	Leased Warehouse & Comm Shop	2021 22nd Ave S	2021 22nd Ave S

Source: FAS 2024

Seattle Public Library

Since 1891, the Seattle Public Library (SPL) has grown from a single reading room in Pioneer Square to a world-class Library system with 27 locations and a robust "virtual library" available 24/7 through SPL website and mobile services. Library facilities not only house SPL's collection of books and materials, but also provide welcoming and functional spaces for all members of the community. In 2022 Seattle library users collectively checked out 11.1 million items. Library buildings are among the most intensively-used City facilities in Seattle. Prior to the pandemic, the Central Library hosted over 1.2 million visitors annually, with library branches serving over 3.6 million visitors.

SPL receives funding from a mix of public and private sources. Every year, the City Council approves an annual budget appropriation that covers most basic expenses. In 2019, Seattle voters approved a seven-year, $219.1 million Library levy to improve access to critical educational and literacy resources and increase economic opportunity for every city resident. Two organizations, The Seattle Public Library Foundation and The Friends of the Seattle Public Library, raise money to help fund activities, services and special projects not covered by SPL's operating budget.

Inventory

SPL facilities include 26 branch libraries, the Central Library, and Maintenance and Operations Center. Library buildings can be divided into major categories:

- Ten buildings are designated as historic landmarks, including seven Carnegie-era libraries (built in the early 1900s) and three modern buildings.
- Eleven branch libraries are either new construction built primarily in the early 2000s (eight buildings) or non-landmarked buildings developed between the 1950s and the 1970s (three buildings).
- Five small library branches are essentially storefronts, four of which are part of larger buildings.
- Three branches are located in rented space.
- The Central Library serves as headquarters and hub of the library system. It houses the bulk of the Library's extensive collection of books and materials (including rare "special collections" in the Level 10 Seattle Room), a 375-seat auditorium, public meeting rooms, a gallery, large public areas for reading and access to 330 public computers, a data center housing system-wide servers, and Library administration.
- The Maintenance and Operations Center, which houses the Library's materials distribution system, serves as SPL's maintenance shop and storage facility and hosts a fleet of five book mobiles.

Existing SPL facilities are mapped in Figure A-160 and listed in Figure A-161.

Planning Goals

SPL's CIP projects generally fall into one or more of the following categories: asset preservation, operational efficiency, environmental stability, public service improvements, and safety and security. SPL conducts condition assessments and updates to identify deficiencies and opportunities to reduce operating costs. Other proposals to change the use of some library space are evaluated. Public input also plays a role in projects planning.

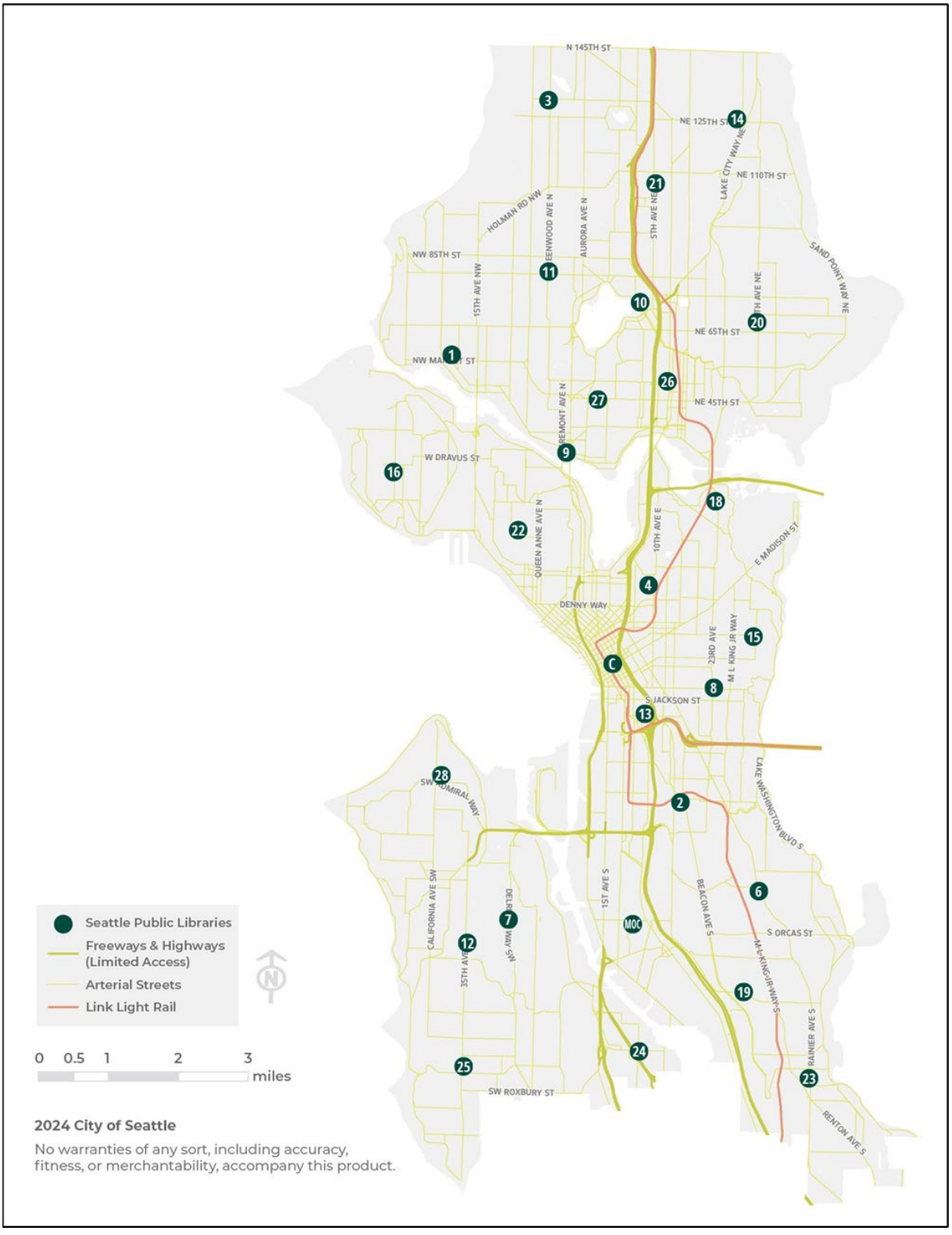
The overriding priority of SPL's CIP is asset preservation, extending the useful life of its buildings. Examples of asset preservation projects include major repairs and replacement to roofs, building envelopes, HVAC and other critical building systems, doors, windows, flooring and casework, finishes and restroom fixtures.

Of the Library's 26 neighborhood branches, seven are Carnegie-era branches that are considered historic city and state landmarks. These branches—Douglass-Truth, Columbia, Fremont, Green Lake, Queen Anne, University, and West Seattle—are unreinforced masonry buildings, which means the buildings are at an increased risk for damage during a seismic event. The 2019 Levy included funding for seismic retrofits at the three of the most vulnerable branches: Green Lake, University and Columbia. Seismic retrofit projects will also allow installation of air conditioning in these Carnegie-era branches. Seismic retrofits and other building improvements are complete for the Green Lake Branch, and are about to begin for the Columbia Branch. SPL has not yet determined an anticipated construction start date for the Columbia Branch.

Air-conditioned public spaces have become an increasingly important community need throughout the city as summer temperatures climb, wildfire smoke becomes more prevalent, and many lack air conditioning in their homes. With the recent installation of air conditioning at two branches, unscheduled closures due to excessive heat in the summer have been reduced.

Mechanical systems replacement, repair and electrification of branch libraries will continue, with emphasis on the highest priority sites, to fulfill the Mayor's Executive Order for City-owned buildings to be fossil free by 2030.

Figure A-159
Map of Seattle Public Library Facilities



Source: OPCD 2024

Figure A-160
Table of Seattle Public Library Facilities

SPL Facilities	Map Reference	Year Built/ Major Renovation	Address	Size (sq. ft.)
Central	C	2004	1000 4th Ave	363,000
Branch Libraries				
Ballard	1	2005	5711 24th Ave NW	15,000
Beacon Hill	2	2004/2017	2519 15th Ave S	10,400
Broadview	3	2007	12755 Greenwood Ave N	15,000
Capitol Hill	4	2003	425 Harvard Ave E	11,615
Columbia*‡	6	1915/2004/2024	4721 Rainier Ave S	12,420
Delridge	7	2002	5423 Delridge Way SW	5,600
Douglass-Truth*‡	8	1914/2006	2300 E Yesler	8,008
Fremont*‡	9	1921/2005	731 N 35th St	6,840
Green Lake*‡	10	1910/2024	7364 E Green Lake Dr N	8,090
Greenwood	11	2005/2017	8016 Greenwood Ave N	15,000
High Point	12	2004/2017	6302 35th Ave SW	7,200
International District / Chinatown	13	2005	713 Eighth Ave S	3,930
Lake City*	14	1965/2005/2019	12501 28th Ave NE	15,300
Madrona-Sally Goldmark**	15	1973/2008	1134 33rd Ave	1,707
Magnolia*	16	1964/2008	2801 34th Ave W	7,790
Montlake	18	2006	2300 24th Ave E	1,574
New Holly	19	1999	7058 32nd Ave S	4,000

SPL Facilities	Map Reference	Year Built/ Major Renovation	Address	Size (sq. ft.)
Northeast*	20	1954/2004/2013	6801 35th Ave NE	15,000
Northgate	21	2006	10548 5th Ave NE	10,000
Queen Anne*‡	22	1914/2007/2018	400 W Garfield St	7,931
Rainier Beach	23	1981/1986/2004	9125 Rainier Ave S	15,000
South Park	24	2006/2019	8604 Eight Ave S	5,019
Southwest	25	1961/1986/2007	9010 35th Ave SW	7,557
University*‡	26	1910/2007/2024	5009 Roosevelt Way NE	8,104
Wallingford	27	2000/2009	1501 N 45th St	2,000
West Seattle*‡	28	1910/1987/2004	2306 42nd Ave SW	9,460
Other Facilities				
Maintenance and Operations Center	MOC	2021	5516 4th Ave S	n/a

*City of Seattle Landmark or located in City landmark/special review district

**City historic resource survey properties

‡Carnegie-era branch

Source: OPCD 2024

Future Needs

SPL is developing a strategic plan to guide the next 10 years and the development of the next levy that will go to the voters in 2026. Future building needs are one area of focus.

The strategic planning process has begun to identify future building needs. SPL is already working to reduce its carbon footprint and convert building systems away from fossil fuels. But SPL lacks a dedicated funding stream for this work, as well as for the ongoing maintenance needs of its high-use public facilities. Voter-approved Levy funds, state and federal grants and other one-time funding sources can provide support for building needs and upgrades, but a longer-term, sustainable approach is needed to maintain these beloved, but aging buildings.

In particular, the iconic Central Library will enter its third decade of service during 2024, and its systems are aging. A building of the Central Library's size, complexity, and intensity of use requires significant annual maintenance to preserve core functionality and continually improve building efficiency. Updating the Central Library's mechanical and HVAC systems to reduce its carbon footprint will require significant funding beyond the annual Levy major maintenance allocation.

SPL's buildings are increasingly being called on to serve in multiple capacities: centers of learning and knowledge, community meeting and gathering spaces, heating and cooling centers during extreme weather, daytime respite during wildfire smoke events, a safe haven for people experiencing housing instability, and more.

To serve these many needs, buildings must be flexible and accessible in design, as well as safe, clean, well-maintained and welcoming to all. SPL must leverage new technologies to meet building and sustainability goals, as well as to grow or improve collections, programs and services. Currently, no additional lands have been identified for SPL purposes.

Key goals for addressing future building needs in coming years include:

- Create accessible and culturally responsive Library spaces
- Reduce the Library's carbon footprint by meeting or exceeding the City's carbon reduction goals
- Offer access to modern technologies with an emphasis on reducing the digital divide
- Utilize new technologies to assess and improve the effectiveness of Library systems
- Be innovative in approach to capital improvements, facilities management, accessibility and beautification of library buildings

Potential actions to achieving these goals:

- Evaluate community usage of current Library locations; determine whether changes are needed
- Evaluate the current accessibility of Seattle libraries and develop an improvement plan
- Develop and implement a plan to move all Seattle libraries away from fossil fuels

- Enhance transportation options at libraries, such as bicycle parking and electric vehicle charging
- Convert the Library's fleet to electric vehicles
- Establish a solar roof replacement program whenever library roofs exceed their useful lives
- Develop adaptable and programmable spaces
- Provide fast and reliable Library technology, including hardware, software and internet access
- Maintain and upgrade systems to support scalable, sustainable technologies and services, including the Integrated Library System
- Monitor the success of Library sustainability work with goals, assessment and reporting

Seattle Center

Seattle Center is an active civic, arts and family gathering place adjacent to our downtown. More than 30 cultural, educational, sports and entertainment organizations reside on the grounds of the 74-acre campus providing a broad range of public and community programs and hosting thousands of events. Seattle Center is the most visited arts and cultural destination in the state, attracting an estimated 10 million visitors each year who attend arts, sporting, educational, and cultural events and festivals, and enjoy the grounds and open spaces. While these events and activities draw significant revenue for the city, Seattle Center will continue maintaining campus grounds and their unique features for the casual visitor. Seattle Center will also continue to serve its critical role in providing emergency shelter during adverse weather events and implementing the annual Seattle/King County Clinic public health event, which saw nearly 3,000 patients receive free medical and dental care for its tenth iteration in 2024.

Seattle Center resides on Indigenous lands, the traditional territories of the Coast Salish people. The origins of a civic campus at Seattle Center go back to the 1920s, with Mayor Bertha Landes presiding over the groundbreaking for the Civic Auditorium, Civic Ice Arena, and Civic Field. In the 1930s the Washington State Armory was built. Memorial Stadium was constructed in the 1940s. In the late 1950s and early 1960s the site for the 1962 Seattle World's Fair was created which is now Seattle Center, a City department.

Inventory

There are 24 buildings and three parking garages on the campus. The Seattle Center Monorail runs between the Seattle Center campus and Westlake in downtown Seattle. The City owns the Monorail, which is operated by Seattle Monorail Services. The Space Needle, the Pacific Science Center, and Seattle Public Schools' Memorial Stadium and its adjacent parking lot are also part of the campus but are owned and operated by private and other public entities.

The center includes 24 buildings and three parking garages (See Figure A-162 and Figure A-163).The center is home to twelve theater spaces ranging in capacity from 200 seats in the Cornish Playhouse to 2,900 at Marion Oliver McCaw Hall and totaling nearly 6,000 seats for theatrical performances. Sports facilities include the Climate Pledge Arena with a capacity of 17,000+ and Memorial Stadium with a capacity of 12,000 for field events.

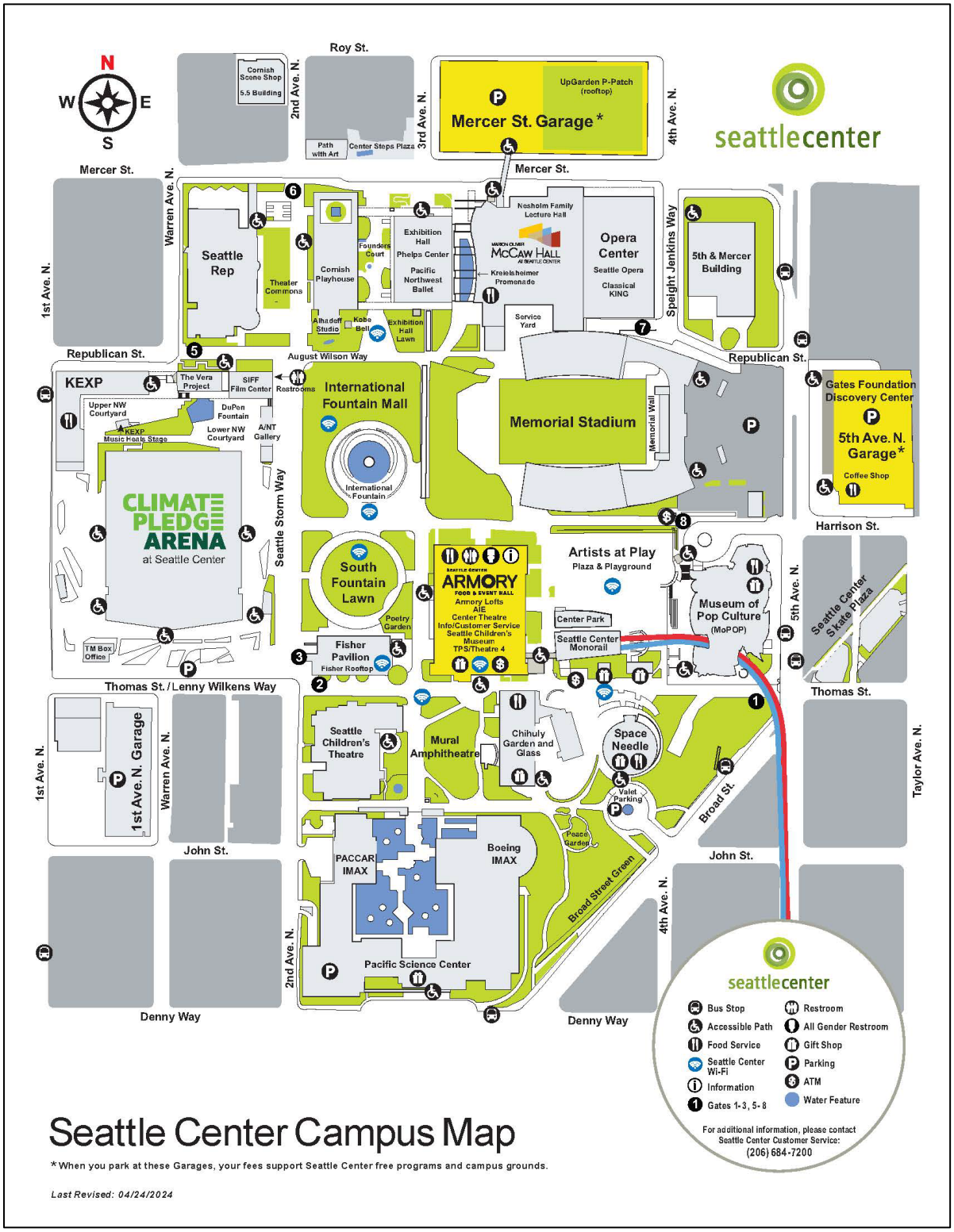
The center owns and manages two surface parking lots and three parking garages totaling more than 3,500 spaces. The center is served by multiple King County Metro bus routes and by the Monorail, which runs between Downtown and Seattle Center and carries more than 2 million riders a year over a 0.9-mile route.

Seattle Center is also a major urban park with lawns, gardens, fountains, a children's play area (Artists at Play Plaza & Playground), skate park, and a variety of plazas and open spaces. The center includes approximately 40 acres of landscaped and green open space and pedestrian ways. Seattle Center's outdoor open spaces are a major urban oasis for active or passive and individual or group enjoyment.

As of June 2023, the Seattle Center expanded its services to the new Waterfront Park. Seattle Center will be stepping into a partnership with Friends of Waterfront Park to manage operations, maintenance, and public safety in the Waterfront Promenade, Overlook Walk, Pier 58, and Pier 62 at Waterfront Park.

Existing Seattle Center facilities are mapped in Figure A-162 and listed in Figure A-163.

Figure A-161
Map of Seattle Center Facilities



Source: Seattle Center 2024

Figure A-162
Table of Seattle Center Facilities

FACILITY	ADDRESS	SIZE IN SQUARE FEET
Building (formerly Pottery NW	226 First Ave N	7,200
5th & Mercer Building	401 Mercer St	88,910
A/NT Gallery (formerly the International Fountain Pavilion)	2nd Ave N & Republican St	4,681
Armory Food & Event Hall	305 Harrison St	278,500
Artists at Play	158 Thomas St	130,680
Center Steps Plaza	Mercer St	4,457
Central Plant	324 Republican St	10,072
Chihuly Garden and Glass	305 Harrison St	30,000
Climate Pledge Arena	334 1st Ave N	740,000
Cornish Playhouse (w/out courtyard)	201 Mercer St	33,424
Cornish Playhouse Rehearsal Hall	201 Mercer St	4,333
Cornish Scene Shop	Roy St	
Exhibition Hall	225 Mercer	52,000
Fifth Ave N Garage	516 Harrison St	356,390
First Ave N Garage	220 1st Ave N	173,000
Fisher Pavilion	200 Thomas St	21,018
International Fountain	n/a	122,000
International Fountain Pavilion	2nd Ave N & Republican	4,681
KEXP (formerly the NW Rooms)	472 1st Ave N	35,240
Kobe Bellhouse	n/a	600

FACILITY	ADDRESS	SIZE IN SQUARE FEET
Maintenance Shop – Leased (5.5 Building)	621 2nd Ave N	30,720
Marion Oliver McCaw Hall	321 Mercer St	295,000
Memorial Stadium	401 5th Ave N	238,920
Memorial Stadium Parking Lot	401 5th Ave N	101,489
Mercer Arena	363 Mercer St	108,000
Mercer Street Garage	300 Mercer St	511,424
Monorail Office and Gift Shop	370 Thomas St	4,592
Monorail Terminal	370 Thomas St	19,563
Mural Amphitheatre	305 Harrison St	3,200
Museum of Pop Culture	200 2nd Ave N	283,324
Opera Center/ Classical KING	363 Mercer St	105,000
Pacific Science Center	200 2nd Ave N	141,681
Park Place	232 1st Ave N	7,200
Path with Art	200 Mercer St	4,800
Phelps Center/Pacific NW Ballet	225 Mercer St	49,680
Restroom Pavilion	303 2nd Ave N	1,219
Seattle Center Skate Plaza	305 Harrison St	18,000
Seattle Center Warehouse (under N. Stadium Stands)	369 Republican St.	20,774
Seattle Children's Theatre	240 Thomas St	46,300
Seattle Children's Theatre Tech Pavilion	201 Thomas St	29,112
Seattle Repertory Theatre	151 Mercer St	65,000

FACILITY	ADDRESS	SIZE IN SQUARE FEET
SIFF (Seattle International Film Festival)	167 Republican St	11,776
Space Needle	400 Broad St	4,400
The VERA Project	305 Harrison St	9,536

Planning Goals

As Seattle Center embraces the post-pandemic return of crowded summer festivals and plays an important role supporting the recovery of downtown, now is the time to address these infrastructure needs and ensure it is well-positioned to serve the city's needs in the coming years through repairs, renewal, and redevelopment of the facilities and grounds of Seattle Center to provide a safe and welcoming place for millions of annual visitors.

Overall planning goals for capital improvements include:

- Preserving campus buildings and infrastructure
- Assessing building systems and developing maintenance and repair schedules
- Maintaining and repairing campus-wide utilities
- Creating and maintaining multi-use public spaces for both free and fee supported events
- Maintaining a large collection of public art
- Upgrading landscape features and public gathering spaces
- Planning for campus improvements and modernization Seattle Center
- Retrofitting buildings for improved energy efficiency
- Removing barriers in buildings, pathways, and public spaces on campus to better serve campus visitors of all abilities

Future Needs

The biggest challenge facing Seattle Center is the campus' rapidly aging infrastructure and funding constraints on advancing replacement projects to address it. The only new facilities funded in the current CIP include Waterfront Operations and Tribal Interpretive Center. The CIP also includes studies to support major redevelopment projects for Memorial Stadium and Lot 2. Most CIP projects focus on improving, rehabilitating, restoring, repairing, various existing buildings (including Fisher Pavilion, Mc Caw Hall, Armory, Theaters, Monorail Station), public art, open spaces, parking lots, site signage other infrastructure, energy efficiency, ADA improvements, and general site improvements.

Seattle Center has recently completed a series of Facility Condition Assessments (FCAs). These studies will define our priority investment in asset maintenance and replacement for the major existing systems on campus, including:

- Roofing assessment of all major facilities
- Cladding and fenestration assessment of selected facilities
- Mechanical systems
- Electrical systems
- Plumbing and piping
- Water features (including the iconic Seattle Center International Fountain)
- Elevators
- Campus bollards

Between 2025-2030 Seattle Center will invest $50.6 million for major asset preservation, including plans to spend nearly $29.5 million to design and construct the replacements and repairs identified in the FCAs as most critically needed for facility safety and reliability. Because our Real Estate Excise Tax (REET) allocation is not sufficient to keep pace with all needed replacements and repairs across the campus, the most urgent projects will be prioritized. Seattle Center intends to invest the remaining $21.1 million of REET in projects to upgrade public spaces across the campus to meet public needs and support our core lines of business. Currently, no additional lands have been identified for Seattle Center purposes.

In 2024, Seattle Center and the Seattle Center Foundation kicked off an exciting process to create a 10-year Vision and Action Plan. The plan, to be completed in 2025, will incorporate research and stakeholder engagement, incorporate best practices from cultural campuses from around the world, and will result in an action plan for Seattle Center's future and will guide capital project planning and funding strategies in the coming years.

One major project underway is the redevelopment of the 77-year-old Memorial Stadium. It is owned by Seattle Public Schools (SPS) on land deeded by the City and is outdated, deteriorated, and in need of redevelopment. The new facility will transform the heart of Seattle Center with a state-of-the-art stadium that will serve SPS' needs for athletic events and graduations and be a major civic venue for arts, cultural, sports, and community events. In June 2023 following a Request For Proposals, the Mayor and School Superintendent agreed to enter into negotiations with One Roof Stadium Partnership (One Roof) to jointly develop an enhanced stadium. In 2024, Seattle Center, SPS and One Roof reached an important milestone by aligning on key project terms. Funding for the redevelopment will include SPS levy money, State capital budget, City of Seattle CIP funds, and private fundraising led by the One Roof Partnership. The Seattle Center warehouse will be relocated from Memorial Stadium to allow the existing stadium to be demolished. The new stadium is expected to be completed by the end of 2027.

As Seattle looks forward to welcoming the global community to the FIFA World Cup in June 2026, Seattle Center will play a critical role in hosting the FIFA Fan Fest event, where nine viewing parties

are anticipated each with crowds as large as our largest typical summer events. Capital improvements are needed to make the event a safe and welcoming experience through following repairs and improvements: security bollards, electrical infrastructure upgrades, International Fountain repairs and upgrades, furnishings for campus open spaces, and lawn restorations.

In addition to the Seattle Center projects included in the CIP, there are a number of prospective Seattle Center capital facility studies and projects that the City may undertake or fund over the next 20 years:

- 401 Mercer (Formerly KCTS) redevelopment for a future revenue generating use
- Planning to mitigate any potential impacts of future light rail
- Campus-Wide Open Space Plan
- Thomas Street Partnership to envision a new use and reinvestment in an aging gift shop building

Seattle Public Schools

Inventory

Public schools in Seattle are owned and operated by the Seattle Public Schools (SPS). As of October 2023, 49,226 students are enrolled in SPS and attend one of the 104 SPS schools (18 high schools, 12 middle schools, 11 K-8 schools, 63 elementary schools). SPS also owns various athletic, administrative, and support buildings.

Existing school locations are mapped in Figure A-164 and listed in Figure A-165.

Planning

Capital facility planning is driven by a number of factors, including projected student population, curriculum goals, educational specifications (including classroom size and necessary facilities), and specialized needs of specific students.

The SPS's latest plan is the SPS 2021 Facilities Master Plan Update. It provides planning information for a six-year period, 2021-2026. The Facilities Master Plan includes information on the condition of building systems (heating and ventilation system, roofing, windows, etc.) and educational adequacy (how design and layout supports student success). The report also includes cost estimates to replace or repair each system.

SPS develops enrollment projections, the expected number of students for a specific time period, based on historical information and demographics, especially birth rates. Like many school districts SPD is adapting to shifting community demographics. As of March 2024, SPS is forecasting that total enrollment will decline over the next ten years to somewhere between a low of 41,000 and a high of 46,000 students.

SPS conducts a district-wide capacity analysis annually. Multiple variables impact capacity including: the quantity, sizes and types of classrooms; the collective bargaining agreements, staffing ratios, school specific academic programs; student support programs; school master schedules; and community partnerships (preschool programs, community learning centers, etc.).

SPS is operating several school buildings that are under-enrolled, which often occurs in schools that serve the youngest students. SPS has proposed to develop a system of well-resourced schools. This new model would mean SPS would have fewer school buildings that serve students in preschool through 5th grade, but the building capacity would be better aligned with student enrollment.

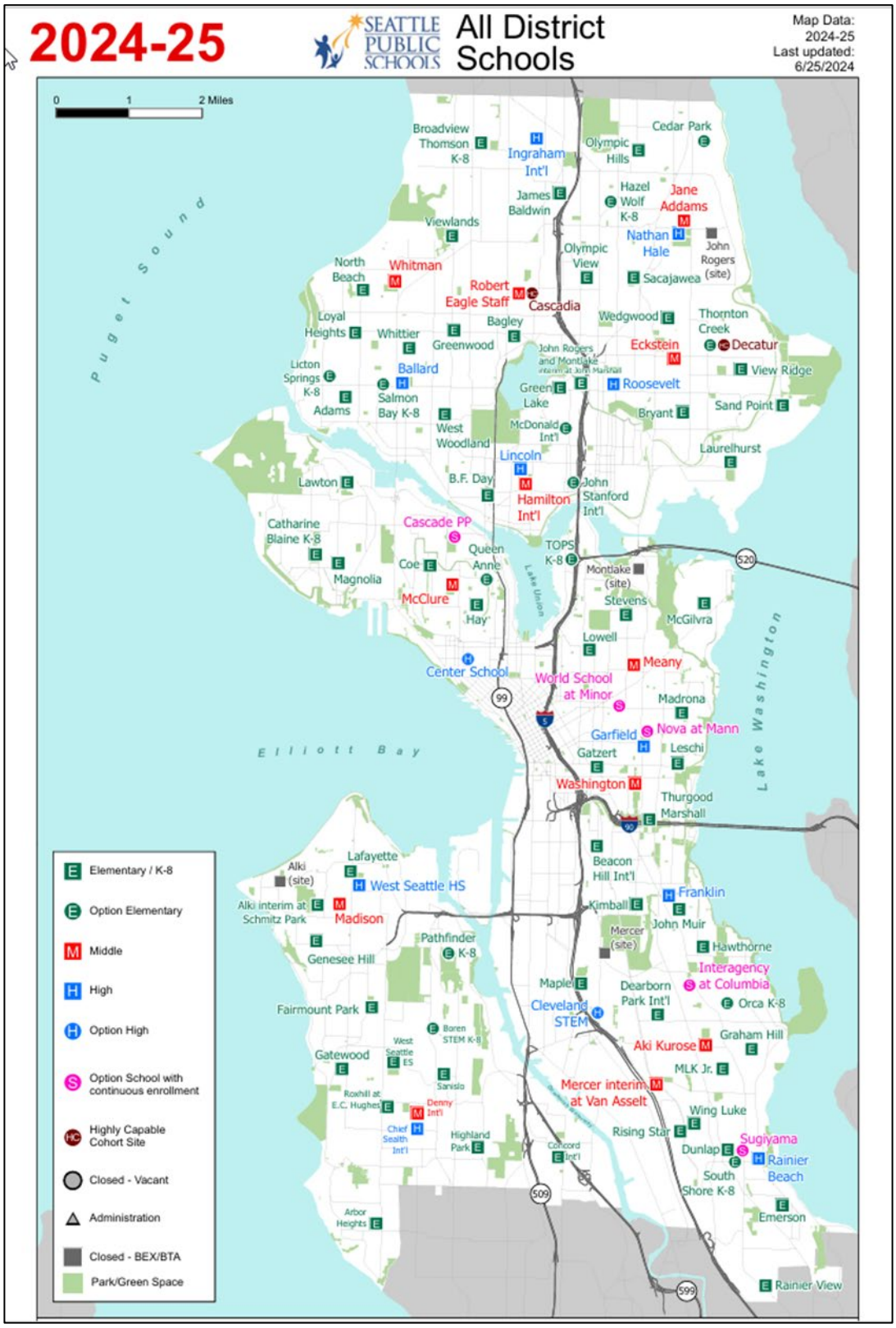
Future Needs

For the majority of funding for facility construction and renovation, SPS relies on two voter-approved capital levies. These run on alternating six-year schedules and are called Building Excellence (BEX) and Buildings, Technology and Academics (BTA). BEX funds the renovation and replacement of schools, and BTA provides capital monies to repair existing building envelopes, replace roofs,

improve mechanical/electrical/life-safety systems, and provide technology improvements. The next levy, BEX VI, is expected to be on the ballot in February 2025. Currently, no additional lands have been identified for SPS purposes.

Figure A-163

Seattle School District Schools



Source: Seattle Public Schools

Figure A-164
Seattle School District Schools

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Adams	E	6110 28th Ave. NW		63,136	3.4	1989	
Alki	E	3010 59th Ave. SW		45,387	1.4	1954	*2025*
Arbor Heights	E	3701 SW 104th St.		91,660	5.7	2016	
B.F. Day	E	3921 Linden Ave. N	✓	66,937	3.9	1892	1991
Daniel Bagley	E	7821 Stone Ave. N	✓	62,752	3.9	1930	2020
Beacon Hill International*	E	2025 14th Ave. S		51,704	1.9	1971	
Bryant	E	3311 NE 60th St.	✓	83,167	3.3	1926	2001
Cascadia	E	1700 North 90th St.		97,381	5.4	2017	
Cedar Park	E	3737 NE 135th St.	✓	33,037	4.4	1959	2015
Frantz Coe	E	2424 7th Ave. W		79,461	2.9	2003	2021
Concord International	E	723 S Concord St.	✓	67,889	3.4	1913	2000
Dearborn Park International*	E	2820 S Orcas St.		54,573	9.5	1971	2006
Decatur	E	7711 43rd Ave. NE		44,210	2.6	1961	1966

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Dunlap	E	4525 S Cloverdale St.	✓	74,310	4.9	1924	2000
Emerson	E	9709 60th Ave. S	✓	78,804	1.8	1909	2001
Fairmount Park	E	3800 SW Findlay St.		63,658	3.1	1964	2014
Gatewood	E	4320 SW Myrtle St.	✓	55,785	3.6	1910	1991
Bailey Gatzert	E	1301 E Yesler Way		53,958	6.8	1988	
Genesee Hill	E	5013 SW Dakota St.		91,281	6.8	2016	
Graham Hill	E	5149 S Graham St.		55,792	4.5	1961	2004
Green Lake*	E	2400 N 65th St.		49,397	3.4	1970	2015
Greenwood	E	144 NW 80th St.	P	65,600	2.8	1909	2002
Hawthorne	E	4100 39th Ave. S		52,793	2.6	1989	
John Hay	E	201 Garfield St.		51,362	3.2	1989	
Highland Park	E	1012 SW Trenton St.		76,206	3.7	1999	
John Stanford International/Latona	E	4057 5th Ave. NE	✓	67,495	2.2	1906	2000
Kimball*	E	3200 23rd Ave. S		42,614	4.8	1971	1998; 2023

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Lafayette	E	2645 California Ave. SW		53,471	4.7	1950	1953
Laurelhurst	E	4530 46th Ave. NE	P	54,125	2.7	1928	1950
Lawton	E	4000 27th Ave. W.		54,766	5	1990	
Leschi	E	135 32nd Ave.		59,490	3	1988	2022
Lowell	E	1058 E Mercer St.	P	74,136	3.9	1919	1962
Loyal Heights	E	7735 25th Ave. NW	✓	94,407	2.9	1932	2018
Martin Luther King Jr.	E	6725 45th Ave. S		73,566	3.4	2004	
Magnolia	E	2418 28th Ave. W.	✓	77,718	2.5	1927	2019; 2021
Madrona	E	1121 33rd Ave.		68,127	1.8	2002	2002
Maple*	E	4925 Corson Ave. S		49,730	6.7	1971	2006
McDonald International	E	6725 45th Ave. S	P	54,551	2.2	1914	1923
McGilvra	E	144 NE 54th St.	✓	45,492	2.5	1913	2018
Montlake	E	1617 38th Ave. E.	✓	23,983	1.7	1924	*2025*

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
John Muir	E	3301 S Horton St.		60,031	3.3	1991	
North Beach (to be closed in 2025)	E	9018 24th Ave. NW		41,791	6.9	1958	
Northgate	E	11725 1st Ave. NE		46,982	5.8	1956	*2025*
Olympic Hills	E	13018 20th Ave. NE		96,081	6.5	2017	
Olympic View	E	504 NE 95th St.		52,792	4.3	1989	
Queen Anne	E	2100 4th Ave. N	✓	67,382	3	1903	2019
Rainier View	E	11650 Beacon Ave. S		38,141	8.9	1961	
Rising Star/African American Academy	E	8311 Beacon Ave. S		106,370	10.9	2000	
John Rogers	E	4030 NE 109th St.		38,582	9	1956	*2025*
Roxhill/E. C. Hughes	E	7740 34th Ave. SW	✓	48,010	3.7	1926	2018
Sacajawea (to be closed in 2025)	E	9501 20th Ave. NE		41,261	3.8	1959	
Sand Point	E	6208 60th Ave. NE		33,899	4.3	1957	
Sanislo* (to be closed in 2025)	E	1812 SW Myrtle St.		42,110	8.5	1970	1998
Stevens (to be closed in 2025)	E	1242 18th Ave. E	✓	69,381	2.4	1906	2001

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Thornton Creek	E	7712 40th Ave. NE		92,490	7.3	2016	
Thurgood Marshall	E	2401 S Irving St.		61,054	4.5	1991	
View Ridge	E	7047 50th Ave. NE		68,719	9.1	1948	1969
Viewlands	E	10525 3rd Ave. NW		34,675	6.5	1954	1986; *2023*
Wedgwood	E	2720 NE 85th St.		47,851	4.5	1955	
West Seattle ES	E	6760 34th Ave. SW		52,359	6.9	1988	*2022*
West Woodland	E	5601 4th Ave. NW		79,292	3.5	1991	2021
Wing Luke	E	3701 S Kenyon St.		86,730	6.9	2021	2021
Whittier	E	1320 NW 75th St.		71,864	2.7	1999	
Blaine	K-8	2550 34th Ave. W		109,109	8	1952	
Louisa Boren (STEM)	K-8	5950 Delridge Way SW		119,514	15	1963	
Broadview-Thomson	K-8	13052 Greenwood Ave. N		129,984	9.3	1963	
Pathfinder/Cooper	K-8	1901 SW Genesee St.		74,497	13.9	1999	

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Hazel Wolf	K-8	11530 12th Ave. NE		81,897	3.2	2016	
Monroe/Salmon Bay	K-8	1810 NW 65th St.	P	117,116	4.2	1931	
TOPS/Seward	K-8	2500 Franklin Ave. E	✓	95,501	1.8	1893	1999
Orca/Whitworth	K-8	5215 46th Ave. S		63,649	3.4	1989	
South Shore	K-8	4800 S. Henderson St.		138,859	11.4	2009	
Licton Springs/Webster	K-8	3015 NW 68th St.	✓	52,580	1.55	1908	1930; 2020
Aki Kurose	M	3928 S Graham St.		171,393	4.8	1952	
David T. Denny International	M	2601 SW Kenyon St.		138,778	17.4	2011	
Eckstein	M	3003 NE 75th St.	✓	177,977	13.9	1950	1968
Hamilton International	M	1610 N 41st St.	✓	150,473	2	1926	2010
Jane Addams	M	11051 34th Ave. NE	P	160,645	18	1949	1950; 2016
Madison	M	3429 45th Ave. SW	✓	155,667	8.9	1929	2005; *2022*
McClure	M	1915 1st Ave. W		94,263	2.3	1964	1968

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Meany	M	301 21st Ave. E		125,517	4.1	1955	2016
Mercer International	M	1600 S Columbian Way		129,993	8.4	1957	*2025*
Robert Eagle Staff	M	1330 N 90th St.		139,400	11.5	2017	
Washington	M	2101 S Jackson St.		143,793	17.3	1963	
Whitman	M	9201 15th Ave. NW		145,832	14.6	1959	
Ballard	H	1418 NW 65th St.		242,795	12.3	1999	
Chief Sealth International	H	2600 SW Thistle St.		230,357	21.6	1957	2010
Center School	H	305 Harrison St		17,500			
Cleveland	H	5511 15th Ave. S	✓	161,731	8.5	1927	2007
Franklin	H	3013 S Mt. Baker Blvd.	✓	269,201	8.7	1912	1990
Garfield	H	400 23rd Ave.	✓	244,177	9	1923	2008
Ingraham	H	1819 N 135th St.	✓	236,069	28.2	1959	2019
Lincoln	H	4400 Interlake Ave. N	✓	256,025	6.7	1907	1960; 2019
Nathan Hale	H	10750 30th Ave. NE		242,146	18.4	1963	2010

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Rainier Beach	H	8815 Seward Park Ave S		189,638	21.5	1961	1998; *2025*
Roosevelt	H	1410 NE 66th St.	✓	269,297	9.2	1922	2006
Alan T. Sugiyama at South Lake	H	8601 Rainier Ave. S		29,519	3.2	2008	
West Seattle High School	H	3000 California Ave. SW	✓	208,981	8	1917	2002
CPPP/North Queen Anne	S	2919 1st Ave. W		22,975	2.3	1914	1922; 2022
Interagency/Columbia	S	3528 S. Ferdinand St.	P	34,581	3.2	1922	
Nova Alternative/Horace Mann	S	2410 E Cherry St.	✓	49,267	1.76	1902	2014
Interagency/Queen Anne Gym	S	1431 2nd Ave. N		35,805	0.95	1961	
SW Interagency/Roxhill Site	S	9430 30th Ave. SW		48,502	2.7	1958	
Seattle World School @ T.T. Minor	S	1700 E Union St.		59,495	3.49	1941	2016
John Marshall (Interim site)	I	520 NE Ravenna Blvd.	P	87,927	3.2	1927	
Schmitz Park (Interim site)	I	5000 SW Spokane St.		37,009	7.5	1962	

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Van Asselt (Interim site)	I	7201 Beacon Ave. S		59,610	8.4	1950	*2023*
Original Van Asselt (Original Bldg.)	I	7201 Beacon Ave. S	✓	14,240	8.4	1909	*2023*
Athletic Office	A	401 5th Ave. N		1,803	2.7	1965	
John Stanford Center	A	2445 3rd Ave. S		350,000	12.1	2002	
Memorial Stadium	F	401 5th Ave. N	P	163,290	6.3	1947	
Fremont Art Council (former BF Day ES)		3940 Fremont Ave. N	✓	1,696	3.9	1910	2017
Columbia Annex (Closed/Leased)		3100 S Alaska St.		7,648	1	1944	
Former Fauntleroy School		9131 California Ave. SW		-	1.4		
Interlake – Wallingford Center (land lease)		4416 Wallingford Ave. N	✓	52,078	1.7		
Lake City ProfessionalBuilding		2611 NE 125th St.	✓	37,500	2.7		
Leschi Donated House		3020 East Yesler Way		2,660	0.14	1952	
Denny Site (Vacant)		8402 30th Ave. SW		-	4.16		

SCHOOL/FACILITY	USE	ADDRESS	LANDMARK	BUILDING AREA (GSF)	SITE AREA (ACRE)	DATE OF CONSTRUCTION	DATE OF LAST FULL RENOVATION/ ADDITION
Cleveland Memorial Forest		28322 SE Issaquah - Fall City Rd., Fall City, WA			32.9		
Jefferson Square Mall (land lease)		4720 42nd Ave. SW		282,642	3.2		
Oak Lake (tenant Oak Tree Plaza)		10040 Aurora Ave. N		-	3.4		
West Queen Anne School Condo (land lease)		1401 5th Ave. W	✓		1.7		

Appendix 4 Utilities

Introduction

The Utilities Appendix includes GMA required information about the location and capacity of all existing and proposed utilities - electrical, natural gas, telecommunications, drinking water, drainage and wastewater, and solid waste systems.

The City plans for City-owned utilities to preserve and maintain existing infrastructure, and build new facilities to support expected population and job growth. In addition to providing essential services to residents and businesses, utility investments contribute to overall local economic vitality, quality of life, safety, climate mitigation, and help the City meet all the state and federal requirements associated with these services.

In some cases the required inventories, level of service, and future needs for utilities are detailed in specific system plans and analyses. References to these plans are included where needed. Seattle's Capital Improvement Program (CIP), which is updated as part of the City's annual budget process, contained detailed information about City-owned utility projects to be untaken over the next six years.

Electricity

Seattle City Light (SCL) is the City-owned electric utility serving all of Seattle and some portions of other cities and unincorporated King County north and south of the city limits (see Figure A-166). SCL provides electrical power to over 425,000 residential customers and 50,000 commercial customers.

Every two years SCL develops or updates an Integrated Resource Plan (IRP). The IRP describes how SCL will meet anticipated customer energy needs over the next 20 years while meeting reliability, cost, risk, environmental and equity goals. The IRP includes long-term load forecasts and identifies energy resource options. The IRP is developed with flexibility and is regularly reviewed to respond to changing market conditions and future uncertainties. SCL developed a full IRP in 2022 and an update in 2024.

Figure A-165
Seattle City Light Service Area



Inventory & Capacity

SOURCES OF ELECTRICITY

SCL supplies power from a portfolio of sources that includes SCL-owned generation resources and purchased power. SCL typically purchases about half of all power delivered to its customers. Figure A-167 lists the sources of power and their contribution to SCL's power portfolio for 2023. Figure A-168 shows the general location of these sources.

The current resource portfolio includes SCL-owned generation resources, long term contract resources, near term purchases, and sales made in the wholesale power market, and conservation.

SCL-owned Generation Resources:

- The Boundary Dam, located on the Pend Oreille River in northeastern Washington, is City Light's largest resource. The dam has a peaking capability slightly above 1,000 megawatts (MW) and an average annual generation of approximately 418 average megawatts (aMW)[161]. Under an agreement between City Light and the Pend Oreille County Public Utility District No. 1 (PUD), City Light provides a portion of the output of the Boundary Dam to Pend Oreille PUD through the end of the current license.
- The Skagit Project includes the Ross, Diablo, and Gorge Dams in the North Cascades. This triple-cascaded project is located on the Skagit River in Whatcom, Skagit, and Snohomish Counties. These dams have a combined one-hour peak capability of about 700 MW at full pool with generous storage capacity, but they have significant operational constraints for fish management. Their average annual generation is approximately 274 aMW.
- South Fork Tolt Reservoir and Dam is located 16 miles upstream from the City of Carnation on the South Fork Tolt River in King County. This project is jointly operated with Seattle Public Utilities to provide drinking water to the metropolitan Seattle area. The project has a one-hour peaking capability of less than 17 MW and average annual generation is approximately 6 aMW.
- Cedar Falls Dam is located in King County. This was City Light's first hydroelectric plant and the nation's first municipally owned hydroelectric plant. This project is jointly operated with Seattle Public Utilities to provide drinking water to the metropolitan Seattle area. The project has a capacity of 30 MW and average annual generation is approximately 8 aMW.

SCL Long Term Contract Resources:

- The Bonneville Power Administration (BPA) contract allows City Light to receive power from 31 hydroelectric projects and several thermal and renewable projects in the Pacific Northwest. The energy is delivered over BPA's transmission grid.

[161] One megawatt is 1 million watts. One million watts delivered continuously 24 hours a day for a year (8,760 hours) is called an average megawatt.

- The High Ross Agreement is an 80-year treaty with the Canadian Province of British Columbia (BC). City Light ended plans to raise the height of Ross Dam in exchange for power purchases from British Columbia Hydro (acting through its subsidiary Powerex).
- The Seven Mile Encroachment contract associated with the High Ross Treaty allowed BC Hydro to raise the Seven Mile Reservoir, which reduced the output at Boundary Dam due to encroachment on the tailrace. Under this agreement, BC Hydro returns or pays for the energy that would otherwise have been generated at Boundary Dam if Seven Mile Reservoir had not been raised.
- The Lucky Peak Project is a hydropower project located near Boise, Idaho, where City Light has power purchase contract rights to Lucky Peak output (approximately 34 aMW annually) until 2038.[162]
- The Priest Rapids Project consists of two dams; Priest Rapids Dam and Wanapum Dam. City Light purchases power from this project under two agreements with Grant PUD, which owns and operates the project.
- The Columbia Basin Hydropower contracts comprise power from three hydroelectric projects. The projects are owned by three irrigation districts, so electric generation is mainly in the summer months. Two contracts that were previously part of this group have expired (Eltopia Branch Canal and RD Smith).
- The Columbia Ridge Landfill Gas Project is a 20-year power purchase agreement with Waste Management Renewable Energy, LLC to purchase approximately 12 aMW each year from its landfill.
- The King County West Point Treatment Plan Project is a 20-year power purchase agreement that began in February 2010 with King County to purchase the output from a methane gas-producing digester at the wastewater treatment plant in Discovery Park.

[162] City Light occasionally enters into energy exchange agreements to exchange the weather-driven output of the project for firm energy. For the period studied in the 2024 IRP Progress Report it was assumed that output of the Lucky Peak Project is used to serve load directly without exchanges.

Figure A-166
Sources of Electrical Generation

SOURCE	DATE IN SERVICE	GENERAL LOCATION	TYPE	ENERGY PRODUCED (MWH)
SCL Owned Generation				
Boundary	8/23/1967	Pend Oreille River	Hydro	2,851,570
Skagit Projects (includes Gorge, Diablo and Ross Dams)	9/27/1924	Skagit River, North Cascades	Hydro	1,691,073
South Fork Tolt Reservoir and Dam	11/20/1995	S. Fork Tolt River	Hydro	30,432
Cedar Falls	10/14/1904	Cedar River	Hydro	25,809
Total Owned				4,598,884
Contracts	Contract Expires			
Bonneville Power Administration Block	2028	Multiple locations in Pacific NW	Hydro	4,039,150
High Ross Agreement	2066	British Columbia	Hydro	303,454
Seven Mile Encroachment	2066	British Columbia	Hydro	9,258
Lucky Peak	2038	Boise, Idaho	Hydro	332,046
Priest Rapids Project	2052		Hydro	19,221
Columbia Basin Hydropower	2025-2027	Columbia River	Hydro	249,373

Columbia Ridge	2028/ 2033	Arlington, OR	Landfill gas	78,333
King County West Point Wastewater Treatment Plant	2033	Seattle	Biogas	7,215
Condon Wind	2028	Condon OR	Wind	33,991
Total Contracts				5,072,041
Grand Total				9,670,925

In April 2024, City Light recently executed two solar power purchase agreements for 47 MW and 40 MW. These projects are expected to start operations March 2025 and December 2025 respectively.

Source: Seattle City Light Integrated Resource Plan, 2024

Figure A-167
Electrical Generation Resources



Source: City Light, Integrated Resource Plan 2024

Distribution

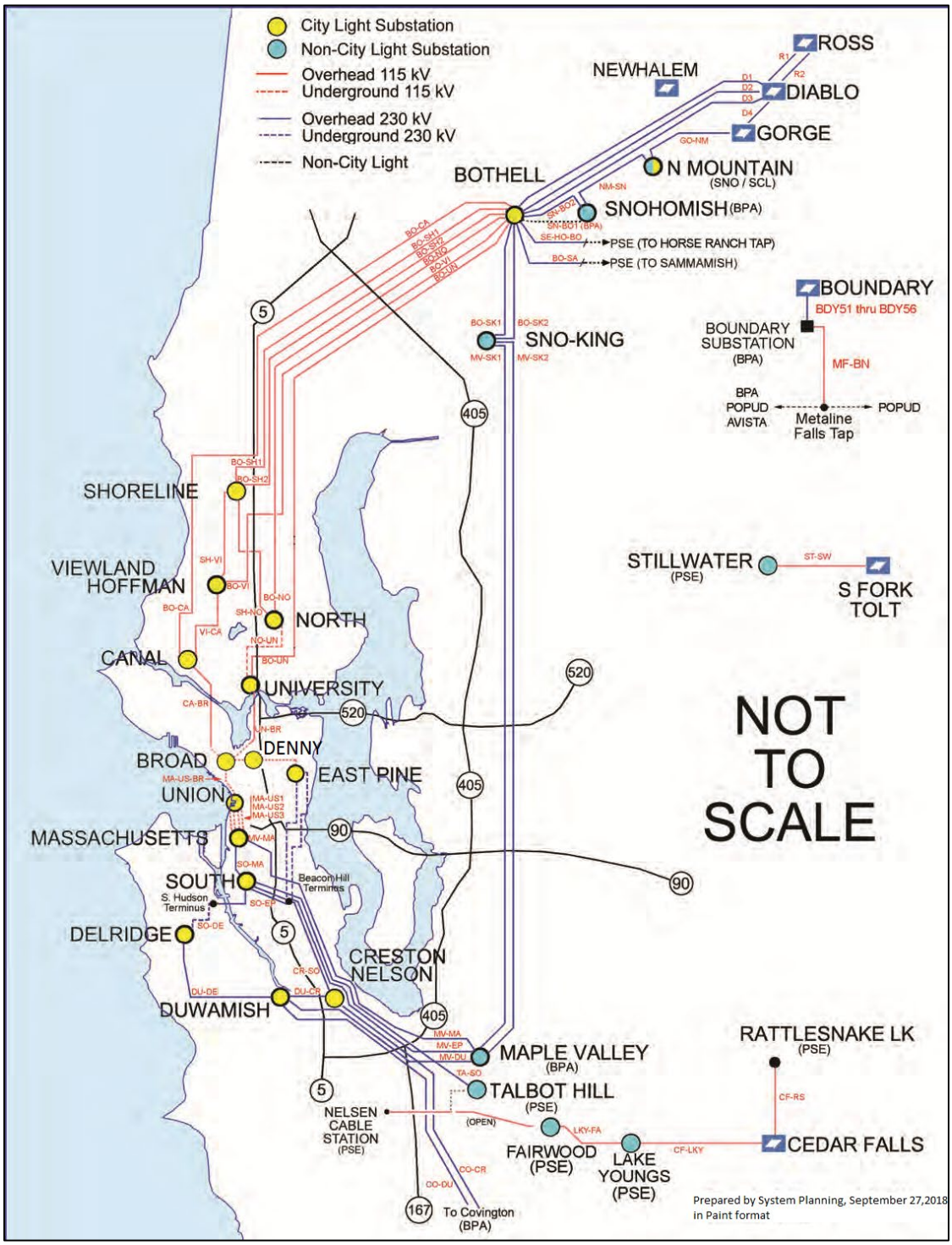
SCL owns and maintains approximately 667 miles of high voltage transmission lines, which carry power from the Skagit and Cedar Falls generating facilities to 16 principal substations. SCL is dependent on other transmission line owners, i.e., the Bonneville Power Administration (BPA), to bring power from its Boundary Dam hydroelectric plant and from other contracted resources, to serve its load in Seattle. The transmission grid interconnection with other utilities also provides additional reliability to meet load requirements. Power is distributed from SCL's principal substations via high voltage feeder lines to numerous smaller distribution substations and pole transformers, which reduce voltage to required levels for customers. SCL owns and maintains 2,500 miles of overhead and underground distribution lines within Seattle that deliver power from the 16 principal substations to approximately 365,200 customers. Figure A-169 shows the general location of transmission lines and substations. SCL also has a state-of-the-art System Operations Center located in Seattle.

SCL's current generation capability (owned and contracted) is adequate to serve existing customers. Because of the nature of City Light's hydroelectric system, the utility is not presently constrained by its ability to meet peak loads (typically referred to as capacity). At times, the system may be constrained in its ability to carry load over periods of heavy load hours (6 a.m. to 10 p.m.) during the

winter. On an average monthly basis, City Light currently has sufficient resources to meet expected customer load in the next few years, even under serious drought conditions.

SCL sells on the wholesale energy markets the energy it does not need to meet customer load. The utility also buys energy in the wholesale markets to enhance the value of its resource portfolio and to meet occasional short-term energy deficits.

Figure A-168
Electrical Transmission and Substation System



Source: City Light, 2018

Future Needs

Seattle City Light develops comprehensive plans to assess future energy resource additions to serve customers' electricity needs in the short and long term. Resource plans are developed in coordination with an advisory group representing diverse customer interests, approved by City Council, and filed with the Washington Department of Commerce. The publication of resource plans takes two forms (1) a Demand Side Management Potential Assessment that is used to set targets for customer programs like energy efficiency and demand response and (2) an Integrated Resource Plan (IRP) that evaluates loads and resources over a 20-year study horizon.

The 2022 IRP, 2024 Demand Side Management Potential Assessment, and the 2024 IRP Progress Report have identified the need to add resources to meet increases in electricity demand from SCL's customers as a result of electrification of the building and transportation sectors. For the studies, energy resource needs are determined based on an internally developed hourly simulation optimization model and resources identified to serve the needs are determined based on internally developed capacity expansion model that minimizes total portfolio costs while ensuring that energy resource needs are met. The addition of wind, solar, batteries, demand-side resources, and carbon free firm resources are necessary to allow SCL to meet future need.

For the transmission and distribution components of SCL's system, projected growth will be accommodated by planned transmission and distribution capacity additions. The Denny Substation, energized in May 2018, is a long-term asset for City Light's entire system, providing reliability and flexibility through the ability to back up adjacent substations. It was designed to last 50-100 years with the capacity to accommodate future needs in the South Lake Union neighborhood and beyond. SCL is planning to construct a new substation in the Interbay area to serve the South Lake Union district. SCL is evaluating the need for a new substation that will meet the load growth at the University of Washington as their district energy system transitions to electricity.

SCL acquires property, rights of way, and easements necessary for power distribution, utility improvement projects, and environmental conservation. Over the next 20 years capacity will likely be expanded at existing substations: the North, Duwamish, Shoreline and Creston. New substations in other areas also may be needed, as load growth projections are updated. SCL currently owns properties in Northeast and Northwest Seattle where new substations could be built.

SCL's electric infrastructure is being pushed to do more than ever. SCL has produced a Grid Modernization Plan and Roadmap to support increased electrification and improve grid reliability, resiliency and security. It describes projects and tasks for the next two years, as well as laying the foundation of five-year and ten-year goals, with projects spanning across planning, operations, supporting technologies, and physical infrastructure upgrades. SCL is modernizing its grid to make it more efficient, reliable, resilient, and secure. Grid modernization will reduce disruptions and outages from severe weather, climate change, and natural disasters. It will implement new technologies and processes to deliver resilient, reliable, flexible, secure, sustainable, and

affordable electricity. It will also accommodate new electrical loads from electric vehicles and ferries, transitions from natural gas to electricity for heating and cooking, and new, decentralized renewable resources such as rooftop solar.

The rapid transition to an electrified transportation system is expected to increase the demand for electricity. SCL is planning to ensure there will be sufficient power and grid capacity to support this transition. SCL, in association with SDOT and OSE, is leading the buildout of the essential network of public and private charging stations to accommodate the increasing number of electric cars, trucks, buses, ferries and other transportation modes. This increased demand is factored into SCL's IRP which is updated every two years.

District Energy

District energy systems are characterized by one or more central plants producing hot water, steam, and/or chilled water which then flows through a network of insulated pipes to provide hot water, space heating, and/or air conditioning for nearby buildings. District energy systems typically serve end-users such as central business districts, colleges and university campuses, hospitals, and healthcare facilities. Seattle currently has three district energy systems – CenTrio Energy, University of Washington Seattle Campus, and Amazon. The decarbonization of two systems, CenTrio Energy and University of Washington, will increase the demand for SCL electricity. However, Amazon's waste heat system decreases the demand for SCL electricity.

CenTrio Energy

CenTrio Energy is a district energy utility franchised by the City. CenTrio Energy produces heat at a centralized plant using boilers powered by natural gas, and distributes steam to approximately 200 commercial, residential, and institutional customers for space and water heating, along with other uses. Two steam-generating plants are connected to a low pressure and high-pressure piping network. The primary plant is located on Western Avenue at University Street. The secondary plant is located on Western Avenue near Yesler Way, the site of the original plant built in 1893. Total steam generation capacity is 670,000 pounds per hour. Its boilers are designed to burn natural gas or diesel oil. Steam is distributed through a network of insulated steel pipe encompassing a total length of over eighteen miles beneath city streets. CenTrio Energy's service area encompasses roughly a square-mile area of the Central Business District, extending from Blanchard Street to King Street and from the waterfront to 14th Avenue, crossing over First Hill.

CenTrio Energy has communicated to the City of its intent to convert its natural gas-powered boilers to non-emitting energy sources to reduce carbon emissions and comply with Washington's Climate Commitment Act. CenTrio Energy emits approximately 70,000 metric tons of carbon dioxide equivalent (MTCO2e) per year. CenTrio Energy and Seattle City Light have been meeting regularly in 2023 and 2024 to consider strategies for supplying additional power as more of CenTrio Energy's generation is switched from gas/diesel boilers to lower emission sources. CenTrio Energy is considering a number of technologies including electric boilers, more efficient industrial heat pumps, hydrogen boilers, and future technologies needing development.

University of Washington

The University of Washington (UW) Seattle district energy system includes two plants and seven miles of distribution tunnels:

- Central Power Plant, located at 3920 Jefferson Rd NE, burns natural gas supplied by Puget Sound Energy in five boilers to create steam to heat and provide hot water to approximately 180 campus buildings. The plant also includes seven chillers to create chilled water to cool roughly 65 campus buildings. Six chillers use electricity supplied by

Seattle City Light to create chilled water. One chiller is powered by steam. The Central Plant can provide 100 megawatts (MW) of 185 Psi steam (thermal energy), 10 MW of emergency power and 10,500 tons of chilling. Some of the buildings on campus require 10 psi steam. Typically, this is produced by sending the 185 psi through a pressure reducing valve (PRV). In lieu of a PRV, the UW power plant uses a backpressure steam turbine which generates electricity from what would have been wasted steam. The 3 MW capacity of the turbine generator represents less than 5% of UW's current electrical demand and reduces the amount of electricity purchased from Seattle City Light.

- West Campus Utility Plant (WCUP), located at 3900 University Wy NE, was completed in 2017. It serves as an extension of the Central Power Plant, providing additional cooling and emergency power to the University's expanding collection of research buildings in the southwest corner of campus. As built, WCUP can provide 8 megawatts (MW) of emergency power and 4,500 tons of chilling. Chiller #4 is under development and will be in place by May 2025, increasing the total to 6,000 tons. With future expansion, the plant can achieve an ultimate capacity of 12 MW total and 10,500 tons of chilling. The combination of both chilled water plants serves approximately 50% of building space on campus.

UW is working to fully decarbonize the energy system of the Seattle campus. This monumental undertaking will modernize and decarbonize UW's energy infrastructure. About 93% of the greenhouse gas (GHGs) emissions on the Seattle campus are generated by the Central Power Plant. Eliminating these emissions will help the UW meet city and state GHG reduction mandates. Additional electrical capacity is needed to add cooling to campus buildings, and meet new winter demand when the UW shifts from natural gas, a fossil fuel, to electricity for heating. The SCL service to UW already exceeds 'firm capacity' in the summer. UW has asked SCL to increase the firm capacity from 45 MW to 120 MW (electrical). UW/SCL have been working collectively to develop the optimal approach to meet the needs of the University. The University of Washington has a 5-part strategy to transition the district energy system to 100% clean energy and decarbonize the heating system that includes a range of technology investments and upgrades.

In addition to decarbonization of the Central Power Plan, other factors will increase the demand for clean energy at UW over the next 20 years: more people on campus, EV fleets, AI, and climate change (need for more cooling). SCL is planning in coordination with the UW to meet these future needs.

Amazon

Amazon's district energy system captures the equivalent of 11 megawatts per day of waste heat from the 34-story Westin Building Exchange, a nearby data center that houses 250 telecommunication and internet companies, to heat Amazon's offices in the Denny Triangle campus. Heated water is piped from the Westin to a central plant in Amazon's Regrade building where five heat-reclaiming chillers concentrate the heat which is distributed to about 5 million square feet of office space within the four-block campus.

Drinking Water

Seattle Public Utilities (SPU) provides drinking water to approximately 1.5 million people living in Seattle and surrounding communities in western King County and portions of southern Snohomish County (see Figure A-170). In addition, SPU sells wholesale water to nineteen municipalities and special-purpose districts, plus Cascade Water Alliance, who in turn provide the water to their own retail customers. SPU operates under an annual operating permit issued by the Washington State Department of Health.

Inventory & Capacity

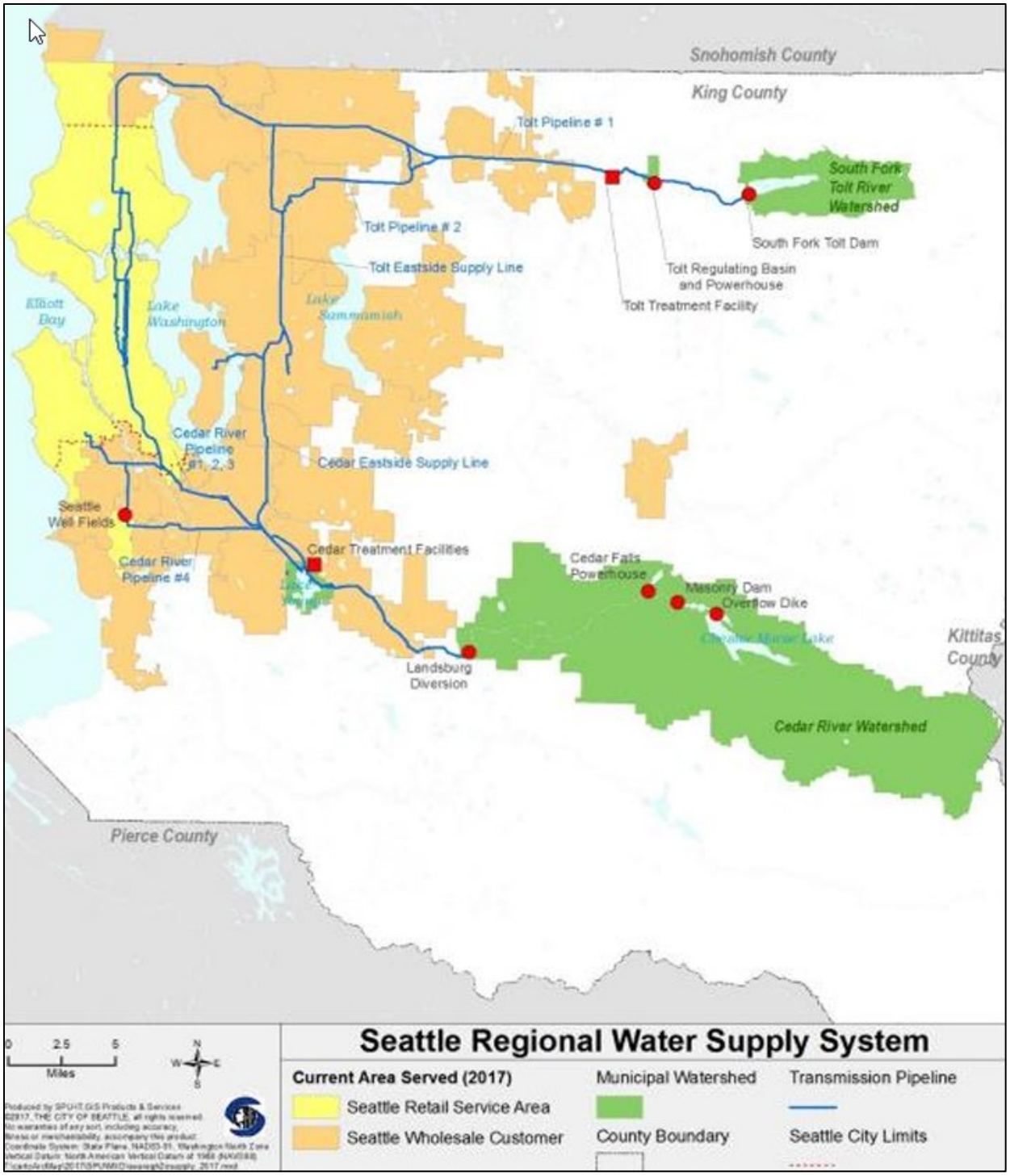
The City of Seattle's water supply comes primarily from surface water reservoirs on the Cedar River, 60 to 70 percent of the supply, and South Fork of the Tolt River, which supplies the remainder. SPU also manages a small wellfield located north of the Seattle Tacoma Airport that is available to provide drought and emergency supply. In total, these sources can supply up to 172 million gallons of water per day (mgd), on an average annual basis. Water from these sources is treated to meet drinking water quality regulations. The treated water is then delivered to Seattle retail and wholesale customers through a network of approximately 1,820 miles of transmission and distribution lines, 400 million gallons of treated water storage facilities (reservoirs, tanks, and standpipes), and thirty-one pump stations. System-wide treatment and transmission capacity is 310 million gallons per day (see Utilities Appendix Figure A-170). Actual consumption has been much less than supply and declining over time, with per capita consumption 44% less in 2019 than in 1990. In recent years, total consumption has averaged about 121 mgd.

Future Needs

SPU acquires property, rights of way, and easements necessary for water supply services and environmental conservation. Currently, no additional lands have been identified for water supply purposes and SPU does not have any planned efforts to increase water supply prior to 2060. Despite an anticipated household growth rate of 18% in its retail service area and 29% in its full and partial wholesale customers between 2016 and 2040, SPU anticipates total demand will remain relatively flat due to water conservation efforts and changes to its wholesale water customers. Current capital investments for SPU include those for maintenance of existing infrastructure including dams, watermain rehabilitation in the distribution system, seismic improvements, and ensuring the water system's resiliency under climate change.

More information about the current and future capital investments for the drinking water system can be found in Seattle's 2019 Water System Plan.

Figure A-169
Drinking Water Service Area, Facilities and Transmission Pipelines



Source: Seattle Public Utilities, 2019

Drainage & Wastewater

Seattle Public Utilities manage wastewater and drainage systems in Seattle, which include the combined sewer system, the sanitary sewer system, and the stormwater drainage system. The city contains three different types of areas: the combined sewer area (with only combined sewer systems), separated sewer areas (with sanitary sewer and stormwater drainage systems), and partially separated sewer areas (with sanitary sewer and stormwater drainage systems, where some rainwater still goes to the sanitary sewer), each covering about one-third of the city. (See Figure A-171). The King County Wastewater Treatment Division operates the West Point treatment plant—one of the County's three regional wastewater treatment plants—in addition to four combined sewer overflow (CSO) treatment facilities within the City of Seattle and the wastewater trunkline system that serves Seattle. The majority of wastewater collected from within Seattle is treated at the West Point plant, which is supported by the Brightwater plant near Woodinville if needed for additional capacity.

Inventory & Capacity

SPU operates a complex wastewater collection system network comprised of 1,423 miles of separated and combined sewer pipes and maintenance holes (MH), 68 pump stations (PS), and 86 permitted combined sewer overflow (CSO) outfalls in Puget Sound, Lake Washington, and the Duwamish Waterway. SPU acquires property, rights of way, and easements necessary for drainage and wastewater and environmental conservation as needed. Currently, no additional lands have been identified for drainage and wastewater purposes.

The combined sewer system is the oldest system conveying wastewater and drainage in Seattle, with infrastructure 100 years old or more in places. The combined sewer system collects wastewater from residents and businesses along with stormwater runoff from rooftops, yards, and streets into the same pipes, where it is then conveyed to the treatment plant. During periods of heavy rain, the system can overflow into waterbodies such as Lake Washington and Elliott Bay. While CSOs prevent wastewater treatment plants from being overwhelmed and prevent the wastewater system from backing up into roads and buildings, they contribute pollutants to receiving waterbodies. This degrades water quality, which impacts the aquatic life and habitat within these waterbodies and inhibits recreational opportunities.

In the separated sewer system wastewater from homes and businesses is collected through a separate set of pipes than stormwater. Wastewater is sent to the treatment plant while drainage collected from rooftops, yards, and streets is conveyed to waterbodies. Pollutants picked up by stormwater from rooftops and streets can impact water quality and the aquatic life in receiving waterbodies.

In the partially separated sewer system, stormwater runoff from the rooftops of older construction is collected along with wastewater from homes and businesses and conveyed through the

wastewater system to the treatment plant. As in the separated system, stormwater runoff from yards, streets, and new development is conveyed to waterbodies.

While the vast majority of SPU's drainage system is piped, Seattle has areas that are served by a predominantly 'informal' drainage system, particularly north of 85th Street and in the southwest corner of Seattle. These areas include blocks with no, or only limited drainage infrastructure and several miles of ditch and culvert systems. According to Seattle's Stormwater Code ditch and culvert systems are considered capacity constrained, meaning they have inadequate capacity for existing and anticipated stormwater loads (see Figure A-172).

Future Needs

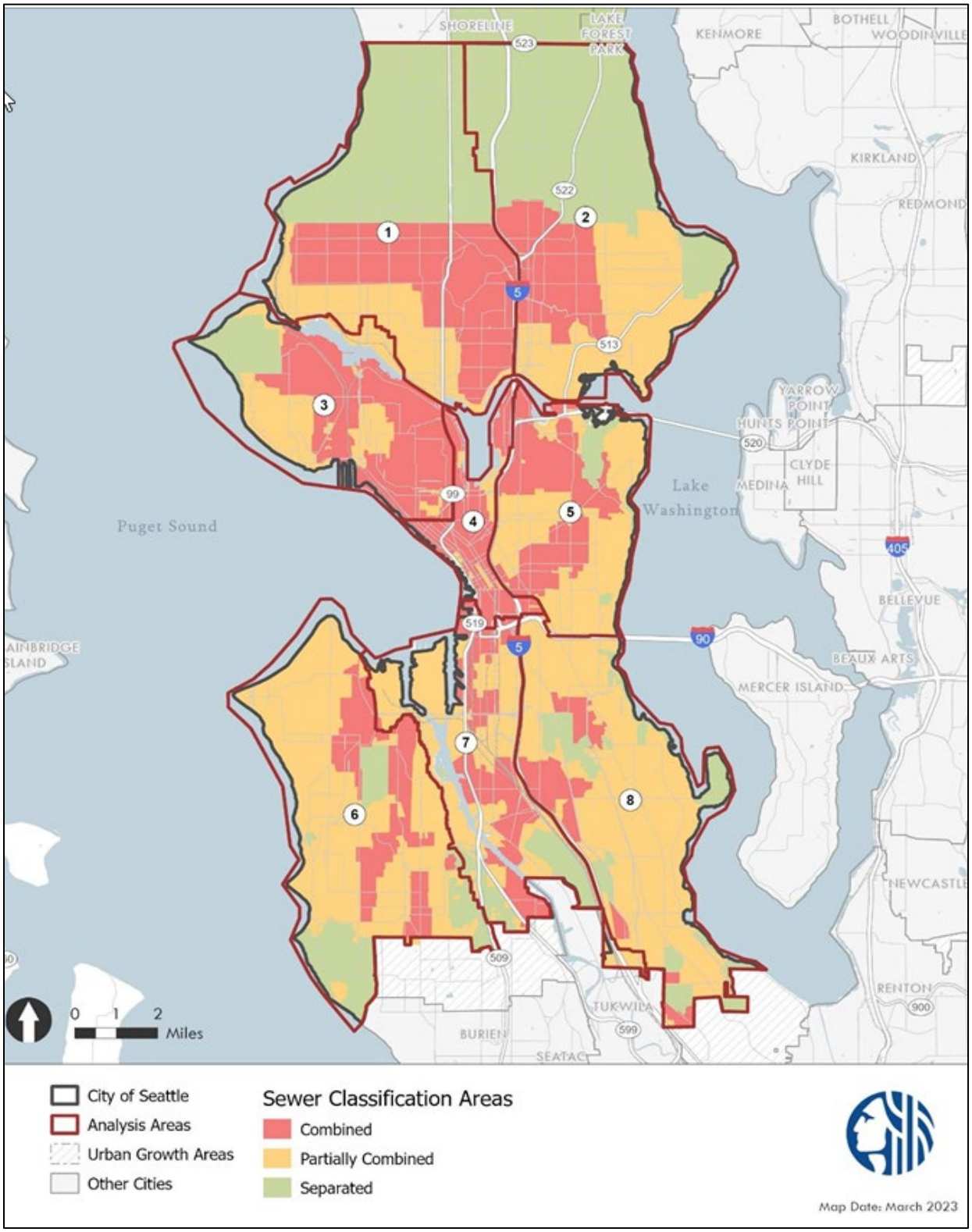
In 2019 SPU published a Wastewater System Analysis (WWSA) that identifies areas at risk due to limited wastewater system capacity, which can cause sewer overflows through maintenance holes or backups into homes or businesses. In 2020, SPU completed a Drainage Systems Analysis (DSA) that identified areas at greatest risk from limited drainage system capacity, which could cause flooding in the right-of-way or onto private property. The WWSA and DSA both used the best available growth and climate change projections at the time to assess how the identified risks might be impacted in the future. The WWSA and DSA modeled sewer and drainage system capacity under future conditions for the 2035 planning horizon and ran simulations to evaluate the potential changes in flooding, sewer overflows, and sewer back-ups caused by changes in impervious cover, stormwater code compliance, sea level rise, and more frequent and extreme rainfall events. The WWSA and DSA were developed to assess risks associated with system capacity citywide in order to prioritize SPU investments in sewer and drainage capacity improvements in the future.

Seattle Public Utilities and King County Wastewater Treatment Division are building an underground storage tunnel to significantly reduce the amount of polluted stormwater (from rain) and sewage that flows into the Lake Washington Ship Canal, Salmon Bay and Lake Union from Seattle's sewer system. The tunnel will improve water quality regionally by keeping more than 75 million gallons of polluted stormwater (from rain) and sewage from flowing into the Lake Washington Ship Canal, Salmon Bay and Lake Union on average each year. The project began construction in 2020 and is expected to be completed in 2027.

Every ten years King County Wastewater Treatment Division (WTD) updates its projections of wastewater flows and loads and evaluates their impact on overall treatment plant capacity. The latest projection, 2019 Treatment Plant Flows and Loadings Study, evaluated the capacity of its wastewater treatment plants in terms of handling overall volume of wastewater and stormwater flow in addition to the amount of organic and solids load (King County 2019). In its evaluation, the County used population estimates and projections based on 2013 PSRC forecasts, adjusted for the higher growth rate the region experienced between 2010 and 2016. Since 2014, WTD noted that influent loads were increasing at a faster pace than flows. Over the past few decades, water conservation efforts have reduced the amount of potable water used on a per capita basis. These reductions in water use directly impact the amount of wastewater flow, but do not impact the loads in the wastewater.

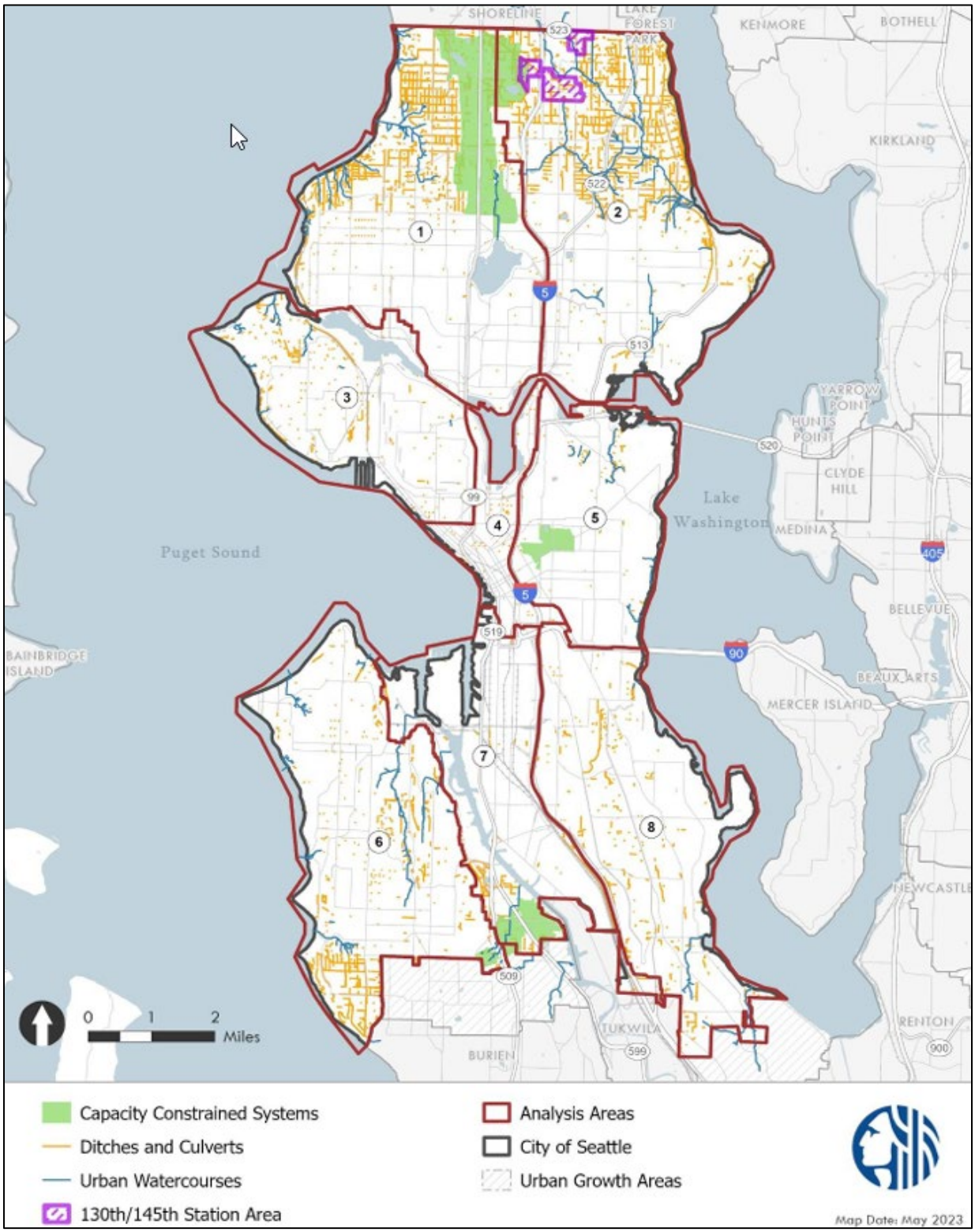
Based on the results, the West Point treatment plant is projected to be able to handle maximum month flow until 2050 but is already reaching capacity for maximum month loadings. In addition, the County will need to optimize treatment plant operations and ultimately invest in technical modifications to comply with the Puget Sound Nutrient General Permit, which became effective in January 2022. This may put further constraints on treatment plant capacity. WTD has several projects underway to increase capacity of sewerage pumps and is assessing projects to address capacity of its secondary system and digesters. No capacity limitations were projected to be reached between 2040 and 2060 at the West Point treatment plant.

Figure A-170
Drainage Areas by Type



Source: One Seattle Plan EIS, 2024

Figure A-171
Capacity Constrained Wastewater and Drainage System



Source: One Seattle Plan EIS, 2024

Solid Waste

The City of Seattle is required by state law to develop a comprehensive solid waste management plan and update it every six years. Seattle's 2022 Solid Waste Plan Update: Moving Upstream to Zero Waste (2022 Plan Update) guides how Seattle will manage and finance solid waste services and facilities over the next 5 years, and projects system management needs over 20 years.

Inventory & Capacity

The equipment and facilities necessary to operate Seattle's solid waste system are mostly provided by contracted services. SPU runs two transfer stations and two moderate-risk waste (MRW) collection facilities. Seattle provides the MRW collection service as a partner in King County's Local Hazardous Waste Management Program.

A network of public and private service providers and facilities collect, transfer, process, and landfill Seattle's discards. All Seattle's municipal solid waste that is not recycled or composted is, by law, under city control.

SPU contracts with private firms to collect residential garbage, recyclables, and yard and food waste (organics). The same contractors collect commercial garbage. Open-market providers collect commercial recycling and organics. Businesses may choose to "self-haul" their solid waste materials.

Transfer and recycling processing facilities consolidate collected solid waste materials and route them to their next destination. Garbage and organics collected by the city's contractors go to the transfer stations owned and operated by the City. Recycling picked up by the city's contractors goes to the City's contracted recycling processing facility. Recycling picked up from businesses may go to a recycling processor or one of the many local businesses specializing in recycled materials. Other collected materials go to the SPU's two transfer stations, or private transfer stations or processors. Occasionally, residential garbage is taken to private transfer facilities, such as when a city station temporarily needs to close.

At the SPU or private transfer stations, garbage is loaded into rail containers and trucked to Seattle's contracted rail yard. Assembled trains of containers are hauled to the city's contracted landfill. Processed recyclables go to various materials markets. Organics go to the City's contracted organics contractor to be processed into compost.

COLLECTION

Seattle contracts with two collection companies to collect all residential solid waste materials and commercial garbage. Current contracts started in April 2019 and run through March 2029. The companies provide all aspects of collection, including trucks, truck yards, and labor. Service areas and routes are planned to ensure efficient use of collection vehicles and to collect consistent amounts of material each day so that the daily capacity of each transfer station is not exceeded. Transfer and processing facilities need an even and predictable inflow to avoid having to stockpile incoming materials.

TRANSFER STATIONS

SPU owns and operates two transfer stations:

- North Transfer Station in the Wallingford neighborhood at 1350 N 34th St, Seattle
- South Transfer Station in the South Park neighborhood at 130 South Kenyon Street, Seattle

The transfer facilities now serve a variety of vehicles and customers and receive a range of discarded materials that include garbage, recyclables, and compostables. In addition to transferring materials delivered by the contracted collection companies, the stations play an important role in accepting materials unsuitable for curbside collection. Residents with large, bulky items or excess quantities can bring these materials to the stations for recycling or disposal. The stations also serve businesses that choose to self-haul their waste and recyclable materials.

In 2007, the Seattle City Council decided to proceed with improvements to the two SPU transfer stations which were originally built in the 1960s. SPU completed construction of the new South Transfer Station in 2013. The North Transfer Station redesign was completed in 2016.

Two private transfer stations, located in the Duwamish Manufacturing/Industrial Center, supplement City facilities.

King County and City of Seattle operate two hazardous and moderate risk waste facilities in the city of Seattle:

- North Household Hazardous Waste Facility 12550 Stone Avenue North, Seattle
- South Household Hazardous Waste Facility 8100 2nd Ave S, Seattle

RECYCLING AND COMPOSTING

SPU contracts with Rabanco Recycling Center for traditional recycling (newspaper, glass bottles, tin cans, etc.). It is located in the Duwamish Manufacturing/Industrial Center.

Most commercial recycling is provided by private arrangements. Vendors collect both mixed and source-separated materials and take them to a variety of processors in the Seattle area. Which processor they use depends on the material and any agreements haulers and processors may have.

For organics composting, SPU currently has contracts with two vendors, Lenz Enterprises, Inc., and Cedar Grove Composting, Inc.. Lenz Enterprises is mainly responsible for taking organics from SPU's Seattle's North Transfer Station to their processing facility in Stanwood, Washington. Cedar Grove takes mainly organics from SPU's South Transfer station to their processing facilities in Everett and Maple Valley.

DISPOSAL

SPU contracts with Waste Management of Washington for rail haul and disposal of all nonrecyclable waste at Columbia Ridge Landfill in Gilliam County, Oregon. After it has been compacted into shipping containers at transfer facilities, garbage is hauled to the Argo rail yard and loaded onto the train. The Argo Yard is owned and operated by the Union Pacific Railroad and is located in the Duwamish Manufacturing/Industrial Center.

Trains leave Seattle six times a week, stacked two-high. Waste Management of Washington owns the containers. The Columbia Ridge Landfill and Recycling Center is owned and operated by Oregon Waste Systems, a division of Waste Management.

Future Needs

As SPU contracts with private service providers for recycling processing, organics composting, and landfill long-haul and disposal, any programmatic changes would be made through those contracts. Since Public Health—Seattle & King County regulates all solid waste handling facilities in their jurisdiction, their approval is required for any new public or private facilities for the transfer, recycling, composting, and landfilling of solid waste materials.

Following a dip in waste generation during the COVID-19 pandemic, SPU expects overall generation of commercial, residential, and self-haul waste to rebound and to steadily increase over the next roughly 20 years. SPU forecasts waste generation using an econometric model that projects generation by sector. The projection for 2021—2040 is based model data from 2018, as well as some updates made in 2020. More details on solid waste forecasts can be found in the 2022 Plan Update, Chapter 3 Solid Waste Data and Trends.

SPU acquires property, rights of way, and easements necessary for solid waste services. Currently, no additional lands have been identified for solid waste purposes.

Figure A-172
Solid Waste Forecasts

YEAR	COMMERCIAL	SINGLE-FAMILY RESIDENTIAL	SELF HAUL	MULTI-FAMILY RESIDENTIAL	OVERALL CITYWIDE
Amount of Waste Generated					
2020 (actual)	286,036 tons	232,038 tons	109,844 tons	83,701 tons	711,619 tons
2040 (forecast)	451,644 tons	241,343 tons	117,656 tons	110,411 tons	921,053 tons
Recycling Rates					
2019 (actual)	62.1%	72.0%	11.1%	36.2%	54.4%
2040 (forecast)	78.0%	83.1%	17.2%	56.5%	69.0%

Source: SPU Seattle 2022 Solid Waste Plan Update

Although the overall amount of waste generated in the city will increase with projected residential and employment growth over the twenty-year plan horizon, the percentage of waste that will be directed to disposal is expected to decrease if the plan's waste prevention and recycling recommendations are implemented (see Figure A-173).

Historically, recycling rate goals have driven Seattle's solid waste program. However, SPU is shifting to focus more on waste prevention and diversion and working upstream to curb carbon emissions and preserve natural resources as much as possible. The 2022 Plan Update emphasizes waste prevention for the greatest environmental impact and began in 2023 to develop new metrics for measuring policy, programming, and environmental impacts.

Shifts in consumer patterns change over time. Likewise, new materials and combinations of materials continue to enter the consumption cycle. SPU will conduct waste composition analyses frequently enough to be able to respond to these changes. For example, SPU will continue to work with processors to designate additional recyclable materials and modify collection programs as needed.

Seattle will be able to accommodate expected increases in solid waste service and higher rates of diversion of waste to diversion and recycling through regular contract renegotiation, ongoing maintenance and upkeep of city-owned transfer stations and continued public education. Fees charged to residential and commercial customers from Seattle Public Utilities and from waste haulers directly support the necessary capital investments needed to ensure minimum levels of service.

COLLECTION

Seattle will continue with its strategy to competitively contract for collection services. The contractors will adjust to changing service needs, such as more recycling or more residential and commercial customers, over time.

TRANSFER STATIONS

The capacity provided by the rebuild of Seattle's two transfer facilities, in conjunction with private transfer capacity, is projected to satisfy Seattle's solid waste transfer needs for at least as long as the fifty-year expected life of the rebuilt facilities. Seattle's new facilities are purposely designed for flexibility in response to a changing mix of solid waste materials over time.

RECYCLING AND COMPOSTING

Recycling capacity at private facilities is considered adequate for at least two decades, and Seattle will continue to contract for these services. Seattle's current contract is guaranteed through 2029. In 2014, Recology Cleanscapes opened a new high-capacity mixed-material recycling facility in the Duwamish Manufacturing/Industrial Center. Furthermore, the Washington State Department of Ecology currently lists more than 280 recycling facilities in King, Pierce, and Snohomish Counties. In addition to the new Recology Cleanscapes facility, at least three of these are large facilities that process mixed recycling and are within twenty miles of Seattle. SPU expects that many other private recyclers that handle limited ranges of materials will continue their presence in the local market.

Current composting capacity is adequate for the anticipated growth of the twenty-year planning horizon. However, statewide there is concern about future capacity as more cities and counties divert more organics. Seattle's two organics contracts have been in effect for six years, April 2024 through March 2030. As regional demand for composting increases, composting service providers are researching and developing new technologies, for example anaerobic digestion.

DISPOSAL

Columbia Ridge landfill, Seattle's current contracted landfill, projects that it will be able to receive material beyond the current contract's guaranteed 2028 end date. Seattle plans to continue with contracting for this service. Although Seattle's disposal alternatives are restricted through the life of the contract, the City will continue monitoring emerging alternate technologies. Rail-haul capacity is sufficient through the planning horizon. The rail-haul contract provides for alternate transportation if rail lines become unavailable.

For a complete inventory of private solid waste contractors and facilities, see Chapter 7 of the Seattle 2022 Solid Waste Plan Update.

Natural Gas

Natural gas services for Seattle residents and businesses are provided by Puget Sound Energy (PSE), Washington State's largest and oldest utility. PSE serves more than 870,000 residential, commercial, and industrial natural gas customers in six counties through more than 26,000 miles of PSE-owned gas mains and service lines. Currently, PSE serves over 140,000 natural gas customers within the City of Seattle.

PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. About half the gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain states. Once PSE takes possession of the gas, it is distributed to customers through more than 26,000 miles of gas mains and service lines. Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60psig. Distribution mains are fed from the district regulators, and individual residential service lines are fed by the distribution mains.

Historically, PSE develops or updates a plan called an Integrated Resource Plan every two years that evaluates how a range of potential future outcomes could affect PSE's ability to meet customers' natural gas supply needs. This is a time of extraordinary change for PSE as they confront the challenge of climate change and work towards decarbonizing services. New legislation and regulations to reduce greenhouse gas emissions affecting PSE's natural gas utility include:

Clean Energy Transformation Act which commits Washington to an electricity supply free of greenhouse gas emissions by 2045 (effective May 7, 2019);

Climate Commitment Act that caps and reduces greenhouse gas emissions from the largest emitting sources and industries (effective January 1, 2023);

Updated Seattle building code efficiency improvements (effective Nov 2024);

Washington Decarbonization Act for Large Combination Utilities which consolidates the planning processes into a single integrated system plan due July 1, 2027 (80.86 RCW, March 2024); and

Various incentives to switch from natural gas to electricity from the Inflation Reduction Act (IRA) and other Seattle programs and regulations.

Natural gas energy use in PSE's service area is declining — down 7% for residential and 3% for commercial in 2023 and PSE forecasts a continued decline over the next five years. This is driven by a number of factors including building and energy code changes, the elimination of allowances for gas line extensions, continued energy efficiency, and warmer winters on average that mean less demand for heating. Also included is a proposal to accelerate depreciation of the existing natural gas delivery system to help protect against an undue share of the cost burden falling on an increasingly smaller group of customers, particularly those who can least afford it. PSE continues to prioritize investments in the safety and reliability of the natural gas delivery system.

PSE does not currently have any major capital projects planned in Seattle. However, PSE is implementing a pipeline safety improvements with the replacement of approximately 35 miles of large diameter (1 ¼" and larger) DuPont Aldyl "HD" plastic pipe in Seattle by 2032.

Telecommunications

Telecommunications is a broad term applied to different types of technology and communication services that provide and receive data/information to homes, businesses, and individuals, as well as public facilities and infrastructure. Services are delivered over wired and wireless networks and include internet, landline and mobile telephone services, cable television, over-the-air television, radio, and emergency communications. Telecommunications are primarily regulated at the federal level by the Federal Communications Commission (FCC). The City regulates limited aspects of these services, such as the siting of new facilities through its public right-of-way and land use regulations.

Residential and commercial services are provided by private telecommunications companies that own and maintain networks of coaxial cable, fiber, and cellular/wireless technologies ("carriers") in the city. Services to the public are also offered by satellite companies and those that lease use of other carriers' networks. For example, mobile *virtual* network operators (MVNO) are mobile service providers that use the cellular networks of major carriers (AT&T, T-Mobile, Verizon and Dish). Businesses, governments and institutions can also buy services and design custom solutions from private carriers to meet their telecommunication needs. The City does use some services and network capacity from private carriers but has steadily reduced this with an increased network of public infrastructure to City-owned buildings.

The City owns and maintains a public infrastructure network to provide specific telecommunications services to support City operations and other public agency service delivery. The Seattle Information Technology Department, in collaboration with City Light and other departments, jurisdictions, and institutions, installs, owns, and/or operates an extensive broadband information and communications technology (ICT) infrastructure, including radio (AM 1111) for emergency services and fieldwork, and fiber optic for transmission of voice, video, and data for delivery of city services. The infrastructure is used to support municipal and public sector services. The City has a fiber-sharing agreement with other public agencies that enables joint installation and maintenance of an extensive network of conduit and fiber, which minimizes the construction cost, digging, and installation of telecommunications infrastructure. The City also, in limited cases, leases excess fiber capacity to private providers.

Seattle is a major partner in, and user of, the new Puget Sound Emergency Radio Network (PSERN) regional governmental radio system. The PSERN system supports nearly 6,000 Seattle police, fire, and general government radios. Seattle also operates a number of additional radio and microwave networks to meet a variety of departmental needs for internal communications. Seattle City Light operates its own separate radio system for its internal radio communication needs.

City departments and telecommunications companies cooperate to provide efficient and stable processes for deploying telecommunications infrastructure, including infrastructure that will support high-capacity broadband, and next generation wireless (5th Generation or "5G") network technologies. Seattle City Light issues a permit for each installation of telecommunications (e.g., fiber lines, wireless facilities) on utility owned poles (e.g., wood and metal utility poles, light poles). The Seattle Department of Transportation also issues a permit for the installation of telecommunications facilities in the public right-of-way. The Seattle Department of Constructions and Inspections issues a

permit for the installation of wireless facilities (“minor telecommunication facilities”) on private properties, such as building rooftops. As of 2024, the City has identified multiple telecommunication service providers in Seattle (see Figure A-174).

New communication technologies will continue to evolve. The City will continue to work with providers and permit new technologies to increase consumer options and ensure new technologies are deployed equitably.

Figure A-173
Telecommunication Service Providers (as of September 2024)

	Internet/Data Service					TV Service		Telephone Service			Fiber Infrastructure
Company	Hybrid Cable/ Fiber Network	Fiber Network	Cellular (Mobile) Network	Satellite Network	Fixed Wireless Network	Cable TV	Satellite TV	Legacy Copper Network	Voice Over IP (VOIP)	Cellular (Mobile) Network	Fiber Supporting Other Commercial Providers
Comcast/ Xfinity	X					X			X		
Lumen/ Quantum/ CenturyLink	X	X						X	X		X
Astound Broadband	X	X				X			X		X
T-Mobile			X		X					X	
Verizon			X		X					X	
AT&T			X							X	
Dish Networks			X				X			X	
Atlas Networks					X						
Google Fiber					X						
Salmon Bay Wireless					X						
DirectTV							X				
Starlink				X							
HughesNet				X							
Viasat				X							
Crown Castle											X
Extenet											X
Zayo Group											X
Ziply*		X									X
Mobile *Virtual* Network Operators (MVNO)#			X							X	

* Commercial non-residential services.

There are over 100 MVNOs operating in the United States. Example MVNOs available to Seattle customers are Boost Mobile, Cricket Wireless, Metro PCS, Mint Mobile, Straight Talk Wireless, and TracPhone. MVNOs lease access to infrastructure built and maintained by telecommunications networks owned and maintained by major carriers (T-Mobile, AT&T, Verizon, and Dish).

Source: Seattle Information Technology, 2024

Appendix 5
Legislative History of the Comprehensive Plan

Ordinances Amending the Comprehensive Plan

ADOPTION DATE	ORDINANCE #	NATURE OF AMENDMENTS
12/12/94	117436	1994 Capital Improvement Program
7/31/95	117735	1995 Comprehensive Plan amendments
11/27/95	117906	Adoption of a new Human Development element
12/12/94	117436	1994 Capital Improvement Program
7/31/95	117735	1995 Comprehensive Plan amendments
11/27/95	117906	Adoption of a new Human Development element
11/27/95	117915	1995 Six-Year CIP amendments
7/01/96	118197	Response to 4/2/96 Growth Management Hearings Board remand. Repealed policy L-127 of Ord. 117735
9/23/96	118408	Addition of Shoreline Master Program to Plan
11/18/96	118388	1996 CIP amendments
11/18/96	118389	1996 annual amendments
6/16/97	118622	Policies for the reuse of Sand Point Naval Station
9/8/97	118722	Response to 3/97 GMHB remand
11/13/97	118820	1997 Six-Year CIP amendments
11/13/97	118821	1997 annual amendments; addition of Cultural Resources element

ADOPTION DATE	ORDINANCE #	NATURE OF AMENDMENTS
6/22/98	119047	Adoption of the Ballard/Interbay Northend Manufacturing/Industrial Center neighborhood plan
8/17/98	119111	Adoption of the Crown Hill/Ballard neighborhood plan
10/26/98	119207	1998 annual amendments
11/02/98	119217	Adoption of the Wallingford neighborhood plan
11/02/98	119216	Adoption of the Central Area neighborhood plan
11/16/98	119231	Adoption of the Pioneer Square neighborhood plan
11/16/98	119230	Adoption of the University neighborhood plan
11/23/98	119264	1998 Six-Year CIP amendments
12/07/98	119322	Adoption of the Eastlake neighborhood plan
12/14/98	119298	Adoption of the MLK@Holly neighborhood plan
12/14/98	119297	Adoption of the Chinatown/International District neighborhood plan
1/25/99	119356	Adoption of the South Park neighborhood plan
2/08/99	119365	Adoption of the Denny Triangle neighborhood plan
6/22/98	119047	Adoption of the Ballard/Interbay Northend Manufacturing/Industrial Center neighborhood plan
8/17/98	119111	Adoption of the Crown Hill/Ballard neighborhood plan
10/26/98	119207	1998 annual amendments
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12/14/98	119298	Adoption of the MLK@Holly neighborhood plan

ADOPTION DATE	ORDINANCE #	NATURE OF AMENDMENTS
12/14/98	119297	Adoption of the Chinatown/International District neighborhood plan
1/25/99	119356	Adoption of the South Park neighborhood plan
2/08/99	119365	Adoption of the Denny Triangle neighborhood plan
3/15/99	119401	Adoption of the South Lake Union neighborhood plan
3/15/99	119403	Adoption of the Queen Anne neighborhood plan
3/22/99	119413	Adoption of the Pike/Pine neighborhood plan
3/22/99	119412	Adoption of the First Hill neighborhood plan
5/10/99	119464	Adoption of the Belltown neighborhood plan
5/24/99	119475	Adoption of the Commercial Core neighborhood plan
6/07/99	119498	Adoption of the Capitol Hill neighborhood plan
7/06/99	119524	Adoption of the Green Lake neighborhood plan
7/06/99	119525	Adoption of the Roosevelt neighborhood plan
7/09/99	119538	Adoption of the Aurora-Licton neighborhood plan
7/21/99	119506	Adoption of the West Seattle Junction neighborhood plan
8/23/99	119615	Adoption of the Westwood/Highland Park neighborhood plan
8/23/99	119614	Adoption of the Rainier Beach neighborhood plan
9/07/99	119633	Adoption of the North Neighborhoods neighborhood plan
9/07/99	119634	Adoption of the Morgan Junction neighborhood plan
9/27/99	119671	Adoption of the North Rainier neighborhood plan
10/04/99	119685	Adoption of the Broadview/Bitter Lake/Haller Lake neighborhood plan
10/04/99	119687	Adoption of the Fremont neighborhood plan
10/11/99	119694	Adoption of the Columbia City neighborhood plan
10/25/99	119713	Adoption of the North Beacon Hill neighborhood plan

ADOPTION DATE	ORDINANCE #	NATURE OF AMENDMENTS
10/25/99	119714	Adoption of the Admiral neighborhood plan
11/15/99	119743	Adoption of the Greenwood/Phinney Ridge neighborhood plan
11/15/99	119744	1999 annual amendments
11/22/99	119760	1999 Six-Year CIP amendments
12/06/99	119789	Adoption of the Delridge neighborhood plan
2/07/00	119852	Adoption of the Georgetown neighborhood plan
6/12/00	119973	Adoption of the Greater Duwamish Manufacturing/Industrial Center neighborhood plan
11/13/00	120158	Response to Growth Management Hearings Board remand; Greenwood/Phinney Ridge neighborhood plan
12/11/00	120201	2000 five-year Comprehensive Plan review amendments
10/15/01	120563	2001 annual amendments
12/09/02	121020	2002 annual amendments
12/13/04	121701	2004 ten-year Update to Comprehensive Plan
10/10/05	121955	2005 annual amendments
12/11/06	122313	2006 annual amendments
12/17/07	122610	2007 annual amendments
10/27/08	122832	2008 annual amendments
3/29/10	123267	2010 annual amendments
4/11/11	123575	2011 annual amendments
4/10/12	123854	2012 annual amendments
5/20/13	124177	2013 annual amendments
5/2/14	124458	2014 annual amendments

ADOPTION DATE	ORDINANCE #	NATURE OF AMENDMENTS
10/16/15	124886,124887, 124888	2015 annual amendments including the adoption of new housing and job targets, and incorporate changes relating to housing affordability.
10/28/2016	125173	2016 Seattle 2035 Update to Comprehensive Plan
10/5/2017	125428	2017 annual amendments
12/14/2018	125732	2018 annual amendments
3/20/2019	125790	2019 annual amendments
10/2/2020	126186	2020 annual amendments
10/15/2021	126456, 126457	2021 annual amendments
12/15/2022	126730	2022 annual amendments
7/25/2023	126861	2023 annual amendments

Resolutions related to the Comprehensive Plan

PASSAGE DATE	RESOLUTION #	NATURE OF LEGISLATION
7/25/94	28962	1994 Vision for the Comprehensive Plan
11/27/95	29215	Updated 1994 Vision to reflect addition of Human Development element in Comprehensive Plan (Ord. 117906)
12/11/00	30252	Updated Vision to reflect Cultural Resources and Environment elements and adoption of neighborhood plans
12/13/04	30727	Updated Vision in conjunction with the 2004 ten-year Update to the Comprehensive Plan
2/6/2013	31418	Intent to work with communities to review and implement neighborhood plans in the Neighborhood Planning Element of the Comprehensive Plan
5/15/15	31577	Confirmed race and social equity as a core value of the Comprehensive Plan
7/27/2022	32059	City of Seattle's intent to address climate change and improve resiliency as part of the One Seattle update to the Comprehensive Plan
9/20/2022	32068	Consider proposed annual amendments as part of the One Seattle update to the Comprehensive Plan and the Seattle Transportation Plan

Mayor Harrell's
ONE SEATTLE PLAN
COMPREHENSIVE PLAN UPDATE

Subarea Plans

Regional Center Subarea Plans

This section is reserved for adopted subarea plans for the seven Regional Centers identified in the One Seattle Plan Growth Strategy element. Each of the subarea plans is adopted separately as part of the City's Comprehensive Plan. The subarea plans, which are intended to meet the planning requirements for regional designation as Regional Growth Centers by the Puget Sound Regional Council, will include the following:

Downtown Regional Center Subarea Plan (Pending future adoption)

First Hill/Capitol Hill Regional Center Subarea Plan (Pending future adoption)

Northgate Regional Center Subarea Plan (Pending future adoption)

South Lake Union Regional Center Subarea Plan (Pending future adoption)

Uptown Regional Center Subarea Plan (Pending future adoption)

University District Regional Center Subarea Plan (Pending future adoption)

Ballard Proposed Regional Center Subarea Plan (Pending future designation and adoption)

Manufacturing and Industrial Center Subarea Plans

This section is reserved for adopted subarea plans for the two Manufacturing and Industrial Centers identified in the One Seattle Plan Growth Strategy element. Each of the subarea plans is adopted separately as part of the City's Comprehensive Plan. The subarea plans, which are intended to meet the planning requirements for regional designation as Regional Manufacturing and Industrial Centers by the Puget Sound Regional Council, will include the following:

Greater Duwamish Manufacturing and Industrial Center Subarea Plan (Pending future adoption)

Ballard–Interbay–Northend Manufacturing and Industrial Center Subarea Plan (Pending future adoption)