

CITY OF SEATTLE
ORDINANCE 126730
COUNCIL BILL 120462

AN ORDINANCE relating to land use and zoning; amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2022 Comprehensive Plan annual amendment process.

WHEREAS, The City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994 and most recently adopted amendments to its Comprehensive Plan in October 2021 through Ordinance 126457; and

WHEREAS, the Growth Management Act, chapter 36.70A RCW, authorizes annual amendments to the City’s Comprehensive Plan; and

WHEREAS, the adopted procedures in Resolution 31807 provide the process for interested citizens to propose annual Comprehensive Plan amendments for consideration by the City Council; and

WHEREAS, various parties proposed amendments for consideration during the 2022 annual amendment process; and

WHEREAS, on August 2, 2021, the City Council considered these proposed Comprehensive Plan amendments and adopted Resolution 32010, directing that City staff further review and analyze certain proposed amendments; and

WHEREAS, these proposed amendments have been reviewed and analyzed by the Office of Planning and Community Development and considered by the Council; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments and other changes to comply with the Growth Management

1 Act, including requirements for early and continuous public participation in the
2 development and amendment of the City’s Comprehensive Plan; and

3 WHEREAS, the Council has reviewed and considered the Director’s report and
4 recommendations, public testimony made at the public hearings, and other pertinent
5 material regarding all the proposed amendments; and

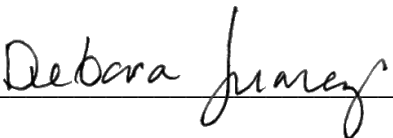
6 WHEREAS, the Council finds that this amendment to the Comprehensive Plan is consistent with
7 the Growth Management Act, and will protect and promote the health, safety, and welfare
8 of the general public; NOW, THEREFORE,

9 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

10 Section 1. The Seattle Comprehensive Plan, last amended by Ordinance 126457, is
11 amended to include amendments to the Growth Strategy and Transportation Elements as shown
12 in Attachments 1 and 2 to this ordinance.

1 Section 2. This ordinance shall take effect and be in force 30 days after its approval by
2 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
3 shall take effect as provided by Seattle Municipal Code Section 1.04.020.


4 Passed by the City Council the 13th day of December, 2022,
5 and signed by me in open session in authentication of its passage this 13th day of
6 December, 2022.

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8 _____
President _____ of the City Council

9 Approved / returned unsigned / vetoed this 15th day of December, 2022.

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11 _____
Bruce A. Harrell, Mayor

12 Filed by me this 15th day of December, 2022.

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14 _____
Elizabeth M. Adkisson, Interim City Clerk

15 (Seal)

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18 Attachments:
19 Attachment 1 - Amendments to the Growth Strategy Element
20 Attachment 2 - Amendments to the Transportation Element

Attachment 1

Amendments to the Growth Strategy Element

Growth Strategy

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Urban Design

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GOAL

GS G3 Maintain and enhance Seattle’s unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.

Natural Environment

POLICIES

- GS 3.1** Encourage the preservation, protection, and restoration of Seattle’s distinctive natural features and landforms such as bluffs, beaches, streams, and remaining evergreen forests.
- GS 3.2** Design public facilities to emphasize physical and visual connections to Seattle’s natural surroundings, with special attention to public vistas of shorelines, the Olympic Mountains, and the Cascade Range.
- GS 3.3** Encourage design that recognizes natural systems and integrates ecological functions such as stormwater filtration or retention with other infrastructure and development projects.
- GS 3.4** Respect topography, water, and natural systems when siting tall buildings.
- GS 3.5** Provide both physical and visual public access to streams, lakes, and Puget Sound.
- GS 3.6** Extend sustainable landscaping and an urban design approach to typically underdesigned sites such as surface parking lots, rooftops, and freeway edges.
- GS 3.7** Promote the use of native plants for landscaping to emphasize the region’s natural identity and foster environmental health.

Built Environment

- GS 3.8** Encourage the preservation and expansion of the tree canopy throughout the city for the aesthetic, health and environmental benefits trees provide, considering first the residential and mixed-use areas with the least tree canopy in order to more equitably distribute the benefits to residents.
- GS 3.9** Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance.
- GS 3.10** Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods.
- GS 3.11** Use zoning tools and natural features to ease the transitions from the building intensities of urban villages and commercial arterials to lower-density developments of surrounding areas.
- GS 3.12** Design streets with distinctive identities that are compatible with a citywide system that defines differences between types of streets and that allows for different design treatments to reflect a particular street's function, right-of-way width, and adjoining uses.
- GS 3.13** Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect areas of the city. 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 space, or pedestrian and bike connections to transit stations.
- GS 3.14** Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.
- GS 3.15** Design multifamily zones to be appealing residential communities with high-quality housing and development standards that promote privacy and livability, such as appropriately scaled landscaping, street amenities, and, in appropriate locations, limited commercial uses targeted for the local population.
- GS 3.16** Encourage designs for buildings and public spaces that maximize use of natural light and provide protection from inclement weather.
- GS 3.17** Encourage the use of land, rooftops, and other spaces to contribute to urban food production.

- GS 3.18** Use varied building forms and heights to enhance attractive and walkable neighborhoods.
- GS 3.19** Use groupings of tall buildings, instead of lone towers, to enhance overall topography or to define districts.
- GS 3.20** Consider taller building heights in key locations to provide visual focus and define activity centers, such as near light rail stations in urban centers and urban villages and other residential and commercial areas near future light rail stations.
- GS 3.21** Limit the negative impacts of tall buildings on public views and on sunlight in public streets and parks by defining upper-level building setbacks and lot coverage or by using other techniques.
- GS 3.22** Locate tall buildings to respect natural surroundings and key natural features and to minimize obstructing views of these features, such as by having lower building heights near lakes or Puget Sound.
- GS 3.23** Encourage street widths and building heights that are in proportion with each other by reducing setbacks from the street and keeping reasonable sidewalk widths for lower buildings.

Attachment 2

Amendments to the Transportation Element

Transportation

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Transportation Options

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GOAL

TG 3 Meet people’s mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.

POLICIES

- T 3.1** Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.
- T 3.2** Improve transportation options to and within the urban centers and urban villages, where most of Seattle’s job and population growth will occur.
- T 3.3** Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
- T 3.4** Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.
- T 3.5** Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.
- T 3.6** Make transit services affordable to low-income residents through programs that reduce household transportation costs.
- T 3.7** Optimize operations of bus rapid transit, RapidRide, and streetcar corridors by adjusting signals and providing exclusive transit lanes to promote faster travel times for transit than for automobile travel.

- T 3.8** Work with transportation providers, such as car share, bike share and taxi providers, to provide access to their services throughout the city and to maintain the affordability of their services.
- T 3.9** Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the Center City.
- T 3.10** Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.
- T 3.11** 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 3.12** Look for opportunities to reestablish or improve connections across ~~((+5))~~ State and Federal Highways by creating new crossings, enhancing streets where ~~((+5 or))~~ Highways cross~~((es))~~ overhead, or constructing lids, especially where these can also enhance opportunities for development or open space, affordable housing, and neighborhood cohesion.
- T 3.13** Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.
- T 3.14** Develop facilities and programs, such as bike sharing, that encourage short trips to be made by walking or biking.
- T 3.15** Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.
- T 3.16** Support and plan for innovation in transportation options and shared mobility, including car sharing, bike sharing, and transportation network companies, that can increase travel options, enhance mobility, and provide first- and last-mile connections for people.
- T 3.17** Implement new technologies that will enhance access to transportation and parking options.
- T 3.18** Implement curb-space management strategies such as parking time limits, on street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.

- T 3.19** Consider roadway pricing strategies on city arterials to manage demand during peak travel times, particularly in the Center City.
- T 3.20** Consider replacing short-term parking that is displaced by construction or new transportation projects only when the project results in a concentrated and substantial amount of on-street parking loss.
- T 3.21** Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high short-term parking demand.
- T 3.22** Assess the affordability and accessibility of existing and potential transportation options in order to better inform decisions affecting the equitable provision of transportation services.