Seattle City Council Proposed Amendments to Council Bills 120985 and 120993
Updated August 8, 2025

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In addition to the amendments listed above, there may be additional amendments brought forward for consideration that would:

- Reconcile CB 120985 and CB 120993 with each other where they amend the same sections of the Seattle Municipal Code;
- Update CB 120985 and CB 120993 to reflect changes made to the Code through other legislation the City Council is currently considering and bills that have recently been adopted;
- Correct drafting errors;
- Improve usability and readability; or
- Clarify intent.

Lish Whitson
Select Committee on the Comprehensive Plan
July 2, 2025
D#1

Amendment 1 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rinck

Incorporate childcare into the Comprehensive Plan

Effect: This amendment would amend the Comprehensive Plan's Growth Strategy and Land Use Elements to reference childcare and the important role that childcare plays in the city. Existing regulations allow childcare centers in most parts of the city, with the exception of the most intensive industrial areas. These amendments recognize those existing regulations and recognize the role that importance of childcare in building complete communities.

Amend Attachment 1 to Council Bill (CB) 120985 to amend page 26, to amend the description of Neighborhood Centers as follows:

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.

Amend Attachment 1 to Council Bill (CB) 120985 to amend page 28, to amend the description of Urban Neighborhoods as follows:

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.

Amend Attachment 1 to Council Bill (CB) 120985 on page 45, to amend the discussion of Public Facilities and Small Institutions in the Land Use Element, as follows:

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.

Amend Attachment 1 to Council Bill (CB) 120985 to amend Land Use Policy LU 10.6, as follows:

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.

Amend Attachment 1 to Council Bill (CB) 120985 on page 51, to amend the discussion of Neighborhood Residential zones in the Land Use Element, as follows:

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.

Amend Attachment 1 to Council Bill (CB) 120985 to amend Land Use Policy LU 12.3, as follows:

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.

Ketil Freeman
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 2 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rinck

Add a policy to the Comprehensive Plan to support anti-displacement and equitable development pilots

Effect: This amendment would amend the Comprehensive Plan to add a policy to support zoning pilot programs, such as "Roots to Roofs," to encourage development and partnership structures to mitigate displacement and promote equitable development.

Amend Attachment 1 to Council Bill (CB) 120985 to add a policy at p. 37 to Overarching Goals and Policies in the Land Use Element, as follows:

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.

Amendment 3 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Hollingsworth

Amend Comprehensive Plan discussion of industrial areas to highlight importance of maritime industrial employment lands

Effect: This amendment would amend the City's Comprehensive Plan discussion of industrial areas to emphasize the importance of maritime employment to the city.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

Land Use Element

* * *

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 ~~areas including lands used for maritime work~~ 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 ~~zones~~ 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.

Lish Whitson
Select Committee on the Comprehensive Plan
August 2, 2025
D#1

Amendment 4 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to limit housing in the Stadium District

Effect: This amendment would amend the Comprehensive Plan to prohibit any zoning changes that would permit housing in any areas of the Stadium District where housing is not currently allowed.

Amend Attachment 1 to Council Bill (CB) 120985 to amend Policy LU 13.8 as follows:

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.

Lish Whitson
Select Committee on the Comprehensive Plan
August 3, 2025
D#2

Amendment 5 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to support grocery stores in food deserts

Effect: This amendment would amend the Land Use and Climate and Environment Elements to support the development of grocery stores in food deserts.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

Land Use Element

* * *

Uses

* * *

LU 3.7 Support increased access to food by providing zoning flexibility for grocery stores.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Climate and Environment Element, as follows:

Climate and Environment

* * *

Healthy Food System

* * *

CE 15.8 Work to increase grocery options and food access across the city, prioritizing food deserts.

Amendment 6 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to support multigenerational housing

Effect: This amendment would amend the Land Use and Housing Elements to support multigenerational housing.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

Land Use

* * *

Multifamily Zones

* * *

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.

* * *

Neighborhood Residential Zones

* * *

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.

* * *

Housing

* * *

Diversity of Housing Types

* * *

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.

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 7 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rinck

Amend Comprehensive Plan policies to remove parking requirements citywide

Effect: This amendment would amend the City's Comprehensive Plan policies to remove references to parking requirements, leading to the removal of parking requirements in the Land Use Code. If adopted, the Committee should also adopt Amendment 84, which amends the Seattle Land Use Code to implement this change in policy.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

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 trees, and adjacent streets and sidewalks; 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, businesses and institutions, the City's approach to regulating parking ~~varies in different~~

~~areas and for different uses~~ is generally to allow each property owner to determine the appropriate amount of parking to meet their goals. For some areas ~~and uses~~ with high levels of traffic congestion, 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~~5.2 Use maximum parking requirements where appropriate to discourage single- occupancy-vehicle travel where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.

LU ~~5.5~~5.3 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~~5.4 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~~5.5 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~~5.6 Locate off-street parking facilities to minimize impacts on the pedestrian environment, especially in areas designated for active pedestrian use.

LU ~~5.9~~5.7 Prohibit principal-use parking in places where that parking would be incompatible with the area's intended function.

LU ~~5.10~~5.8 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~~5.9 Encourage bicycle parking in new residential construction to promote bicycle ownership and use.

* * *

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.

Lish Whitson
Select Committee on the Comprehensive Plan
August 1, 2025
D#1

Amendment 8 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to apply maximum parking limits in regional centers

Effect: This amendment would amend the Land Use element to amend a policy related to applying maximum parking limits to provide greater focus to applying parking maximums in regional centers with light rail. Currently, the City uses maximum parking requirements in Downtown Seattle, South Lake Union, Uptown and the University District.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

Land Use

* * *

Off-street Parking

LU 5.4 Use maximum parking requirements ~~where appropriate~~ 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.

Amendment 9 Version #1 to Amend Comprehensive Plan policy related to priority for freight movement

Sponsor: Councilmember Hollingsworth

Amend Comprehensive Plan policy related to priority for freight movement

Effect: This amendment would amend the Comprehensive Plan's Transportation Element to provide more detail regarding priority for freight movement within Manufacturing and Industrial areas.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Transportation Element, as follows:

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.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 10 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to add a policy on transit security

Effect: This amendment would make revisions to the Expanding Transportation Options section of the Comprehensive Plan's Transportation Element and add a new policy to improve transit security.

Amend Attachment 1 to Council Bill 120985 to revise the 2nd and 6th paragraph of the "Expanding Transportation Options" discussion in the Transportation Element of the Comprehensive Plan as follows:

* * *

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, ~~and~~ enjoyable, and safe choices for people of all ages and abilities and accessible to people at all income levels.

* * *

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. Ensuring transit, bicycle, and pedestrian safety reduces 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, ~~and~~ reliable, and safe transit in neighborhoods with proportionally more people who have lower incomes or depend heavily on transit.

* * *

Amend Attachment 1 to Council Bill 120985 to add a new Transportation Element policy T 3.9 under "Expanding Transportation Options" and renumber subsequent policies as follows:

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.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 11 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to revise a policy on missing sidewalks

Effect: This amendment would amend the Comprehensive Plan's Transportation Element to add policy language regarding missing sidewalks.

Amend Attachment 1 to Council Bill 120985 to revise Transportation Element policy T 2.9 under "Making the Best Use of the Streets We Have" as follows:

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 ensure pedestrian accessibility citywide.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 12 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to add a policy on transportation infrastructure

Effect: This amendment would add a new policy to the Transportation Element related to the maintenance, preservation, and enhancement of transportation infrastructure.

Amend Attachment 1 to Council Bill 120985 to add a new policy T 1.2 to the Transportation Element under "Supporting the Seattle Growth Strategy" and renumber subsequent policies as follows:

T 1.2 Maintain, preserve, and enhance the City's roads, bridges, and transportation infrastructure to ensure our transportation system can accommodate the growth that this Plan anticipates citywide.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 13 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to revise a policy on electric vehicle charging

Effect: This amendment would amend policy language in the Transporation Element to promote equitable access to electric vehicle charging, including access for electric micromobility options.

Amend Attachment 1 to Council Bill 120985 to revise Transportation Element policy T 5.7 under "Building A Green Transportation System" as follows:

T 5.7 Encourage the use of electric freight, transit, motor vehicles, and e-cargo bicycles~~,~~ ~~and~~. 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.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 14 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to add policies on pavement and bridge condition

Effect: This amendment would add policies to the Transportation Element establishing Pavement Condition Index standards and Bridge Rating standards.

Amend Attachment 1 to Council Bill 120985 to add new policies T 9.5 and T 9.6 under "Operating and Maintaining the Transportation System" in the Transportation Element as follows and renumber subsequent policies:

T 9.5 Achieve and maintain an average Pavement Condition Index of 80, at a minimum, for arterial streets.

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.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 15 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to add a pothole policy

Effect: This amendment would add a policy to the Transportation Element related to pothole repair.

Amend Attachment 1 to Council Bill 120985 to add a new Transportation Element policy T 9.10 under "Operating and Maintaining the Transportation System" and renumber subsequent policies as follows:

T 9.10 Promptly repair potholes to extend the useable life of roads and keep streets serviceable.

Calvin Chow
Select Committee on the Comprehensive Plan
July 29, 2025
D1

Amendment 16 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to revise policy on low-carbon/low-pollution neighborhoods

Effect: This amendment would revise policy language in the Transportation Element to recognize neighborhoods that have been historically impacted by pollution such as the Duwamish Valley.

Amend Attachment 1 to Council Bill 120985 to revise policy T 5.4 under "Building a Green Transportation System" as follows:

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.

Lish Whitson
Select Committee on the Comprehensive Plan
June 2, 2025
D#1

Amendment 17 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rinck

Reference social housing in the Comprehensive Plan

Effect: This amendment would amend the Housing Element to reference social housing and the important role that social housing can play in meeting the City's growing housing needs.

Amend Attachment 1 to Council Bill (CB) 120985 to amend page 88 of the Comprehensive Plan, to amend the Housing Element's discussion of "Addressing These Challenges" as follows:

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 ~~itself is a~~ are primary antidisplacement 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.

Amend Attachment 1 to CB 120985 to amend page 91, to amend the Housing Element's discussion of "Overarching Vision" as follows:

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.

Amend Attachment 1 to CB 120985 to amend Housing Policy H 2.3, as follows:

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.

Amend Attachment 1 to CB 120985 to amend Housing Policies H 3.8 and 3.9, as follows:

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.

Amend Attachment 1 to CB 120985 to add a new policy H 4.11 to the Housing Element's policies on Equitable Access to Housing, as follows:

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.

Amend Attachment 1 to CB 120985 to amend Housing Policy H 5.6, as follows:

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.

Lish Whitson
Select Committee on the Comprehensive Plan
July 1, 2025
D#1

Amendment 18 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Hollingsworth

Amend the Comprehensive Plan to provide policy direction regarding housing and healthy environments

Effect: This amendment would amend the Housing Element of the Comprehensive Plan to support equitable access to a healthy built environment.

Amend Attachment 1 to Council Bill 120985 to amend Comprehensive Plan Housing Policy H 1.4, as follows:

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 ensuring these communities have equitable access to a healthy built environment.

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 19 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Chair Hollingsworth

Amend the Comprehensive Plan to add a goal for multi-bedroom units

Effect: This amendment would add a new policy to the Housing Element of the Comprehensive Plan stating a goal of at least 25 percent of the City's new housing having two or more bedrooms. Currently, according to American Community Survey data, 59 percent of housing units in Seattle have two or more bedrooms.

Amend Section Council Bill 120985, add a new policy H 2.5 to the Housing Element, as follows:

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.

Lish Whitson
Select Committee on the Comprehensive Plan
July 17, 2025
D#1

Amendment 20 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to support cultural housing for seniors

Effect: This amendment would amend the Housing Element to add a new policy supporting cultural housing for seniors.

Amend Attachment 1 to Council Bill 120985, to add a new policy to the One Seattle Comprehensive Plan Housing Element, as follows:

Housing

* * *

Housing Security and Stable Communities

* * *

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.

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
July 30, 2025
D#1

Amendment 21 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Council President Sara Nelson

Amend the Comprehensive Plan to discourage concentration of human service uses

Effect: This amendment would amend the Comprehensive Plan to discourage the concentration of human service facilities. Currently this policy is part of the Downtown Urban Center Plan, which is proposed to be deleted from the Comprehensive Plan. This amendment would restore the policy but apply its provisions citywide.

It should be noted that frequently, the City does not play a role in the siting of non-City service providers. Where a facility is determined to be an essential public facility, regulations regarding the siting of essential public facilities apply.

Amend Attachment 1 to Council Bill (CB) 120985 to add a policy to the Capital Facilities Element's section on Non-City Service Providers, as follows:

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 and encourage the location of needed facilities in areas lacking such facilities.

Lish Whitson
Select Committee on the Comprehensive Plan
July 30, 2025
D#1

Amendment 22 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmembers Saka and Solomon

Amend the Comprehensive Plan to discourage concentration of human service uses in Downtown Seattle

Effect: This amendment would amend the Comprehensive Plan to discourage the concentration of human service facilities. Currently this policy is part of the Downtown Urban Center Plan, which is proposed to be deleted from the Comprehensive Plan. This amendment would restore the language from the current Comprehensive Plan, maintaining its focus on Downtown Seattle.

It should be noted that frequently, the City does not play a role in the siting of non-City service providers. Where a facility is determined to be an essential public facility, regulations regarding the siting of essential public facilities apply.

Amend Attachment 1 to Council Bill (CB) 120985 to add a policy to the Capital Facilities Element's section on Non-City Service Providers, as follows:

CF 5.5 Consider the needs of target populations in locating human service facilities throughout Downtown Seattle. Administer funds available for human services to ensure the coordination of housing and human service needs of the Downtown low-income population. Seek to avoid over-concentration of human service facilities in any one area of Downtown and encourage the location of needed facilities in areas outside of Downtown lacking such facilities.

Amendment 23 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the Comprehensive Plan to expand policy on balancing utility infrastructure costs

Effect: This amendment would amend Utilities Policy U 1.3 to provide more discussion of the balancing of costs between private development and City utilities when development occurs.

Amend Attachment 1 to Council Bill 120985 to amend a Utilities Element policy under "Utility Services to Support Further Growth, as follows:

U 1.3 Ensure that new private development provides adequate connections to the existing utility infrastructure and is water and energy ~~efficiency~~ efficient. Consider programs to equitably balance the costs of infrastructure improvements needed to accommodate growth.

Lish Whitson
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 24 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend Comprehensive Plan policies related to workforce development and economic self-sufficiency

Effect: This amendment would amend the City's Comprehensive Plan policies to provide more detail regarding the need for workforce development and climate resiliency, particularly for underserved neighborhoods like the neighborhoods within the Duwamish Valley.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Economic Development Element, as follows:

Economic Development

* * *

Investing in Talent and Developing our Workforce

* * *

ED 4.3 Explore opportunities to prioritize and coordinate community development activities and climate resiliency with targeted workforce development strategies ~~in communities with high unemployment or barriers to employment~~ 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.

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
July 17, 2025
D#1

Amendment 25 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to voice support for the smallest locally-owned businesses

Effect: This amendment would amend the Economic Development Element to support small businesses.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Economic Development Element as follows:

Neighborhood Business Districts

* * *

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 1.5 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 ~~vibrancy~~ long-term success of the ~~locally owned~~ 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.

* * *

Ketil Freeman
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 26 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Hollingsworth

Amend the Comprehensive Plan to provide policy direction for sustainable public and private open space, tree, and vegetation management

Effect: This amendment would amend the Comprehensive Plan to include a policy to encourage sustainable management of public and private urban forests and open space.

Amend Attachment 1 to Council Bill 120985 to add a policy to the Comprehensive Plan's Climate and Environment Element, as follows:

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.

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#2

Amendment 27 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Hollingsworth

Amend the Comprehensive Plan to provide policy direction regarding food access

Effect: This amendment would amend the Comprehensive Plan to support food access and reduce food insecurity.

Amend Attachment 1 to Council Bill 120985 to amend Comprehensive Plan Climate and Environment Policy CE15.3, as follows:

CE 15.3 ~~Build community food security through culturally relevant, equitable, nutritious food access.~~ Provide for convenient access to culturally relevant, equitable, and nutritious food and work to reduce food insecurity.

Amendment 28 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Climate and Environment Element to highlight trees, bees, salmon, orca and herons

Effect: This amendment would amend the Climate and Environment element to recognize the importance of the natural environment and native species, including trees, bees, salmon, orca, and herons.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Climate and Environment Element, as follows:

Climate and Environment

* * *

Climate and Environment Sub-element: Healthy, Resilient Communities and Environment

* * *

Urban Forest and Tree Canopy

* * *

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

* * *

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 13.10 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 for blue herons, bald eagles, and other aquatic birds and animals.

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Air Quality

* * *

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.

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 29 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to support the development of parks in regional urban centers

Effect: This amendment would amend the Parks and Open Space element to support the creation of parks in regional and urban centers.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Parks and Open Space Element, as follows:

Parks and Open Space

* * *

Access to Public Space

* * *

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.

Lish Whitson
Select Committee on the Comprehensive Plan
July 16, 2025
D#1

Amendment 30 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to support the development of community centers in regional and urban centers

Effect: This amendment would amend the Parks and Open Space element to support the creation of community centers in regional and urban centers.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Parks and Open Space Element, as follows:

Parks and Open Space

* * *

Access to Public Space

* * *

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 1.30 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.

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
August 2, 2025
D#2

Amendment 31 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to support the creation of cultural gathering places

Effect: This amendment would amend the Arts and Culture Element to support the creation of cultural gathering spaces.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Arts and Culture Element, as follows:

Cultural Spaces, Place-making, and Place-keeping

* * *

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 1.9 Provide grants and other resources, through coordination among City departments and other non-City partners, that support communities in making their own art, music, ~~and~~ culture, and gathering places.

* * *

Amendment 32 Version 1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Kettle

Public Safety Element

Effect: This amendment would add a new Element to the Comprehensive Plan related to public safety, including new policies as well as reinstating policies from the Community Wellbeing Element of the former Comprehensive Plan.

Amend Attachment 1 to Council Bill 120985 to add a new Public Safety Element as follows:

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 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 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 implement 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 Integrate Crime Prevention Through Environmental Design (CPTED) principles into design and permitting processes throughout the city.

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 not compromise or reduce the street infrastructure, water infrastructure, or property access that SFD needs. 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 standards 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.

Lish Whitson
Select Committee on the Comprehensive Plan
July 16, 2025
D#1

Amendment 33 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend Comprehensive Plan policies to allow taller buildings in Neighborhood Centers

Effect: This amendment would amend a policy regarding appropriate building heights in Neighborhood Centers to allow seven or eight-story buildings near major transit stops or near existing concentrations of goods and services.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Growth Strategy Element, as follows:

Growth Strategy

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Neighborhood Centers

* * *

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 major transit stations, especially light rail stations, or near existing concentrations of amenities and services.

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 34 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rinck

Add eight Neighborhood Centers

Effect:

This amendment would amend the Comprehensive Plan to eight neighborhood centers, most of which were included in concept in Alternatives 2 and 5 of the Final Environmental Impact Statement (FEIS) for the One Seattle Comprehensive Plan but were not included as part of the preferred alternative in the FEIS or the Mayor's Recommended One Seattle Plan. Additional environmental review to consider the proposed boundaries of these centers will be required prior to final Council action on this amendment. The proposed Neighborhood Centers would be located in:

1. Alki (Council District 1)
2. Broadview (Council District 5)
3. Dawson (Council District 2)
4. Gasworks (Council District 4)
5. Loyal Heights (Council District 6)
6. Nickerson-South Canal (Council District 7)
7. Roanoke Park (Council District 3), and
8. South Wedgwood (Council District 4)

Many of the proposed boundaries of these Neighborhood Centers include areas that are significantly more than 800 feet from the central intersection of the center or a bus rapid stop. Consequently, the boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 5.4 which states:

> 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.

If the Council wants to adopt the boundaries for the new centers as proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

The following pages describe each proposed neighborhood center in more detail.

1. Alki (District 1)

This amendment would create a new Alki Neighborhood Center generally located west of 59th Avenue S, north of SW Hinds Street and south and east of Alki Avenue SW (Council District 1). It would encompass approximately 95 acres.

The area to be included in the Neighborhood Center includes a mixture of Neighborhood residential zoning, generally to the south, Lowrise 1, 2, and 3 zoning in the middle and west of the proposed center, and Neighborhood Commercial 1-40 zoning along Alki Avenue SW in the northeast corner of the proposed district. The area contains mostly single-family homes in the Neighborhood Residential zone, multifamily buildings in the lowrise zones, and a mix of commercial, mixed-use and multifamily structures in the Neighborhood Commercial zoned area. In addition to the section of commercial zoning proposed to be included in the neighborhood center, the commercial district extends three blocks east along Alki Avenue SW outside of the proposed boundaries. In addition, there are a number of parks in the area, including Alki Beach, Bar-S Playground and Alki Playground.

Bus stops for the 50 and 56 bus routes are located along SW Admiral Way, 63rd Avenue SW, 61st Avenue SW and Alki Avenue SW. The 775 bus route runs westbound along SW Admiral Way, north of 63rd Avenue SW, and eastbound along Alki Avenue SW. None of these routes individually meets the definition of providing frequent transit service. The areas farthest from the transit stops are approximately one half mile (2,640 feet) from the center of the proposed neighborhood center.

2. Broadview (District 7)

This amendment would create a new Broadview Neighborhood Center generally located between N 130th Street on the north, Linden Avenue N/Interurban Trail on the west, N 122nd Street and N 125th Street on the south, and Palatine Ave N on the west (Council District 5). It would encompass approximately 78 acres.

The area to be included in the Neighborhood Center includes a small Neighborhood Commercial 1-40 area at the corner of N 125th Street and Greenwood Avenue N. Lowrise zones extend along Greenwood Avenue N. Neighborhood Residential zones cover the rest of the area. The area contains mostly single-family homes, with a small collection of commercial uses in the commercial zone, and multifamily structures along Greenwood Avenue.

Bus stops for the 5 bus route are located along Greenwood at N 130th Street and N 125th Street. The 345 bus route runs east-west along N 130th Street. The 345 does not meet the definition of frequent transit service. Areas farthest from the center of the proposed Neighborhood Center are approximately 1,500 feet from the closest bus stop.

3. Dawson (District 3)

This amendment would create a new Dawson Neighborhood Center generally located around the intersection of S Dawson Street and Wilson Avenue S in the Seward Park neighborhood (Council District 2). It would encompass approximately 46 acres.

The area to be included in the Neighborhood Center includes a small Neighborhood Commercial 1-40 area covering approximately three blocks along Wilson Avenue S, and a small Lowrise1 zone north of that area. Neighborhood Residential zones cover the rest of the area. The area contains mostly single-family homes, with a few religious facilities in the Neighborhood Residential zone, a mix of single family and multifamily buildings in the lowrise

zone, and a mix of commercial, mixed-use and multifamily structures in the Neighborhood Commercial-zoned area.

Bus stops for the 50 bus route are located along Wilson Avenue S at S Dawson Street and S Hudson Street, and at S Dawson Street and 54th Avenue S. The 50 does not meet the definition of frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop.

4. Gasworks (District 4)

This amendment would create a new Gasworks Neighborhood Center with boundaries that jog, but are generally located between N 38th Street, N Northlake Way and Ashworth Avenue N and north of Gas Works Park (Council District 4). It touches the Fremont Urban Center on its west end between N 35th Street and N 36th Street. It would encompass approximately 79 acres.

The area to be included in the Neighborhood Center includes C1 and C2 zones with 40- and 55-foot height limits along N Northlake Way and N 34th Street. One half block at the southwest corner of N Northlake Way N 34th Street is zoned Neighborhood Commercial 2 with a 75-foot height limit. Zoning along Wallingford Avenue N from N 37th Street to N 35th Street and along N 35th Street from Wallingford Avenue N to Meridian Avenue N is Lowrise 2. The remainder of the proposed village is zoned Neighborhood Residential.

The Neighborhood Residential area contains a majority of parcels in single-family use, but there are townhouses and small apartment buildings scattered throughout the Neighborhood Residential area. The Lowrise area is predominantly developed with multifamily and townhouse buildings, with scattered single-family houses and commercial buildings at the corner of N 37th Street and Wallingford Avenue N. The Commercial area contains a mix of commercial, mixed-use, multifamily, office and light industrial uses.

The 31 and 32 bus routes serve the same stops and while individually neither meets the standard for frequent transit, together they provide frequent transit service in this area. Bus stops for the 31 and 32 bus routes are located along Wallingford Avenue at N 37th Street and N 35th Street and N 35th Street at Woodlawn Avenue N. Areas farthest from the center of the proposed neighborhood center are approximately 1,500 feet from the closest bus stop.

5. Loyal Heights (District 6)

This amendment would create a new Loyal Heights Neighborhood Center with located between NW 85th Street and NW 75th Street on the north and south. The boundary on the west side of the village would run along 28th Avenue NW between NW 85th Street and NW 83rd Street, and 27th Avenue NW south of NW 83rd Street. The boundary on the east would abut the Crown Hill Urban Center for one block along 21st Avenue NW between N 85th Street and NW 83rd Street and then run along 22nd Avenue NW south of NW 83rd Street. (Council District 6). It would encompass approximately 110 acres.

The area to be included in the Neighborhood Center is predominantly zoned Neighborhood Residential. The north side of the block fronting N 85th Street between 28th Avenue NW and Earl Avenue NW is zoned Neighborhood Commercial 1-40 and there is a neighborhood commercial 2 zone along 24th Avenue NW from NW 80th street to NW 77th Street. South of this area, the block fronting 24th Avenue NW is zoned Lowrise 3.

The Neighborhood Residential area is mostly in single-family use, but there are duplexes and townhouses on a few parcels scattered throughout the Neighborhood Residential area and Loyal Heights Elementary school is located south of NW 80th Street at 25th Avenue NW. The Lowrise area is predominantly developed with multifamily and townhouse buildings. The Commercial area contains a mix of commercial, mixed-use, multifamily, and institutional uses. The Loyal Heights Playfield and Community Center are outside of the boundary of the proposed Neighborhood Center.

The 40 bus route provides frequent transit service along 24th Avenue NW and N 85th Street east of 24th. The 45 bus runs along NW 85th Street but does not provide frequent service. Areas farthest from the center of the proposed neighborhood center are approximately 1,500 feet from the closest stop on the 40 but are within a block of the 45.

6. Nickerson-South Canal (District 7)

This amendment would create a new Nickerson-South Canal Neighborhood Center generally located between 3rd Avenue W and 4th Avenue N, north of N Florentia Street and south of the ship canal including the eastern blocks of the Seattle Pacific University campus (Council District 7). It would encompass approximately 62 acres.

The area to be included in the Neighborhood Center includes a Major Institution zone over the Seattle Pacific University Campus west of Queen Anne Avenue N and north of W Etruria Street. East of Queen Anne Avenue N and north of Etruria Street and Nickerson Street the zoning is Commercial 1 and Commercial 2 with a 55-foot height limit. The remainder of the area is predominantly zoned Lowrise 2 and 3, with Neighborhood Residential zones along the south side of Florentia Street.

The Major Institution zone includes a mix of institutional uses with a mix of residential structures and parking. The Lowrise areas are predominantly developed with multifamily buildings, with scattered single-family houses. The Neighborhood Residential area is predominantly in single-family use. The area has a wide range of uses in the Commercial-zoned area, with offices along the ship canal, commercial uses along Nickerson Street, and mixed-use, multifamily and warehouse structures off of Nickerson Street.

The 31 and 32 bus routes serve the same stops and together provide frequent transit service in this area. Bus stops for the 31 and 32 bus routes are located along Nickerson Street. The 13 and 4 bus routes run along 3rd Avenue N, with a stop at W Dravus Street. The 4 and 13 routes do not provide frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop serving the 31 and 32.

7. Roanoke Park (District 3)

This amendment would create a new Roanoke Park Neighborhood Center generally located between Interstate 90 and E Howe Street, Harvard Avenue E, and 12th Avenue E in the North Capitol Hill neighborhood (Council District 3). It would be located across Interstate 5 from the Eastlake Urban Center. It would encompass approximately 62 acres.

The area to be included in the Neighborhood Center includes a Neighborhood Commercial 1 zone at the corner of E Miller Street and 10th Avenue E, with Lowrise 3 multifamily zones extending south for two blocks. Another lowrise-zoned area is located in the southwest corner of the proposed center and covers approximately three blocks. The remainder of the proposed center is zoned Neighborhood Residential.

The Neighborhood Residential area is predominantly in single-family use with scattered duplexes and multifamily buildings. The lowrise zones include a mix of multifamily and single-family structures. A private school is also located in this area. Commercial structures are located in the Neighborhood Commercial area.

The 49 bus route runs along 10th Avenue E through the proposed Neighborhood Center, but does not provide service that meets the definition of frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop.

8. South Wedgwood (District 4)

This amendment would create a new South Wedgwood Neighborhood Center generally located between NE 70th Street and NE 60th Street, west of 37th Avenue NE and east of 30th Avenue NE (Council District 4). It would encompass approximately 91 acres. It would be located adjacent to the proposed Wedgwood Neighborhood Center, which is located north of NE 70th Street.

Unlike the other Neighborhood Centers proposed as part of this amendment, a Neighborhood Center was not included at 35th Avenue NE and NE 70th Street under any of the FEIS alternatives. Additional environmental review would be required prior to final action on this amendment.

The area to be included in the Neighborhood Center includes a Neighborhood Commercial 1-40 (NC1-40) zone along NE 65th Street, between 32nd Avenue NE and 36th Avenue NE, a separate NC1-40 zone is located at the corner of 35th Avenue NE and NE 70th street. A Lowrise 2 zone extends north of the NC1-40 zone between 65th Street and 68th Street. The remainder of the proposed Neighborhood Center is zoned Neighborhood Residential.

The Neighborhood Residential area contains mostly single-family houses and religious institutions. A mix of mixed-use, multifamily and commercial structures are located in the commercial areas. The lowrise-zoned area contains townhouses and multifamily buildings. The Northeast Branch of the Seattle Public Library is also located in the lowrise zone.

The 65 bus route has four stops along 35th Avenue NE between NE 70th Street and NE 60th Street. The 62 bus route has stops along 65th Avenue NE. Both routes provide frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop.

This amendment requires three actions:

1. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to add Neighborhood Centers in Alki, Broadview, Dawson, Gasworks, Loyal Heights, Nickerson-South Canal, Roanoke Park, and South Wedgwood as shown on the attached maps.

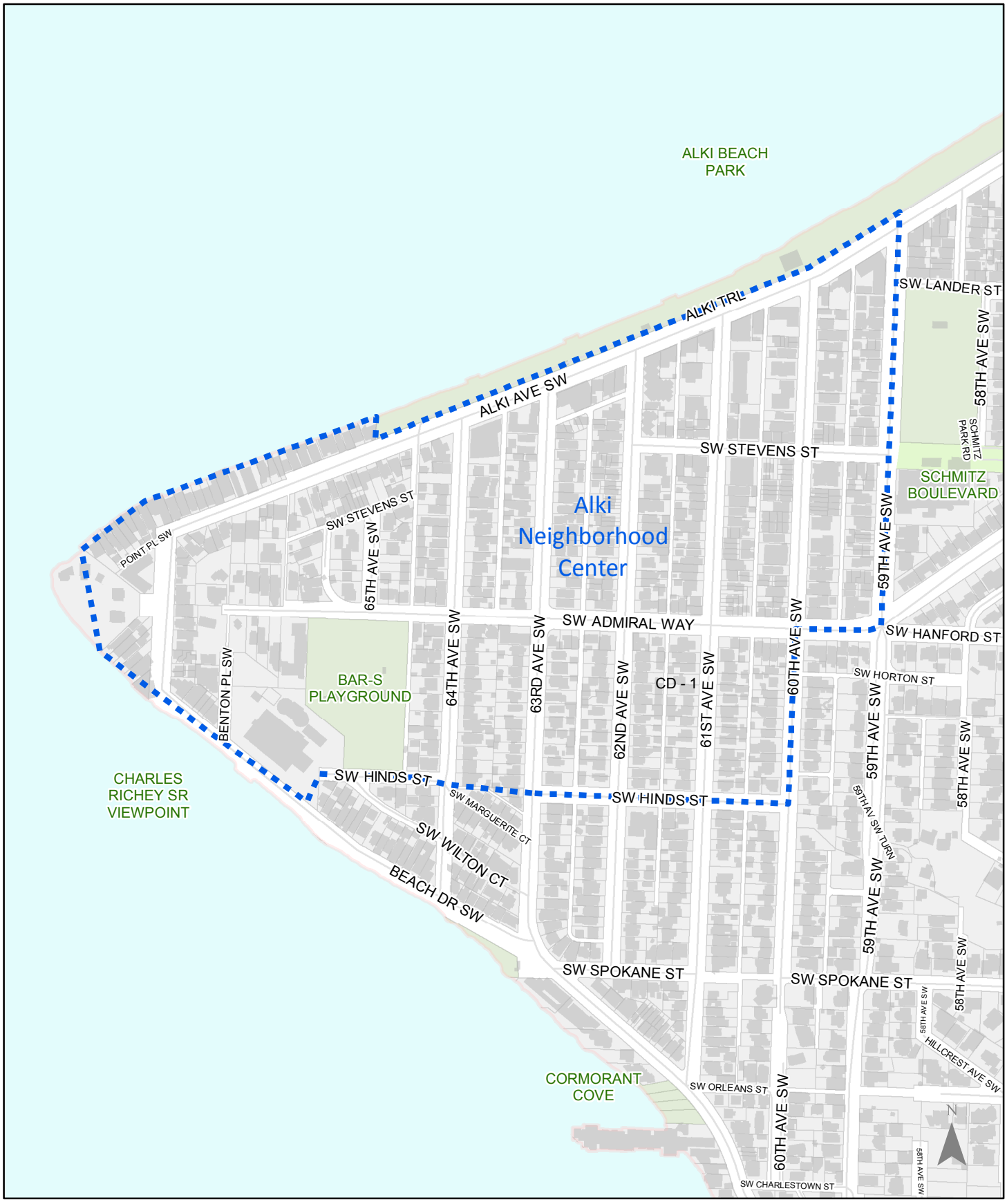
2. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figure 8 to add Neighborhood Centers, as follows:

Figure 8

List of Neighborhood Centers

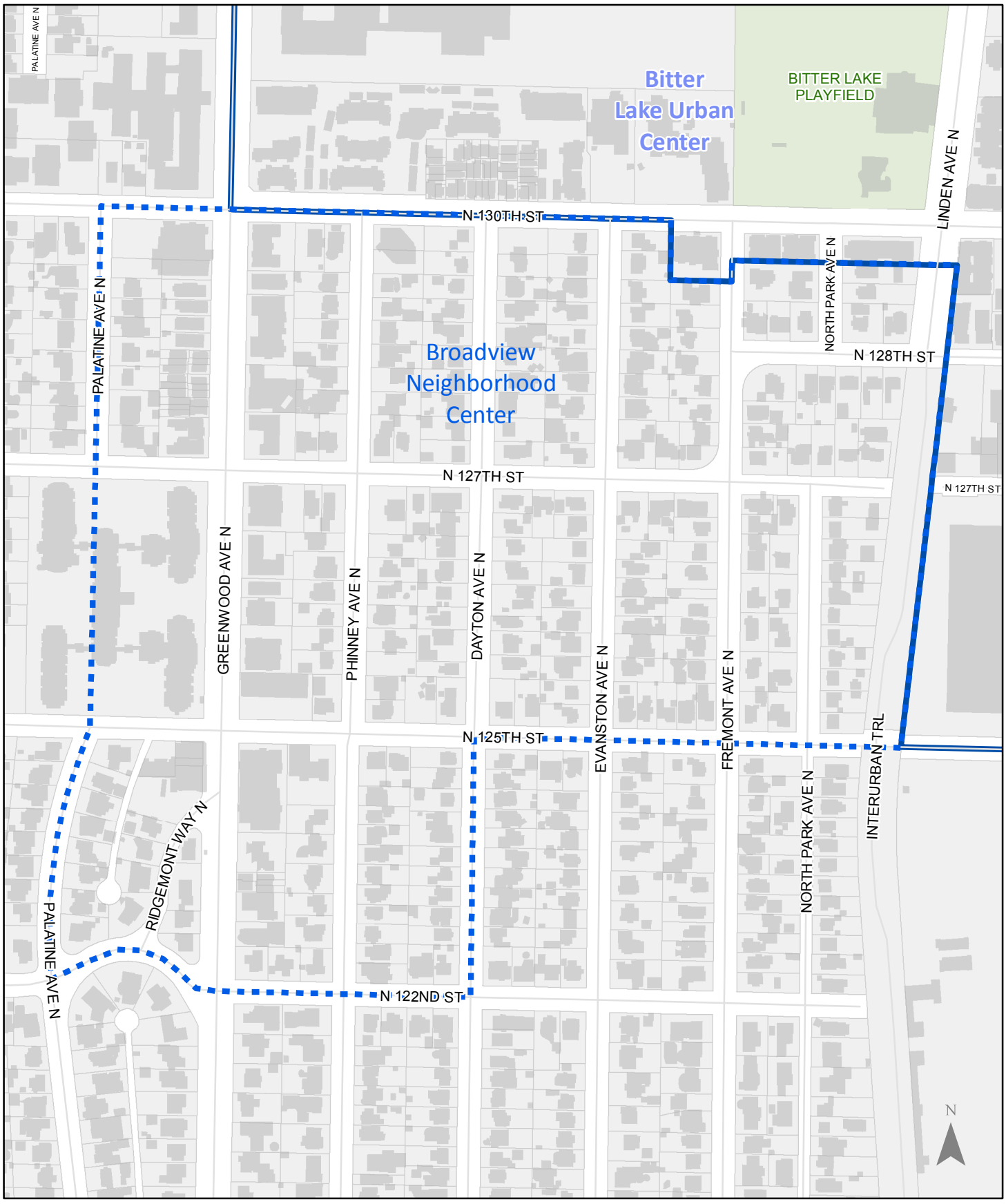
Alki	Holden	Olympic Hills
Brandon Junction	Holman Road	Phinney Ridge
Broadview	Little Brook	Ravenna
Bryant	Loyal Heights	Roanoke Park
Dawson	Madison Park	South Park
Delridge	Madison Valley	South Wedgwood
Dravus	Madrona	Tangletown
Endolyne	Magnolia Village	Upper Fauntleroy
Fairmount	Maple Leaf	Upper Fremont
Gasworks	Mid Beacon Hill	Wedgwood
Georgetown	Montlake	West Green Lake
High Point	Nickerson-South Canal	Whittier
Hillman City	North Magnolia	

3. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan adding the Alki, Broadview, Dawson, Gasworks, Loyal Heights, Nickerson-South Canal, and Roanoke Park Neighborhood Centers and updating the figures based on the boundaries shown on the attached map, as appropriate.



New Neighborhood Center Boundary Urban Center

0 100 200 400 Feet



New Neighborhood Center Boundary Urban Center

0 100 200 400 Feet



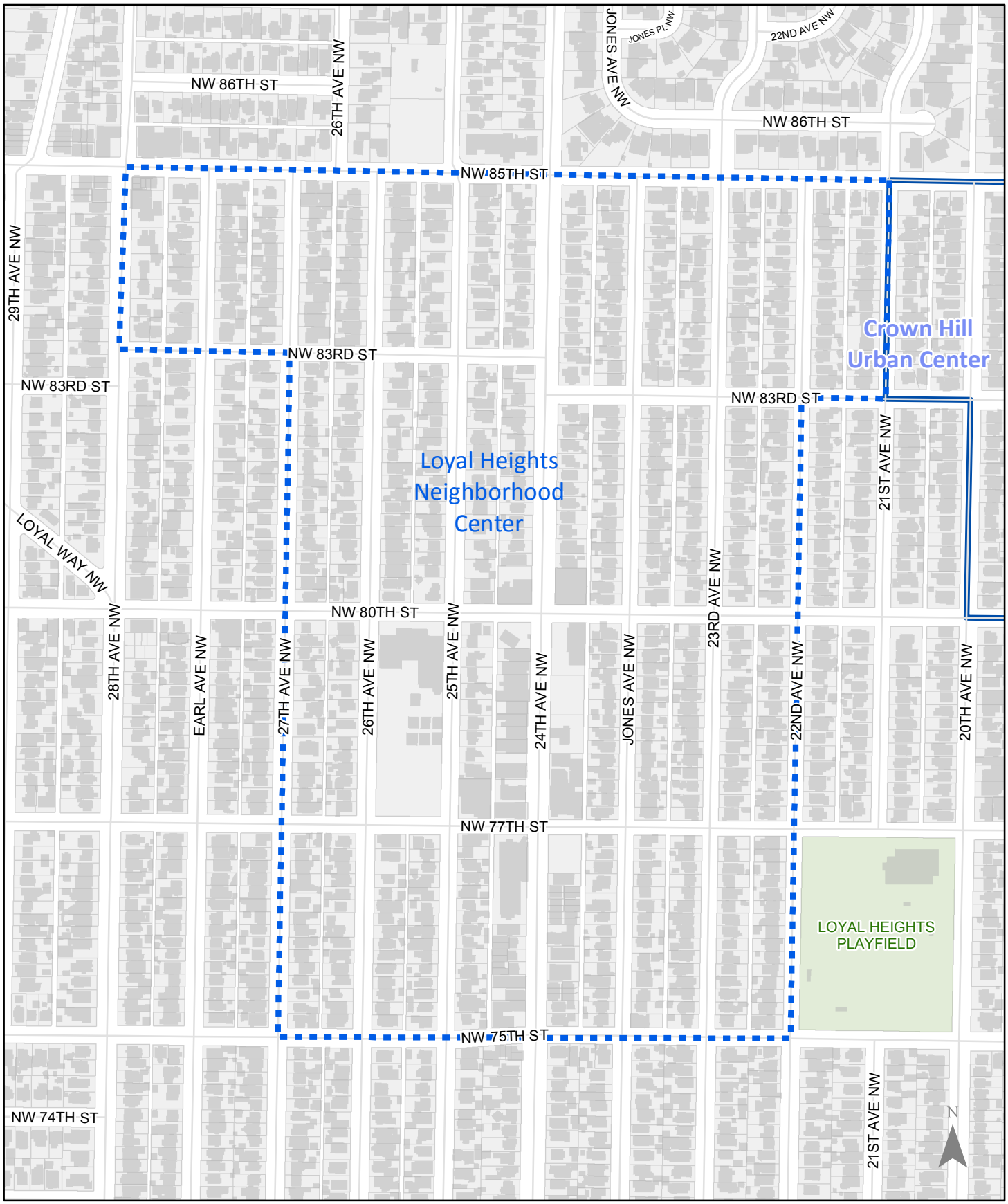
New Neighborhood Center Boundary

0 100 200 400 Feet



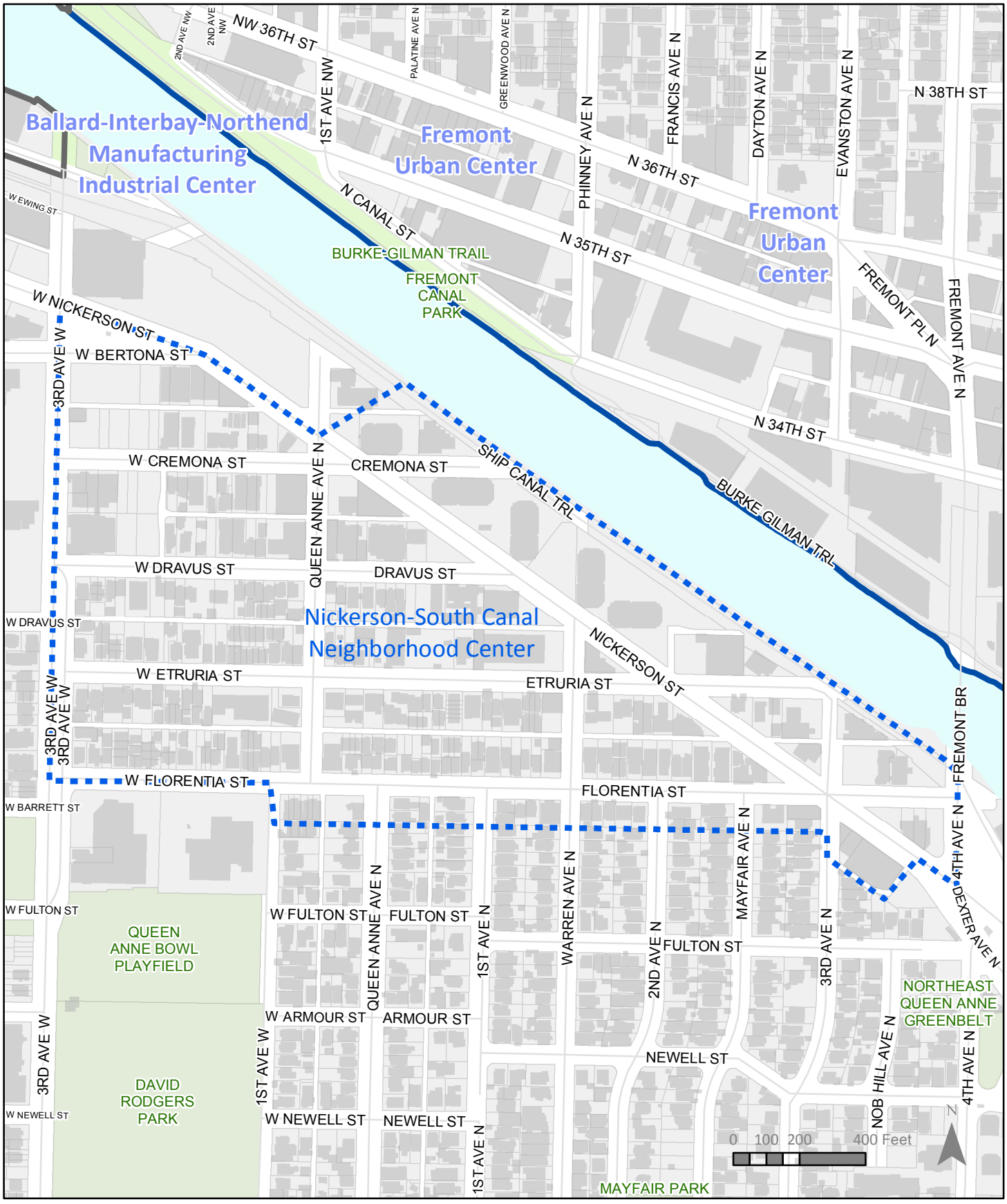
New Neighborhood Center Boundary Urban Center

0 100 200 400 Feet

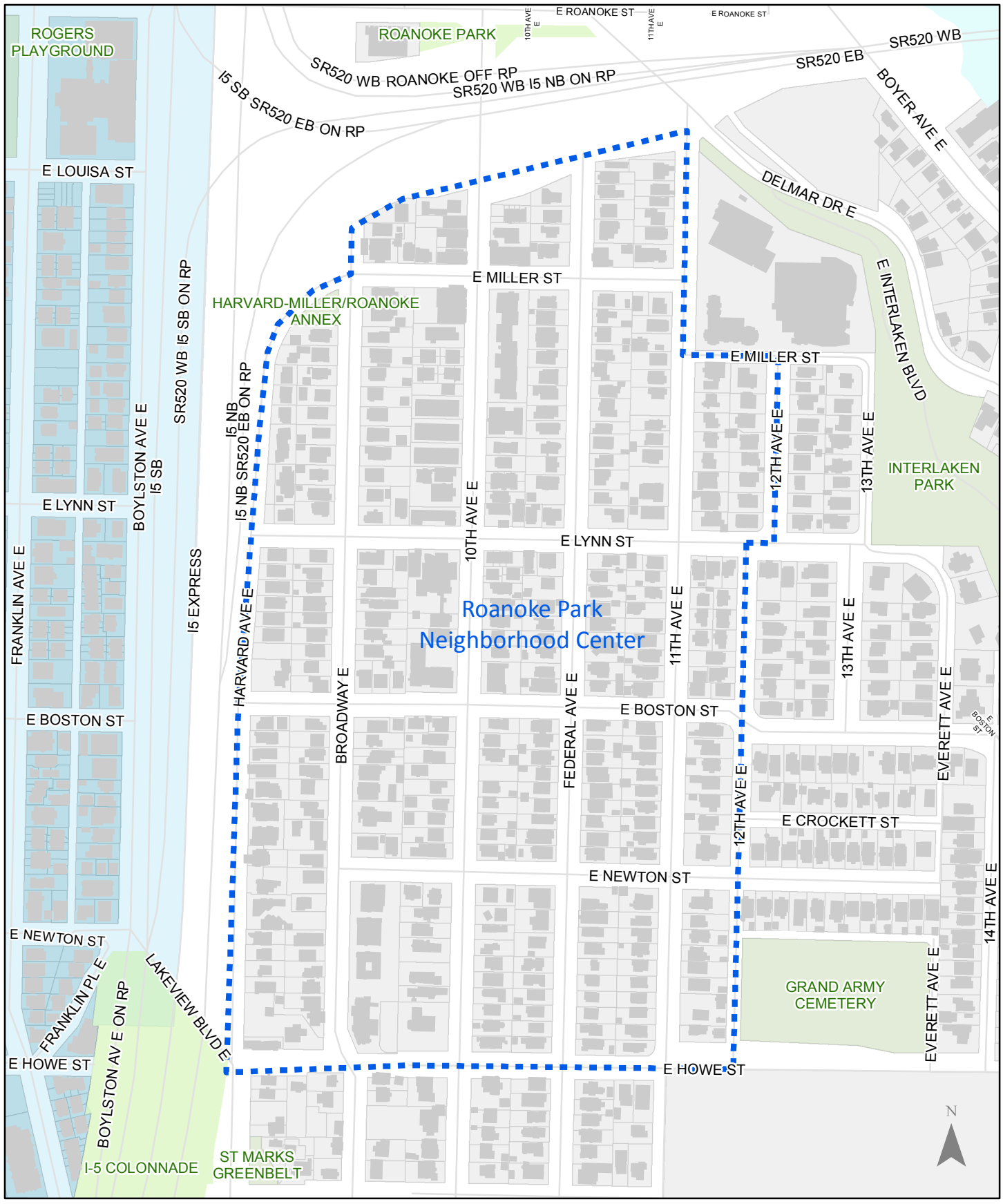


New Neighborhood Center Boundary Urban Center

0 100 200 400 Feet

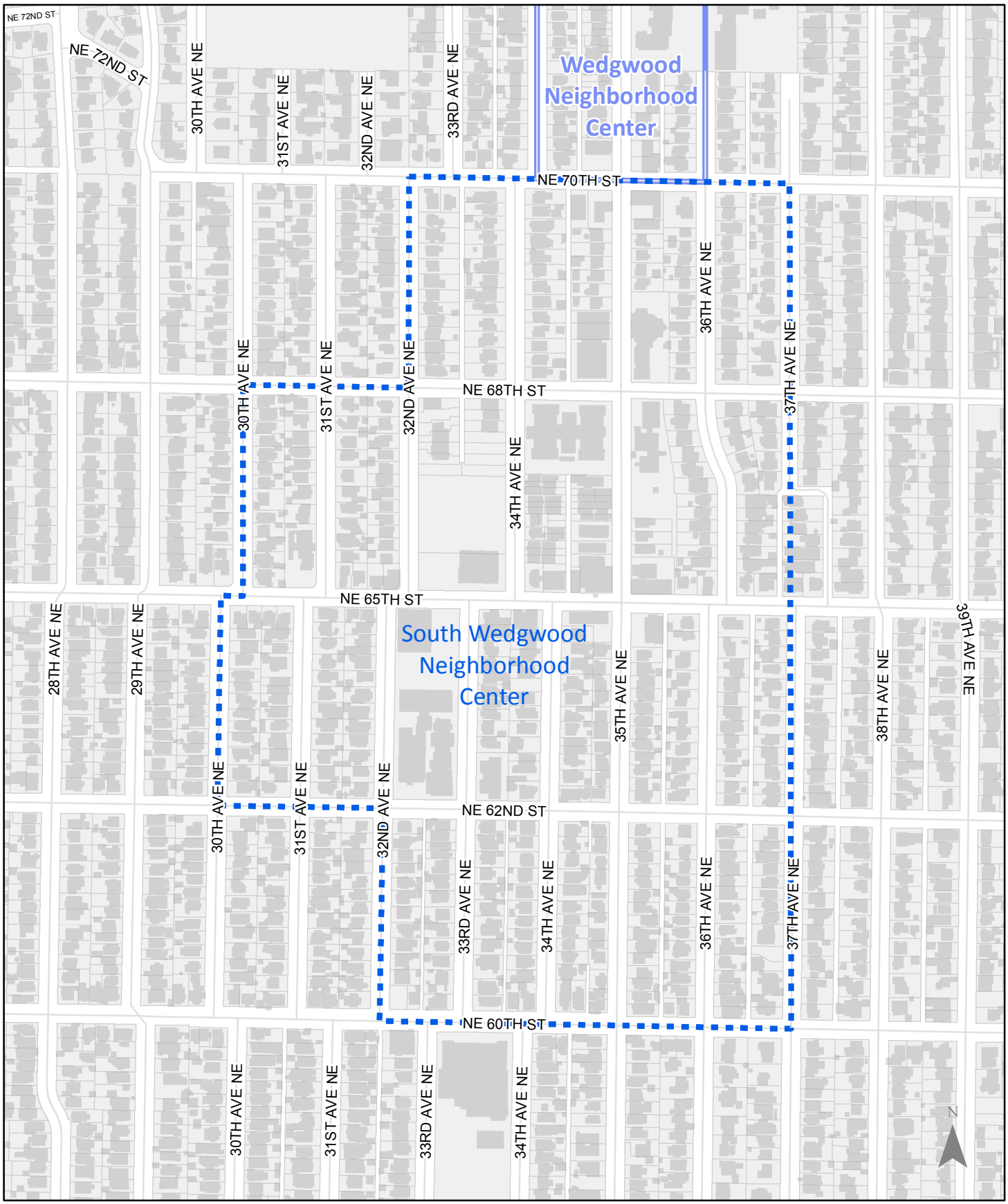


New Neighborhood Center Boundary Manufacturing Industrial Center Urban Center



New Neighborhood Center Boundary Urban Center

0 125 250 500 Feet


NE 72ND ST
NE 72ND ST
30TH AVE NE
31ST AVE NE
32ND AVE NE
33RD AVE NE
Wedgwood Neighborhood Center
NE 70TH ST
36TH AVE NE
37TH AVE NE
30TH AVE NE
31ST AVE NE
32ND AVE NE
NE 68TH ST
34TH AVE NE
NE 65TH ST
28TH AVE NE
29TH AVE NE
South Wedgwood Neighborhood Center
35TH AVE NE
38TH AVE NE
39TH AVE NE
30TH AVE NE
31ST AVE NE
32ND AVE NE
NE 62ND ST
33RD AVE NE
34TH AVE NE
36TH AVE NE
37TH AVE NE
NE 60TH ST
30TH AVE NE
31ST AVE NE
33RD AVE NE
34TH AVE NE
N
New Neighborhood Center Boundary
Neighborhood Center in Plan
0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 30, 2025
D#2

Amendment 35 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Rename the Endolyne Neighborhood Center to Fauntleroy and amend the boundaries

Effect: This amendment would rename the Endolyne Neighborhood Center to Fauntleroy and remove two areas from the Neighborhood Center: (1) two blocks on the west side of the center bounded by Fauntleroy Way SW, SW Wildwood Pl, 46th Avenue Southwest, and SW Brace Point Drive and (2) portions of one block on the east side of the neighborhood center bounded by California Avenue SW, SW Director Street, 45th Avenue SW, and the alley north of SW Brace Point Drive.

The areas to be removed are approximately 5.6 acres. With this change, the Fauntleroy neighborhood center would be approximately 30 acres. Area 1 consists predominantly of single-family houses. Areas to the south of Area 1 are generally composed of dead-end streets with their only access to the rest of the city through Area 1. Area 2 includes the Fauntleroy Schoolhouse, now in use as a community center/child care center, and part of Kilbourne Park. Both areas are currently zoned Neighborhood Residential. The C Line RapidRide bus stops in front of the Fauntleroy Schoolhouse and at the corner of 46th Avenue SW and SW Wildwood Place.

1. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985 to amend Figure 8, as follows:

Figure 8

List of Neighborhood Centers

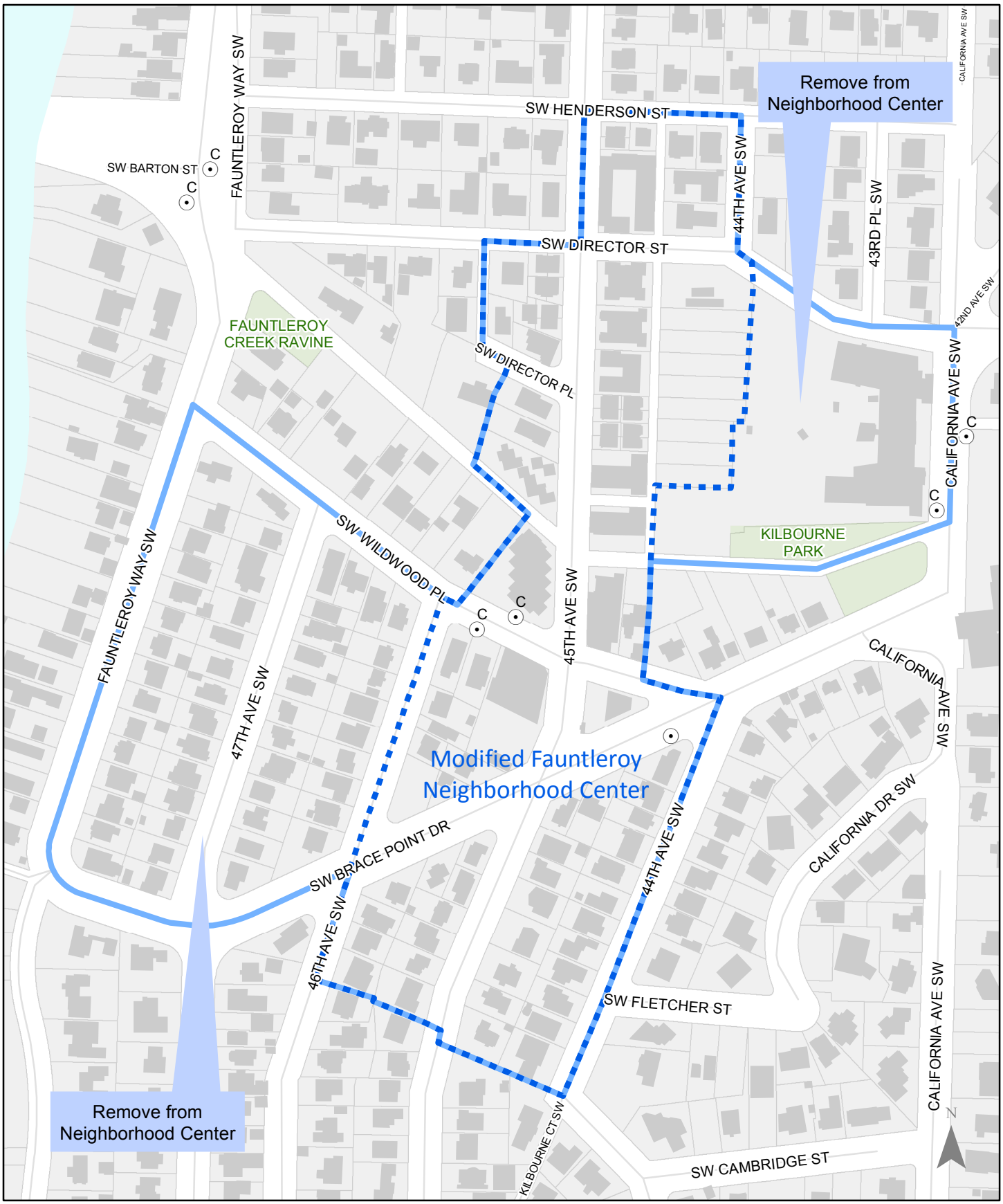
Brandon Junction	Holman Road	Olympic Hills
Bryant	Little Brook	Phinney Ridge
Delridge	Madison Park	Ravenna
Dravus	Madison Valley	South Park
~~Endolyne~~	Madrona	Tangletown
Fairmount	Magnolia Village	Upper Fauntleroy

Fauntleroy	Maple Leaf	Upper Fremont
Georgetown	Mid Beacon Hill	Wedgwood
High Point	Montlake	West Green Lake
Hillman City	North Magnolia	Whittier
Holden		

2. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Endolyne Neighborhood Center as shown on the attached map.

3. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan, replacing “Endolyne” with “Fauntleroy” and updating the figures based on the revised boundaries for the center shown on the attached map, as appropriate.

Rename Endolyne to Fauntleroy Neighborhood Center and amend the boundaries
V2



New Center Boundary

Proposed Neighborhood Center Boundary

0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 21, 2025
D#1

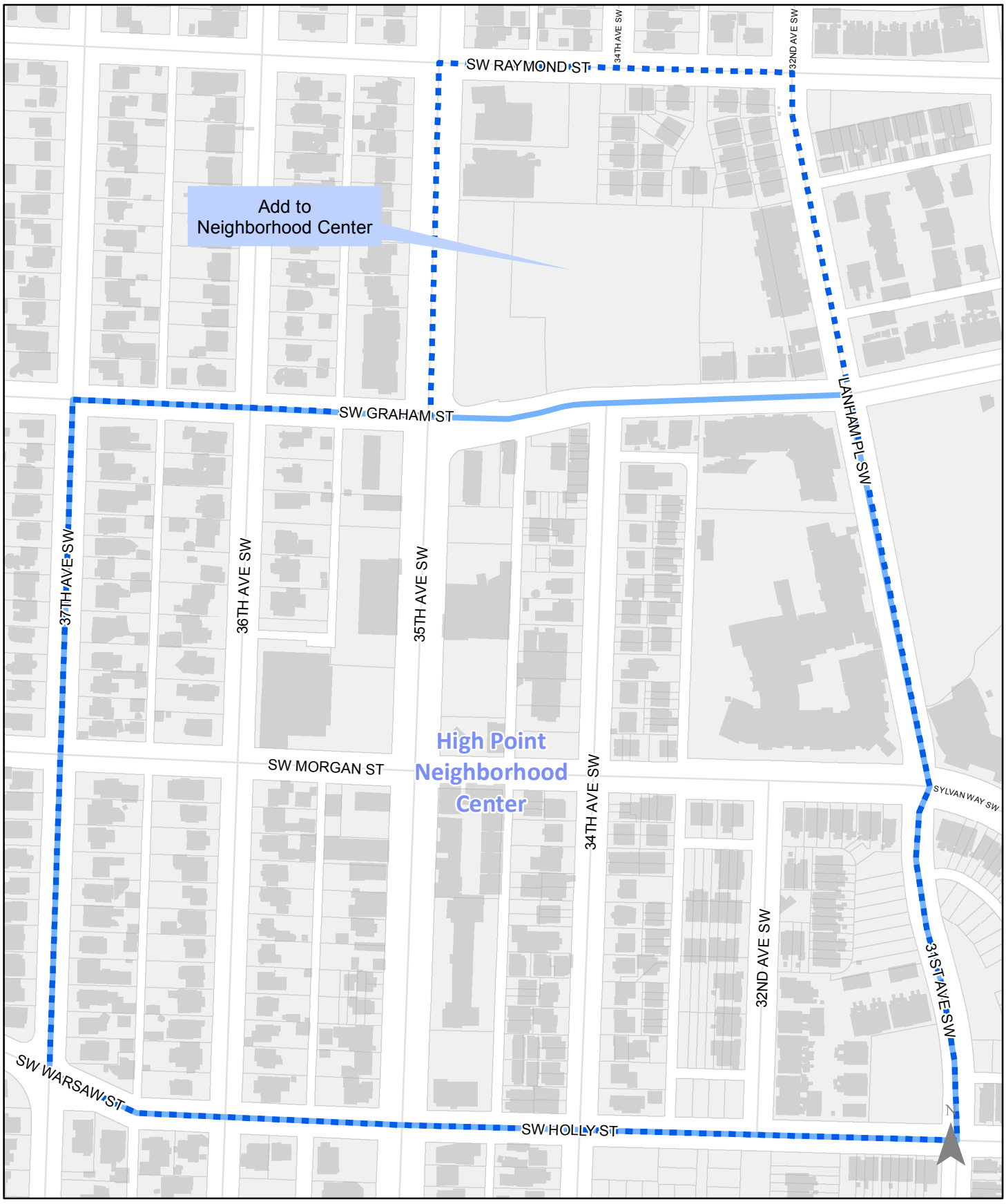
Amendment 36 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the boundary of the High Point Neighborhood Center

Effect: This amendment would add one block to the High Point Neighborhood Center. The block is bounded by SW Raymond Street on the north, SW Graham Street on the west, and Lanham Pl S on the east and SW Graham street on the south. It is approximately 10 acres. With the addition, the High Point Neighborhood Center would be approximately 49 acres. The block to be added is currently zoned Lowrise 2 on the north and Neighborhood Commercial 2-55 (M) on the south. It includes the High Point library on its northwest corner, and a mix of multifamily and mixed-use structures. A bus stop for the 21 bus route, which provides frequent transit service, is located adjacent to the library.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the High Point Neighborhood Center as shown on the attached map:



New Urban Center Boundary Neighborhood Centers

0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 21, 2025
D#1

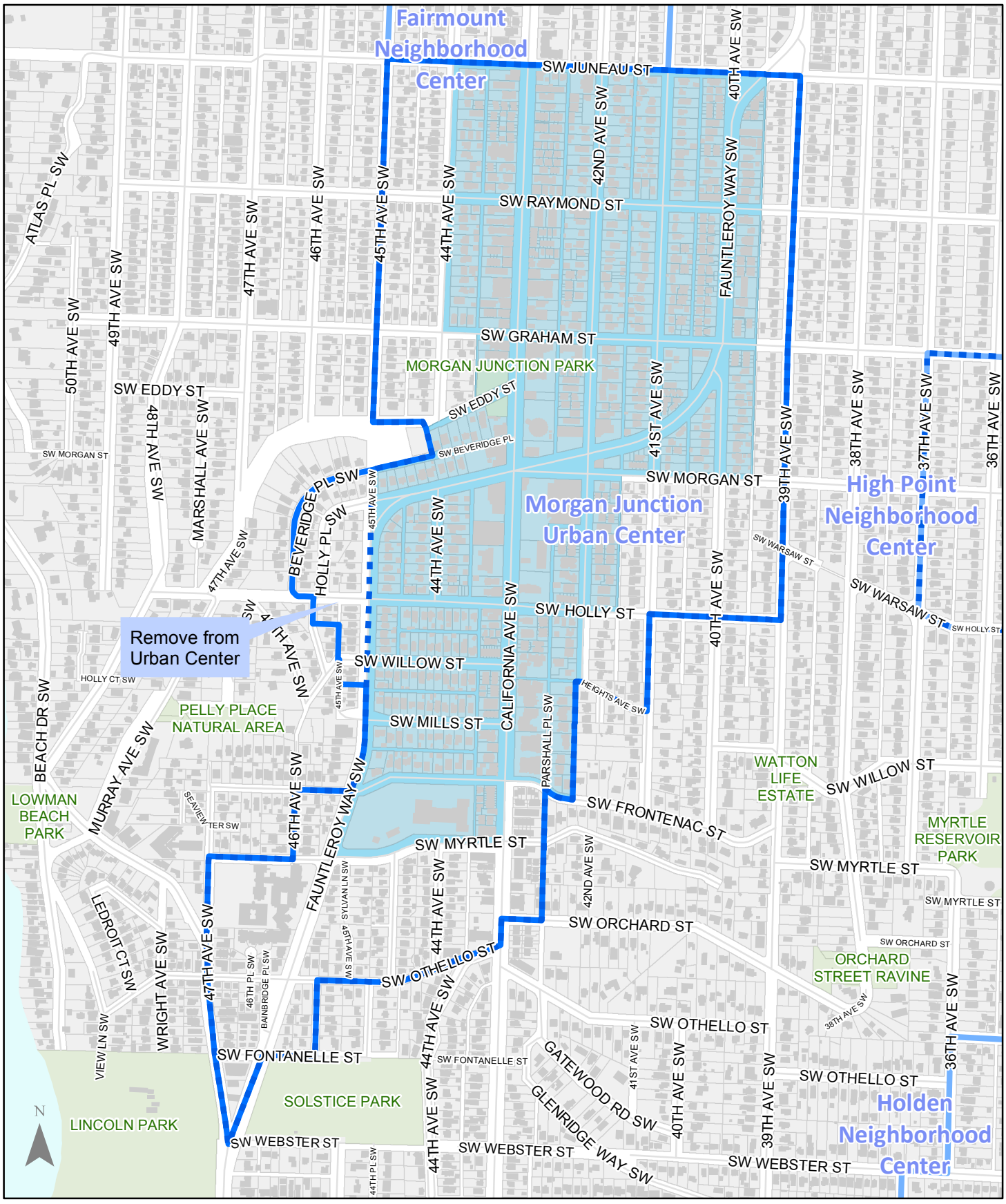
Amendment 37 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Amend the boundary of the Morgan Junction Urban Center

Effect: The Mayor's Recommended One Seattle Plan would expand the Morgan Junction Neighborhood Center from 113 to 195 acres. This amendment would remove a small area west of 45th Avenue SW/ Fauntleroy Way SW and east of Beveridge PL SW from the proposed boundaries of the Morgan Junction Urban Center. This area is approximately 6.5 acres. Beveridge Pl SW is a narrow street without sidewalks and is less appropriate for higher-density housing. The area is zoned Neighborhood Residential and contains single-family houses. With this change, the boundaries of the Morgan Junction Urban Center would decrease from 195 acres to 189 acres.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 5, and 9 to amend the boundaries of the Morgan Junction Urban Center as shown on the attached map:


Fairmount Neighborhood Center
SW JUNEAU ST
40TH AVE SW
42ND AVE SW
FAUNTLEROY WAY SW
SW RAYMOND ST
ATLAS PL SW
50TH AVE SW
49TH AVE SW
47TH AVE SW
46TH AVE SW
45TH AVE SW
44TH AVE SW
SW GRAHAM ST
MORGAN JUNCTION PARK
SW EDDY ST
48TH AVE SW
MARSHALL AVE SW
SW MORGAN ST
SW BEVERIDGE PL
BEVERIDGE PL SW
HOLLY PL SW
47TH AVE SW
41ST AVE SW
39TH AVE SW
38TH AVE SW
37TH AVE SW
36TH AVE SW
Morgan Junction Urban Center
High Point Neighborhood Center
SW WARSAW ST
SW HOLLY ST
Remove from Urban Center
SW WILLOW ST
HOLLY CT SW
PELLY PLACE NATURAL AREA
CALIFORNIA AVE SW
PARSHALL PL SW
HEIGHTS AVE SW
BEACH DR SW
MURRAY AVE SW
WATTON LIFE ESTATE
LOWMAN BEACH PARK
SEAVIEW TER SW
SW FRONTENAC ST
MYRTLE RESERVOIR PARK
SW MILLS ST
SW MYRTLE ST
SYLVAN LN SW
SW ORCHARD ST
LEDROIT CT SW
WRIGHT AVE SW
VIEW LN SW
46TH PL SW
BAINBRIDGE PL SW
SW OTHELLO ST
ORCHARD STREET RAVINE
SW FONTANELLE ST
SOLSTICE PARK
GATEWOOD RD SW
GLENRIDGE WAY SW
LINCOLN PARK
SW WEBSTER ST
Holden Neighborhood Center
N
New Urban Center Boundary
Urban Centers
Neighborhood Centers
0 200 400 800 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 38 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Hollingsworth

Amend the boundary of the Madrona Neighborhood Center

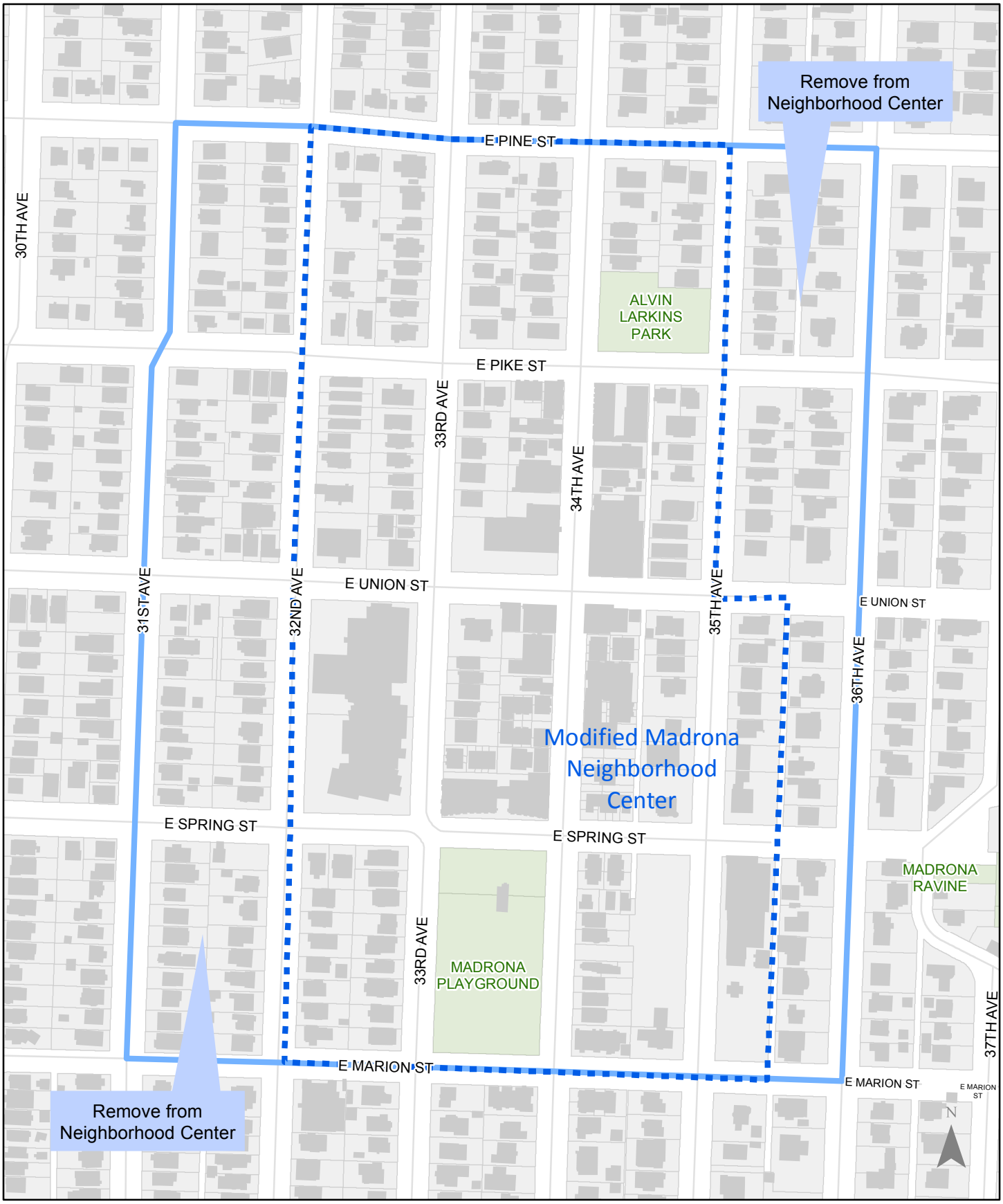
Effect: This amendment would remove approximately seven blocks from the Madrona Neighborhood Center (Council District 3). The areas to be removed from the Neighborhood Center are generally located west of 32nd Avenue E and east of 35th Avenue E. The areas to be removed are approximately 20 acres. With this change, the Madrona Neighborhood Center would be approximately 34 acres.

The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential and is occupied predominantly by single-family homes with scattered duplexes. The area to be removed includes some steep slope environmentally critical areas.

The 2 bus route provides frequent transit service with multiple stops in this area along E Union Street and 34th Avenue north of E Union Street, and the 3 bus route provides frequent transit service along 34th Avenue south of E Union Street.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Madrona Neighborhood Center as shown on the attached map:

Amend the boundareis of the Madrona Neighborhood Center
V1



New Center Boundary Proposed Neighborhood Center Boundary

0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 27, 2025
D#1

Amendment 39 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rivera

Amend the boundary of the Bryant Neighborhood Center

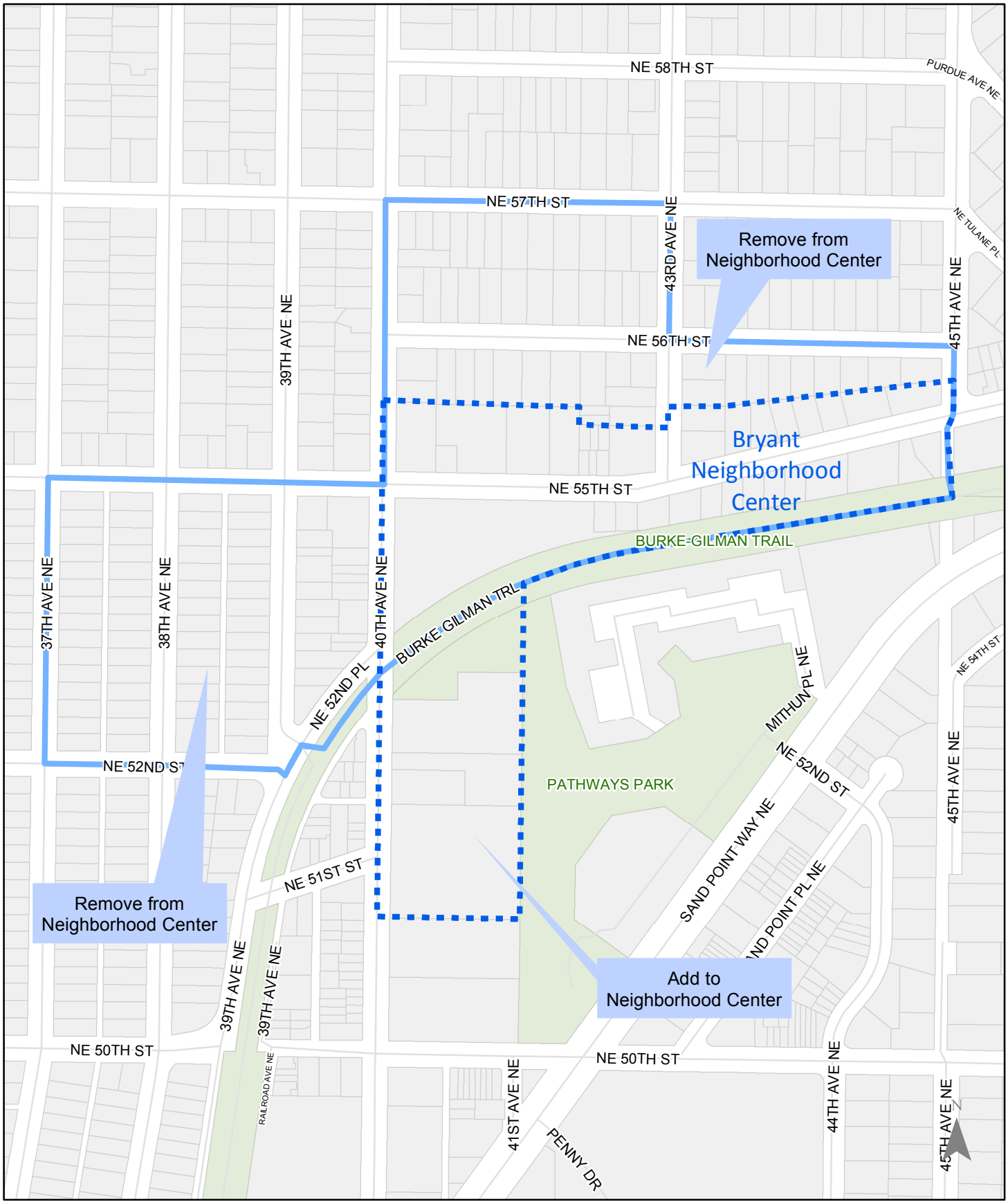
Effect: This amendment would remove approximately five blocks and add approximately one block to the Bryant Neighborhood Center (Council District 4). The areas to be removed from the Neighborhood Center are located in two areas: (1) west of 40th Avenue NE and south of NE 55th Street, and (2) east of 40th Avenue NE and north of the midblock north of NE 55th Street. The area to be added is south of the Burke Gilman Trail and east of 40th Avenue NE. The areas to be removed are approximately 20.6 acres, the area to be added is approximately 15.1 acres. With this change, the Bryant Neighborhood Center would be approximately 15.9 acres.

The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential, with the exception of a block facing 40th Avenue NE, south of NE 55th Street, which is zoned Lowrise 2. The area to be added is zoned Lowrise 3. Multifamily uses are located in the lowrise areas to be added and removed, and the remainder of the area to be removed is generally occupied by single-family houses with a few scattered multifamily properties. The area to be added also includes a portion of Pathways Park.

The 65 bus route provides frequent transit service with stops along 40th Avenue NE and NE 55th Street. The 79 bus route, which provides hourly service on weekdays, has stops along NE 55th Street.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Bryant Neighborhood Center as shown on the attached map:

Bryant Neighborhood Center Boundary Change
V1



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 21, 2025
D#1

Amendment 40 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

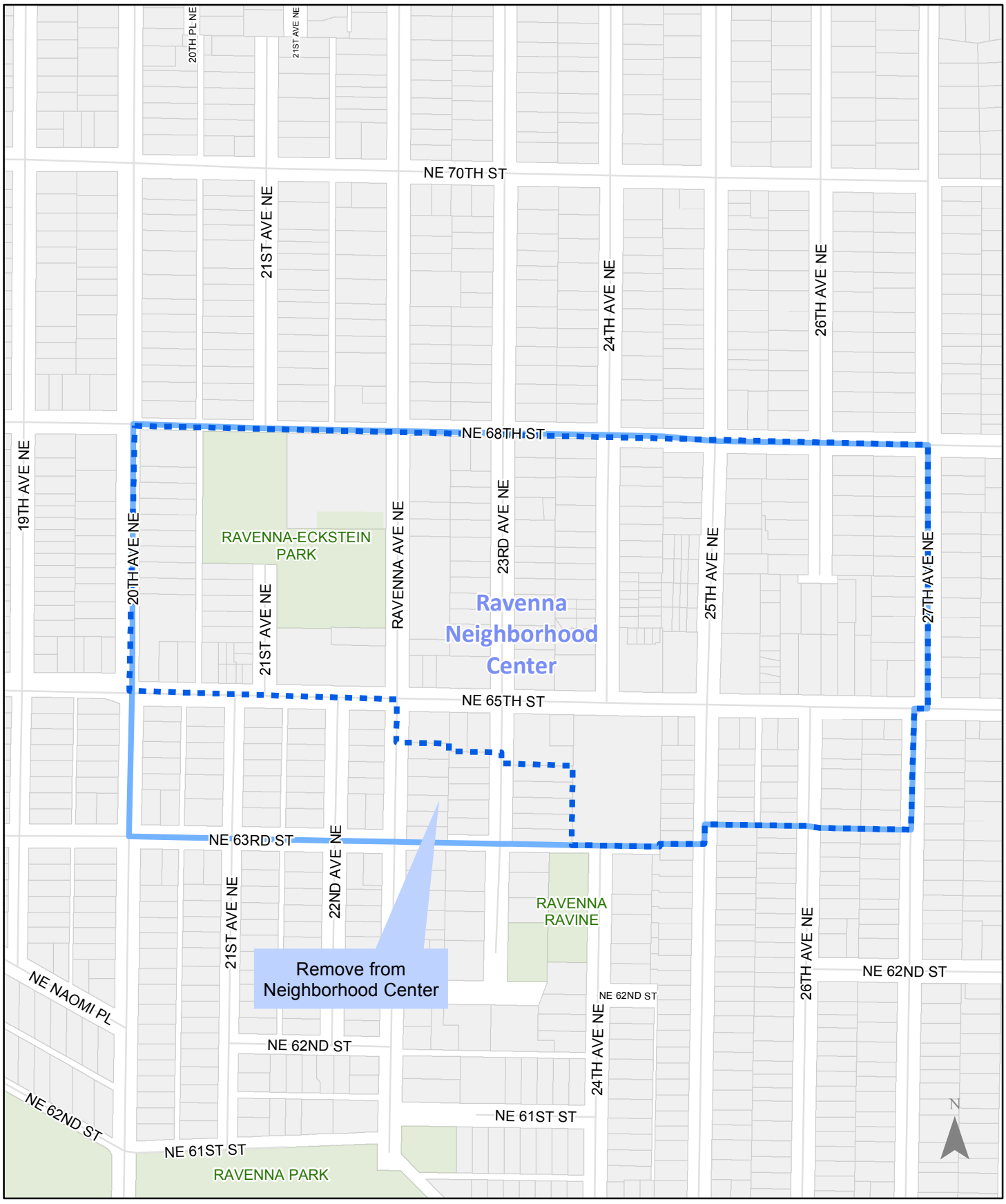
Sponsor: Councilmember Rivera

Amend the boundary of the Ravenna Neighborhood Center

Effect: This amendment would remove approximately four and a half blocks from the southwest corner of the Ravenna Neighborhood Center (Council District 4). The area to be removed from the Neighborhood Center is included in the Ravenna-Cowen Historic District, a national historic district. The area to be removed is generally located south of NE 65th Street and west of 24th Avenue NE.

The areas to be removed are approximately 7.8 acres. With this change, the Ravenna Neighborhood Center would be approximately 38 acres. The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential, with the exception of two block faces on the south side of N 65th Street west of Ravenna Avenue NE, which are zoned Neighborhood Commercial 2 P-40. Commercial uses are located in the Neighborhood Commercial area, and the remainder of the area to be removed is occupied by single-family houses. The 62 bus route provides frequent transit service with multiple stops in this area along NE 65th Street.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Ravenna Neighborhood Center as shown on the attached map:



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 21, 2025
D#1

Amendment 41 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rivera

Amend the boundary of the Wedgwood Neighborhood Center

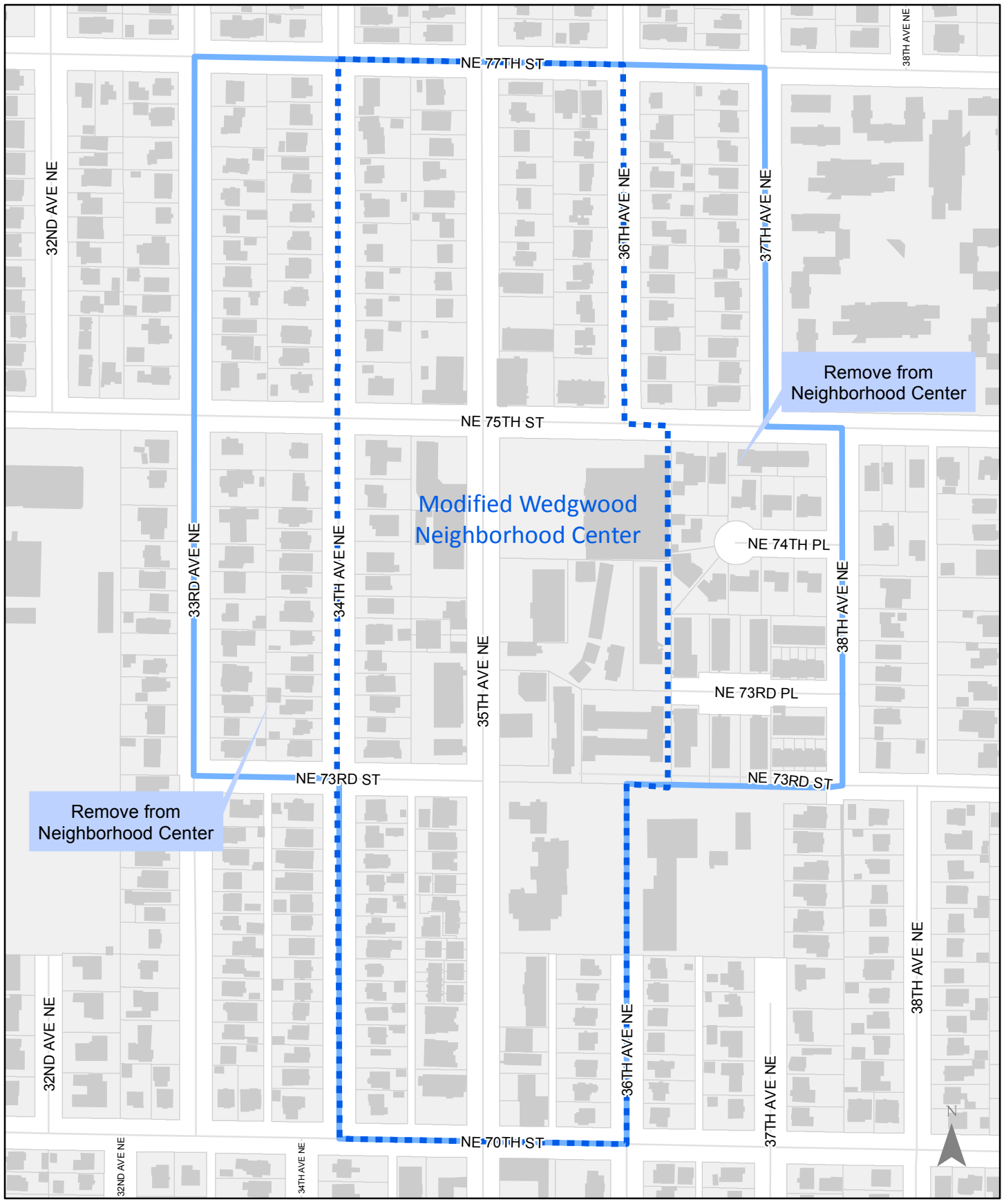
Effect: This amendment would remove approximately four blocks from the Wedgwood Neighborhood Center (Council District 4). The areas to be removed from the Neighborhood Center are generally located west of 34th Avenue NE and east of 36th Avenue NE. The areas to be removed are approximately 16.8 acres. With this change, the Wedgwood Neighborhood Center would be approximately 38 acres.

The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential, with the exception of a block facing NE 73rd Place west of 38th Avenue NE, which is zoned Lowrise 2. Multifamily uses are located in the lowrise area, and the remainder of the area to be removed is occupied by single-family houses.

The 65 bus route provides frequent transit service with multiple stops in this area along 35th Avenue NE, and the 79 bus route which provides hourly service on weekdays has a stop at 35th Avenue NE and NE 75th St.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Wedgwood Neighborhood Center as shown on the attached map:

Amend the boundaries of the Wedgwood Neighborhood Center V2



Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 42 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Establish the boundaries of the East Ballard Neighborhood Center

Effect: This amendment would establish the boundaries of a new neighborhood center, the East Ballard Neighborhood Center (NC). This amendment illustrates three versions for the new East Ballard NC all generally centered on the intersection of NW 65th Street and 8th Avenue NW. See Attachments A, B, and C for maps showing the respective versions.

East Ballard NC would range in size across the versions from 23 to 35 acres. Generally described, the boundaries of the versions would be:

Version A: NW 67th Street, 7th Avenue NW, NW 62nd Street, Dibble Avenue NW

Version B: NW 70th Street, 7th Avenue NW, NW 62nd and NW 63rd Street, Dibble Avenue NW

Version C: NW 67th Street, 6th Avenue NW, NW 62nd Street, 9th Avenue NW

The area that would be included in the Neighborhood Center under this amendment is zoned Neighborhood Residential throughout except as follows. The parcels facing NW 70th Street and NW 65th Street are zoned Neighborhood Commercial 1-40(M) and Neighborhood Commercial 2P-40 (M) respectively. Most of the block withing NW 65th Street, 7th Avenue Northwest, north of NW 63rd Street, and 8th Avenue NW is also zoned Neighborhood Commercial 2P-40 (M). The north sides of NW 63rd Street and of NW 62nd Street contained the proposed boundary is zoned Lowrise 1 (M). Current uses of property in the area are consistent with the zoning.

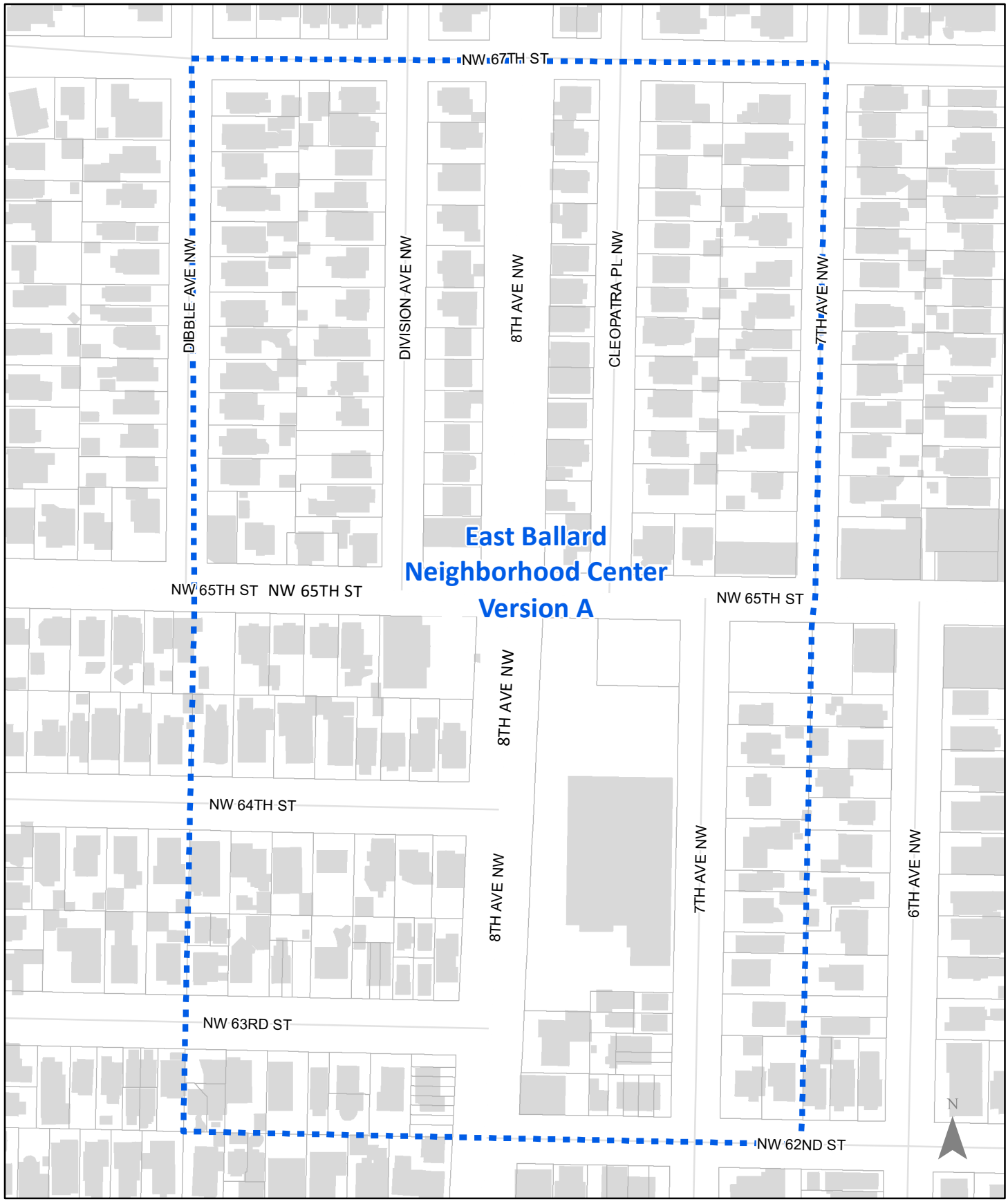
Metro Bus Route 28 provides frequent transit service and runs along 8th Avenue NW, making stops near NW 70th Street and NW 65th Street. It connects the proposed Neighborhood Center with the area near Carkeek Park in the north, Downtown Seattle in the south along with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail.

The East Ballard NC proposed here was not included in the Preferred Alternative as analyzed in the Comprehensive Plan Environmental Impact Statement (EIS). However, a new neighborhood center located around 8th Avenue NW and N 65th Street was included in the analysis of Alternative 2 and Alternative 5 in the EIS.

1. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, 8, and 9 to add the name and boundaries of the East Ballard Neighborhood Center according to one of three versions as shown on the attached maps.

2. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan adding the East Ballard Neighborhood Center and updating the figures based on the boundaries shown on the according to one of three versions as shown on the attached maps.

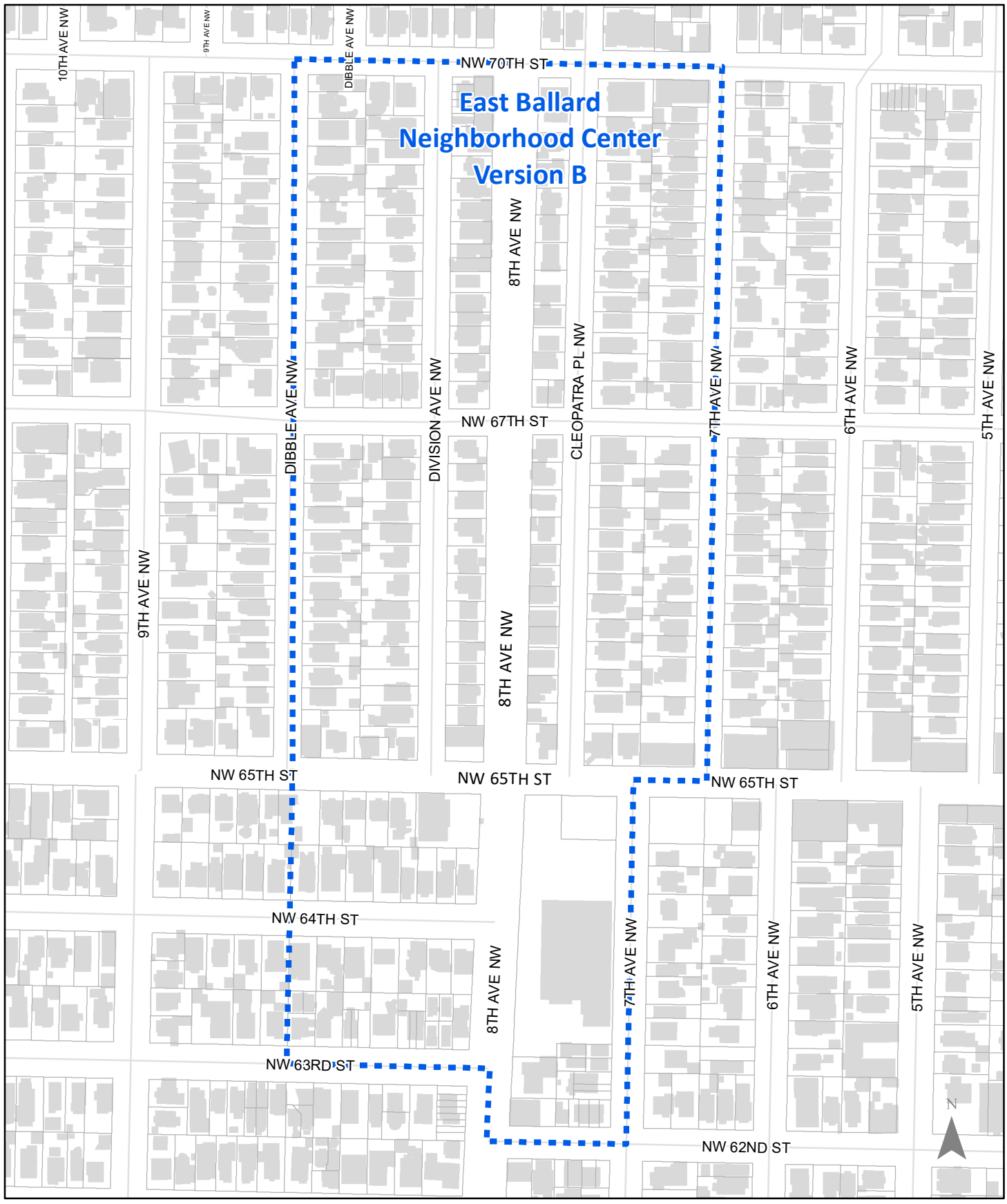
East Ballard Neighborhood Center
Version A



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

East Ballard Neighborhood Center
Version B



East Ballard Neighborhood Center
Version C



Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 43 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Establish the boundaries for a single new Magnolia Neighborhood Center

Effect: This amendment would establish the boundaries for a new Magnolia Neighborhood Center (NC) according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The new Magnolia Neighborhood Center would encompass and supercede the North Magnolia and Magnolia Village Neighborhood Centers. Magnolia Village Neighborhood Center would range in size across the versions from 175 to 195 acres compared the 100 acres contained within the combined boundaries of North Magnolia and Magnolia Village Neighborhood Centers as proposed by Council Bill 120985.

Each of the three versions would connect and include large portions of the North Magnolia and Magnolia Village Neighborhood Centers. The middle portion connecting the two neighborhood centers would generally run from W Bertona Street to 31st Avenue W to W Raye Street and around the pool, school, and playfields then over to 35th Avenue W and then north to W Bertona.

Please see the attached maps for the different versions of the boundaries. See also Amendments 137 and 138 for potential amendments to the boundaries of Magnolia Village Neighborhood Center and North Magnolia Neighborhood Center, respectively. Council should consider the overlapping changes in these amendments. Amending the boundaries according to this Amendment 139 should be reconciled with amending boundaries for Magnolia Village or North Magnolia per Amendments 137 and 138 or via additional amendments.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with areas of Lowrise 3 zoning along W Government Way and extending south to W Elmore Street and 34th Avenue W. The block defined by W Ruffner, W Bertona Street, 34th Avenue W, and 33rd Avenue W is zoned Lowrise 1 (M).

Neighborhood Commercial 1 – 55 (M) zoning is located along W Government Way, 32nd Avenue W, and W Jameson where the roads intersect and adjacent parcels. Neighborhood Commercial 2 – 40 (M) and Neighborhood Commercial 1 – 40 (M) zoning applies to the lots facing 34th Avenue W from immediately south of W Emerson Street to W Thurman Street. The current uses are consistent with the zoning.

Neighborhood Commercial 2P – 55 (M) along W McGraw Street and 32nd Avenue W and Lowrise 2 (M) zoning for two parcels a the southeast corner of the intersection of W Barrett Street and 31st Avenue W. The current uses are consistent with the zoning.

King County Metro Bus Routes 24, 31, and 33 serve the area, but do not provide frequent transit service. Route 24 connects this area to points west and north Magnolia including near Discovery Park, across Magnolia Bridge, the Seattle Center and Downtown Seattle. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 31 connects the area of this Neighborhood Center to Sound Transit's U-District Light Rail Station and Children's Hospital with stops in Magnolia, Queen Anne, Fremont, Northlake, University District and the University Village. Route 33 connects this area to Downtown along Government Way, Gilman, south through Magnolia to across the Magnolia Bridge, alone Elliott Avenue W, past the Seattle Center and thence to Downtown.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

> 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.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figure 8 to add a Magnolia Neighborhood Center and to remove the North Magnolia and Magnolia Village Neighborhood Centers, as follows:

Figure 8

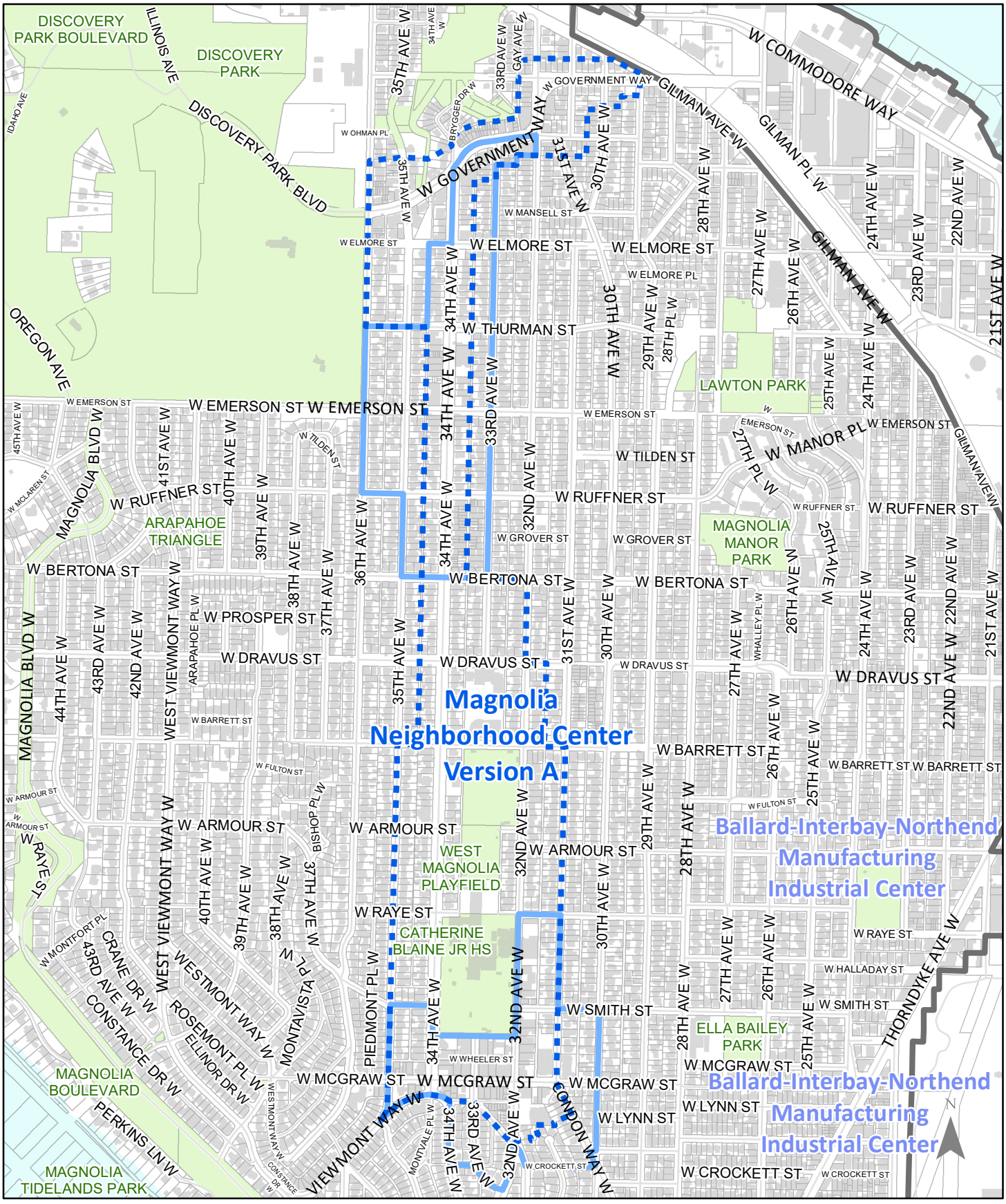
List of Neighborhood Centers

Brandon Junction	Little Brook	Olympic Hills
Bryant	Madison Park	Phinney Ridge
Delridge	Madison Valley	Ravenna
Dravus	Madrona	South Park
Endolyne	Magnolia	Tangletown
Fairmount	~~Magnolia Village~~	Upper Fauntleroy
Georgetown	Maple Leaf	Upper Fremont
High Point	Mid Beacon Hill	Wedgwood
Hillman City	Montlake	West Green Lake
Holden	~~North Magnolia~~	Whittier
Holman Road		

Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, Figures 2, 7, and 9 to establish the boundaries of the Magnolia Neighborhood Center and to remove the North Magnolia and Magnolia Village Neighborhood Centers according to one of three versions as shown on the attached maps:

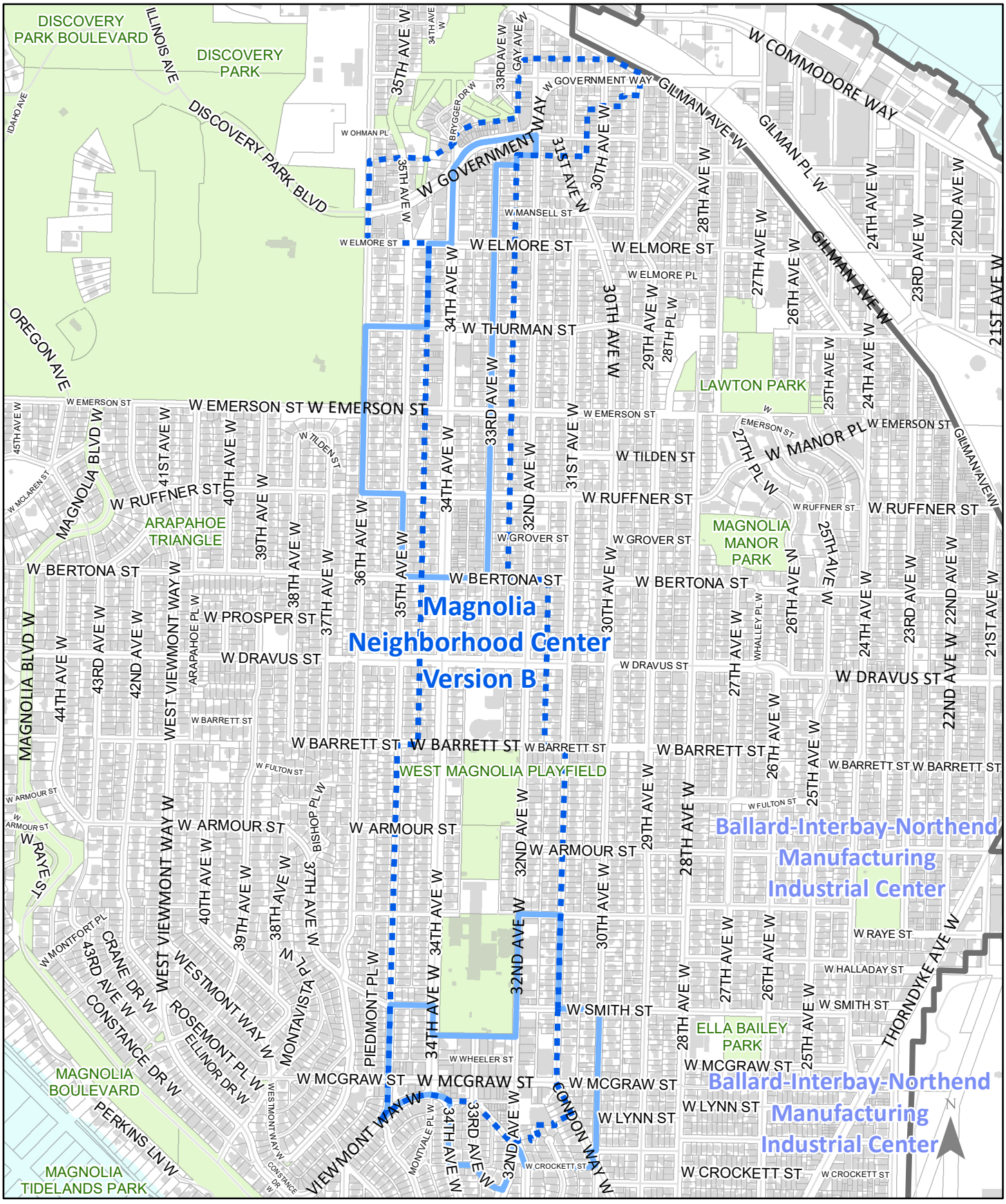
Magnolia Neighborhood Center
Version A



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

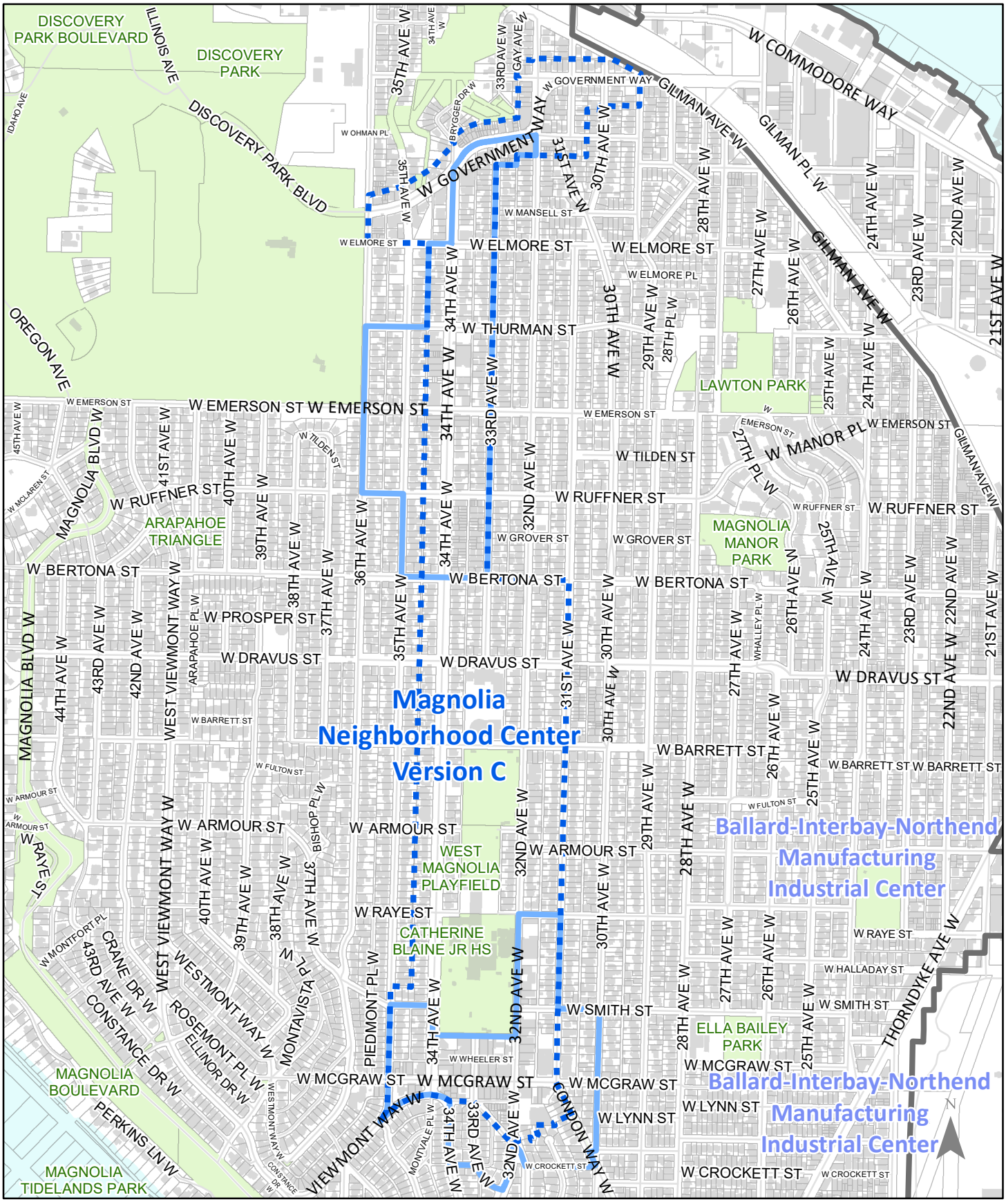
Magnolia Neighborhood Center
Version B



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Magnolia Neighborhood Center
Version C



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 44 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the Magnolia Village Neighborhood Center

Effect: This amendment would amend the boundaries of the Magnolia Village Neighborhood Center (NC) according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The size area of the amended Magnolia Village Neighborhood Center would range across the versions from 84 to 102 acres compared the 44 acres contained in the boundaries as proposed by Council Bill 120985.

Each of the three versions would contract the boundaries of the NC to the south and the southeast. And all three versions would expand north to encompass the West Magnolia Playfields, Mounger Pool, and Catherine Blaine Junior High.

Version A: Would expand north to W Barrett Street from the midblock line between 35th Avenue W and 34th Avenue W to 31st Avenue W.

Version B: Would expand north to W Barrett Street from 35th Avenue W to 31st Avenue W.

Version C: Would expand north to W Dravus Street from the midblock line between 35th Avenue W and 34th Avenue W to 31st Avenue W.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with Neighborhood Commercial 2P – 55 (M) along W McGraw Street and 32nd Avenue W and Lowrise 2 (M) zoning for two parcels at the southeast corner of the intersection of W Barrett Street and 31st Avenue W. The current uses are consistent with the zoning.

King County Metro Bus Routes 24 and 31 serve the area, neither route is a frequent route. Route 24 connects this area to points west and north Magnolia including near Discovery Park, across Magnolia Bridge, the Seattle Center and Downtown Seattle. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 31 connects the area of this Neighborhood Center to Sound Transit's U-District Light Rail Station and Children's Hospital with stops in Magnolia, Queen Anne, Fremont, Northlake, University District and the University Village.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

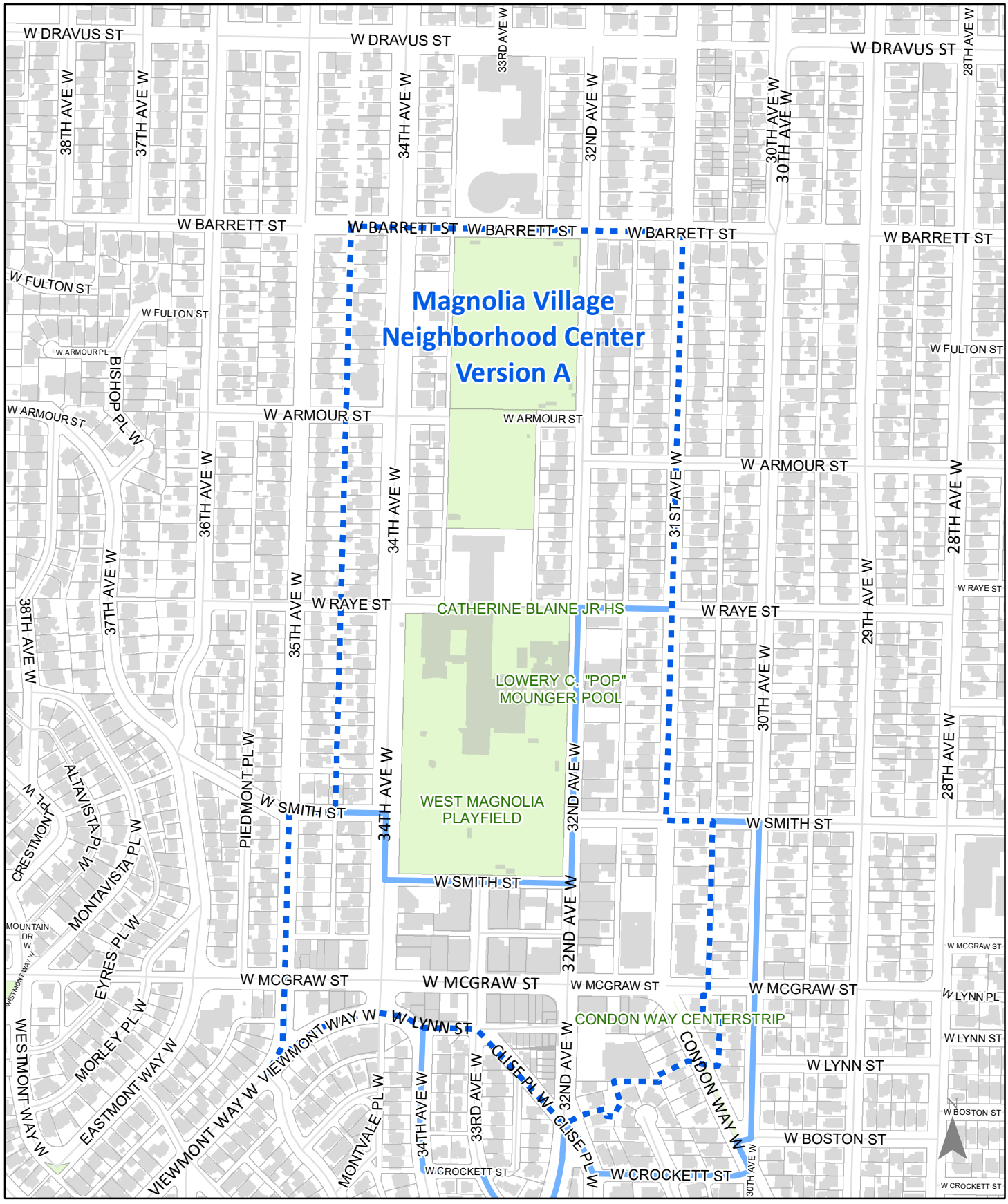
GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the West Green Lake Neighborhood Center according to one of three versions as shown on the attached maps:

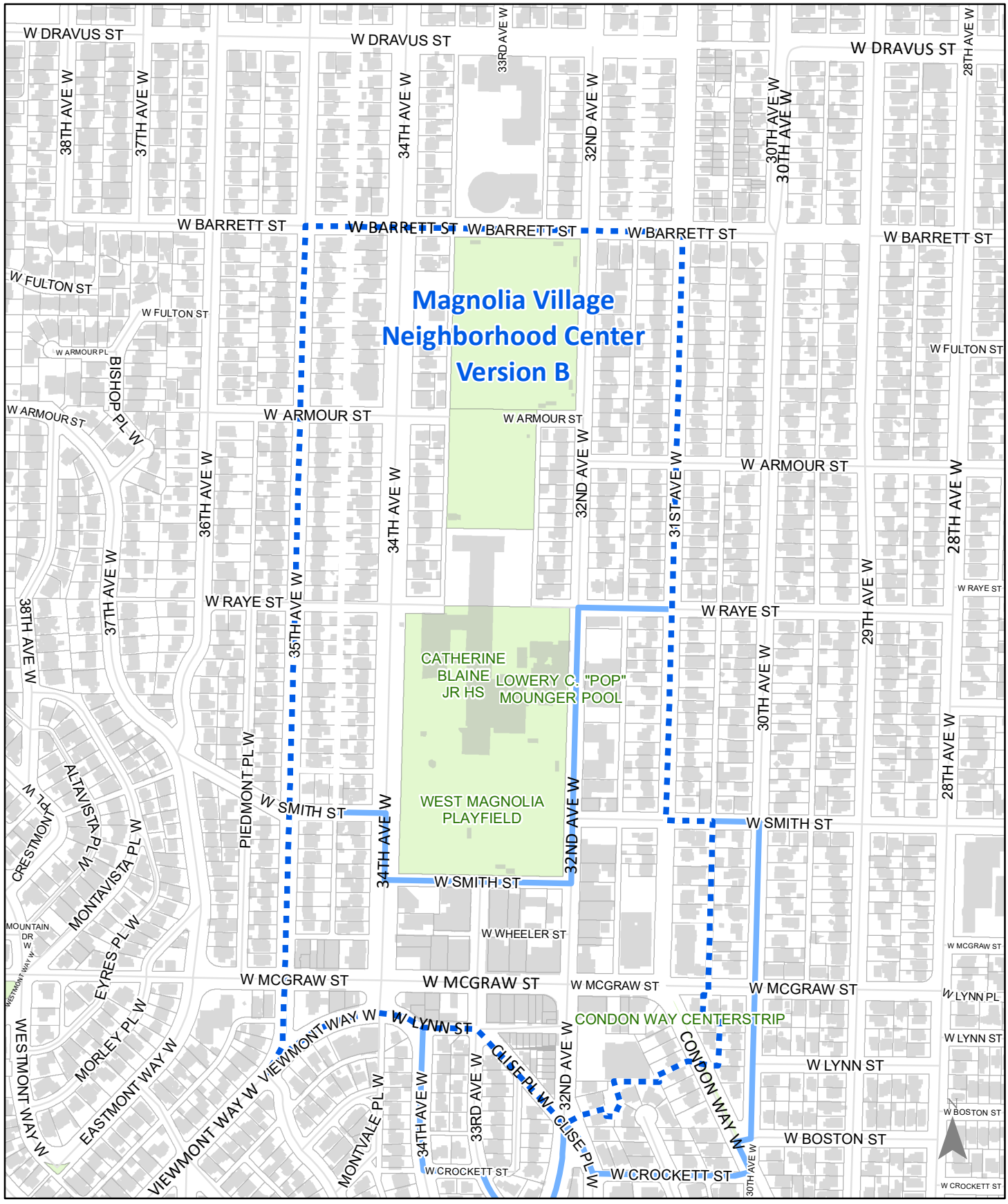
Magnolia Village Neighborhood Center
Version A



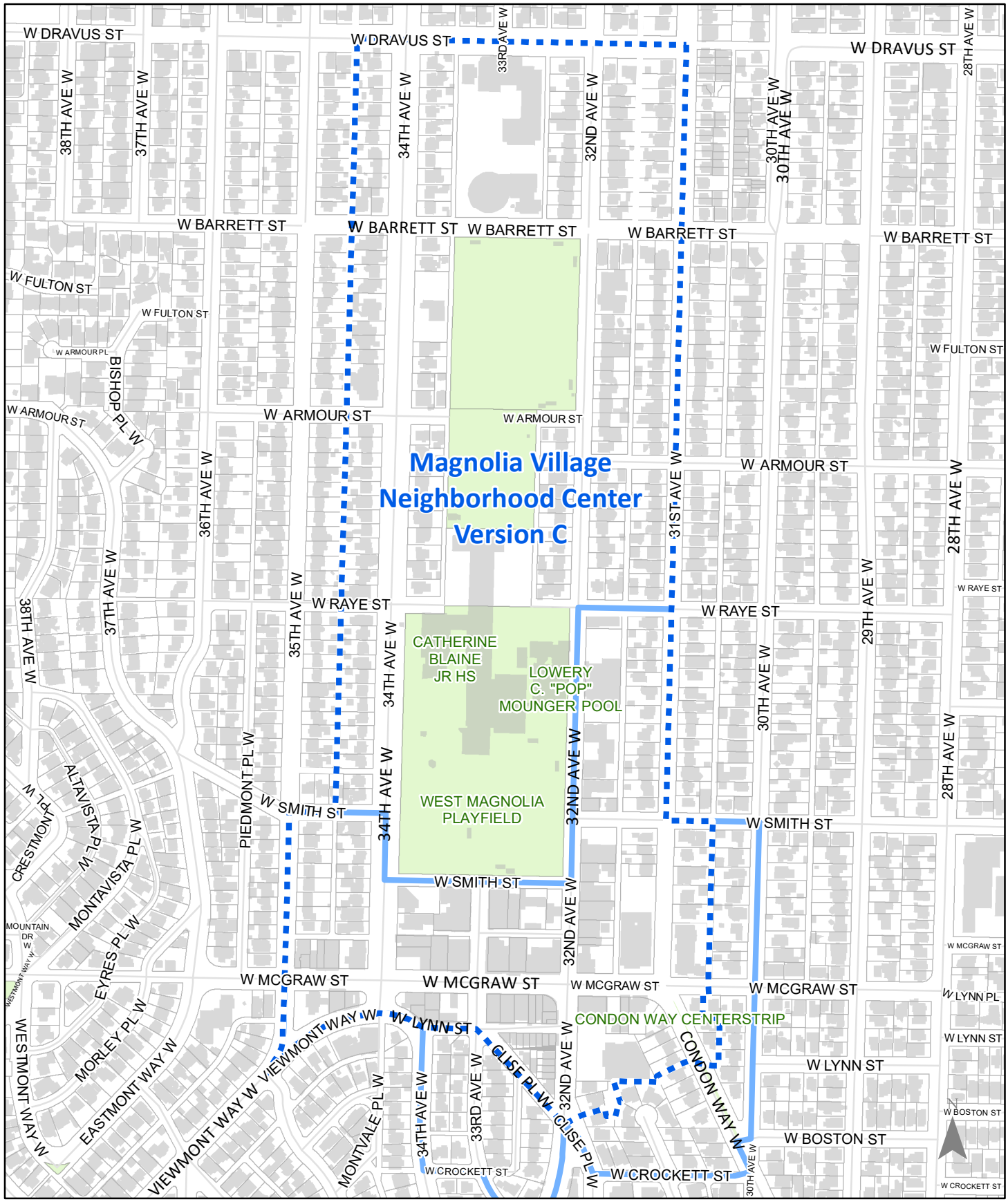
New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Magnolia Village Neighborhood Center
Version B



Magnolia Village Neighborhood Center
Version C



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 45 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the North Magnolia Neighborhood Center

Effect: This amendment would amend the boundaries of the North Magnolia Neighborhood Center (NC) according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The size area of the amended North Magnolia Neighborhood Center would range across the versions from 57 to 66 acres compared to the 56 acres contained in the boundaries as proposed by Council Bill 120985.

Each of the three versions would contract the boundaries to the west from 36th Avenue W to the midblock line running between 35th Avenue W and 34th Avenue W. Version A would also contract the southern boundary from W Bertona Street to W Emerson Street.

Version A: Would expand to the northwest to 36th Avenue W. The border would also expand to W Ohman Place and continue to the lots facing W Government Way on the north following the curve of the road to the intersection with W Fort Street and to encompass the lots between Gilman Avenue W and W Government Way. From here, the border would turn south between 29th Avenue W and 28th PL W and then turn at W Jameson Street to run along a line mostly due west to 33rd Avenue W.

Version B: Would expand to the northwest to 36th Avenue W like Version A but would differ in its boundaries by stopping two lots north of W Government Way on 36th and then cutting north and east to 34th Avenue to include the lots facing W Government Way. From here, the boundary would include the lots on the north side of W Government Way along its curve to the line between 31st Avenue W and 30th Avenue W. Turning south, the border would extend to one lot south of W Jameson Street and from there to the west to 32nd Avenue W.

Version C: Would expand mostly in the same manner as Version A but would include fewer parcels and less area in the northeast. See map.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with areas of Lowrise 3 zoning along W Government Way and extending south to W Elmore Street and 34th Avenue W. The block defined by W Ruffner, W Bertona Street, 34th Avenue W, and 33rd Avenue W is zoned Lowrise 1 (M). Neighborhood Commercial 1 – 55 (M) zoning is located along W Government Way, 32nd Avenue W, and W Jameson where the roads intersect and adjacent parcels. Neighborhood Commercial 2 – 40 (M) and Neighborhood Commercial 1 – 40 (M) zoning applies to the lots facing 34th Avenue W from immediately south of W Emerson Street to W Thurman Street. The current uses are consistent with the zoning.

King County Metro Bus Routes 24 and 33 serve the area, neither provides frequent transit service. Route 24 connects this area to points west and north Magnolia including near Discovery Park, across Magnolia Bridge, the Seattle Center and Downtown Seattle. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 33 connects this area to Downtown along Government Way, Gilman, south through Magnolia to across the Magnolia Bridge, alone Elliott Avenue W, past the Seattle Center and thence to Downtown.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

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.

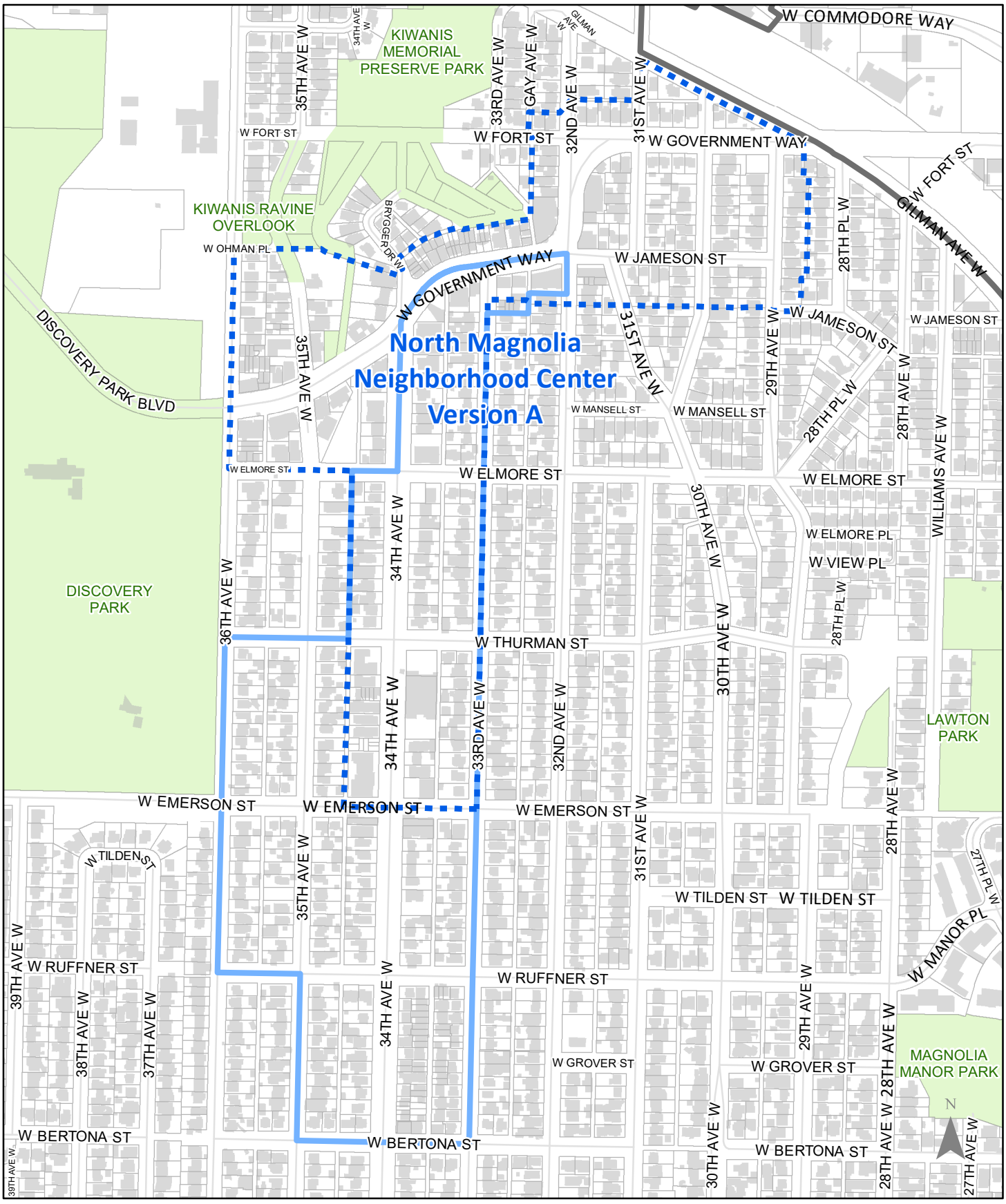
If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the West Green Lake Neighborhood Center according to one of three versions as shown on the attached maps:

Amendment 45
Attachment 1

North Magnolia Neighborhood Center
Version A

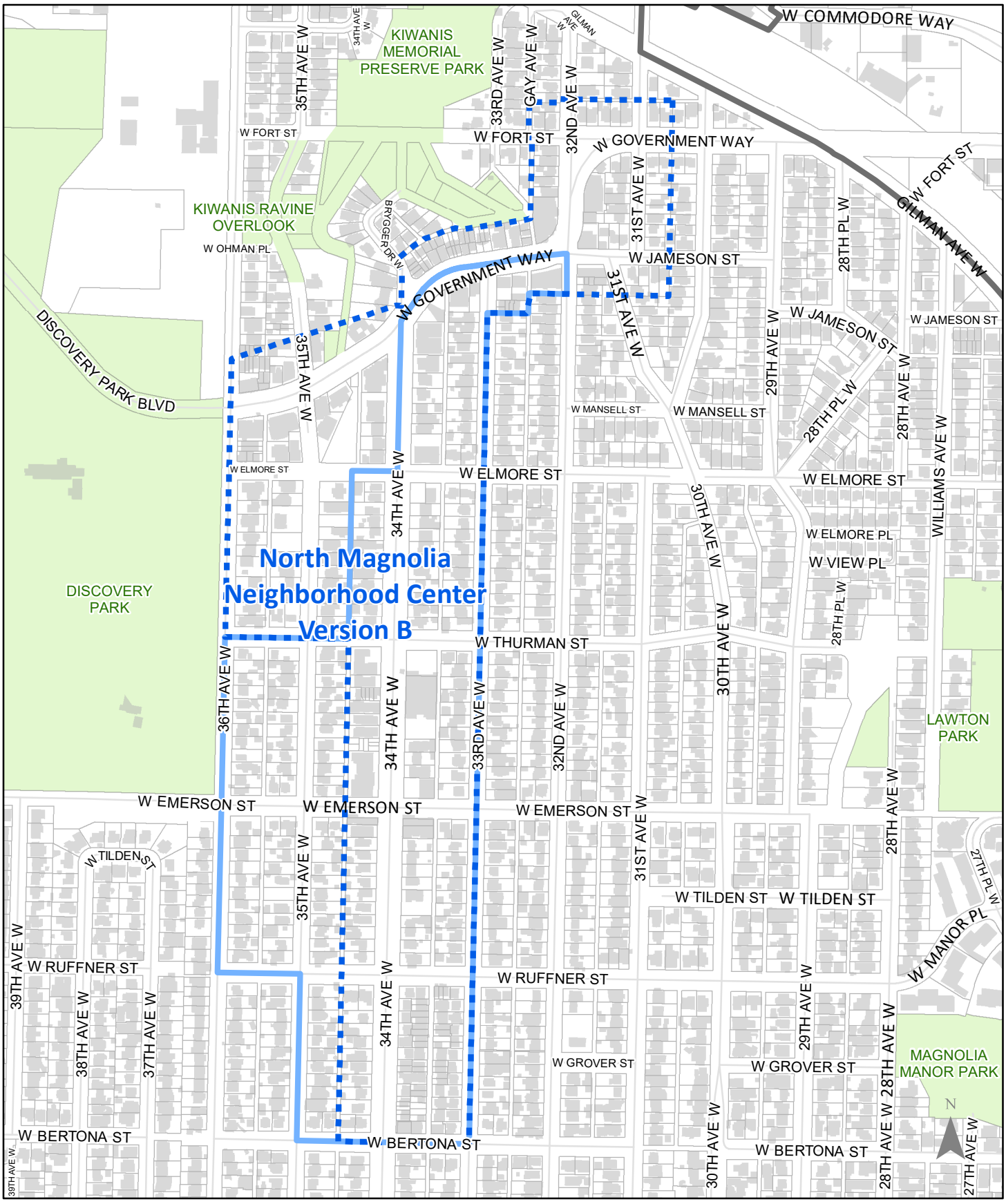


New Neighborhood Center Boundary Neighborhood Centers

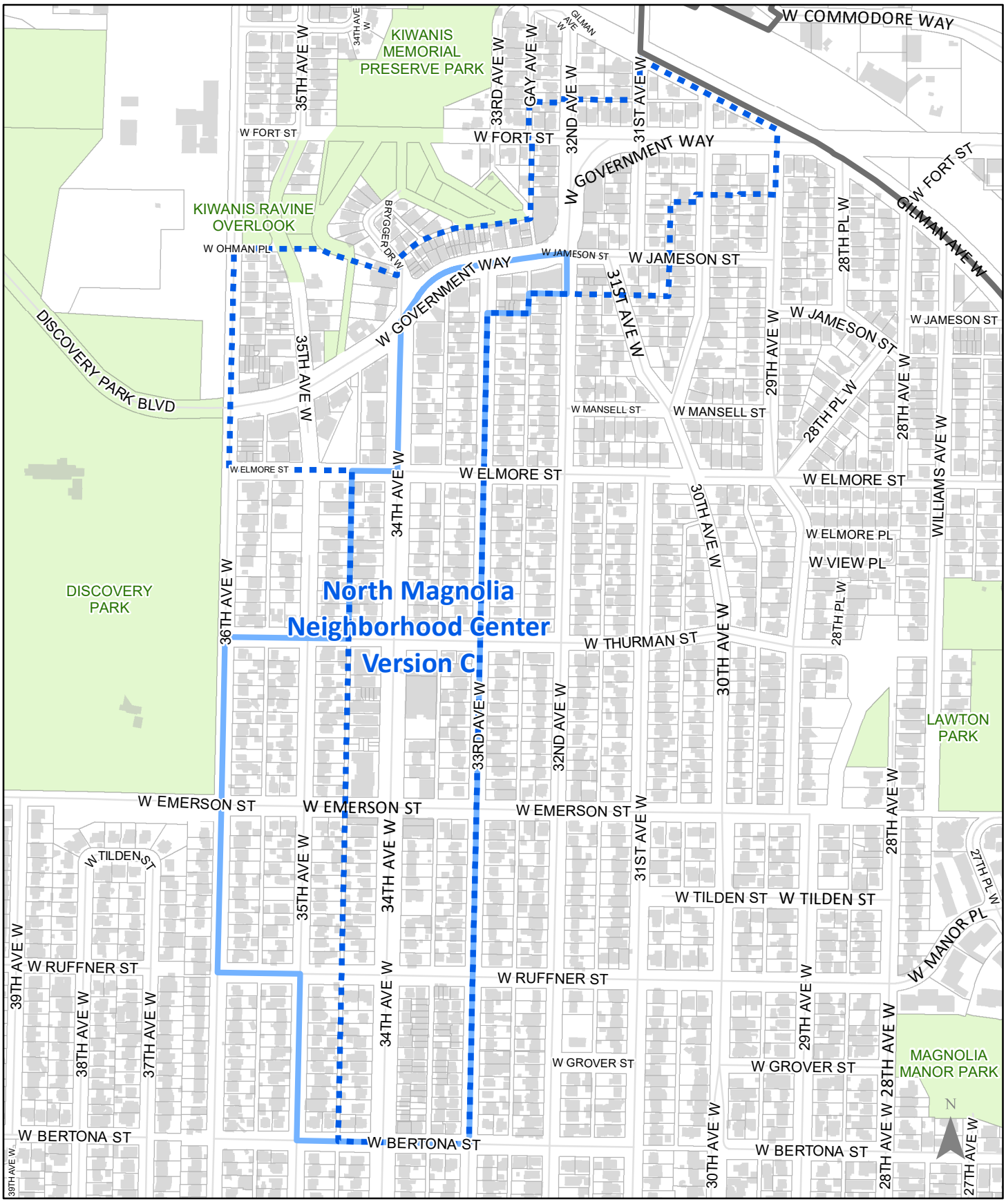
0 100200 400 Feet

Amendment 45
Attachment 2

North Magnolia Neighborhood Center
Version B



North Magnolia Neighborhood Center
Version C



Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 46 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the Phinney Ridge Neighborhood Center

Effect: This amendment would amend the boundaries of the Phinney Ridge Neighborhood Center according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The size area of the amended Phinney Ridge Neighborhood Center would range across the versions from 46 to 63 acres compared the 38 acres contained in the boundaries as proposed by Council Bill 120985. Each of the three versions would generally contract the boundary from the east and extend the boundaries further north and south.

Version A: Would contract the eastern boundary to Phinney Avenue N or the block faces just east of Phinney Avenue N. The northern boundary would be N 75th Street and the southern boundary would be N 57th Street and Woodland Park Zoo. The boundaries would be expanded to the north from N 67th Street to N 75th Street generally between Palatine Avenue N and Phinney Avenue N. The boundaries would be expanded to the south to N 57th Street generally between Greenwood Avenue N and the block faces to the east of Phinney Avenue N.

Version B: Would contract the eastern boundary to a line running from the northern boundary at N 70th Street south along Phinney Avenue N then turning east along N 67th Street then south along Daytona Avenue N to N 61st Street with a jog to the west along Francis from N 65th Street to N 64th Street. From N 61st Street running south along Phinney Avenue N, the boundary would include the block faces to the east of Phinney Avenue N to Woodland Park Zoo. At N 59th Street, the boundary would turn west to Phinney thence south to N 58th Street. The boundaries would be expanded to the north from N 67th Street to N 70th Street generally between Palatine Avenue N and Phinney Avenue N. The boundaries to the south would be expanded to N 58th Street from Greenwood Avenue N to the block faces of the eastern side of Phinney Avenue N.

Version C: Would contract the eastern boundary to a line running from the northern boundary at N 73rd Street south along Phinney Avenue N then turning east along N 67th Street then south along Daytona Avenue N to N 59th Street with a jog to the west along Francis from N 65th Street to N 64th Street. After going west along N 59th Street, the boundary would turn south along Phinney Avenue N to N 57th Street. This would mark the furthest southern extent with the line turning north along Greenwood and then west along N 60th Street to Palatine and north all the way to northern boundary at N 73rd Street.

The area that would be included in the Neighborhood Center under this amendment is zoned Neighborhood Commercial 2P – 55 (M) or Neighborhood Commercial 2 – 55 (M) for the block faces on both sides of Greenwood from N 73rd Street to just south of N 67th Street. From here,

the zoning is Lowrise 3 RC (M) along Phinney to the mid-block between N 63rd Street and N 62nd Street. From here, the zoning is again Neighborhood Commercial 2P 55 (M) running south along Phinney to N 58th Street where the zoning south of here is Lowrise 3 (M). Away from the block faces described above, the zoning is Neighborhood Residential 3. The current uses in the area generally follow the zoning.

King County Metro Bus Route 5 provides frequent transit service and runs along Greenwood and Phinney making stops near 73rd, 70th, 67th, and 65th. It connects this area with Shoreline Community College to the north and Downtown Seattle to the south. From Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which states:

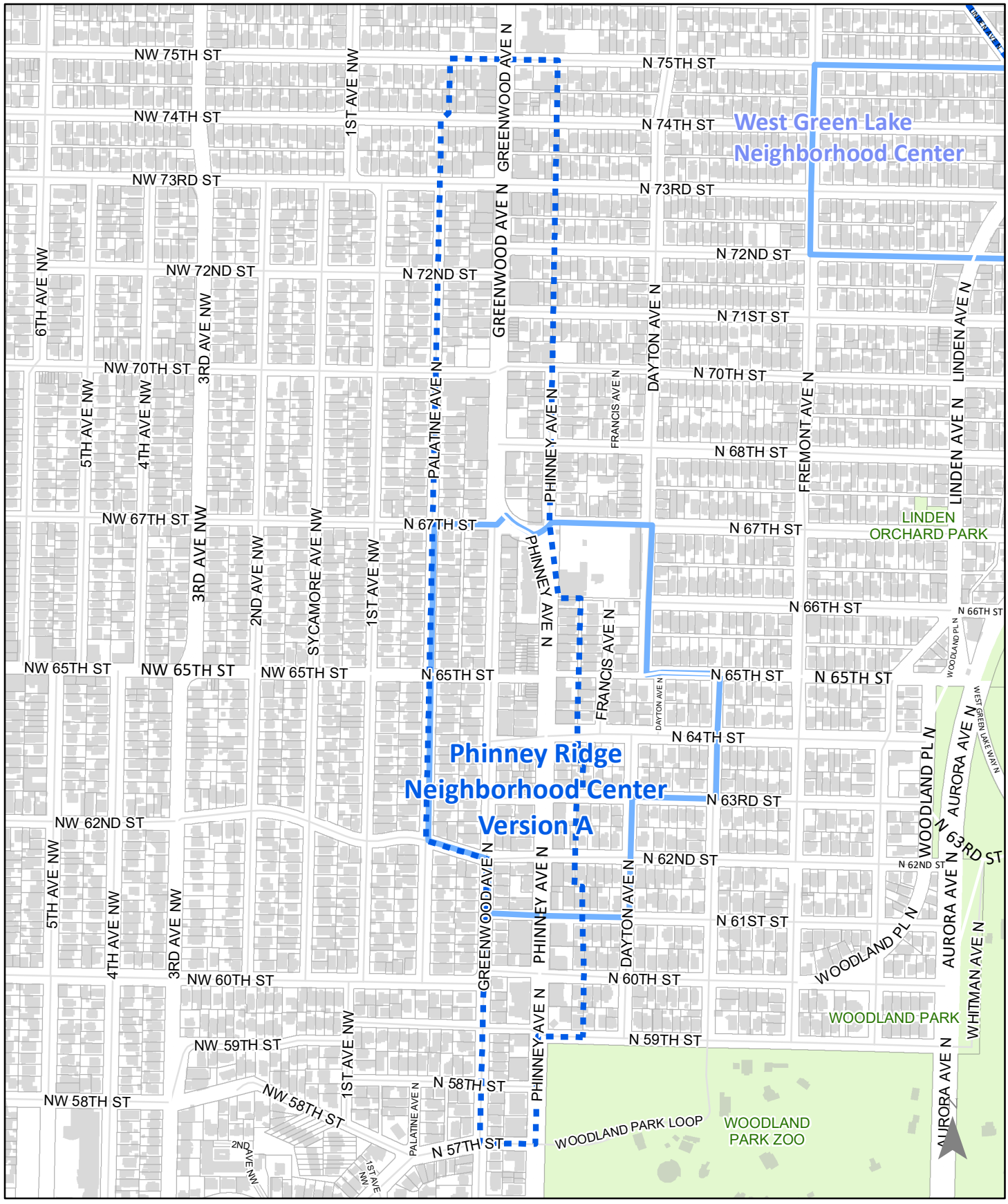
> GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

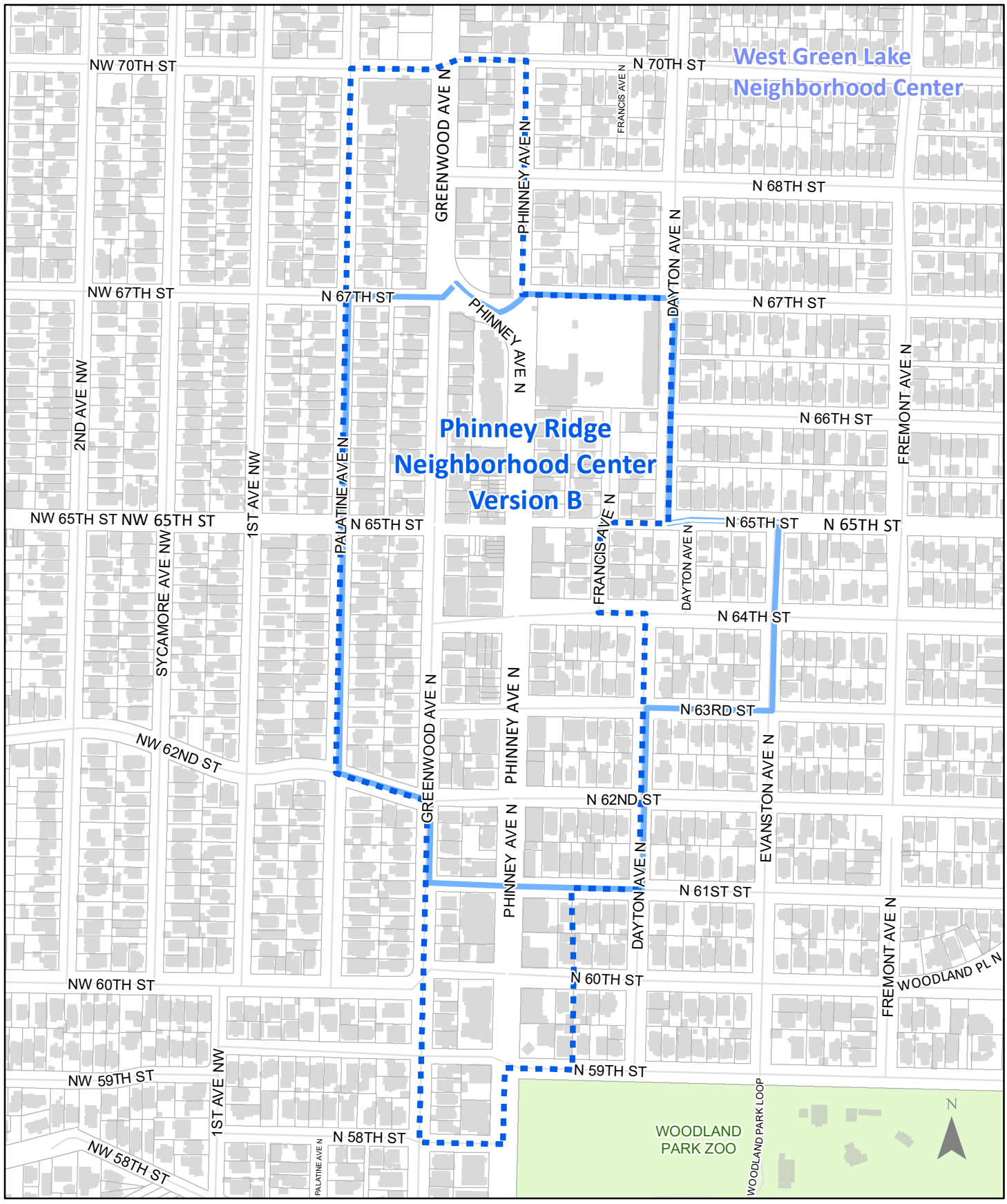
Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change may be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the Phinney Ridge Neighborhood Center according to one of three versions as shown on the attached maps:

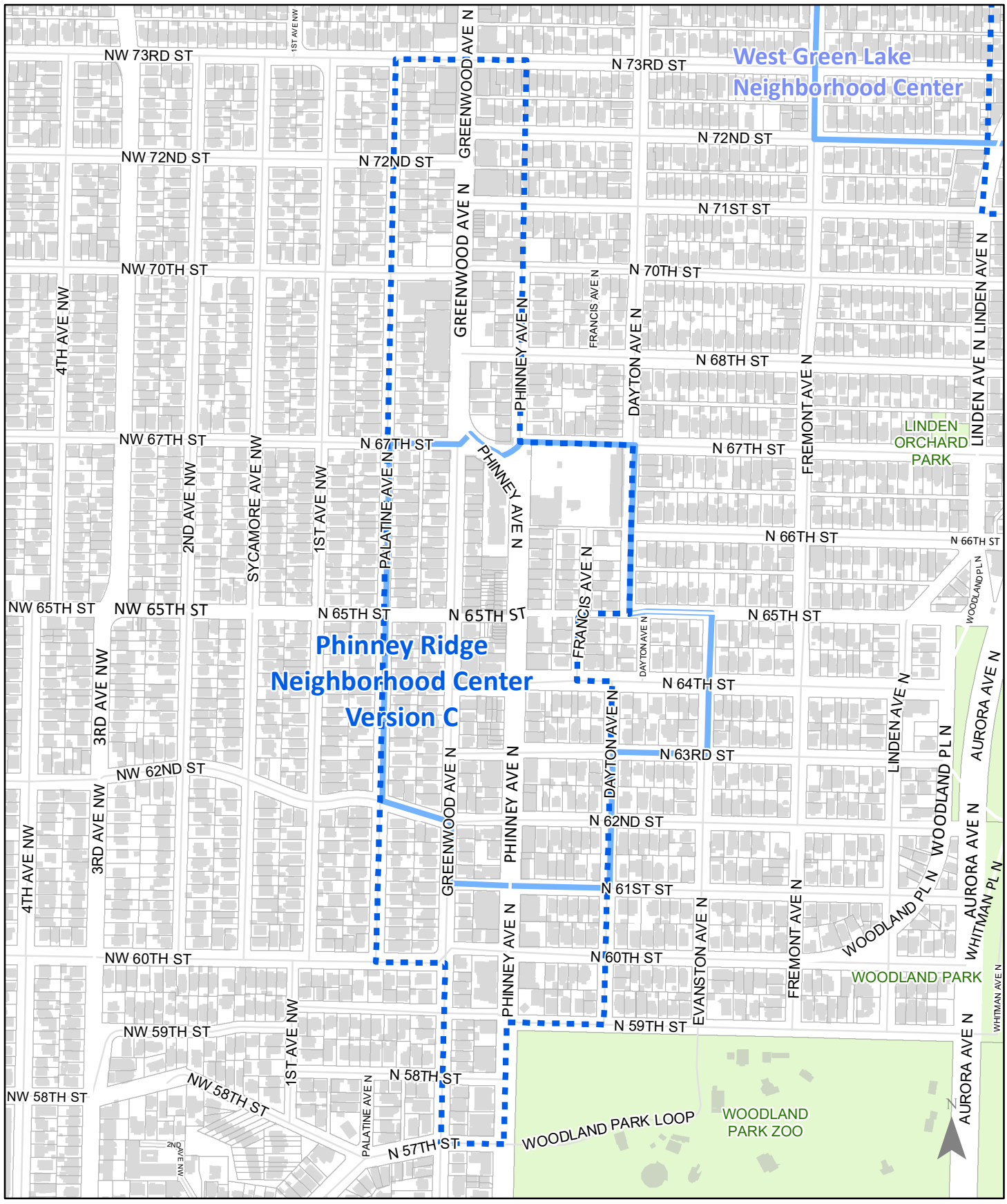
Phinney Ridge Neighborhood Center
Version A



Phinney Ridge Neighborhood Center
Version B



Phinney Ridge Neighborhood Center
Version C



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 47 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the Tangletown Neighborhood Center

Effect: This amendment would amend the boundaries of the Tangletown Neighborhood Center (NC) according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The size area of the amended Tangletown Neighborhood Center would range across the versions from 77 to 134 acres compared the 63 acres contained in the boundaries as proposed by Council Bill 120985. Each of the three versions would contract the western boundary from Wallingford Avenue N between McKinley Place N and N 53rd Street to the line running mid-block between Canfield Place N and Kenwood Place N and continuing south along Meridian Avenue N.

Version A: Would add the area to the southeast corner of Tangletown NC bounded by Meridian Avenue N, N 50th Street, and 1st Avenue NE.

Version B: Would add the area per Version A add the area bounded by NE 53rd Street, 5th Avenue NE, N 50th Street, Woodlawn Avenue N, and N 52nd Street.

Version C: Would add the area to the east and south bounded by NE 57th Street, 5th Avenue NE, NE 50th Street and Meridian Avenue N.

The area that would be included in the Neighborhood Center under this amendment is zoned Neighborhood Residential 3 throughout with Neighborhood Commercial 1 – 40 (M) zoning on the lots facing N 55th Street and N 56th Street from one lot west of the intersection of Kenwood Place N to one lot short of reaching Kensington Place N. The parcels bounded by N 55th Street, Keystone Place N, N 54th Street, and Meridian Avenue N are also zoned Neighborhood Commercial 1 – 40 (M) as are the parcels facing Meridian Avenue N adjacent to the west. The current uses are consistent with the zoning.

King County Metro Bus Route 62 provides frequent transit service and runs along Meridian Avenue N, N 55th Street, N 56th Street, and Kirkwood Place N making stops between N 53rd Street and N 54th Street, at Keystone Place N, and N 59th Street. It connects this area with the Sandpoint area by Magnuson Park in the east to Downtown Seattle to the south. Along its path it connects riders with Sound Transit Light Rail at Roosevelt and crosses other bus lines. From Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

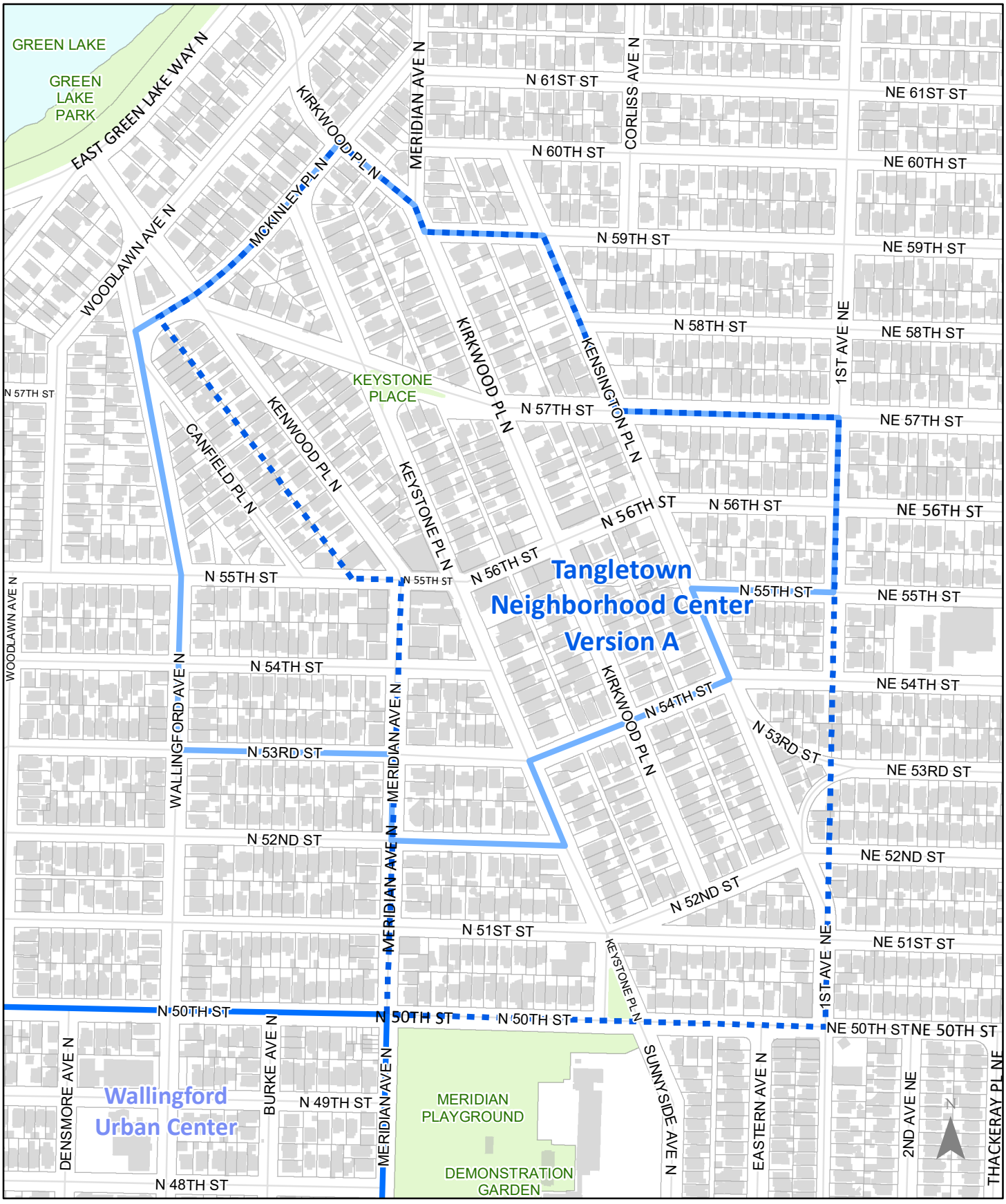
GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the Tangletown Neighborhood Center according to one of three versions as shown on the attached maps:

Tangletown Neighborhood Center
Version A



New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Tangletown Neighborhood Center
Version B



New Neighborhood Center Boundary Neighborhood Centers

0 100200 400 Feet

Amendment 47
Attachment 3

Tangletown Neighborhood Center
Version C



New Neighborhood Center Boundary Neighborhood Centers

0 100200 400 Feet

Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 48 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the Upper Fremont Neighborhood Center

Effect: This amendment would amend the boundaries of the Upper Fremont Neighborhood Center (NC) according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The size area of the amended Upper Fremont Neighborhood Center would range across the versions from 93 to 104 acres compared the 71 acres contained in the boundaries as proposed by Council Bill 120985.

Each of the three versions would expand the Neighborhood Center.

Version A: Would extend the boundary to the nother to N 47th Street and add two blocks at the northwest corner. It would also contract half a block from Evanston Avenue N to midblock between Evanston and Fremont Avenue N between N 42nd and N 41st Streets. Also, it would expand to the south to N 40th Street.

Version B: Would change boundaries like Version A and would expand to the west one blockface from N 45th Street to N 42nd Street on the west side of Phinney Avenue N.

Version C: Like Version A and would expand to the west to the line running north to south midway between Palatine Avenue N and Greenwood Avenue N from n 45th Street to N 42nd Street.

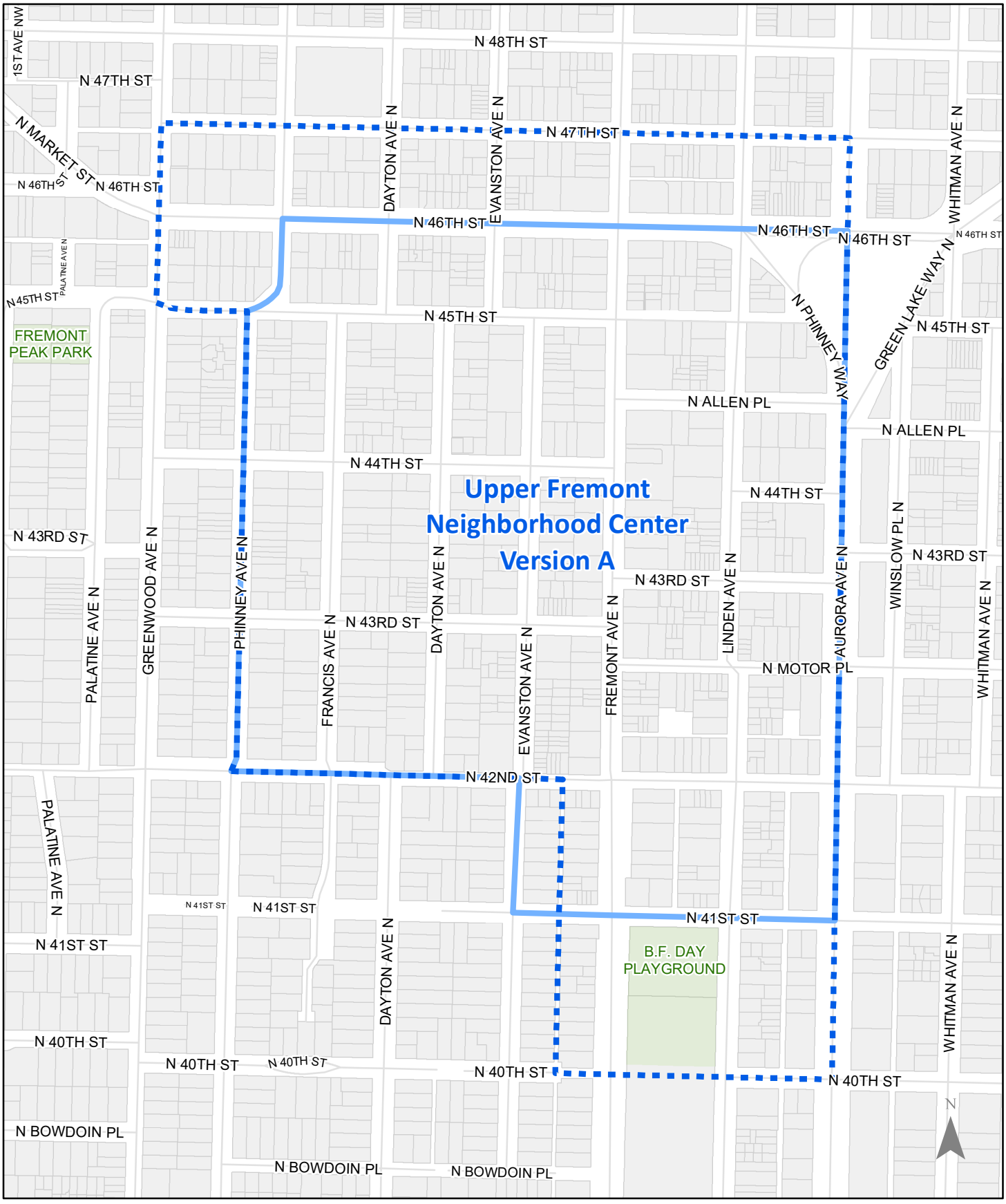
The area that would be included in the Neighborhood Center under this amendment is zoned predominantly as Lowrise with Neighborhood Commercial zoning along Fremont Avenue N from N Motor Place to n 45th Street and the corners just north of N 46th Street on Fremont. South of N 43rd Street along Greenwood Avenue N, Francis Avenue N, and Dayton Avenue N, the zoning is Neighborhood Residential. The current uses are consistent with the zoning with single family dwellings intermixed with multi-family dwellings and commercial uses.

King County Metro Bus Routes 5 and 44 both provide frequent transit service to this area. Route 5 connects this area with Shoreline Community College to the north and Downtown Seattle to the south. From Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 44 runs from the Locks in Ballard to Sound Transit's UW Station (light rail), running through Ballard, Wallingford and the University District.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the Upper

Fremont Neighborhood Center according to one of three versions as shown on the attached maps:

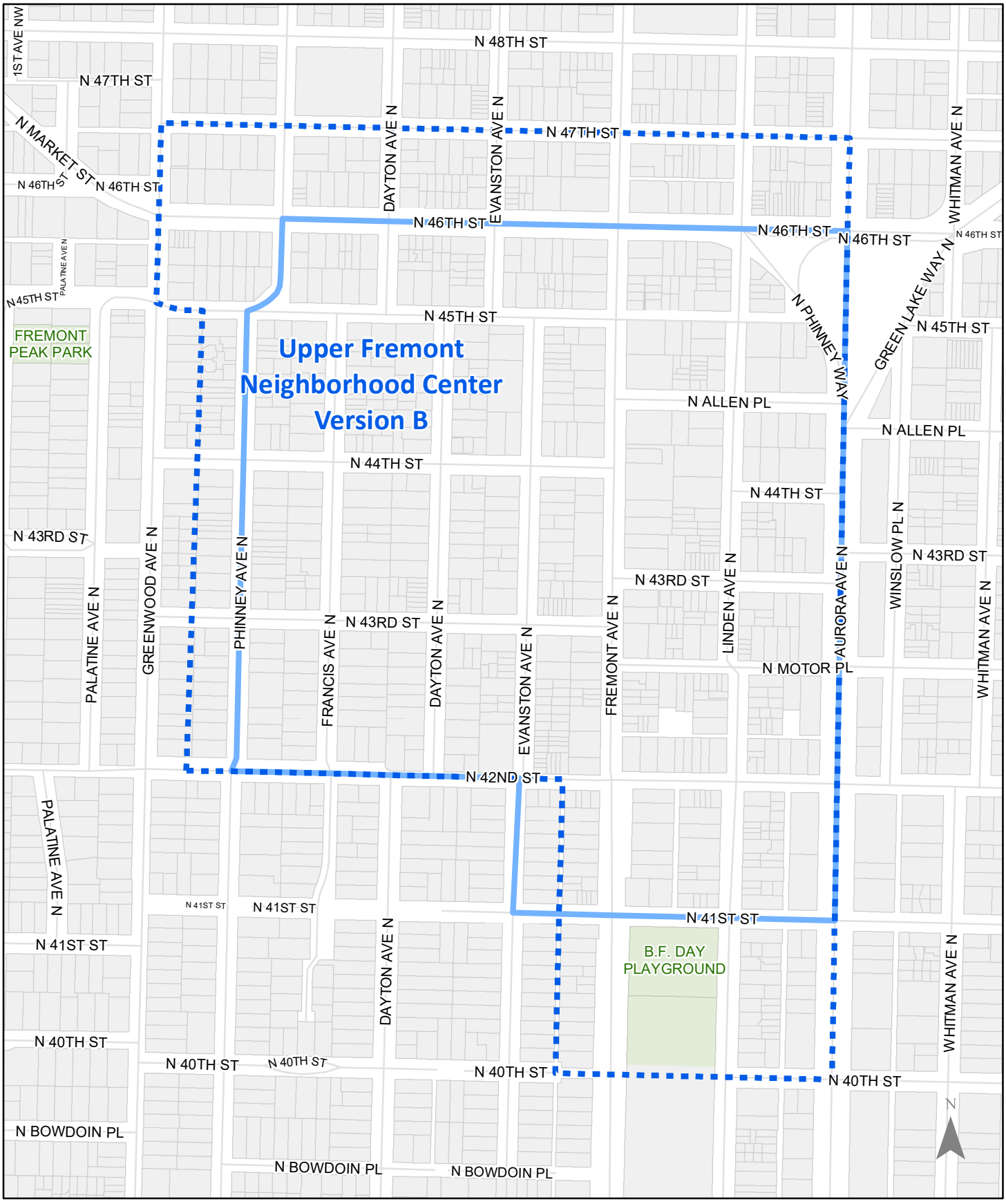
Upper Fremont Neighborhood Center
Version A



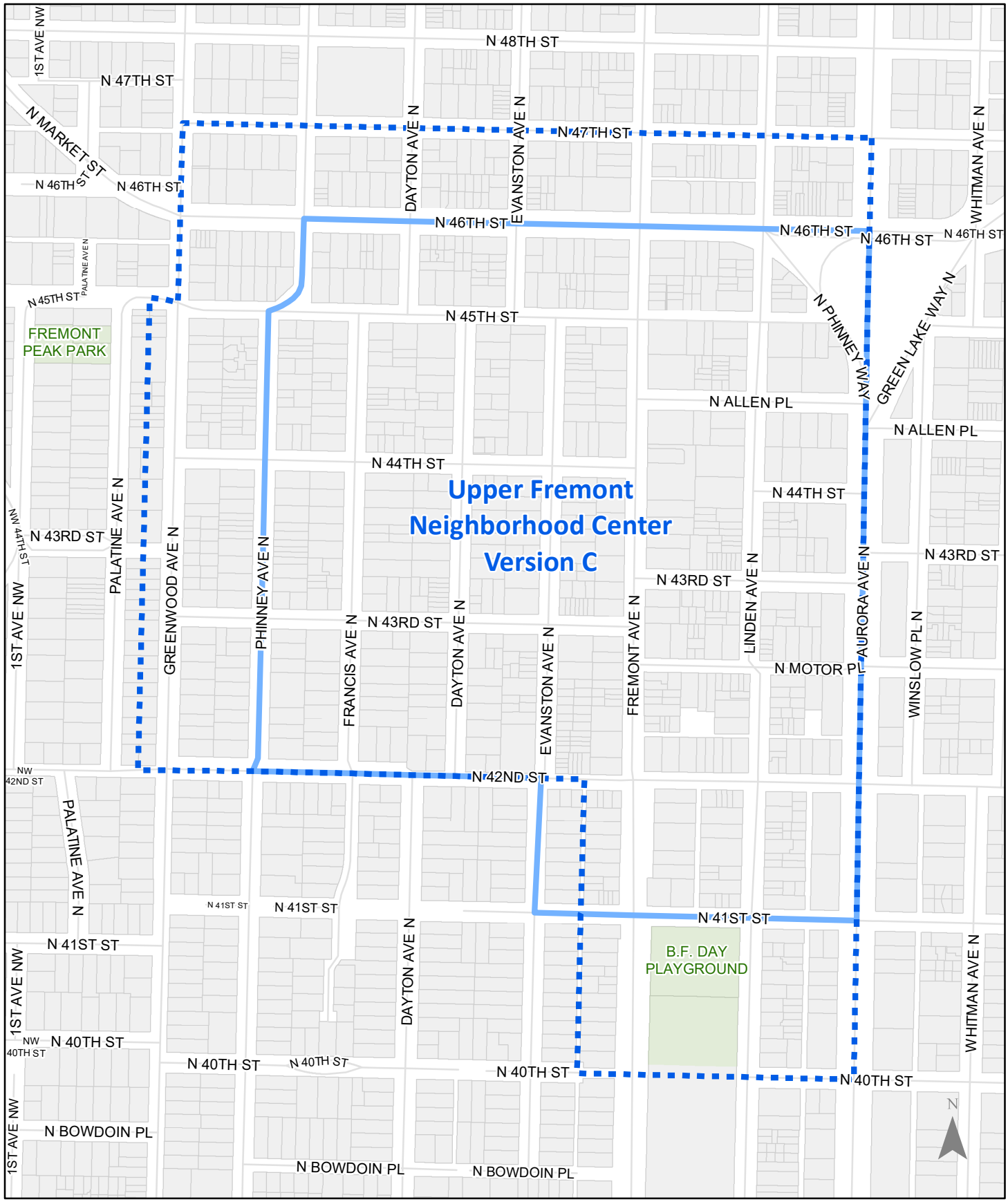
New Neighborhood Center Boundary Neighborhood Centers

0 100 200 400 Feet

Upper Fremont Neighborhood Center
Version B



Upper Fremont Neighborhood Center
Version C



Eric McConaghy
Select Committee on the Comprehensive Plan
July 29, 2025
D#1

Amendment 49 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the West Green Lake Neighborhood Center

Effect: This amendment would amend the boundaries of the West Green Lake Neighborhood Center (NC) according to three different versions (A, B, and C). See Attachment 1 for maps for each version.

The size area of the amended West Green Lake Neighborhood Center would range across the versions from 57 to 126 acres compared the 63 acres contained in the boundaries as proposed by Council Bill 120985.

Each of the three versions would contract the boundaries of the NC on the southwest side, Version A would also contract from the southern border at West Green Lake Drive.

Version A: Would expand north from N 75th Street about 350 feet on both sides of Aurora Avenue N to N 83rd Street and from Linden Avenue N to Stone Avenue N from N 83rd Street to N 84th Street.

Version B: Would contract in the southwest from Fremont Avenue N to Linden Avenue N and expand north to the area bounded by Linden Avenue N, N 81st Street, and Stone Avenue N.

Version C: Would contract in the southwest from Fremont Avenue N to Linden Avenue N and expand to the south to the area bounded by Linden Avenue N, N 71s Street, and Aurora Avenue N. Would also expand to the north and east to the borders defined by Linden Avenue N, N 84th Street, Stone Avenue N, Green Lake Drive N, N 80th Street, Wallingford Avenue N, East Green Lake Dr, and West Green Lake Drive.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with Neighborhood Commercial 3P – 55 (M) and Commerical 1 – 55 (M) zoning on Aurora Avenue N. Two blocks east of Aurora and bordering Green Lake Dr N are zoned Lowrise 2 RC (M) and Neighborhood Commercial 1 – 55. The blocks clustering along Winona Avenue N from N 71st Street are zoned Lowrise to Stone Avenue N. The current uses are consistent with the zoning.

King County Metro RapidRide E runs along Aurora Avenue N with stops also on Winona and Linden. RapidRide stops are defined as “Major Transit Stops.” This route connects this Neighborhood Center to the Aurora Transit Center to the north at N 200th Street and Downtown Seattle to the south. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

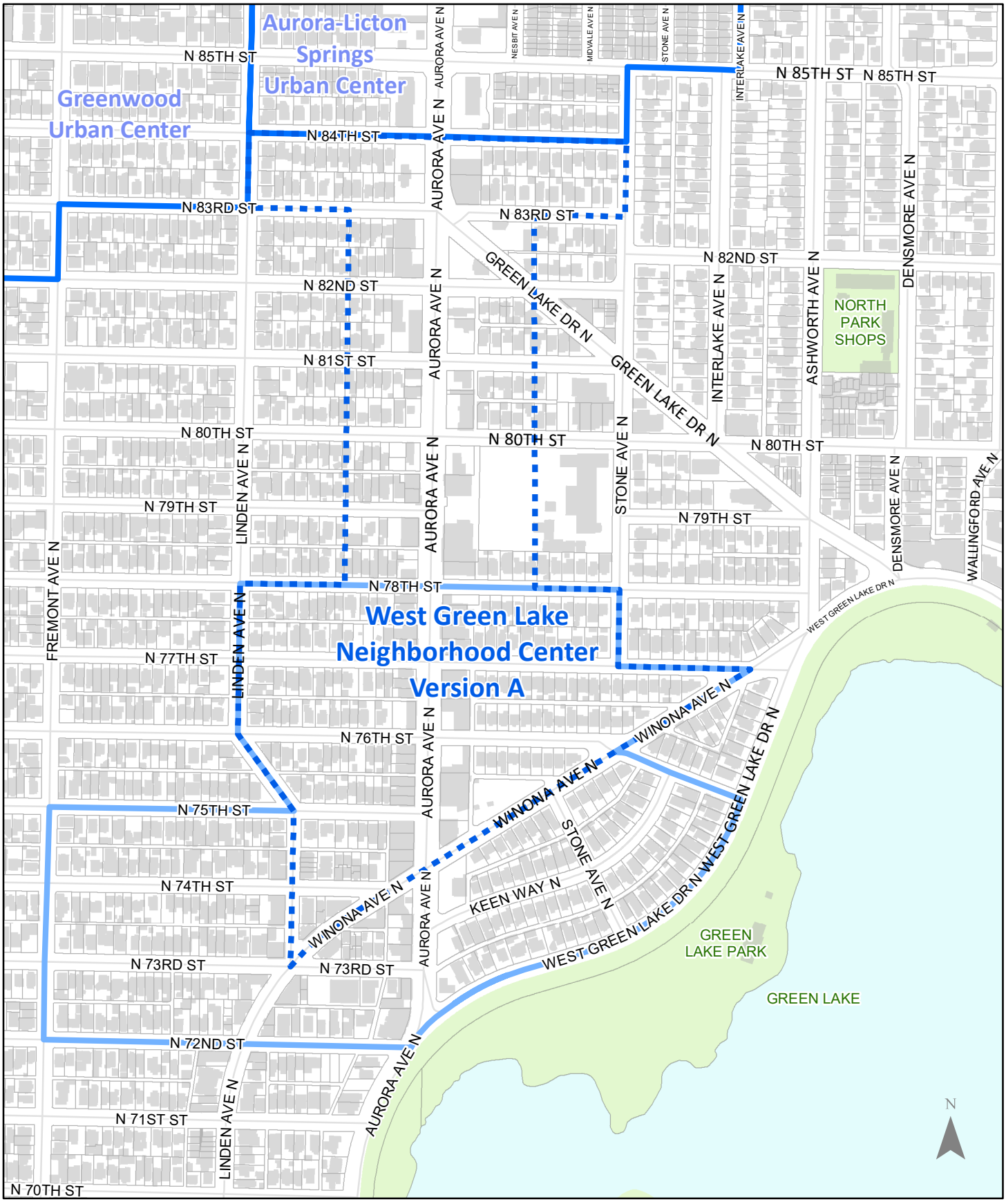
GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the West Green Lake Neighborhood Center according to one of three versions as shown on the attached maps:

West Green Lake Neighborhood Center
Version A

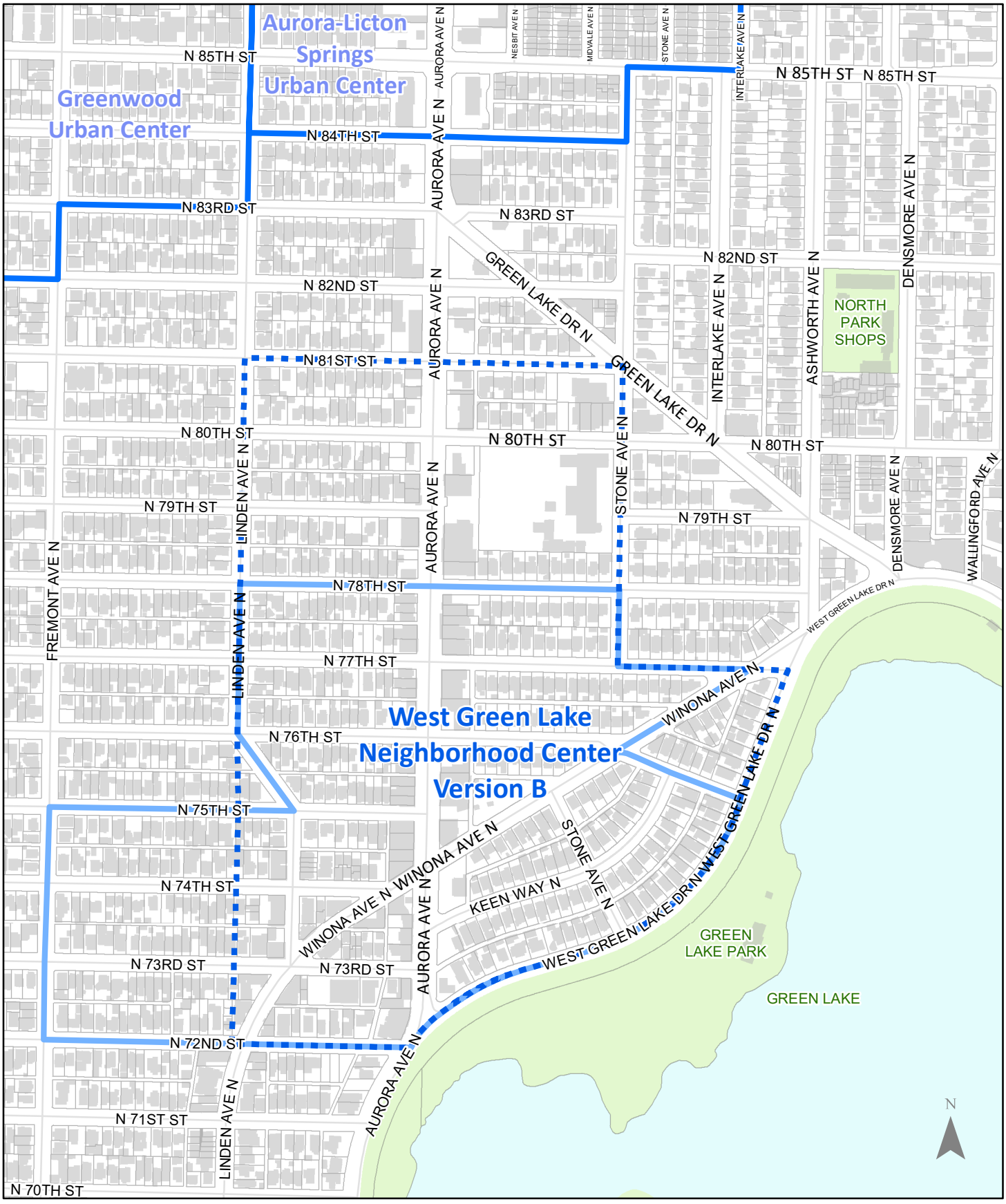


New Neighborhood Center Boundary Neighborhood Centers

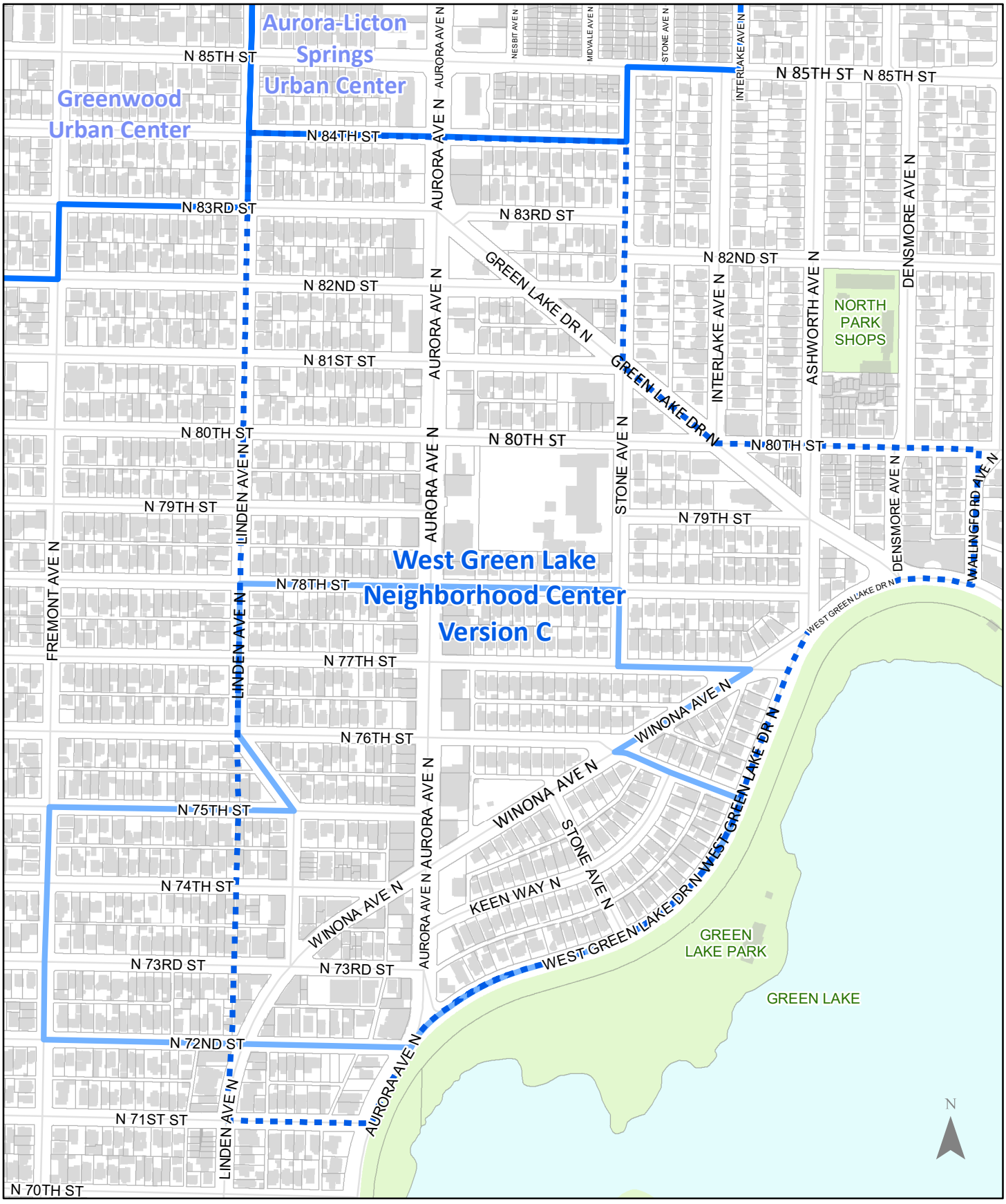
0 100 200 400 Feet

Amendment 49
Attachment 2

West Green Lake Neighborhood Center
Version B



West Green Lake Neighborhood Center
Version C



Lish Whitson
Select Committee on the Comprehensive Plan
July 27, 2025
D#1

Amendment 50 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Kettle

Add a North Queen Anne/Nickerson Neighborhood Center

Effect: This amendment would create a new North Queen Anne/Nickerson Neighborhood Center generally located between 3rd Avenue N and 4th Avenue NE, south of the ship canal, with an irregular southern border running along W Dravus Street, Etruria Street, Florentia Street and Fulton Street. The proposed Center would include the eastern edge of the Seattle Pacific University campus (Council District 7). It would encompass approximately 44.5 acres.

The area to be included in the Neighborhood Center includes a Major Institution zone over the Seattle Pacific University Campus, west of Queen Anne Avenue N and north of W Dravus Street. East of Queen Anne Avenue N and north of Etruria Street and Nickerson Street the zoning is Commercial 1 and Commercial 2 with a 55-foot height limit. The remainder of the area is predominantly zoned Lowrise 2 and 3, with Neighborhood Residential zones south of Florentia Street.

The Major Institution zone includes a mix of institutional buildings with a few single-family structures, parking lots, and a gas station. The Lowrise areas are predominantly developed with multifamily buildings, with scattered single-family houses. There are a wide range of uses in the Commercial-zoned area, with offices along the ship canal, commercial uses along Nickerson Street, and mixed-use, multifamily and warehouse structures off of Nickerson Street.

The 31 and 32 bus routes serve the same stops and together provide frequent transit service in this area. Bus stops for the 31 and 32 bus routes are located along Nickerson Street. Areas farthest from the center of the proposed neighborhood center are approximately 800 feet from the closest bus stop serving the 31 and 32.

The One Seattle Plan Final Environmental Impact Statement (EIS) analyzed the potential for a new Neighborhood Center in this area, but did not analyze specific boundaries for this center. Consequently, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, 8 and 9 to add a North Queen Anne/Nickerson Neighborhood Center as shown on the attached map:

2. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figure 8 to add the North Queen Anne/Nickerson Neighborhood Center, as follows:

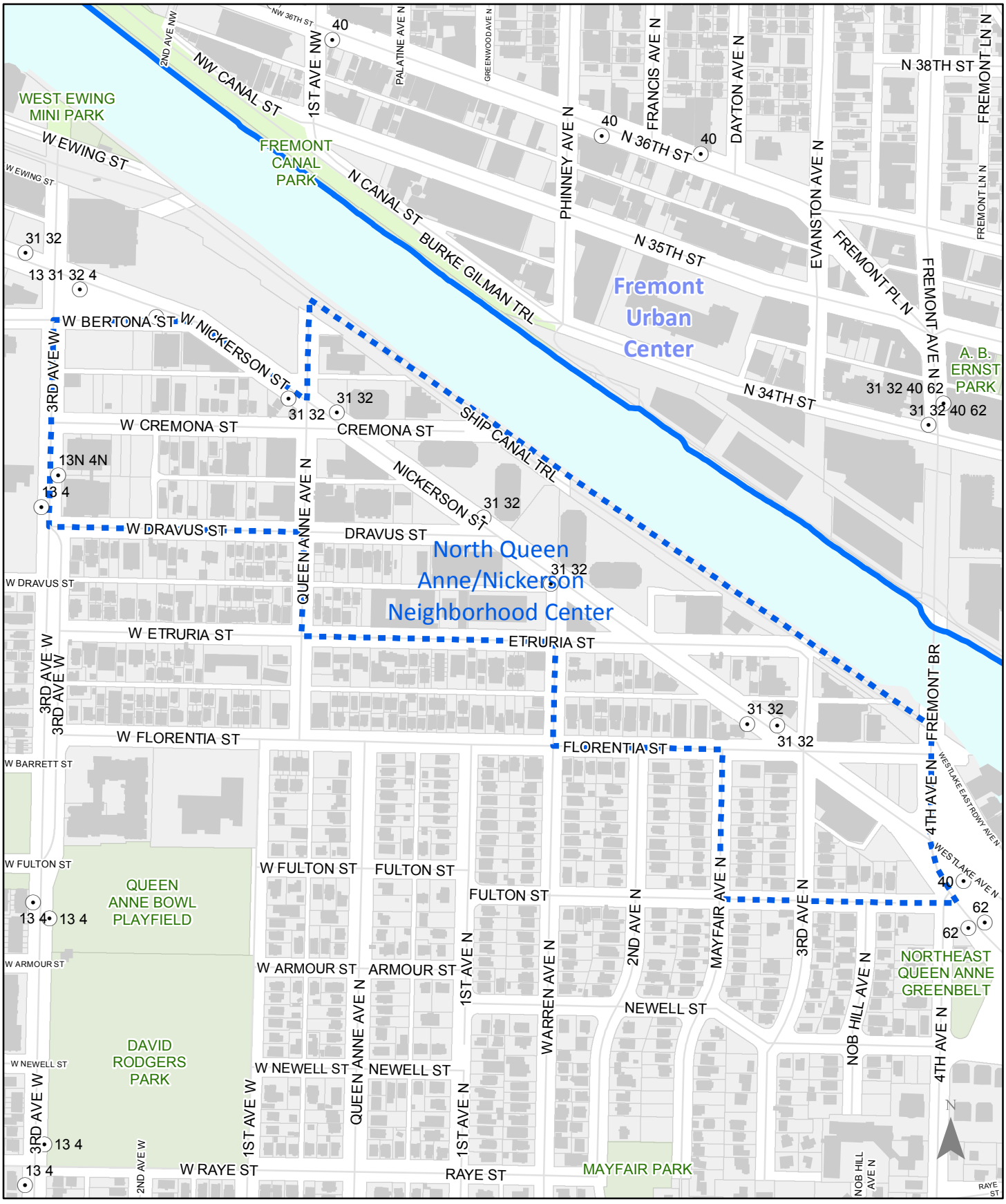
Figure 8

List of Neighborhood Centers

Brandon Junction	Little Brook	Olympic Hills
Bryant	Madison Park	Phinney Ridge
Delridge	Madison Valley	Ravenna
Dravus	Madrona	South Park
Endolyne	Magnolia Village	Tangletown
Fairmount	Maple Leaf	Upper Fauntleroy
Georgetown	Mid Beacon Hill	Upper Fremont
High Point	Montlake	Wedgwood
Hillman City	North Magnolia	West Green Lake
Holden	North Queen Anne-Nickerson	Whittier
Holman Road		

3. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan adding the North Queen Anne/Nickerson Neighborhood Center and updating the figures based on the boundaries shown on the attached map, as appropriate.

New North Queen Anne/Nickerson Street Neighborhood Center
V1



New Neighborhood Center Boundary Urban Centers Neighborhood Centers

0 100 200 400 Feet

Lish Whitson
Select Committee on the Comprehensive Plan
July 28, 2025
D#1

Amendment 51 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Kettle

Remove areas north of Roy Street from the Uptown Regional Center and add them to the Upper Queen Anne Urban center

Effect: The One Seattle Plan proposes to expand the boundaries of the Uptown Regional Center on the north from Roy Street to Prospect Street. This amendment would instead expand the Upper Queen Anne Urban Center in the same area, leaving the northern boundary of the Uptown Urban Center untouched.

The Uptown Regional Center currently runs from Roy Street to Denny Way and from Elliott Avenue W to 7th Avenue N. The proposed One Seattle Plan would extend the northern boundary of the regional center from the mid-block north of Roy Street to Prospect Street in the area between 3rd Avenue W and Nob Hill Avenue N, in recognition of future light rail stations planned for the area.

The Upper Queen Anne Urban Center generally runs along Queen Anne Avenue and W Galer street. It would be expanded in the One Seattle Plan to generally include the area from 3rd Avenue W to 2nd Avenue N and from W Prospect Street to W McGraw Street.

This amendment would shift the area that is proposed to be added to the Uptown Regional Center to instead add most of that area to the Upper Queen Anne Urban Center. Urban Centers and Regional Centers differ in terms of the amount of growth that is anticipated in the areas. Regional Centers are generally anticipated to accommodate the most growth in the City, and may be appropriate for tower development. Urban Centers are intended to play an important role in shaping the City's growth. Heights between three and eight stories are appropriate in Urban Centers.

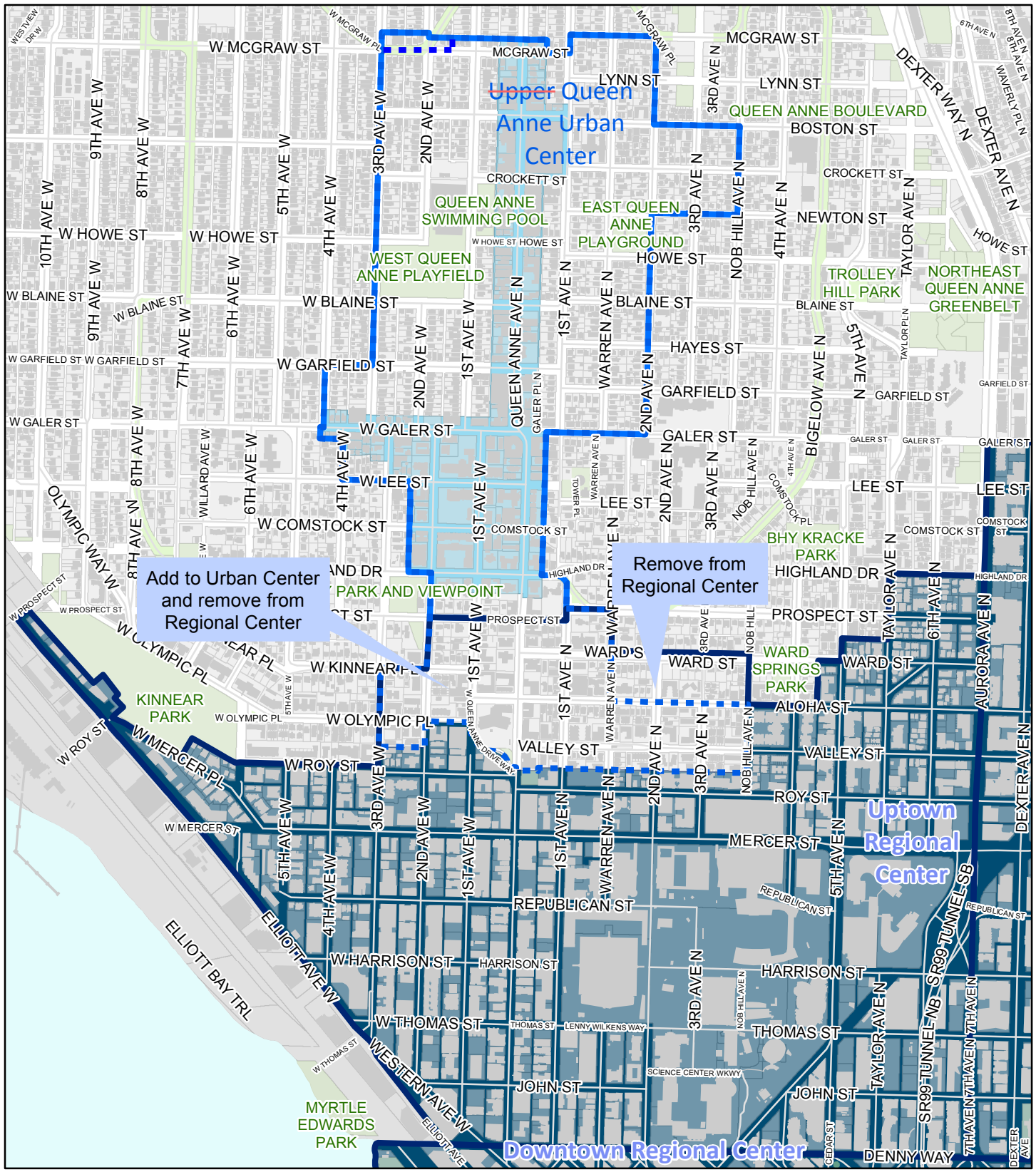
The area proposed to be moved from the Regional Center to the Urban Center is generally zoned Lowrise 3 multifamily, with a few areas on the northern edge zoned Neighborhood Residential. This area, on the south slope of Queen Anne Hill, is predominantly in multifamily use, except for the Neighborhood Residential area, which is predominantly single-family houses.

Two blocks located between Ward Street and Aloha Street, Warren Avenue N and Nob Hill Avenue N would be removed from both centers. The north half of this area is zoned Neighborhood Residential and is in single-family use and the south side is zoned Lowrise and is in multifamily use.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to

Council Bill 120985, by amending Figures 2, 3, 5, and 9 to amend the boundaries of the Uptown Regional Center and the Upper Queen Anne Urban Center as shown on the attached maps:

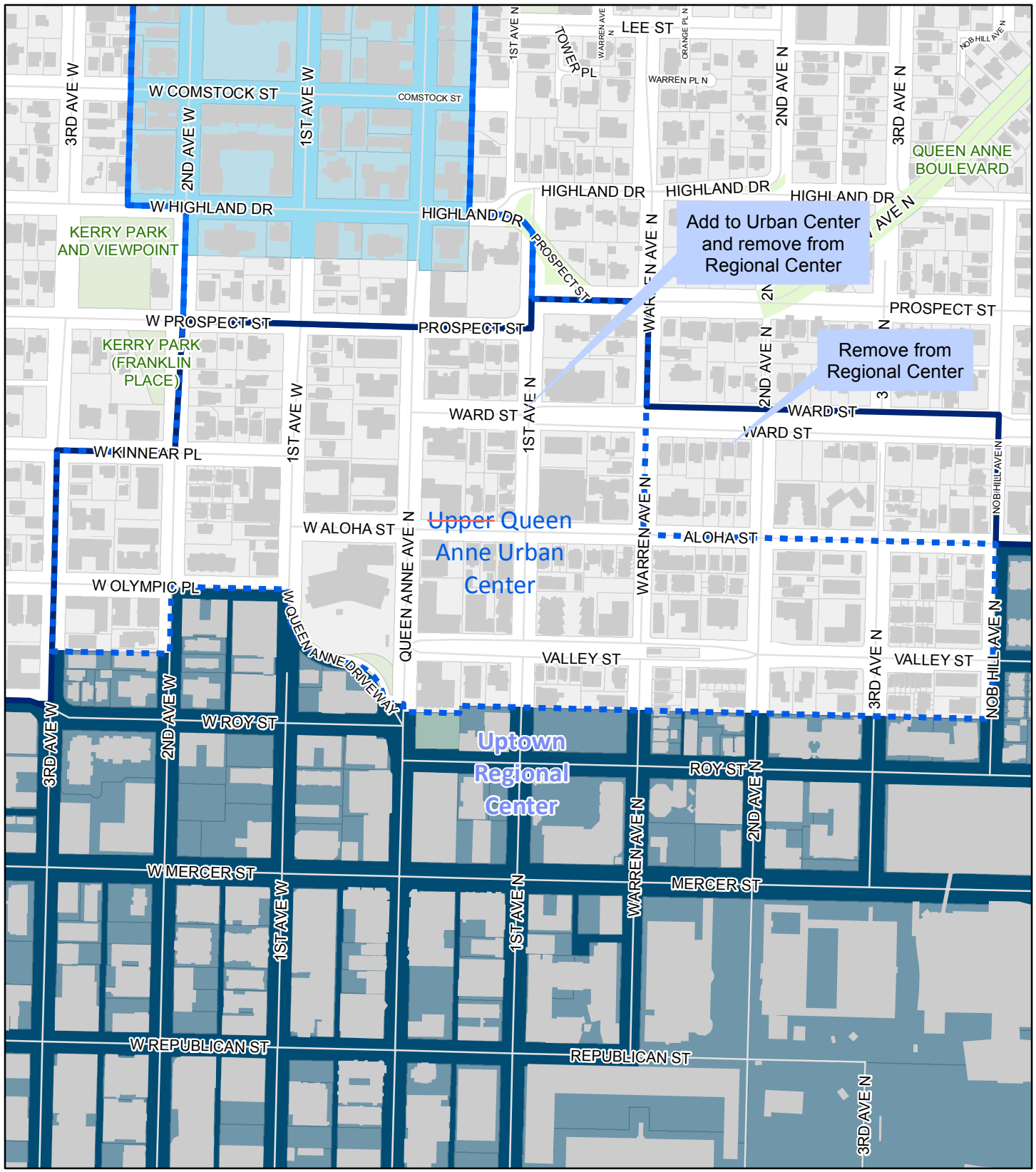
Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan based on the boundaries shown on the attached maps, as appropriate.



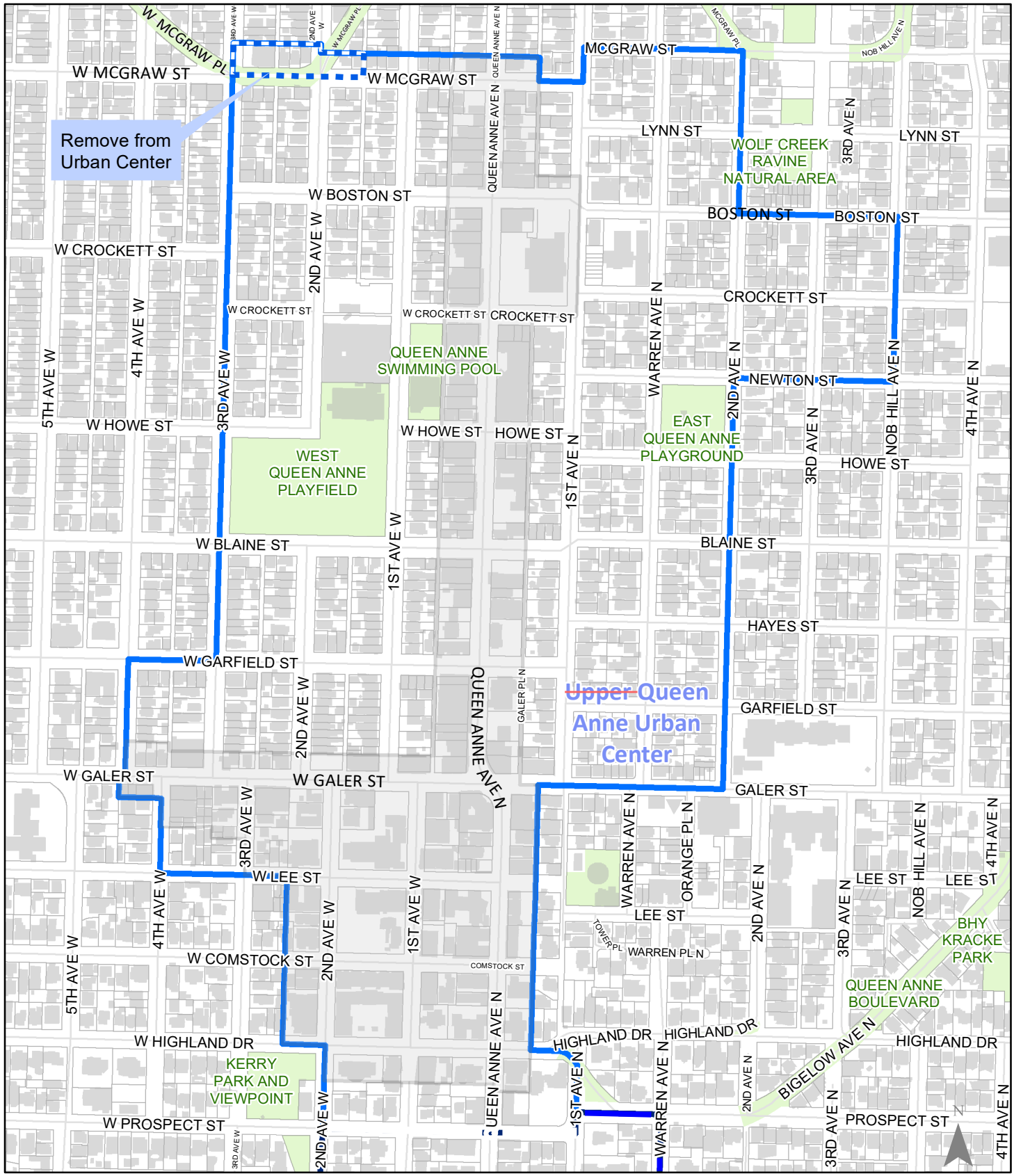
New Urban Center Boundary
Proposed Regional Center Boundary
Proposed Urban Center Boundary
Urban Center
Hub Urban Village
Residential Urban Village
Manufacturing Industrial

0 250 500 1,000 Feet

Amend Upper Queen Anne UC and Uptown RC Boundaries (inset)
V1



Adjust the Queen Anne Urban Center Boundary
v1



Proposed boundary

Neighborhood Center | Urban Center | Existing center boundary

0 100 200 400 Feet

Ketil Freeman/Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D2a

Amendment 52 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Council President Sara Nelson

Continue to keep residential development categorically exempt from SEPA

Effect: This amendment would exempt all residential and mixed-use development from review under the State Environmental Policy Act (SEPA). Revised Code of Washington (RCW) 43.21C.229 (3) allows the City to exempt all residential development Citywide where current density and intensity of use in the area is roughly equal to or lower than called for in the goals and policies of the City's Comprehensive Plan. All residential and mixed-use development is currently exempt from SEPA within the City of Seattle, under RCW 43.21C.229 (4). That provision ends on September 30, 2025. This amendment would continue the current practice of exempting projects with residential units in them from SEPA.

Under RCW 43.21C.229 (3) in order to support this amendment, the City can not exempt development that is clearly inconsistent with the amount of development planned for in the Comprehensive Plan. In addition, because the Final Environmental Impact Statement found significant adverse transportation and cultural resources impacts from the Mayor's Preferred Growth Strategy, the City is required to mitigate those impacts alongside this change.

Amend Section 113 of Council Bill 120985, as follows:

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 is categorically exempt from SEPA environmental review in all zones if:

1) The development is consistent with subsection 25.05.800.A.1;

2) Citywide residential growth has not exceeded the exemption limits established pursuant to subsection 25.05.800.A.2.i in reference to an adopted Comprehensive Plan; and

3) The development does not exceed permissible use, density, or intensity limits established by the Land Use Code or other applicable codes of The City of Seattle. ~~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~~A for 25.05.800:

Table ~~B~~A 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~~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] 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~~ Construction combining two or more non-residential 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~~ combining a non-residential use with a residential use ~~comprising 50 percent or more of the gross floor area~~ with at least one dwelling unit, not including caretaker units or live-work units;

i. To implement the requirements of ~~Table A for 25.05.800~~ subsection 25.05.800.A.2.a and Table ~~B~~A 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 residential exemption limits shall consistent of the residential growth amount analyzed in the environmental impact statement in the Seattle Comprehensive Plan minus a "cushion" of ten percent to assure that development does not exceed growth estimates without SEPA review. The nonresidential 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 citywide and 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~~)) subsequent development of nonresidential uses will be subject to the lower thresholds as set forth in Table A for 25.05.800 ~~and Table B for 25.05.800~~. If the Director determines that exemption limits have been reached, subsequent development residential uses will be subject to the following thresholds depending on the zone, as follows:

1) Neighborhood Residential and Industrial: 4 units;

2) Multifamily, Commercial, Seattle Mixed, and Master Planned Community: 20 units;

3) Downtown: 200 units

* * *

Ketil Freeman
Select Committee on the Comprehensive Plan
July 30, 2025
D1

Amendment 53 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Saka

Threshold for pedestrian improvements in centers

Effect: This amendment would extend current pedestrian circulation and access requirements to development in Neighborhood Centers.

As proposed in CB 120985, increased pedestrian and circulation access requirements would apply only to regional and urban centers, not new neighborhood centers.

Amend Section 86 of Council Bill 120985, as follows:

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, ~~and~~ urban centers, 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, ~~and~~ urban centers, 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.

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
July 1, 2025
D#2

Amendment 54 Version #1 to OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Allow unit lot subdivisions for Accessory Dwelling Units

Effect: This amendment would allow Detached Accessory Dwelling Units (DADUs) and Attached Accessory Dwelling Units (AADUs) that share a common wall with the principal unit to be subdivided onto a separate unit lot from the principal unit they are accessory to. Currently, if ADUs are to be under separate ownership, a condominium ownership structure is required. The amendment would not apply to AADUs that are classified as stacked dwelling units. For example, an ADU located in the basement of a house would be considered a stacked dwelling unit and could not be subdivided onto a separate lot.

Because ADUs are accessory to a principal unit, there may be some downstream impacts to this change that should be explored. For example, many ADUs receive their electrical, water, and wastewater service through the principal unit. This means that the principal units, even if the ADUs are subdivided, will be required to have an ongoing management relationship to the ADU.

Amend Section 11 of Council Bill 120993, as follows:

Section 11. Section 23.22.062 of the Seattle Municipal Code, last amended by Ordinance 127211, is amended as follows:

23.22.062 Unit lot subdivisions

A. The provisions of this Section 23.22.062 apply exclusively to the unit subdivision of land for residential development including ((~~single-family dwelling units, townhouse, rowhouse, and cottage housing developments,~~)) attached and detached dwelling units and existing ((~~apartment~~)) structures containing stacked dwelling units built prior to January 1, 2013, but not individual ((~~apartment~~)) stacked dwelling units, in all zones in which these uses are permitted, or any combination of the above types of residential development as permitted in the applicable zones. The provisions of this Section 23.22.062 apply to accessory dwelling units and structures containing accessory dwelling units,

provided that they do not apply to individual stacked accessory dwelling units separate from the principal dwelling unit.

* * *

~~G. Unit lot subdivision shall not result in an accessory dwelling unit that is located on a different unit lot than the unit lot of the associated principal dwelling unit.~~

Amend Section 12 of Council Bill 120993, as follows:

Section 12. Section 23.24.045 of the Seattle Municipal Code, last amended by Ordinance 127211, is amended as follows:

23.24.045 Unit lot subdivisions

A. The provisions of this Section 23.24.045 apply exclusively to the unit subdivision of land for residential development including ((~~single-family dwelling units, townhouse, rowhouse, and cottage housing developments,~~)) attached and detached dwelling units and existing ((~~apartment~~)) structures containing stacked dwelling units built prior to January 1, 2013, but not individual ((~~apartment~~)) stacked dwelling units, in all zones in which these uses are permitted, or any combination of the above types of residential development as permitted in the applicable zones. The provisions of this Section 23.22.062 apply to accessory dwelling units and structures containing accessory dwelling units, provided that they do not apply to individual stacked accessory dwelling units separate from the principal dwelling unit.

* * *

~~G. Unit lot subdivision shall not result in an accessory dwelling unit that is located on a different unit lot than the unit lot of the associated principal dwelling unit.~~

Amendment 55 Version #1 to OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Allowing larger maximum size for ADUs for Legacy Homeowners

Effect: This amendment would increase the maximum size of accessory dwelling units (ADUs) to 1,500 square feet for legacy homeowners in low rise zones near transit. As transmitted, the proposed legislation limits ADUs to a maximum size of 1,000 square feet. This amendment would allow ADUs to be larger for lots that are both in low rise zones and frequent transit service areas, if the lot has not been sold for 20 years.

Amend Section 21 as follows:

Section 21. Section 23.42.022 of the Seattle Municipal Code, enacted by Ordinance 127211, is amended as follows:

23.42.022 Accessory dwelling units

***

G. Maximum size

1. The gross floor area of an accessory dwelling unit may not exceed 1,000 square feet. The gross floor area of an accessory dwelling may not exceed 1,500 square feet if the following requirements are met:

a. The lot is located in a LR zone;

b. The lot is located in a frequent transit service area; and

c. The lot has not been purchased for value in the past 20 years.

Amendment 56 Version #1 to OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Exempting ADUs from counting toward floor area ratio calculations

Effect: This amendment would remove accessory dwelling units from calculations of floor area ratio.

Amend section 21 as follows:

Section 21. Section 23.42.022 of the Seattle Municipal Code, enacted by Ordinance 127211, is amended as follows:

23.42.022 Accessory dwelling units

***

G. Maximum size

***

3. ~~((In NR1, NR2, and NR3 zones, g))~~ Gross floor area in an accessory dwelling unit is exempt from FAR limits.

Amend section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

***

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

4. All floor area contained in accessory dwelling units.

***

Amend section 34 as follows:

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

***

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

***

14. Accessory dwelling units.

Amend section 89 as follows:

Section 89. Section 23.86.007 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.86.007 Floor area and floor area ratio (FAR) measurement

***

E. The floor area of accessory dwelling units is exempt from FAR limits.

Amendment 57 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Allowing larger maximum size for ADUs

Effect: This amendment would increase the maximum size of accessory dwelling units (ADUs) with three or more bedrooms to 1,200 square feet. As transmitted, the proposed legislation would allow ADUs to be up to 1,000 square feet. This amendment would increase the maximum size for only those ADUs that contain three or more bedrooms.

Amend Section 21 as follows:

Section 21. Section 23.42.022 of the Seattle Municipal Code, enacted by Ordinance 127211, is amended as follows:

23.42.022 Accessory dwelling units

***

G. Maximum size

1. The gross floor area of an accessory dwelling unit with up to two bedrooms may not exceed 1,000 square feet. The gross floor area of an accessory dwelling unit with three or more bedrooms may not exceed 1,200 square feet.

Amendment 58 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Exclude ADUs from density calculations

Effect: This amendment would exclude accessory dwelling units (ADUs) from being counted toward maximum density regulations. As transmitted, the proposed legislation would count all dwelling units (principal or accessory) toward maximum density. This amendment would only count principal dwelling units toward the maximum density allowance, allowing ADUs to be built in addition to that maximum density.

Amend section 21 as follows:

Section 21. Section 23.42.022 of the Seattle Municipal Code, enacted by Ordinance 127211, is amended as follows:

23.42.022 Accessory dwelling units

***

J. When calculating density, the number of dwelling units shall not include ~~both~~ accessory dwelling units. ~~and principal dwelling units.~~

((~~J.~~)) K. Title 23 shall not be interpreted or applied to prohibit the sale or other conveyance of a condominium unit on the grounds that the condominium unit was originally built as an accessory dwelling unit.

((~~K.~~)) L. Unless provided otherwise in this Section 23.42.022, the provisions of the applicable zone and overlay district apply. In the event of conflict with provisions elsewhere in Title 23 other than Chapter 23.60A, this Section 23.42.022 shall prevail.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units on lots larger than 6,000 square feet that are located in a frequent transit service area, one dwelling unit per 650 square feet of lot area;

2. For all other principal dwelling units, one dwelling unit per 1,250 square feet of lot area.

B. The minimum lot size for lots created after the effective date of this ordinance is 5,000 square feet.

C. Maximum density exceptions

1. At least one principal dwelling unit is allowed on all lots in existence as of the effective date of this ordinance.

2. A lot that is less than 5,000 square feet may be developed with up to four principal dwelling units provided that the lot does not contain any riparian corridors; wetlands and their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes.

3. A lot that is less than 7,500 square feet and within one-quarter mile walking distance of a stop on a major transit service may be developed with up to six principal dwelling units if the lot does not contain any riparian corridors; wetlands and their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes.

4. A lot that is less than 7,500 square feet and located more than one-quarter mile walking distance from a stop on a major transit service may be developed with up to six principal dwelling units if the lot meets the following criteria:

a. The lot does not contain any riparian corridors; wetlands and their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes;

b. At least two principal dwelling units are low-income units subject to a regulatory agreement, covenant, or other legal instrument enforceable by The City of Seattle;

c. The low-income units are generally distributed throughout the development and have substantially the same functionality as unrestricted units in the development;

d. To the extent practicable, the low-income units are comparable to unrestricted units in terms of square footage and number of bedrooms and bathrooms;

e. The tenure (i.e., rental or ownership) of low-income units and unrestricted units is the same;

f. The regulatory agreement, covenant, or other legal instrument contains criteria and policies to maintain public benefit if the property is demolished or converted to a non-residential use;

g. For ownership housing, the low-income units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.060.C.4 means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

1) Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

2) Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

h. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit

organization (for ownership housing) agrees to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.060.C.4 and the regulatory agreement, covenant, or other legal instrument.

5. For lots that contain any riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes, applicants may choose to develop the lot with the number of principal dwelling units provided in the density limits in subsection 23.44.060.A or with the number of dwelling units calculated as follows:

a. Determine the number of principal units that would be allowed under subsections 23.44.060.C.1 through 23.44.060.C.4 if no environmentally critical areas were located on the lot;

b. Determine the percentage of the lot that is not covered by riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes; and

c. Calculate the number of principal dwelling units by multiplying the number of units determined in subsection 23.44.060.C.5.a by the percentage of the lot calculated in subsection 23.44.060.C.5.b.

D. Measurement of minimum lot size and maximum density

1. When calculation of the number of principal dwelling units allowed results in a fraction of a unit, any fraction shall be rounded down.

2. Congregate residence sleeping rooms shall be treated as one-fourth of a principal dwelling unit for purposes of calculating density.

3. In the case of a development within a unit lot subdivision, the density limit shall be applied to the parent lot as a whole.

4. If dedication of right-of-way is required, permitted density shall be calculated before the dedication is made.

5. When calculating density, the number of dwelling units shall include ~~both accessory dwelling units and~~ only principal dwelling units. Accessory dwelling units shall not count toward density.

6. Areas not counted in calculating the lot size. The following areas shall not be counted in calculating the area of lots for the purpose of calculating the maximum density and the minimum lot size:

a. Riparian corridors;

b. Wetlands and their buffers;

c. Submerged lands and areas within the shoreline setback; and

d. Designated non-disturbance area in steep slopes.

E. For the purpose of this Section 23.44.060, designated non-disturbance area in steep slopes shall include all portions of steep slope hazard areas except the following:

1. Areas that are granted relief from the prohibition of development according to Section 25.09.090;

2. Areas where development is allowed under a small project waiver according to Section 25.09.090; and

3. Areas where intrusion into the steep slope erosion hazard area and buffer is allowed by steep slope erosion hazard area variance according to Section 25.09.290.

HB Harper
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 59 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Exempt ADUs from MHA

Effect: This amendment would add accessory dwelling units to the list of exempted residential development under mandatory housing affordability chapter of Seattle Municipal Code.

Amend Council Bill 120993, to add a new section XX as follows:

Section XX. 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

A. Payment amount

1. An applicant complying with this Chapter 23.58C through the payment option shall provide a cash contribution to the City, calculated by multiplying the payment calculation amount per square foot according to Table A or Table B for 23.58C.040 and Map A for 23.58C.050, as applicable, by the total gross floor area in the development, excluding the floor area of parking located in stories, or portions of stories, that are underground, excluding the floor area contained in any accessory dwelling units, and excluding any floor area devoted to a domestic violence shelter, as follows:

a. In the case of construction of a new structure, the gross floor area in residential use and the gross floor area of live-work units;

b. In the case of construction of an addition to an existing structure that results in an increase in the total number of units within the structure, the gross floor area in residential use and the gross floor area of live-work units in the addition;

c. In the case of alterations within an existing structure that result in an increase in the total number of units within the structure, the gross floor area calculated by dividing the total gross floor area in residential use and gross floor area of live-work units by the total number of units in the proposed development, and multiplying that quotient by the net increase in units in the development;

d. In the case of change of use that results in an increase in the total number of units, the gross floor area that changed to residential use or live-work units; or

e. Any combination of the above.

***

Renumber subsequent sections of the bill, as appropriate.

Amendment 60 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Council President Nelson

Expanding affordable housing bonus in neighborhood residential

Effect: This amendment would expand the alternative standards for development of low-income housing in neighborhood residential zones to remove the criteria for location within a frequent transit area. The alternative standards would also include an increase in the maximum allowable floor area ratio (from 1.8 to 2.0) and a stipulation for no minimum required parking.

Amend Section 30 of CB 120993 to amend Section 23.44.170, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.170 Alternative standards for development of low-income housing

A. Development of low-income housing that meets all of the following criteria may meet the alternative development standards in subsection 23.44.170.B:

~~1. The lot is located within a frequent transit service area;~~

~~2.~~ 1. The restricted units are generally distributed throughout the development and have substantially the same functionality as unrestricted units, if any, in the development;

~~3.~~ 2. To the extent practicable, the restricted units are comparable to unrestricted units, if any, in terms of square footage and number of bedrooms and bathrooms;

~~4.~~ 3. The tenure (i.e., rental or ownership) of restricted units and unrestricted units, if any, is the same;

~~5.~~ 4. For ownership housing, the restricted units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.170.A means a non-profit

organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

a. Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

b. Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

~~6.~~ 5. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agree to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.170.A and the regulatory agreement, covenant, or other legal instrument.

B. Proposed development on a lot meeting the criteria in subsection 23.44.170.A may elect to meet the following development standards in lieu of the standards in subsections 23.44.050.B (floor area), 23.44.060.B (density), and 23.44.070.A (structure height), and Sections 23.44.080 (lot coverage) and 23.54.015 (parking):

1. The maximum floor area ratio (FAR) limit is ~~1.8~~2.0. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

2. The maximum density limit is one unit per 400 square feet.

3. The maximum height limit is 42 feet.

4. The maximum lot coverage is 60 percent.

5. No minimum required parking.

Amendment 61 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Expanding affordable housing bonus and extending bonus to social housing

Effect: This amendment would expand the scope of the alternative standards for low-income housing development to all lots in neighborhood residential zones, remove parking requirements, and extend the alternative standards to social housing. The amendment adds a new definition for social housing such that public development authorities would be granted the same bonus standards as low-income housing developers.

Amend Section 30 of Council Bill 120993, to amend Section 23.44.170 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.170 Alternative standards for development of low-income housing and social housing

A. Development of low-income housing or social housing that meets all of the following criteria may meet the alternative development standards in subsection 23.44.170.B:

~~1. The lot is located within a frequent transit service area;~~

~~2.~~ 1. The restricted units are generally distributed throughout the development and have substantially the same functionality as unrestricted units, if any, in the development;

~~3.~~ 2. To the extent practicable, the restricted units are comparable to unrestricted units, if any, in terms of square footage and number of bedrooms and bathrooms;

~~4.~~ 3. The tenure (i.e., rental or ownership) of restricted units and unrestricted units, if any, is the same;

~~5.~~ 4. For ownership housing, the restricted units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.170.A means a non-profit

organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

a. Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

b. Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

~~6.~~ 5. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agree to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.170.A and the regulatory agreement, covenant, or other legal instrument.

B. Proposed development on a lot meeting the criteria in subsection 23.44.170.A may elect to meet the following development standards in lieu of the standards in subsections 23.44.050.B (floor area), 23.44.060.B (density), and 23.44.070.A (structure height), and Sections 23.44.080 (lot coverage) and 23.54.015 (parking):

1. The maximum floor area ratio (FAR) limit is 1.8. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

2. The maximum density limit is one unit per 400 square feet.

3. The maximum height limit is 42 feet.

4. The maximum lot coverage is 60 percent.

5. No minimum required parking.

Amend section 82 as follows:

Section 82. Section 23.84A.036 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.84A.036 "S"

* * *

"Social housing" means housing that is publicly owned, publicly financed, mixed-income housing developed by a Public Development Authority organized pursuant to RCW 35.21.660, RCW 35.21.670, and RCW 35.21.730-.755.

***

Amendment 62 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Extending affordable housing bonus to social housing

Effect: This amendment would add a new definition for social housing, and include social housing in the alternative standards for development in neighborhood residential zones currently proposed for low-income housing. As transmitted, the alternative standards are proposed to only apply to low-income housing development, which is defined in the proposed legislation as containing at least 50 percent of the total dwelling units as affordable for households with annual incomes not to exceed 60 percent of median income for rental units, or 80 percent of median income for ownership units. Housing development that meets these and other criteria on lots within frequent transit service areas are proposed to be afforded higher floor area ratio standards (1.8), higher maximum density (one unit per 400 square feet), higher height limit (42 feet), and a higher maximum lot coverage (60%) as compared to market-rate development. This amendment would extend these higher allowances to mixed-income housing that is publicly owned and publicly financed by a public development authority, without any specific income/affordability requirements.

Amend Section 30 of Council Bill 120993 to amend Section 23.44.170 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.170 Alternative standards for development of low-income housing and social housing

A. Development of low-income housing or social housing that meets all of the following criteria may meet the alternative development standards in subsection 23.44.170.B:

1. The lot is located within a frequent transit service area;

2. The restricted units are generally distributed throughout the development and have substantially the same functionality as unrestricted units, if any, in the development;

3. To the extent practicable, the restricted units are comparable to unrestricted units, if any, in terms of square footage and number of bedrooms and bathrooms;

4. The tenure (i.e., rental or ownership) of restricted units and unrestricted units, if any, is the same;

5. For ownership housing, the restricted units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.170.A means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

a. Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

b. Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

6. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agree to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.170.A and the regulatory agreement, covenant, or other legal instrument.

B. Proposed development on a lot meeting the criteria in subsection 23.44.170.A may elect to meet the following development standards in lieu of the standards in subsections

23.44.050.B (floor area), 23.44.060.B (density), and 23.44.070.A (structure height), and Section 23.44.080 (lot coverage):

1. The maximum floor area ratio (FAR) limit is 1.8. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

2. The maximum density limit is one unit per 400 square feet.

3. The maximum height limit is 42 feet.

4. The maximum lot coverage is 60 percent.

Amend section 82 as follows:

Section 82. Section 23.84A.036 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.84A.036 "S"

* * *

"Social housing" means housing that is publicly owned, publicly financed, mixed-income housing developed by a Public Development Authority organized pursuant to RCW 35.21.660, RCW 35.21.670, and RCW 35.21.730.755.

* * *

Amendment 63 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Council President Nelson

Expand affordable housing bonus FAR in LR zones

Effect: This amendment would add a new section to provide bonus development standards for affordable housing in multifamily zones. As transmitted, the proposed legislation includes a bonus in multifamily zones for affordable housing on property owned or controlled by a religious organization, for households making up to 80% area median income. This amendment would create a broader affordable housing bonus provision in multifamily zones, with higher development standards such as higher floor area ratio and higher maximum heights, for households making up to 60% area median income for rentals and 80% area median income for ownership.

Add new Section XX to Council Bill 120993, to create a new Section 23.45.560 as follows:

Section XX. Section 23.45.560 of the Seattle Municipal Code, is added as follows:

23.45.560 Alternative standards for certain development

A. Development that meets all of the following criteria may elect to meet the development standards in subsections 23.45.560.B and 23.45.560.C in lieu of the standards in subsection 23.45.510.C (floor area) and subsections 23.45.514.A and 23.45.514.B (height):

1. At least 25 percent of the dwelling units in the development are restricted units subject to a regulatory agreement, covenant, or other legal instrument enforceable by The City of Seattle that, for a period of 50 years, ensures that the units are affordable to and reserved solely for:

a. in the case of rental units, households with annual incomes no higher than 60 percent of median income; or

b. in the case of ownership units, households with annual incomes no higher than 80 percent of median income.

2. The restricted units are generally distributed throughout the development and have substantially the same functionality as unrestricted units, if any, in the development;

3. To the extent practicable, the restricted units are comparable to unrestricted units, if any, in terms of square footage and number of bedrooms and bathrooms;

4. The tenure (i.e., rental or ownership) of restricted units and unrestricted units, if any, is the same;

5. If the development containing the restricted units is demolished or converted to a nonresidential use prior to the end of the 50-year affordability period, the Director shall require the owner to make a payment in lieu of continuing affordability;

6. For ownership housing, the restricted units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.45.560.A means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

a. Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

b. Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions

7. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agree to file property reports with the Office of

Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.45.560.A and the regulatory agreement, covenant, or other legal instrument; and

8. In zones that have a mandatory housing affordability suffix, the restricted units shall count towards any obligation to provide MHA-R units according to subsection 23.58C.050.A, provided that subsections 23.58C.050.B through 23.58C.050.E, except for subsection 23.58C.050.C.8, shall apply to any dwelling units so counted and shall govern over any conflicting requirements of this subsection 23.45.560.A.

B. Floor area

1. Development permitted pursuant to this Section 23.45.560 is subject to the FAR limits as shown in Table A for 23.45.560.

Table A for 23.45.550

FAR limits for development permitted pursuant to Section 23.45.560

Zone	**Base FAR**	**Maximum additional exempt FAR [1]**
LR1	2.0 [2]	0.5
LR2	2.0	0.5
LR3 outside urban centers and urban villages	3.0	0.5
LR3 inside urban centers and urban villages	3.5	0.5
MR	5.0	0.5
HR	16	1.0

Footnotes to Table A for 23.45.560

[1] Gross floor area for uses listed in subsection 23.45.560.B.2 are exempt from FAR calculations up to this amount.

[2] Except that lots in LR1 zones that have previously been zoned RSL have a base FAR of 2.7.

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 23.45.560 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;

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

d. Any floor area in a development located within a frequent transit service area.

C. Maximum height

1. Development permitted pursuant to this Section 23.44.560 is subject to the height limits as shown in Table B for 23.45.560.

Table B for 23.45.560

Structure height for development permitted pursuant to Section 23.44.560

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

Amendment 64 Version 1 of CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Expand affordable housing bonus in multifamily zones

Effect: This amendment would apply an affordable housing bonus for religious properties in multifamily zones and make it more broadly applicable to any low-income housing development in multifamily zones that meet certain criteria. As transmitted, the affordable housing bonus in multifamily zones is limited to those properties owned or controlled by religious organizations, and allows development to be built with higher floor area ratio (FAR) and at higher heights in exchange for all of the units being affordable to households making up to 80 percent of median income. This amendment would allow the same bonus provisions of FAR and height to apply to any lot in multifamily zones if at least 50% of the units are affordable to households making up to 60% median income for rentals and 80% median income for ownership.

Add new Section XX to Council Bill to add a new Section 23.45.560 as follows:

Section XX. Section 23.45.560 of the Seattle Municipal Code is added as follows:

23.45.560 Alternative standards for development of low-income housing

A. Low-income housing development that meets all of the following criteria may elect to meet the development standards in subsections 23.45.560.B and 23.45.560.C in lieu of the standards in subsection 23.45.510.C (floor area) and subsections 23.45.514.A and 23.45.514.B (height):

1. The restricted units are generally distributed throughout the development and have substantially the same functionality as unrestricted units, if any, in the development;

2. To the extent practicable, the restricted units are comparable to unrestricted units, if any, in terms of square footage and number of bedrooms and bathrooms;

3. The tenure (i.e., rental or ownership) of restricted units and unrestricted units, if any, is the same;

4. For ownership housing, the restricted units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.170.A means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

a. Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

b. Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

5. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agree to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.170.A and the regulatory agreement, covenant, or other legal instrument.

B. Floor area

1. Development permitted pursuant to this Section 23.45.560 is subject to the FAR limits as shown in Table A for 23.45.560.

Table A for 23.45.560

FAR limits for development permitted pursuant to Section 23.45.560

Zone	Base FAR	Maximum additional exempt FAR [1]
LR1	1.5 [2]	0.3
LR2	2.0	0.3
LR3 outside urban centers and urban villages	2.5	0.5
LR3 inside urban centers and urban villages	3.25	0.5
MR	5.0	0.5
HR	16	1.0

Footnotes to Table A for 23.45.560

[1] Gross floor area for uses listed in subsection 23.45.560.B.2 are exempt from FAR calculations up to this amount.

[2] Except that lots in LR1 zones that have previously been zoned RSL have a base FAR of 2.7.

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 23.45.560 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 in a structure designated as a Landmark pursuant to Chapter 25.12; and/or

c. Any floor area in a development located within a frequent transit service area.

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 23.45.560.B.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.

C. Maximum height

1. Development permitted pursuant to this Section 23.45.560 is subject to the height limits as shown in Table B for 23.45.560.

Table B for 23.45.560

Structure height for development permitted pursuant to this Section 23.45.560

Zone	**Height limit (in feet)**
LR1	50
LR2	50
LR3 outside urban centers and urban villages	55
LR3 inside urban centers and urban villages	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 23.45.560.C.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.

Renumber subsequent sections of the bill, as appropriate.

Amendment 65 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Council President Sara Nelson

Allowing stores to be located anywhere in neighborhood residential

Effect: This amendment would remove the requirement that ground-floor commercial uses in neighborhood residential zones be located on a corner lot. As transmitted, the proposed legislation allows small (under 2,500 square feet) commercial uses such as food processing and general sales and service in neighborhood residential zones on a corner lot or on a lot that abuts a street and alley. This amendment would allow these small commercial uses to be located on any lot in the zone. All other restrictions such as hours of operation, ground floor location, and distance from adjacent lots for outside sales or service are as transmitted.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

* * *

23.44.020 Permitted and prohibited uses

* * *

E. All ground-floor commercial uses permitted pursuant to this Section 23.44.020 shall meet the following conditions:

~~1. The commercial use is located on a corner lot or on a lot that abuts both a street and an alley;~~

~~2.~~1. The commercial use is limited to the following:

a. Food processing and craft work;

b. General sales and services; and

c. Restaurants;

~~3.~~2. The gross floor area of commercial uses does not occupy more than 2,500 square feet of gross floor area;

~~4.~~3. The commercial use is located only on or below the ground floor of a structure;

~~5.~~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;

~~6.~~5. Drive-in businesses are prohibited as a principal or accessory use;

~~7.~~6. Outdoor sales of food or beverages must be located at least 50 feet from adjacent lots;

~~8.~~7. Outdoor service of food or beverages must be located at least 50 feet from adjacent lots; and

~~9.~~8. Businesses may not be open between the hours of 10 p.m. and 6 a.m.

*****

Amendment 66 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Allowing more commercial uses in more locations in neighborhoods

Effect: This amendment would allow stores with a wider variety of commercial uses to be located on any lot in neighborhood residential zones, with no size maximum. As transmitted, the proposed legislation would allow commercial uses including food processing, general sales, and restaurants on corner lots in neighborhood residential zones with a maximum size of 2,500 square feet. The amendment would remove the size restriction and the requirement that the use be located on a corner lot; the list of allowed commercial uses was also expanded to include all eating and drinking establishments.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.020 Permitted and prohibited uses

***

E. All ground-floor commercial uses permitted pursuant to this Section 23.44.020 shall meet the following conditions:

~~1. The commercial use is located on a corner lot or on a lot that abuts both a street and an alley;~~

~~2.~~1. The commercial use is limited to the following:

a. Food processing and craft work;

b. General sales and services; and

~~c. Restaurants;~~

c. Eating and drinking establishments.

~~3. The gross floor area of commercial uses does not occupy more than 2,500 square feet of gross floor area;~~

~~4.~~2. The commercial use is located only on or below the ground floor of a structure;

~~5.~~3. 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;

~~6.~~4. Drive-in businesses are prohibited as a principal or accessory use;

~~7.~~5. Outdoor sales of food or beverages must be located at least 50 feet from adjacent lots;

~~8.~~6. Outdoor service of food or beverages must be located at least 50 feet from adjacent lots; and

~~9. Businesses may not be open between the hours of 10 p.m. and 6 a.m.~~

***

Amendment 67 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Allowing certain stores to be located in NR, not just corners

Effect: This amendment would remove the requirement that ground-floor commercial uses in neighborhood residential zones be located on a corner lot. As transmitted, the proposed legislation allows small (under 2,500 square feet) commercial uses such as food processing and general sales and service in neighborhood residential zones on a corner lot or on a lot that abuts a street and alley. This amendment would allow these small commercial uses to be located on any lot in the zone. All other restrictions such as hours of operation, ground floor location, and distance from adjacent lots for outside sales or service are as transmitted.

Amend Section 30 to amend Section 23.44.020 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.020 Permitted and prohibited uses

***

E. All ground-floor commercial uses permitted pursuant to this Section 23.44.020 shall meet the following conditions:

~~1. The commercial use is located on a corner lot or on a lot that abuts both a street and an alley;~~

~~2.~~1. The commercial use is limited to the following:

a. Food processing and craft work;

b. General sales and services; and

c. Restaurants;

~~3.~~2. The gross floor area of commercial uses does not occupy more than 2,500 square feet of gross floor area;

~~4.~~3. The commercial use is located only on or below the ground floor of a structure;

~~5.~~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;

~~6.~~5. Drive-in businesses are prohibited as a principal or accessory use;

~~7.~~6. Outdoor sales of food or beverages must be located at least 50 feet from adjacent lots;

~~8.~~7. Outdoor service of food or beverages must be located at least 50 feet from adjacent lots; and

~~9.~~8. Businesses may not be open between the hours of 10 p.m. and 6 a.m.

***

Lish Whitson
Select Committee on the Comprehensive Plan
July 3, 2025
D#1

Amendment 68 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Development Standard Waivers for Conversions

Effect: This amendment would authorize the SDCI Director to waive certain development standards for residential conversions in NR zones.

Amend Section 30 of Council Bill 120993, to amend Section 23.44.040 of the Seattle Municipal Code (SMC), as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

* * *

23.44.040 General provisions

A. An exception from one specific standard does not relieve the applicant from compliance with any other standard.

B. Any structure occupied by a permitted principal use other than residential use may be converted to residential use even if the structure does not conform to the development standards for residential uses in the Neighborhood Residential zone.

C. Assisted living facilities, congregate residences, and structures containing ground floor commercial uses shall meet the development standards for stacked dwelling units unless otherwise specified.

D. If more than one category of residential use is located on a lot, and if different development standards apply to the different categories of use, then each category's percentage

of the total limit imposed by the development standard shall be calculated based on each category's percentage of total structure footprint area as follows:

1. Calculate the footprint, in square feet, for each category of residential use. For purposes of this calculation, "footprint" is defined as the horizontal area enclosed by the exterior walls of the structure.

2. Calculate the total square feet of the footprint of all categories of residential uses on the lot.

3. Divide the square footage of the footprint for each category of residential structure in subsection 23.44.040.D.1 by the total square feet of the footprint of all residential uses in subsection 23.44.040.D.2.

4. Multiply the percentage calculated in subsection 23.44.040.D.3 for each housing category by the area of the lot. The result is the area of the lot devoted to each housing category.

5. The total limit for each category of residential use is the applicable limit for that use multiplied by the percentage calculated in subsection 23.44.040.D.4.

E. As a Type I decision, the Director may waive or modify the standards of Sections 23.44.110, 23.44.130, 23.44.140, and 23.44.160 for the conversion of a residential structure within a development from one dwelling unit to two or more dwelling units. For the purposes of this subsection 23.44.040.E, conversion means keeping an existing residential structure intact without the addition of interior floor area.

* * *

Ketil Freeman
Select Committee on the Comprehensive Plan
July 30, 2025
D1

Amendment 69 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Minimum floor area for development on small lots

Effect: This amendment would maintain a provision that allows 2,500 square feet of floor area on lots that are less than 5,000 square feet. For single development on lots that are less than about 4,000 square feet in size, FAR maximums would limit the size of residential development to less than 2,500 square feet.

Amend section 30 of CB 120993, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

* * *

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050, except that structures on lots with less than 5,000 square feet of lot area can include up to 2,500 square feet of total chargeable floor area or the amount of total chargeable floor area allowed by the FAR limit shown in Table A for 23.44.050, whichever is greater. The FAR limit in Neighborhood Residential zones for

lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is 1.4 for stacked dwelling units located within a frequent transit service area on lots 6,000 square feet or larger

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

* * *

Amendment 70 Version 1 of CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Increasing FAR for densest development and stacked flats

Effect: This amendment would increase allowed development in neighborhood residential (NR) zones for dense development and stacked flats. As transmitted, the densest developments in NR zones would have a maximum floor area ratio (FAR) of 1.2, except that it would be 1.4 for stacked dwelling units on larger lots within frequent transit service areas. This amendment would increase FAR to 1.6 for all developments, except that it would be 1.8 for stacked dwelling units on larger lots within frequent transit service areas.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	~~1.2~~1.6, except that it is ~~1.4~~1.8 for stacked dwelling units located within a frequent transit service area on lots 6,000 square feet or larger

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

Amendment 71 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Clarifying density allowances

Effect: This amendment would reorganize section 23.44.060 to clarify density calculations in neighborhood residential zones.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units on lots larger than 6,000 square feet that are located in a frequent transit service area, one dwelling unit per 650 square feet of lot area;

2. For all other dwelling units, one dwelling unit per 1,250 square feet of lot area.

B. The minimum lot size for lots created after the effective date of this ordinance is 5,000 square feet.

C. Maximum density exceptions

~~1. At least one dwelling unit is allowed on all lots in existence as of the effective date of this ordinance.~~

~~2.~~1. A lot that is less than 5,000 square feet may be developed with up to four dwelling units provided that the lot does not contain any riparian corridors; wetlands and

their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes.

~~3.~~2. A lot that is less than 7,500 square feet and within one-quarter mile walking distance of a stop on a major transit service may be developed with up to six dwelling units if the lot does not contain any riparian corridors; wetlands and their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes.

~~4.~~3. A lot that is less than 7,500 square feet and located more than one-quarter mile walking distance from a stop on a major transit service may be developed with up to six dwelling units if the lot meets the following criteria:

a. The lot does not contain any riparian corridors; wetlands and their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes;

b. At least two principal dwelling units are low-income units subject to a regulatory agreement, covenant, or other legal instrument enforceable by The City of Seattle;

c. The low-income units are generally distributed throughout the development and have substantially the same functionality as unrestricted units in the development;

d. To the extent practicable, the low-income units are comparable to unrestricted units in terms of square footage and number of bedrooms and bathrooms;

e. The tenure (i.e., rental or ownership) of low-income units and unrestricted units is the same;

f. The regulatory agreement, covenant, or other legal instrument contains criteria and policies to maintain public benefit if the property is demolished or converted to a non-residential use;

g. For ownership housing, the low-income units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.060.C.4 means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

1) Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

2) Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

h. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agrees to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine

compliance with this subsection 23.44.060.C.4 and the regulatory agreement, covenant, or other legal instrument.

~~5.~~4. For lots that contain any riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes, applicants may choose to develop the lot with the number of dwelling units provided in the density limits in subsection 23.44.060.A or with the number of dwelling units calculated as follows:

a. Determine the number of units that would be allowed under subsections 23.44.060.C.1 through 23.44.060.C.4 if no environmentally critical areas were located on the lot;

b. Determine the percentage of the lot that is not covered by riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes; and

c. Calculate the number of dwelling units by multiplying the number of units determined in subsection 23.44.060.C.5.a by the percentage of the lot calculated in subsection 23.44.060.C.5.b. At least one dwelling unit is allowed on all lots in existence as of the effective date of this ordinance.

***

Ketil Freeman
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 72 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Amend density development standards to allow portions of a lot with environmentally critical areas to count towards density calculations

Effect: This amendment would allow areas of a lot located in specified environmentally critical areas to count in density calculations.

Amend Section 30 of CB 120993, as follows:

* * *

23.44.060 Maximum density and minimum lot size

* * *

C. Maximum density exceptions

1. At least one dwelling unit is allowed on all lots in existence as of the effective date of this ordinance.

2. A lot that is less than 5,000 square feet may be developed with up to four dwelling units provided that the lot does not contain ~~any riparian corridors; wetlands and their buffers;~~ submerged lands and areas within the shoreline setback~~; or designated non-disturbance area in steep slopes~~.

3. A lot that is less than 7,500 square feet and within one-quarter mile walking distance of a stop on a major transit service may be developed with up to six dwelling units if the lot does not contain ~~any riparian corridors; wetlands and their buffers;~~ submerged lands and areas within the shoreline setback~~; or designated non-disturbance area in steep slopes~~.

4. A lot that is less than 7,500 square feet and located more than one-quarter mile walking distance from a stop on a major transit service may be developed with up to six dwelling units if the lot meets the following criteria:

a. The lot does not contain ~~any riparian corridors; wetlands and their buffers;~~ submerged lands and areas within the shoreline setback~~; or designated non-disturbance area in steep slopes~~;

b. At least two principal dwelling units are low-income units subject to a regulatory agreement, covenant, or other legal instrument enforceable by The City of Seattle;

c. The low-income units are generally distributed throughout the development and have substantially the same functionality as unrestricted units in the development;

d. To the extent practicable, the low-income units are comparable to unrestricted units in terms of square footage and number of bedrooms and bathrooms;

e. The tenure (i.e., rental or ownership) of low-income units and unrestricted units is the same;

f. The regulatory agreement, covenant, or other legal instrument contains criteria and policies to maintain public benefit if the property is demolished or converted to a non-residential use;

g. For ownership housing, the low-income units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.060.C.4 means a

non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

1) Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

2) Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

h. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agrees to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.060.C.4 and the regulatory agreement, covenant, or other legal instrument.

5. For lots that contain ~~any riparian corridors, wetlands and their buffers,~~ submerged lands and areas within the shoreline setback~~, or designated non-disturbance area in steep slopes~~, applicants may choose to develop the lot with the number of dwelling units provided in the density limits in subsection 23.44.060.A or with the number of dwelling units calculated as follows:

a. Determine the number of units that would be allowed under subsections 23.44.060.C.1 through 23.44.060.C.4 if no submerged lands and areas within the shoreline setback ~~environmentally critical areas~~ were located on the lot;

b. Determine the percentage of the lot that is not covered ~~by riparian corridors, wetlands and their buffers,~~ submerged lands and areas within the shoreline setback~~, or designated non-disturbance area in steep slopes~~; and

c. Calculate the number of dwelling units by multiplying the number of units determined in subsection 23.44.060.C.5.a by the percentage of the lot calculated in subsection 23.44.060.C.5.b.

D. Measurement of minimum lot size and maximum density

1. When calculation of the number of dwelling units allowed results in a fraction of a unit, any fraction shall be rounded down.

2. Congregate residence sleeping rooms shall be treated as one-fourth of a dwelling unit for purposes of calculating density.

3. In the case of a development within a unit lot subdivision, the density limit shall be applied to the parent lot as a whole.

4. If dedication of right-of-way is required, permitted density shall be calculated before the dedication is made.

5. When calculating density, the number of dwelling units shall include both accessory dwelling units and principal dwelling units.

6. Areas not counted in calculating the lot size. ~~The following areas~~ Submerged lands and areas within the shoreline setback shall not be counted in calculating the area of lots for the purpose of calculating the maximum density and the minimum lot size~~:~~

~~a. Riparian corridors;~~

~~b. Wetlands and their buffers;~~

~~c. Submerged lands and areas within the shoreline setback; and~~

~~d. Designated non-disturbance area in steep slopes~~.

~~E. For the purpose of this Section 23.44.060, designated non-disturbance area in steep slopes shall include all portions of steep slope hazard areas except the following:~~

~~1. Areas that are granted relief from the prohibition of development according to Section 25.09.090;~~

~~2. Areas where development is allowed under a small project waiver according to Section 25.09.090; and~~

~~3. Areas where intrusion into the steep slope erosion hazard area and buffer is allowed by steep slope erosion hazard area variance according to Section 25.09.290.~~

* * *

Amendment 73 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Parcel Rounding

Effect: This amendment would change how density calculations treat fractions of units, such that fractions over 0.85 are rounded up. As transmitted, the legislation proposes that any fraction of a unit is to be rounded down, resulting in overall less development capacity on any given lot. This amendment would change how maximum density is measured by rounding fractions over 0.85 up, resulting in those cases in an additional unit.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.060 Maximum density and minimum lot size

***

D. Measurement of minimum lot size and maximum density

1. When calculation of the number of dwelling units allowed results in a fraction of a unit, any fraction ~~shall be rounded down~~over 0.85 constitutes one additional unit.

***

Amend Section 87 as follows:

Section 87. Section 23.86.002 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.86.002 General provisions

***

When calculation of the number of dwelling units allowed results in a fraction of a unit, any fraction ~~shall be rounded down~~ over 0.85 constitutes one additional unit.

Ketil Freeman
Select Committee on the Comprehensive Plan
July 30, 2025
D1

Amendment 74 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Nelson

Increase Neighborhood Residential and Lowrise 1 Height Limits

Effect: This amendment would increase the maximum structure height in NR and LR1 zones from thirty-two feet to thirty-five feet. The three foot increase would allow for higher floor-to-floor ceiling heights and thicker plates between floors.

Amend Section 30 of CB 120993, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.070 Structure height

A. Maximum height established

1. Subject to the exceptions allowed in this Section 23.44.070, the height limit for any structure in NR zones is ~~32~~ 35 feet.

2. The height limit for accessory structures that are located in required setbacks is 12 feet, except as follows:

a. The ridge of a pitched roof may extend up to 3 feet above the 12-foot height limit provided that all parts of the roof above the height limit shall be pitched at a rate of not less than 4:12. No portion of a shed roof is permitted to extend beyond the 12-foot height limit.

b. Freestanding flagpoles and religious symbols for religious institutions are exempt from height controls except as regulated in Chapter 23.64, provided they are no closer to any lot line than 50 percent of their height above existing grade.

***

Amend Section 36, as follows

Section 36. Section 23.45.514 of the Seattle Municipal Code, last amended by Ordinance 127211, 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~~)) Dwelling unit type	**LR1**	**LR2**	**LR3 outside urban centers, urban villages, and Station Area Overlay Districts**	**LR3 in urban centers, urban villages, and Station Area Overlay Districts**
((~~Cottage housing developments~~	~~22~~	~~22~~	~~22~~	~~22~~
~~Rowhouse and townhouse developments~~)) Attached and detached dwelling units	((~~30~~)) ~~32~~ 35	40 [1]	40 [1]	50 [1]
((~~Apartments~~)) Stacked dwelling units	((~~30~~)) ~~32~~ 35	40 [1]	40 [1]	50 [2]

Table A for 23.45.514 **Structure height for LR zones (in feet)**				
((~~Housing~~)) Dwelling unit type	**LR1**	**LR2**	**LR3 outside urban centers, urban villages, and Station Area Overlay Districts**	**LR3 in urban centers, urban villages, and Station Area Overlay Districts**
Footnotes for Table A for 23.45.514 [1] Except that the height limit is ((~~30~~)) ~~32~~ 35 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.				

* * *

Lish Whitson
Select Committee on the Comprehensive Plan
August 2, 2025
D#1

Amendment 75 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Require indoor air quality and noise improvements for development near interstates, highways, major truck streets, or railroad rights-of-way

Effect: This amendment would add a requirement that development of housing, schools and child care centers near highways include features to improve indoor air quality and reduce exterior noise. It would use requirements for sound-insulating windows and HVAC systems included in the City's industrial zones. The Comprehensive Plan Final Environmental Impact Statement found that there would be impacts on indoor air quality and noise inside new housing, schools and child care facilities near interstates, highways, truck routes and railroads, which would have health impacts on future residents of that development. Improved windows and HVAC systems were identified as appropriate mitigation measures to address these impacts.

Add a new Section XX to Council Bill 120993, to add a new section 23.42.047, as follows:

Section XX. A new Section 23.42.047 is added to the Seattle Municipal Code as follows:

23.42.047 Sensitive land uses near highways and major truck routes

Any dwelling unit, school or child care center located within 600 feet of an interstate, highway, designated major truck street, or railroad right-of-way must incorporate the following features to maintain indoor air quality and reduce noise intrusion:

A. Sound-insulating windows or other noise-insulating features sufficient to maintain interior sound levels at 45 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 or other noise-insulating features as part of the permit application; and

B. 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.

Renumber the subsequent sections of the bill, as appropriate.

Lish Whitson
Select Committee on the Comprehensive Plan
July 15, 2025
D#1

Amendment 76 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmembers Rinck

Amend the definition of Major Transit Service to include frequent transit service

Effect: This amendment would amend the definition of major transit service to include frequent transit service and would amend CB 120993 to remove other references to frequent transit service areas. Frequent transit service areas are defined as areas within a quarter mile of a bus stop served by routes with headways of 15 minutes or less during the weekday, and 30 minutes or less on weekends or in the evening. Major transit service is currently defined as stops serving a train or a bus rapid transit line.

By adding frequent transit service to the definition of major transit service, areas within a half mile of frequent transit service stops would be eligible for bonuses that would be provided to stacked dwelling units, low-income housing, and low-income housing on property owned by religious institutions. In addition, this change would exempt all areas within a half mile of a bus stop with frequent transit form parking requirements. Under CB 120993 as proposed, only areas within regional centers, station area overlays, or within urban centers if located within a quarter mile of stops with frequent transit service would be exempt from residential parking requirements.

Amend Section 30 of CB 120993 to amend Table A for 23.44.050, as follows:

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is 1.4 for stacked dwelling units located within a ~~frequent~~ major transit service area on lots 6,000 square feet or larger

Amend Section 30 of CB 120993 to amend Section 23.44.060, as follows:

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units on lots larger than 6,000 square feet that are located in a ~~frequent~~ major transit service area, one dwelling unit per 650 square feet of lot area;

2. For all other dwelling units, one dwelling unit per 1,250 square feet of lot area.

* * *

Amend Section 30 of CB 120993 to amend Section 23.44.170, as follows:

23.44.170 Alternative standards for development of low-income housing

A. Development of low-income housing that meets all of the following criteria may meet the alternative development standards in subsection 23.44.170.B:

1. The lot is located within a ~~frequent~~ major transit service area;

2. The restricted units are generally distributed throughout the development and have substantially the same functionality as unrestricted units, if any, in the development;

3. To the extent practicable, the restricted units are comparable to unrestricted units, if any, in terms of square footage and number of bedrooms and bathrooms;

4. The tenure (i.e., rental or ownership) of restricted units and unrestricted units, if any, is the same;

5. For ownership housing, the restricted units are stewarded by a qualified non-profit organization, which for purposes of this subsection 23.44.170.A means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes, including:

a. Pre-purchase verification of income and other requirements for eligible households, affordable sale price calculations for approval by the Office of Housing, and execution of legal restrictions on the property; and

b. Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions; and

6. At such times as may be required by the Director of Housing but no less than annually, the property owner (for rental housing) or the qualified non-profit organization (for ownership housing) agree to file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.44.170.A and the regulatory agreement, covenant, or other legal instrument.

* * *

Amend Section 45 of CB 120993 to amend Section 23.45.550, as follows:

Section 45. 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~~)) <u>low-income</u> 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.~~))

<u>A. Development on a lot that meets the requirements of Section 23.42.055 may elect to meet the development standards in subsections 23.45.550.B and 23.45.550.C in lieu of the</u>

standards in subsection 23.45.510.C (floor area) and subsections 23.45.514.A and 23.45.514.B (height).

((~~A.~~)) B. 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 [2]	0.3
LR2	((~~1.8~~)) 2.0	0.3
LR3 outside urban centers and urban villages	2.5	0.5
LR3 inside urban centers and urban villages	3.25	0.5
MR	5.0	0.5
HR	16	1.0

Footnotes 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] Except that lots in LR1 zones that have previously been zoned RSL have a base FAR of 2.7.

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/or

d. Any floor area in a development located within ((~~1/4 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~~)) a frequent ~~frequent~~ major service area.

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~~)) Neighborhood Residential zone; and

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

b. For the purposes of this subsection ((~~23.45.550.A.3~~)) 23.45.550.B.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.

* * *

Amend Section 57 of CB 120993 to amend Section 23.54.150, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required vehicular parking and maximum vehicular parking limits

* * *

B. Required parking for specific zones and areas

1. Parking in downtown zones is regulated by Chapters 23.49 and 23.66, and not by this Section 23.54.015.

2. Parking in the MPC-YT zone is regulated by Section 23.75.180 and not by this Section 23.54.015.

3. Parking for major institution uses in the Major Institution Overlay District is regulated by Sections 23.54.015 and 23.54.016.

4. The Director shall adopt by rule a map of ~~frequent transit and~~ major transit service areas based on proximity to a transit station or stop served by a frequent transit route or a major transit service. The determination whether a proposed development site is in a scheduled ~~frequent transit or~~ major transit service area shall be based on the ((~~frequent transit service area~~)) map adopted by rule that exists on the date a project vests according to the standards of Section 23.76.026, provided that a rule that takes effect on a date after the project vests may be applied to determine whether the site is in a scheduled ~~frequent transit or~~ major transit service area, at the election of the project applicant in accordance with subsection 23.76.026.E.

* * *

Table A for 23.54.015 **Required parking for ((~~non-residential~~)) <u>nonresidential</u> uses other than institutions**		
Use		**Minimum parking required**
* * *		
II. ((~~Non-residential~~)) <u>Nonresidential</u> use requirements for specific areas		
I.	((~~Non-residential~~)) <u>Nonresidential</u> uses in urban centers or the Station Area Overlay District [5]	No minimum requirement
J.	((~~Non-residential~~)) <u>Nonresidential</u> uses in urban villages that are not within an urban center or ((~~the~~)) <u>a</u> Station Area Overlay District, if the ((~~non-residential~~)) <u>nonresidential</u> use is located within a ~~frequent~~ <u>major</u> transit service area [5]	No minimum requirement
K.	((~~Non-residential~~)) <u>Nonresidential</u> uses permitted in MR and HR zones pursuant to Section 23.45.504	No minimum requirement
L.	((~~Non-residential~~)) <u>Nonresidential</u> uses permitted in II zones	No minimum requirement
Footnotes for Table A for 23.54.015 * * * [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~~)) <u>nonresidential</u> 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~~)) <u>nonresidential</u> 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 [1]		
((~~L.~~)) G.	All residential uses within urban centers or within ((~~the~~)) a Station Area Overlay District ((~~2~~))	No minimum requirement
~~((M.))~~ ~~H.~~	~~All residential uses ((in commercial, RSL, and multifamily zones)) within urban villages that are not within an urban center or ((the)) a Station Area Overlay District((,)) if the residential use is located within a frequent transit or major transit service area~~ ~~((2, 4))~~	~~No minimum requirement~~
~~I.~~H.	All residential uses within a major transit service area	No minimum requirement
((~~N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015~~ [2]	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015~~ [2]	~~1.5 spaces for each dwelling unit~~))
~~P.))~~	~~Congregate residences located within ((one-half mile walking distance of a major transit stop)) a frequent transit service area~~	~~No minimum requirement~~
Footnotes to Table B for 23.54.015		

Table B for 23.54.015 **Required parking for residential uses**	
Use	**Minimum parking required**
[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 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015~~)).	
* * *	

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.~~)) O.	General public uses, institutions and Major Institution uses, except hospitals, in urban centers or the Station Area Overlay District ((~~11~~)) 12	No minimum requirement
((~~R.~~)) P.	General public uses and institutions, except hospitals, including institutes for advanced study in ((~~neighborhood residential~~)) Neighborhood Residential	No minimum requirement

Table C for 23.54.015 **Required parking for public uses and institutions**		
Use		**Minimum parking required**
	zones, within urban villages that are not within the Station Area Overlay District, if the use is located within a ~~frequent~~ major transit service area[12]	
Footnotes to Table C for 23.54.015 * * * ((~~11~~)) 12 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 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.~~))		

Amend Section 83 of Council Bill (CB) 120993 to delete the definitions of "Frequent Transit Service Area" and amend the definition of "Major Transit Service" as follows:

Section 83. Section 23.84A.038 of the Seattle Municipal Code, last amended by Ordinance 127211, is amended as follows:

23.84A.038 "T"

* * *

"Transit route, frequent" means a transit route or segment of a transit route providing frequent transit service in each direction. Segments of overlapping routes that are co-scheduled and together provide frequent transit service shall be considered to provide frequent transit service, and segments of these routes that do not overlap or do not meet these frequencies will not be considered to provide frequent transit service.

"Transit service, frequent" means transit service with scheduled service in a typical week meeting or exceeding the following scheduled frequencies:

1. On weekdays from 6 a.m. to 7 p.m., 15 minutes on average (i.e., 52 trips between 6 a.m. and 6:59 p.m., inclusive), and no individual hour with fewer than three scheduled trips in each direction;

2. On weekdays from 7 p.m. to 12 a.m., 30 minutes on average (i.e., ten trips between 7 p.m. and 11:59 p.m., inclusive), and no individual hour with fewer than one scheduled trip in each direction; and

3. On weekends from 6 a.m. to 12 a.m., 30 minutes on average (i.e., 36 trips between 6 a.m. and 11:59 p.m., inclusive), and no individual hour with fewer than one scheduled trip in each direction.

4. For the purposes of this definition, "individual hour" means the 60-minute period beginning at the top of each hour; e.g., 6 a.m. to 6:59 a.m., inclusive, or 3 p.m. to 3:59 p.m., inclusive.

“Transit service, major” means the following transit services:

1. Commuter rail;

2. Light rail or street car systems; ~~and~~

3. Bus rapid transit routes that are in operation or are funded for development and projected for construction within an applicable six-year transit plan under RCW 35.58.2795; and

4. Frequent transit service.

~~"Transit service area, frequent" means an area within 1,320 feet walking distance of a bus stop served by a frequent transit route or an area within 2,640 feet walking distance of a rail transit station, as shown on a map adopted by Director's Rule.~~

"Transit service area, major" means an area within 2,640 feet walking distance of a stop served by a major transit service, as shown on a map adopted by Director's Rule.

* * *

Ketil Freeman/Lish Whitson
Select Committee on the Comprehensive Plan
8/1/25
D1

Amendment 77 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Saka

Cottage Housing Bonus

Effect: This amendment would make development standards more flexible for "cottage housing," which would be defined as "development consisting entirely of one- or two-story dwelling units arranged on two sides of a common, ground-level amenity area equal to at least 20 percent of the lot area, that includes usable community green space and trees.." The amendment would increase FAR, allow increased lot coverage, and set maximum density limits for cottage housing development that are the same as those for stacked flat development.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is ~~1.4~~1.6 for stacked dwelling units and development consisting entirely of one or two-story dwelling units arranged on two sides of a common, ground-level amenity areaequal to at least 20 percent of the lot area, that includes usable community green space and trees. ~~located within a frequent transit service area on lots 6,000 square feet or larger~~

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

23.44.060 Maximum density and minimum lot size

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units, and development consisting entirely of one- or two-story dwelling units arranged on two sides of a common, ground-level amenity area equal to at least 20 percent of the lot area, that includes usable community green space and trees ~~located within a frequent transit service area on lots 6,000 square feet or larger~~, on lots larger than 6,000 square feet that are located in a frequent transit service area, one dwelling unit per 650 square feet of lot area;

2. For all other dwelling units, one dwelling unit per 1,250 square feet of lot area.

***

23.44.080 Lot coverage

A. Except as otherwise provided in this Section 23.44.080, the maximum lot coverage allowed for structures is 50 percent, except that for stacked dwelling units and development consisting entirely of one- or two-story dwelling units arranged on two sides of a common, ground-level amenity area equal to at least 20 percent of the lot area, that includes usable community green space and trees.

***

Amendment 78 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Family Housing Bonus Near Schools

Effect: This amendment would give bonus height and additional floor area to stacked flat projects incorporating units with three or more bedrooms near schools in neighborhood residential zones. As transmitted, there are no specific bonuses related to number of bedrooms in dwelling units; the proposed legislation would grant additional floor area ratio (FAR) and density to stacked flats on larger lots within a frequent transit service area. The height limit in the zone as transmitted is proposed at 32 feet. This amendment would add additional bonuses for stacked dwelling units within one quarter mile of an elementary or secondary school. To qualify, 25% of the units in stacked flat projects near schools would have to have three or more bedrooms and be a minimum of 1,050 square feet. These family-sized units near schools would be granted additional floor area and additional height allowance up to 42 feet.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses, except for stacked dwelling units that meet the requirements in

subsection 23.44.050.D, is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones except for stacked dwelling units that meet the requirements in subsection 23.44.050.D**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is 1.4 for stacked dwelling units located within a frequent transit service area on lots 6,000 square feet or larger

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

D. The FAR limit for lots with stacked dwelling units that meet the following requirements is as shown in Table B for 23.44.050.

1. The lot is within one quarter mile of an elementary or secondary school;

2. At least 25 percent of the stacked dwelling units have a minimum of three bedrooms and a minimum floor area of 1,050 square feet.

Table B for 23.44.050 **Floor area ratio (FAR) in NR zones for stacked dwelling units that meet the requirements in subsection 23.44.050.D**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	1.0
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.2
1 unit / 1,600 square feet or denser	1.4

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units on lots larger than 6,000 square feet that are located in a frequent transit service area, one dwelling unit per 650 square feet of lot area;

***

23.44.070 Structure height

A. Maximum height established

1. Subject to the exceptions allowed in this Section 23.44.070, the height limit for any structure in NR zones is 32 feet;

2. The height limit for stacked dwelling units that meet the requirements in subsection 23.44.050.D is 42 feet;

3. The height limit for accessory structures that are located in required setbacks is 12 feet, except as follows:

a. The ridge of a pitched roof may extend up to 3 feet above the 12-foot height limit provided that all parts of the roof above the height limit shall be pitched at a rate of not less than 4:12. No portion of a shed roof is permitted to extend beyond the 12-foot height limit.

b. Freestanding flagpoles and religious symbols for religious institutions are exempt from height controls except as regulated in Chapter 23.64, provided they are no closer to any lot line than 50 percent of their height above existing grade.

Amendment 79 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Bonus for Accessible Units

Effect: This amendment would relax development standards for development projects incorporating a higher level of accessibility for required accessible units. The majority of development in NR will be subject to the residential code, which generally requires that ground floor units be Type B accessible: a flexible standard of accessibility that can be easily adapted to meet the needs of a disabled resident, but may not be fully accessible at the outset. Type A units are the most accessible and are designed to meet the needs of individuals with significant mobility impairments; as transmitted, there would be no Type A accessible units required for development in neighborhood residential zones due to scale of development. This amendment would incentivize the construction of Type A accessible units in neighborhood residential zones by allowing the square footage of Type A accessible units to be exempt from floor area ratio limits, maximum density, and lot coverage limitations.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

***

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

4. Square footage of dwelling units that are Type A units as defined in the Seattle Building Code.

23.44.060 Maximum density and minimum lot size

***

C. Maximum density exceptions

***

6. Square footage of dwelling units that are Type A units as defined in the Seattle Building Code do not count toward maximum density.

***

23.44.080 Lot coverage

***

C. Structures not counted. The following structures and portions of structures are not counted in lot coverage calculations:

1. Underground structures;

2. The first 36 inches of architectural features such as cornices, eaves, gutters, roofs, fireplaces, chimneys, and other similar features that project from principal and accessory structures;

3. Decks or parts of a deck that are 36 inches or less above existing grade;

4. Unenclosed porches or steps no higher than 4 feet above existing grade, or the grade at the street lot line closest to the porch, whichever is lower; and

5. Unenclosed structures that meet the standards of subsection 23.44.090.H.

6. Square footage of dwelling units that are Type A units as defined in Seattle Building Code.

Amendment 80 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Incentivizing balconies on apartment buildings

Effect: This amendment would change amenity area requirements to incentivize balcony construction in NR and LR zones. As transmitted, proposed amenity area requirements would allow balconies but not be favorable for balcony construction; proposed square footage minimums would only allow very large balconies to count toward amenity area requirements. This amendment would allow smaller balconies to count toward amenity area requirements. Additionally, the transmitted legislation requires that half of amenity area shall be provided as common space for stacked flats in neighborhood residential zones, and that half of the amenity area shall be provided at the ground level in low rise zones, potentially disincentivizing balcony construction. This amendment would reduce the amount of common space required to 30 percent of the amenity area in neighborhood residential zones, and remove the requirement that half of the amenity area must be at ground level in low rise zones. Finally, in neighborhood residential zones, the transmitted legislation proposes to require amenity area equal to 20% of the lot area; this amendment would raise that to 25% unless every unit above the ground level has a balcony, in which case it would be 20% of the lot area, further incentivizing balcony construction.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.110 Amenity area

A. The amount of required amenity area is equal to ~~20~~25 percent of the lot area, unless every unit above the ground level has a balcony, in which case it is 20 percent of the lot area.

B. All dwelling units shall have access to either a common or private amenity area.

C. For attached and detached dwelling units, required ground-level amenity areas may be provided as either private or common space. For stacked dwelling units, at least ~~half~~ 30 percent of the amenity area shall be provided as common space.

~~D. A minimum of 50 percent of the required amenity area shall be provided at ground level or within 4 feet of existing grade. In calculating the total amount of amenity area, only half of the amenity area that is not provided at ground level or within 4 feet of existing grade shall count toward the required amenity area.~~

~~E.~~D. Amenity area shall not be enclosed within a structure.

~~F.~~E. Each amenity area shall be at least 120 square feet in area and have a minimum width and depth of 8 feet, except for balconies, which shall be at least 30 square feet in area and have a minimum width and depth of 4 feet.

Amend Section 39 as follows:

Section 39. Section 23.45.522 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.45.522 Amenity area

A. Amount of amenity area ((~~required for rowhouse and townhouse developments and apartments in LR zones~~))

1. The ((~~required~~)) amount of required amenity area ((~~for rowhouse and townhouse developments and apartments~~)) in LR zones is equal to ((~~25~~)) 20 percent of the lot area.

~~.~~)) 2. The ((~~required~~)) amount of required amenity area in MR and HR zones is equal to ((~~5~~)) five percent of the total gross floor area of a residential structure.

)) B. Attached and detached dwelling units shall have access to either a common or private amenity area. Stacked dwelling units shall have access to a common amenity area.

~~C. In LR zones, a minimum of 50 percent of the required amenity area shall be provided at ground level or within 4 feet of existing grade. Amenity area used to meet the requirements of this subsection 23.45.522.C may not be covered by any projections that provide floor area.~~

***

E. Amenity area size

((~~4.~~)) 1. Private amenity areas. ((~~a. There is no minimum dimension for private amenity areas, except that if a private amenity area is located between the structure and a side lot line that is not a side street lot line, the minimum horizontal dimension shall be measured from the side lot line and is required to be a minimum of 10 feet.~~

~~b. An unenclosed porch that is a minimum of 60 square feet in size and that faces a street or a common amenity area may be counted as part of the private amenity area for the rowhouse, townhouse, or cottage to which it is attached.~~)) Each private amenity area shall be at least 60 square feet in area and have a minimum width and depth of 6 feet, except for balconies, which shall be at least 30 square feet in area and have a minimum width and depth of 4 feet.

Lish Whitson
Select Committee on the Comprehensive Plan
July 15, 2025
D#1

Amendment 81 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rivera

Design standards for historic districts

Effect: This amendment would authorize the Seattle Department of Construction and Inspections and the Department of Neighborhoods to develop Director's Rules regarding appropriate siding in City and National Historic Districts, consistent with State Law.

Amend Section 30 of Council Bill 120993, to amend Seattle Municipal Code Section 23.44.140, as follows:

23.44.140 Design standards

A. Application of provisions.

1. The provisions of this Section 23.44.140 apply to development that includes the construction of new dwelling units, except for new dwelling units added within existing structures.

2. For the purposes of this Section 23.44.140, requirements for street-facing facades shall only apply to structures located within 40 feet of a street lot line or a vehicle access easement serving ten or more residential units. For structures located within 40 feet of a vehicle access easement serving ten or more residential units but not within 40 feet of a street lot line, the facade that faces the vehicle access easement shall be considered a street-facing facade for the purpose of this Section 23.44.140. If multiple facades face vehicle access easements, the applicant may decide which facade facing a vehicle access easement is considered the street-facing facade.

* * *

F. The Director, in consultation with the Director of the Department of Neighborhoods, is authorized to adopt rules governing exterior cladding for structures located within a Seattle Historic District or a Historic District on the National Register of Historic Places. Any rules shall apply objective design standards that are consistent with the Secretary of the Interior's Standards for Rehabilitation, any guidelines adopted for the District, and the historic character of the area.

Ketil Freeman/Lish Whitson
Select Committee on the Comprehensive Plan
August 1, 2025
D#1

Amendment 82 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Threshold for street and alley improvements

Effect: This amendment would increase street and alley improvement thresholds to reflect development potential on NR-zoned lots. Street improvement requirements that currently apply to development of one or two units would instead apply to projects with one to four units. This includes allowing for a crushed-rock roadway and agreeing to not protest future improvements and local improvement districts instead of installing a hard-surfaced roadway. Projects with one to four units would also not be required to make improvements to existing alleys. The effect would be to reduce construction costs for these smaller projects, but also reduce the street improvements provided.

Add a new Section XX to Council Bill 120993, as follows, and renumber subsequent sections:

Section XX. Section 23.53.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.015 Improvement requirements for existing streets in residential and commercial zones

* * *

E. Exceptions for projects with reduced improvement requirements

1. One ~~or two~~ to four dwelling units. If no more than ~~two~~ four new dwelling units are proposed to be constructed, or no more than ~~two~~ four new neighborhood residential zoned lots are proposed to be created, the following requirements shall be met:

a. If there is no existing hard-surfaced roadway, a crushed-rock roadway at least 16 feet in width is required, as specified in the Right-of-Way Improvements Manual.

b. All structures on the lot(s) shall be designed and built to accommodate the grade of the future street improvements.

c. A no-protest agreement to future street improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County Recorder.

d. Pedestrian access and circulation are required as specified in Section 23.53.006.

2. Other projects with reduced requirements. The types of projects listed in this subsection 23.53.015.E.2 are exempt from right-of-way dedication requirements and are subject to the street improvement requirements of this subsection 23.53.015.E.2, except as waived or modified pursuant to subsection 23.53.015.F. The requirements of subsection 23.53.015.D.2 shall also be met.

a. Types of projects

1) Proposed developments that contain more than ~~two~~ four but fewer than ten units in NR~~, RSL,~~ and LR1 zones, or fewer than six residential units in all other zones, or proposed short plats in which no more than ~~two~~ four additional lots are proposed to be created, except as provided in subsection 23.53.015.E.1;

2) The following uses if they are smaller than 750 square feet of gross floor area: major and minor vehicle repair uses, and multipurpose retail sales uses;

3) Non-residential structures that have less than 4,000 square feet of gross floor area and that do not contain uses listed in subsection 23.53.015.E.2.a.2 that are larger than 750 square feet;

4) Structures containing a mix of residential uses and either nonresidential uses or live-work units, if there are fewer than ten units in NR, RSL, and LR1 zones, or fewer than six residential units in all other zones, and the square footage of nonresidential use is less than specified in subsections 23.53.015.E.2.a.2 and 23.53.015.E.2.a.3;

5) Remodeling and use changes within existing structures;

6) Additions to existing structures that are exempt from environmental review; and

7) Expansions of surface parking, outdoor storage, outdoor sales or outdoor display of rental equipment of less than 20 percent of the parking, storage, sales or display area or number of parking spaces.

b. Paving requirement. For the types of projects listed in subsection 23.53.015.E.2.a, the streets abutting the lot shall have a hard-surfaced roadway at least 18 feet wide. If there is not an 18-foot wide hard-surfaced roadway, the roadway shall be paved to a width of at least 20 feet from the lot to the nearest hard-surfaced street meeting this requirement, or 100 feet, whichever is less. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround as specified in the Right-of-Way Improvements Manual. As a Type 1 decision, the Director, after consulting with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography or the layout of the street system.

* * *

Add a new Section XX to Council Bill 120993, as follows, and renumber subsequent sections:

Section XX. Section 23.53.030 of the Seattle Municipal Code, last amended by Ordinance 126682, is amended as follows:

23.53.030 Alley improvements in all zones

* * *

E. Existing alleys that meet minimum width. Except as provided in subsection 23.53.030.G and except for one ~~and two~~ to four dwelling unit developments that abut an alley that is not improved but is in common usage, if an existing alley meets the minimum right-of-way width established in subsection 23.53.030.D, the following requirements shall be met:

1. If the alley is used for access to parking spaces, open storage, or loading berths on a lot, the following improvements shall be provided:

a. For the following types of projects, the entire width of the portion of the alley abutting the lot, and the portion of the alley between the lot and a connecting street, shall be improved to at least the equivalent of a crushed rock surface, according to the Right-of-Way Improvements Manual or successor. The applicant may choose the street to which the improvements will be installed. If the alley does not extend from street to street, and the connecting street is an arterial designated on the Arterial street map, Section 11.18.010, either the remainder of the alley shall be improved so that it is passable to a passenger vehicle, or a turnaround shall be provided. The turnaround may be provided by easement.

1) Residential structures with fewer than ten units;

2) The following uses if they are smaller than 750 square feet of gross floor area: major and minor vehicle repair uses, and multipurpose retail sales;

3) Nonresidential structures or structures with one or more live-work units that: (a) have less than 4,000 square feet of gross floor area; and (b) do not contain uses listed in subsection 23.53.030.E.1.a.2 that are larger than 750 square feet;

4) Structures containing a mix of residential and either nonresidential uses or live-work units, if the residential use is less than ten units, and the total square footage of nonresidential uses and live-work units is less than specified in subsections 23.53.030.E.1.a.2 and E.1.a.3;

5) Remodeling and use changes within existing structures, if remodeling and use changes require increases to parking spaces, open storage, or loading berths on a lot;

6) Additions to existing structures that are exempt from environmental review; and

7) Expansions of a surface parking area or open storage area of less than 20 percent of the parking area, storage area or number of parking spaces.

b. For projects not listed in subsection 23.53.030.E.1.a, the entire width of the portion of the alley abutting the lot, and the portion of the alley between the lot and a connecting street, shall be paved. The applicant may choose the street to which the pavement will be installed. If the alley does not extend from street to street, and the connecting street is an arterial designated on the Arterial street map, Section 11.18.010, either the remainder of the alley shall be improved so that it is passable to a passenger vehicle, or a turnaround shall be provided. The turnaround may be provided by easement.

2. If the alley is not used for access, or if the alley is not fully improved, all structures shall be designed to accommodate the grade of the future alley improvements, and a

no-protest agreement to future alley improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County Recorder.

***

Lish Whitson
Select Committee on the Comprehensive Plan
August 2, 2025
D#2

Amendment 83 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Solomon

Rezone a block in Columbia City to Lowrise 2, rather than Lowrise 1

Effect: This amendment would rezone half a block from Residential Small Lot with an M Mandatory Housing Affordability suffix (RSL (M)) to Lowrise 2 (M) (LR2 (M)). The area to be rezoned is located in the Columbia City Urban Center, one block east of Martin Luther King Jr. Way S. The property to be rezoned consists of 27 parcels, approximately 3.9 acres total, that are bounded by Lowrise 2 on the north, west and east, and RSL to the south. If the amendment is not adopted, the area would be rezoned to Lowrise 1, alongside most other RSL zones in the City, including the property to the south.

SMC 23.34.014.B (as amended by CB 120985 and CB 120993) provides the following locational criteria for the Lowrise 1 zone:

1. The area is:	
a. Located outside of a regional center, an urban center, a neighborhood center, or a Station Area Overlay District.	The area is in the Columbia City urban center.
b. A limited area within 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	The area is located within the Columbia City urban center. It is adjacent to Lowrise 2 zoning on three sides. Rezoning the property to LR1 could provide opportunities for some diversity of housing types adjacent to denser multifamily zones.
c. Located on a collector or minor arterial;	The area is not located along an arterial, M L King Jr Way S, a principal arterial, is located one short block west of the area to be rezoned.
2. The area is characterized by residential structures of generally three stories or less;	The area is generally characterized by single story structures. The structures in the Lowrise 2 zone to the north, east, and west are generally two-to-three stories.
3. The area is characterized by local access and circulation that can accommodate low	The area contains narrow roadways, lack of alleys and irregular street patterns. It is

density development 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 development;	located within a block of M L King Jr Way S, and has easy access to the regional transportation network.
4. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.	The area is within the Columbia City urban center, which provides facilities and services used by residents, including retail sales and services, parks, and a public library.

SMC 23.34.014.B (as amended by CB 120985 and CB 120993) provides the following locational criteria for the Lowrise 2 zone:

1. The area is either:	
a. Located in 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	The area is located within the Columbia City urban center. It is adjacent to Lowrise 2 and Lowrise 3 zoning on three sides and could extend that multifamily neighborhood.
b. Located in or near 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:	The area is located within the Columbia City urban center.
1) Small-scale structures generally no more than 40 feet in height that are comparable in scale with NR and LR1 zones;	Structures in the area range from one to three stories and are comparable in scale with NR and LR1 zones.
2) The area would provide a gradual transition between NR or LR1 zones and more intensive multifamily or neighborhood commercial zones; and	The area would extend an existing LR2 zone, which provides a transition between an area to be rezoned to Lowrise 1 and higher-density multifamily and commercial zones along Martin Luther King Jr Way S.
2. The area is characterized by local access and circulation conditions that accommodate low-density multifamily development;	The area contains narrow roadways, lack of alleys and irregular street patterns. It is located within a block of M L King Jr Way S,

	and has easy access to the regional transportation network.
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	The area has easy access to arterial streets. The area between the rezone area and M L King Jr Way S would be zoned Lowrise 1 on one side of the street (a lower density residential zone) and Lowrise 2 or 3 on the opposite side of the street (the same or higher-density residential zone). Traffic accessing the properties to be rezoned would pass through higher and lower density zones.
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.	The Columbia City urban center includes facilities and services used by residents, including retail sales and services, parks, and community centers. Most, but not all, blocks in the area have sidewalks providing good pedestrian access to the neighborhood's services.

Based on these criteria either Lowrise 1 or Lowrise 2 would be appropriate for the area, but Lowrise 2 appears to be slightly more appropriate.

Amend Attachment 1 to Council Bill (CB) 120993, to add a Map 2 as attached.

Map 2



200 100 0 200 Feet

Area identified for specific rezone

Zoning as proposed under CB 120993

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Prepared July 3, 2025, by Seattle City Council Central Staff.

Lish Whitson
Select Committee on the Comprehensive Plan
July 30, 2025
D#1

Amendment 84 Version 1 to Council Bill 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Remove off-street parking requirements citywide

Effect: This amendment would amend the City's Land Use Code to remove parking requirements citywide for all land uses in all zones. In order to maintain consistency between the Comprehensive Plan and the City's zoning regulations, the Committee must also adopt Amendment 7, which amends the One Seattle Comprehensive Plan to change policy direction and remove policies supportive of off-street parking.

Currently, the City applies parking requirements to various uses based on their anticipated demand for parking. In many areas of the city, for example in denser neighborhoods like Downtown Seattle or the University District, no parking is required in most circumstances. In these areas, developers decide how much parking is appropriate based on their anticipated tenant mix.

For example, residential buildings with small units near transit tend to have fewer parking spaces because smaller households, lower-income households, and households in transit-rich areas tend to have fewer cars on average. Residential buildings with larger units or units with multiple bedrooms targeted at families tend to include more parking spaces because families with children, larger households, and wealthier households tend to have more cars on average. In some cases, developers may choose to provide fewer parking spaces than their anticipated tenant mix would indicate would be appropriate. In this case, tenants may choose to park on the street, increasing on-street parking congestion.

Amend Section 11 of Council Bill 120993, to amend Section 23.22.062 of the Seattle Municipal Code (SMC), as follows:

Section 11. Section 23.22.062 of the Seattle Municipal Code, last amended by Ordinance 127211, is amended as follows:

23.22.062 Unit lot subdivisions

* * *

E. Within the parent lot, ~~required~~ parking accessory to ~~for~~ a dwelling unit may be provided on a different unit lot than the lot with the dwelling unit, as long as the right to use that parking is formalized by an easement on the plat, as recorded with the King County Recorder.

* * *

Amend Section 12 of Council Bill 120993, to amend Section 23.24.045 of the Seattle Municipal Code (SMC), as follows:

Section 12. Section 23.24.045 of the Seattle Municipal Code, last amended by Ordinance 127211, is amended as follows:

23.24.045 Unit lot subdivisions

* * *

E. Within the parent lot, ~~required~~ parking accessory to ~~for~~ a dwelling unit may be provided on a different unit lot than the lot with the dwelling unit, as long as the right to use that parking is formalized by an easement on the plat, as recorded with the King County Recorder.

* * *

Amend Section 24 of Council Bill 120993, to amend Section 23.42.106 of the Seattle Municipal Code (SMC), as follows:

Section 24. Section 23.42.106 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.42.106 Expansion of nonconforming uses

* * *

B. In addition to the standards in subsection 23.42.106.A, a structure in a ((~~neighborhood residential~~)) Neighborhood Residential zone occupied by a nonconforming residential use may be allowed to expand subject to the following:

1. The number of dwelling units shall not be increased, except as may be allowed pursuant to Section 23.40.040.

2. For a nonconforming residential use that is not a multifamily use, except as may be allowed pursuant to Section 23.40.040; if originally permitted by conditional use, the number shall not be allowed to increase above the number permitted by the conditional use approval.

3. An expansion of no more than 500 square feet of gross floor area, meeting the development standards for ((~~single-family~~)) residential construction in Chapter 23.44 and not exceeding the average height of the closest principal structures on either side, is allowed.

4. An expansion greater than 500 square feet of gross floor area and/or exceeding the average height of the closest principal structures on either side may be approved by the Seattle Department of Construction and Inspections through a special exception Type II Master Use Permit, if the proposed expansion meets the development standards for ((~~single-family~~)) residential construction and is compatible with surrounding development in terms of:

a. Architectural character;

b. Existing streetscape and pattern of ((~~yards~~)) setbacks; and

c. Scale and proportion of principal structures.

~~5. If an addition proposed under subsection 23.42.106.B.3 or 23.42.106.B.4 would require additional parking under the requirements of Section 23.54.015 ((for multifamily structures)), that additional parking must be provided.~~

* * *

Amend Section 24 of Council Bill 120993, to amend SMC Section 23.42.110, as follows:

Section 25. Section 23.42.110 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.42.110 Change from one nonconforming use to another nonconforming use

A nonconforming use may be converted by an administrative conditional use authorization to another use not otherwise permitted in the zone subject to the following limitations and conditions.

A. ((~~In neighborhood residential and residential small lot zones, a nonconforming multifamily residential use may not be converted to any nonresidential use not otherwise permitted in the zone.~~

~~B.~~)) The proposed new use must be no more detrimental to properties in the zone and vicinity than the existing use. This determination shall be based on consideration of the following factors:

1. The zones in which both the existing use and the proposed new use are allowed;

2. The number of employees and clients associated or expected with the proposed use;

3. The relative ~~parking,~~ traffic, light, glare, noise, odor and similar impacts of the two uses and how these impacts could be mitigated.

((~~C~~)) B. The existence of a single residential unit, such as a caretaker's or proprietor's unit, accessory to a nonconforming commercial use shall not be treated as having established a

residential use, and such a unit may be converted or changed provided that it is the only residential use in the structure and comprises less than half of the total floor area of the structure.

((~~D~~)) ~~C. Parking requirements for the proposed use shall be determined by the Director.~~

((~~E~~)) ~~D.~~C. If the new use is permitted, the Director may require mitigation measures, including but not limited to landscaping, sound barriers or fences, mounding or berming, adjustments to ((~~yards~~)) setback ~~or parking~~ standards, design modification, or limiting hours of operation.

Amend Section 30 of Council Bill 120993, to amend SMC Section 23.44.030, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

* * *

23.44.030 Administrative conditional uses

* * *

E. Uses in structures unsuited to uses permitted outright

1. A use not otherwise permitted in a Neighborhood Residential zone may be permitted as an administrative conditional use in structures unsuited to uses permitted outright in Neighborhood Residential zones. The determination that a use may be permitted shall be based on the following factors:

a. The design of the structure is not suitable for conversion to a use permitted outright in a Neighborhood Residential zone;

b. The structure contains more than 4,000 square feet; and

c. The proposed use will provide a public benefit.

2. ~~Parking requirements for uses permitted under this subsection 23.44.030.E shall be determined by the Director.~~

~~3.~~ The Director may require measures to mitigate impacts such as noise, odor, ~~parking,~~ or traffic impacts. Mitigating measures may include but are not limited to landscaping, sound barriers, fences, mounding or berming, adjustments to development standards, design modifications, or setting hours of operation.

~~4.~~ 3. In the case of an existing or former public school, permissible uses other than those permitted outright in the zone and their development standards ~~including parking requirements~~ shall be established only pursuant to procedures for establishing criteria for joint use or reuse of public schools in Chapter 23.78.

* * *

Amend Section 30 of Council Bill 120993, to amend SMC Section 23.44.160, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

* * *

23.44.160 Parking location and access

A. ~~Parking quantity. Off-street parking is required pursuant to Section 23.54.015.~~

~~B.~~ Parking on same lot. Any ~~required~~ accessory parking shall be located on the same lot as the principal use, except that parking accessory to a floating home, floating on-water residence, house barge, or vessel with a dwelling unit may be located on another lot if within

600 feet of the lot on which the floating home, floating on-water residence, house barge, or vessel with a dwelling unit is located.

~~C.~~B. Access to parking

1. Vehicular access to parking from an improved street, alley, or easement is required if parking is provided.

2. Access to parking is permitted from a street only if the Director determines that one of the following conditions exists:

a. There is no alley improved to the standards of subsection 23.53.030.B, and there is no unimproved alley in common usage that currently provides access to parking on the lot or to parking on adjacent lots in the same block;

b. Existing topography does not permit alley access;

c. At least 50 percent of alley frontage abuts property in a nonresidential zone;

d. Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard;

e. Parking access must be from the street in order to provide access to a parking space that complies with Chapter 11 of the Seattle Building Code; or

f. Providing alley access would require removal of a tree on private property that is a Tier 1 or Tier 2 tree and all other applicable criteria for tree protection in Chapter 25.11 are met.

~~D.~~C. Location of parking. Except as provided below, parking is not allowed within 20 feet of a front lot line or within 5 feet of a side street lot line:

1. If access to ~~required~~ parking passes through a required setback, automobiles, motorcycles, and similar vehicles may be parked on the open access located in a required setback.

2. If access is taken directly from an alley, surface parking may be located within 20 feet of a street lot line if it is located within 28 feet of an alley lot line and is no closer than 7 feet to any street lot line.

3. For lots at least 40 feet in width, up to two surface parking spaces are allowed within 20 feet of a street lot line provided:

a. Access to parking is allowed through the required setback abutting the street by subsection 23.44.160.~~C~~B;

b. The parking spaces are located perpendicular to the street lot line from which they are accessed;

c. On corner lots, the parking spaces are not located within 20 feet of the street lot line parallel to the parking spaces;

d. No other parking spaces or driveways are located on the lot;

e. The parking spaces are not located within 10 feet of a street lot line; and

f. The combined width of the parking spaces shall not exceed 20 feet.

4. Lots with uphill setbacks abutting streets. Parking may be located in a required setback abutting a street provided:

a. Access to parking is allowed through the required setback abutting the street by subsection 23.44.160.~~C~~B;

b. The existing grade of the lot slopes upward from the street lot line an average of at least 6 feet above sidewalk grade at a line that is 10 feet from the street lot line;

c. The parking area shall be at least an average of 6 feet below the existing grade prior to excavation and/or construction at a line that is 10 feet from the street lot line;

d. No other parking spaces or driveways are located on the lot;

e. If no garage is provided, the combined width of the parking spaces shall not exceed 20 feet. If a garage is provided, the width of a garage structure shall not exceed 24 feet; and

f. The total width of parking spaces and garages is not more than 60 percent of the width of the lot.

5. Lots with downhill setbacks abutting streets. Parking may be located in a required setback abutting a street if the following conditions are met:

a. Access to parking is allowed through the required setback abutting the street by subsection 23.44.160.~~C~~B;

b. The existing grade slopes downward from the street lot line that the parking faces;

c. For parking located in a front setback, the lot has a vertical drop of at least 6 feet in the first 10 feet, measured along a line from the midpoint of the front lot line to the midpoint of the rear lot line;

d. Parking is not located in required side setbacks abutting a street;

e. No other parking spaces or driveways are located on the lot;

f. If no garage is provided, the combined width of the parking spaces shall not exceed 20 feet. If a garage is provided, the width of a garage structure shall not exceed 24 feet; and

g. The total width of parking spaces and garages is not more than 60 percent of the width of the lot.

~~E.~~D. No more than three vehicles may be parked outdoors per dwelling unit on a lot.

~~F.~~E. Trailers, boats, recreational vehicles, and similar equipment shall not be parked in required setbacks, unless fully enclosed in a structure otherwise allowed in a required setback by subsection 23.44.160.~~D~~C.

~~G.~~F. The total combined horizontal width of all garage entrances that are located on front facades may not be more than 50 percent of the horizontal width of the street-level front facades or 10 feet, whichever is greater. No dwelling unit may have a garage entrance on both a front facade and a side facade.

~~H.~~G. Except as provided in subsections 23.44.160.~~D~~C.4 and 23.44.160.~~D~~C.5, garage entrances facing the street shall be set back at least 20 feet from the street lot line.

Amend Section 43 of Council Bill 120993, to amend SMC Section 23.45.536, as follows:

Section 43. Section 23.45.536 of the Seattle Municipal Code, last amended by Ordinance 126682, is amended as follows:

23.45.536 Parking location, access, and screening

A. ~~Off-street parking spaces are required to the extent provided in Chapter 23.54.~~

~~B.~~Location of parking

1. ~~If~~ Accessory parking ~~is required, it~~ shall be located on the same lot as the principal use ~~requiring the parking~~, except as otherwise provided in this subsection 23.45.536.~~B.~~A.

2. Surface parking

a. Except as otherwise provided in this subsection 23.45.536.~~B~~A, surface parking may be located anywhere on a lot except:

1) In the required front setback;

2) In the required side street side setback as extended from side lot line to side lot line; and

3) Within 20 feet of any street lot line.

b. If access is taken directly from an alley, surface parking may be located anywhere within 28 feet from an alley lot line provided it is no closer than 7 feet to any street lot line. Additionally, for lots with only alley frontage, surface parking may be located within the front setback.

3. Parking in a structure. Parking may be located in a structure or under a structure, provided that no portion of a garage that is higher than 4 feet above existing or finished grade, whichever is lower, shall be closer to a street lot line than any part of the street-level, street-facing facade of the structure in which it is located.

4. On a through lot, parking may be located between the structure and one front lot line. The front setback in which the parking may be located will be determined by the Director based on the prevailing character and setback patterns of the block.

5. On waterfront lots in the Shoreline District, parking may be located between the structure and the front lot line, if necessary to prevent blockage of view corridors or to keep parking away from the edge of the water, as required by Chapter 23.60A, Shoreline Master Program Regulations.

6. Parking that is ~~required and~~ accessory to a residential or non-residential use may be located on a lot within 800 feet of the lot where the use that requires the parking is located, provided that:

a. The lot is not located in a neighborhood residential zone; and

b. The requirements of Section 23.54.025 ~~for required parking~~ are met.

~~C.~~ B. Access to parking

1. Alley access required. Except as otherwise expressly required or permitted in subsections 23.45.536.~~C~~B. or 23.45.536.~~D~~C, access to parking shall be from the alley if the lot abuts an alley and one of the conditions in this subsection 23.45.536.~~C~~B.1 is met:

a. The alley is improved to the standards of subsection 23.53.030.C; or

b. The Director determines that alley access is feasible and desirable to mitigate parking access impacts, improve public safety, and/or maintain on-street parking capacity.

2. Street access required. Access to parking shall be from the street if:

a. The lot does not abut an alley.

b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons:

1) Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard;

2) Topography makes alley access infeasible; or

3) The alley is on the uphill side of a steeply sloping lot, and the following conditions are met:

a) Access from the street is to a common parking garage in or under the structure, located a maximum of 4 feet above grade.

b) The siting of development results in an increased Green Factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access is used.

3. On corner lots, if street access is permitted pursuant to subsection 23.45.536.~~C~~B.2, the applicant may determine the street from which access is taken, unless the Director determines that the use of the street chosen by the applicant would create a significant safety hazard.

4. On steeply sloping lots, the Director may permit the use of both an alley and a street for access, provided that the following conditions are met:

a. Access from the street is to a common parking garage in or under the structure, that is underground or extends no more than 4 feet above grade.

b. The siting of development results in an increased Green Factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access alone is used.

5. Access to required barrier-free parking spaces that meet the standards in the Seattle Residential Code, Section R320, or the Seattle Building Code, Chapter 11, may be from the street where alley access would otherwise be required if providing access from an alley would reduce accessibility to a dwelling unit for persons with disabilities.

6. If the alley is used for access, the alley shall be improved according to the standards in subsections 23.53.030.E and 23.53.030.F.

7. If the lot does not abut an improved alley or street, access may be permitted from an easement that meets the provisions of Chapter 23.53, Requirements for Streets, Alleys, and Easements.

8. If street access is required, either:

a. Driveways that provide access from the street to garages opening on a street-facing facade of individual townhouse or rowhouse units shall be paved with permeable materials; or

b. Access to a majority of garages opening on street-facing facades of individual townhouse or rowhouse units shall be provided by shared driveways.

~~D.~~C. Screening of parking

1. Parking shall be screened from direct street view by:

a. The street-facing facade of a structure;

b. Garage doors;

c. A fence or wall; or

d. Landscaped areas, including bioretention facilities or landscaped berms.

2. Screening provided by a fence, wall, or vegetation in a landscaped area shall not be located within any required sight triangle and shall meet the following conditions:

a. The fence, wall, or vegetation in the landscaped area shall be at least 3 feet tall measured from the elevation of the curb, or from the elevation of the street if no curb is present. If the elevation of the ground at the base of the fence, wall, or landscaped area is higher than the finished elevation of the parking surface, the difference in elevation may be measured as a portion of the required height of the screen, so long as the fence, wall, or

vegetation in the landscaped area is at least 3 feet in height. If located in a setback, the fence or wall shall meet the requirements of subsection ((~~23.45.518.I.7~~)) 23.45.518.H.7.

b. The fence, wall, or vegetation in the landscaped area shall be set back at least 3 feet from the lot line.

3. Screening by garage doors in LR zones. If parking is provided in a garage in or attached to a principal structure and garage door(s) face a street, the garage door(s) may be no more than 75 square feet in area.

~~E.~~D. Other provisions. Garage doors in LR zones and MR zones facing the street shall be set back at least 18 feet from the street lot line, and shall be no closer to the street lot line than the street-facing facade of the structure.

Add a new Section XX to Council Bill 120993 to amend SMC Section 23.45.570, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.45.570 of the Seattle Municipal Code, last amended by Ordinance 126858, is amended as follows:

23.45.570 Institutions

* * *

G. Parking

1. Parking quantity. ~~Parking~~ Bicycle parking and loading is required pursuant to ~~Section 23.54.015, except as modified by Section 23.54.020~~ Chapter 23.54.

2. Location of parking. Parking areas and facilities may be located anywhere on the lot except in the required front setback or side street side setback.

3. Screening of surface parking areas. Surface parking areas for more than five vehicles shall be screened in accordance with the following requirements and the provisions of Section 23.45.524.

a. Screening shall be provided on each side of the parking area that abuts, or faces across a street, alley, or access easement, a lot in a residential zone.

b. Screening shall consist of a fence, solid evergreen hedge or wall between 4 and 6 feet in height. Sight triangles must be provided. Fences surrounding sports fields/recreation areas may be 8 feet high. The Director may permit higher fencing when necessary for sports fields.

c. The height of the visual barrier created by the screen required in subsection 23.45.570.G.3 shall be measured from street level. If the elevation of the lot line is different from the finished elevation of the parking surface, the difference in elevation may be measured as a portion of the required height of the screen, so long as the screen itself is a minimum of 3 feet in height.

4. Landscaping of surface parking. Accessory surface parking areas for more than 20 vehicles shall be landscaped according to the following requirements:

a. One tree per every five parking spaces is required.

b. Each required tree shall be planted in a landscaped area and shall be 3 feet away from any curb of a landscaped area or edge of the parking area. Permanent curbs or structural barriers shall protect landscaping, but may include openings to allow movement of stormwater.

c. Hardy evergreen ground cover shall be planted to cover each landscaped area.

d. The trees and landscaped areas shall be located within the parking area to break up large expanses of pavement and cars.

Add a new Section XX to Council Bill 120993 to amend SMC Section 23.47A.030, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.47A.030 of the Seattle Municipal Code, enacted by Ordinance 122311, is amended as follows:

23.47A.030 Required parking and loading. Loading

A. ~~Off-street parking spaces~~ Bicycle parking may be required as provided in Section ~~23.54.015, Required parking~~ 23.54.037 Bicycle parking.

B. Loading berths are required for certain commercial uses according to the requirements of Section 23.54.035.

Add a new Section XX to Council Bill 120993 to amend SMC Section 23.48.080, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.48.080 of the Seattle Municipal Code, enacted by Ordinance 124883, is amended as follows:

23.48.080 Required parking and loading

A. ~~Off-street parking spaces and bicycle parking are required according to Section 23.54.015, Required parking~~ Bicycle parking may be required as provided in Section 23.54.037 Bicycle parking.

* * *

Add a new Section XX to Council Bill 120993 to amend SMC Section 23.48.280, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.48.280 of the Seattle Municipal Code, last amended by by Ordinance 125558, is amended as follows:

23.48.280 ~~Required parking~~ Parking in South Lake Union Urban Center

A. ~~Off-street parking spaces and bicycle parking are required according to Section 23.54.015 unless modified by this Section 23.48.280.~~ Bicycle parking may be required as provided in Section 23.54.037 Bicycle parking

B. Maximum parking limits for motor vehicles

1. Except as provided in subsections 23.48.280.B.2 and 23.48.280.B.3, the amount of parking reserved for or accessory to non-residential uses is limited to one parking space per every 1,000 square feet of gross floor area in non-residential use minus gross floor area in parking uses.

2. If, on or before September 1, 2012, a lot is providing legal off-site parking for another lot, by means such as a recorded parking easement or off-site accessory parking covenant on the subject lot, then the number of such off-site parking spaces is allowed on the off-site lot in addition to one space per 1,000 square feet for non-residential uses minus gross floor area in parking uses on the subject lot.

3. A lot in the SM-SLU 85/65-160 zone may exceed the maximum parking limits in this subsection 23.48.280.B without approval of a special exception pursuant to subsection 23.48.280.B.2 when, prior to issuance of a Master Use Permit for the lot that exceeds the maximum parking limit, the fee owners of both the property subject to the Master Use Permit for the lot that exceeds the maximum parking limit and the fee owners of the property subject to the Master Use Permit execute a restrictive covenant that is recorded in the King County real property records that limits the amount of parking that can be provided on other lot(s), such that

the total quantity of parking provided as part of the Master Use Permit together with the parking to be provided on the other lot(s) subject to the restrictive covenant does not exceed the maximum parking limits in subsection 23.48.280.B.

C. Parking at street level within structures. Parking is permitted in a story that is partially above street level and partially below street level in a structure permitted in a setback area under the provisions of subsection 23.48.240.C.2.b.

Add a new Section XX to Council Bill 120993 to amend the title of SMC Section 23.48.780, as follows, and renumber the subsequent sections of the bill, as appropriate:

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

23.48.780 ~~Required parking~~ Parking in Uptown Urban Center

* * *

Amend Section 51 of Council Bill 120993, to amend SMC Section 23.49.019, as follows:

Section 51. 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.

A. Parking quantity requirements

1. No parking for motor vehicles, either long-term or short-term, is required for uses on lots in ((~~Downtown~~)) downtown zones~~, except as follows:~~

~~a. In the International District Mixed and International District Residential zones, parking requirements for restaurants, motion picture theaters, and other entertainment uses are as prescribed by Section 23.66.342.~~

~~b. In the International District Mixed and International District Residential zones, the Director of the Department of Neighborhoods, upon the recommendation of the International District Special Review District Board, may waive or reduce required parking according to the provisions of Section 23.66.342, Parking and access~~.

~~c.~~ Bicycle parking is required as specified in ((~~subsection 23.54.015.K~~)) Section 23.54.037.

2. Reduction or elimination of parking required by permits. A property owner may apply to the Director for the reduction or elimination of parking required by any permit issued under this Title 23 or Title 24, except for a condition contained in or required pursuant to any Council conditional use, contract rezone, planned community development, or other Type IV decision. The Director may grant reduction or elimination of required parking as a Type I decision, either as part of a Master Use Permit for the establishment of any new use or structure, or as an independent application for reduction or elimination of parking required by permit. Parking for bicycles may not be reduced or eliminated under this subsection 23.49.019.A.2. Any Transportation Management Plan (TMP) required by permit for the development for which a parking reduction or elimination is proposed shall remain in effect, except that the Director may change the conditions of the TMP to reflect current conditions and to mitigate any parking and traffic impacts of the proposed changes. If any bonus floor area was granted for the parking, then reduction or elimination shall not be permitted except in compliance with applicable provisions regarding the elimination or reduction of bonus features. If any required parking that is allowed

to be reduced or eliminated under this subsection 23.49.019.A.2 is the subject of a recorded parking covenant, the Director may authorize modification or release of the covenant.

* * *

C. Maximum parking limits

1. Except as provided in subsections 23.49.019.C.2 and 23.66.342.B, parking for ((~~non-residential~~)) nonresidential uses is limited to a maximum of one parking space per 1,000 square feet.

2. In the area east of Interstate 5, parking for general sales and service uses and for eating and drinking establishments is limited to a maximum of two parking spaces per 1,000 square feet.

D. Ridesharing and transit incentive program requirements. The following requirements apply to all new structures containing more than 10,000 square feet of new ((~~non-residential~~)) nonresidential use, and to structures where more than 10,000 square feet of ((~~non-residential~~)) nonresidential use is proposed to be added.

1. The building owner shall establish and maintain a transportation coordinator position for the proposed structure and designate a person to fill this position, or the building owner may contract with an area-wide transportation coordinator acceptable to the Department. The transportation coordinator shall devise and implement alternative means for employee commuting. The transportation coordinator shall be trained by the Seattle Department of Transportation or by an alternative organization with ridesharing experience, and shall work with the Seattle Department of Transportation and building tenants. The coordinator shall disseminate ridesharing information to building occupants to encourage use of public transit, carpools, vanpools, and flextime; administer the in-house ridesharing program; and aid in evaluation and

monitoring of the ridesharing program by the Seattle Department of Transportation. The transportation coordinator in addition shall survey all employees of building tenants once a year to determine commute mode percentages.

2. The Seattle Department of Transportation, in conjunction with the transportation coordinator, shall monitor the effectiveness of the ridesharing/transit incentive program on an annual basis. The building owner shall allow a designated Seattle Department of Transportation or rideshare representative to inspect the parking facility and review operation of the ridesharing program.

3. The building owner shall provide and maintain a transportation information center, which has transit information displays including transit route maps and schedules and Seattle ridesharing program information. The transportation display shall be located in the lobby or other location highly visible to employees within the structure, and shall be established prior to issuance of a certificate of occupancy.

E. Bicycle parking is required according to ((~~subsection 23.54.015.K~~)) Section 23.54.037.

F. Reserved.

* * *

H. Standards for location of access to parking. This subsection 23.49.019.H does not apply to Pike Market Mixed, Pioneer Square Mixed, International District Mixed, and International District Residential zones except that subsection 23.49.019.H.1 applies to International District Mixed and International District Residential zones to the extent stated in subsection 23.66.342.D.

1. Curb cut location

a. If a lot abuts an alley, alley access is required, except as provided in subsection 23.49.019.H.1.c.

b. If a lot does not abut an alley and abuts more than one right-of-way, the location of access is determined by the Director as a Type I decision after consulting with the Director of the Seattle Department of Transportation. Unless the Director otherwise determines under subsection 23.49.019.H.1.c, access is allowed only from a right-of-way in the category, determined by the classifications shown on Map 1B and Map 1F of the Downtown Overlay Maps or another map identified in a note to Map 1F, that is most preferred among the categories of rights-of-way abutting the lot, according to the ranking set forth below, from most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included):

1) Access street;

2) Class II pedestrian street/Minor arterial;

3) Class II pedestrian street/Principal arterial;

4) Class I pedestrian street/Minor arterial;

5) Class I pedestrian street/Principal arterial;

6) Principal transit street;

7) Designated green street.

c. The Director may allow or require access from a right-of-way other than one indicated by subsection 23.49.019.H.1.a or 23.49.019.H.1.b if, after consulting with the Director of the Seattle Department of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance

vehicular safety, or minimize hazards, and, for hotel use, improve passenger loading safety or increase visibility of vehicular access for guests arriving by car, the Director finds that an exception to the general policy is warranted. The Director may approve an exception for hotel use and impose conditions to minimize any adverse impacts to the pedestrian environment or street operations, including but not limited to allowing one-way driveways that are less than the minimum width otherwise required. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible.

d. If a street or alley vacation is proposed, the Director shall consult with the Seattle Design Commission on how the location and extent of proposed curb cuts affects or impacts the public realm and how those impacts have been reduced.

2. Curb cut width and number. The width and number of ((~~curbcuts~~)) curb cuts shall comply with Section ((~~23.54.030, Parking space standards~~)) 23.54.031.

I. Screening and landscaping of surface parking areas

1. Screening. Surface parking areas for more than five vehicles shall be screened in accordance with the following requirements:

a. Screening is required along each street lot line.

b. Screening shall consist of:

1) A view-obscuring fence or wall at least 3 feet in height; or

2) A landscaped area with vegetation at least 3 feet in height.

Landscaped areas may include bioretention facilities or landscaped berms, provided that the top of the vegetation is at least 3 feet above the grade abutting the facility or berm.

c. A landscaped strip on the street side of the fence or wall shall be provided if a fence or wall is used for screening. The strip shall be an average of 3 feet from the property line, but at no point less than 1.5 feet wide. Each landscaped strip shall be planted with sufficient shrubs, grass, and/or evergreen groundcover so that the entire strip, excluding driveways, will be covered in three years. Each landscaped strip may be a bioretention facility, at grade, or a raised berm.

d. Sight triangles shall be provided in accordance with Section ((~~23.54.030, Parking space standards~~)) 23.54.032.

2. Landscaping. Surface parking areas for 20 or more vehicles, except temporary surface parking areas, shall be landscaped according to the following requirements:

a. The amount of landscaped area required is shown on Table B for 23.49.019:

Table B for 23.49.019
Required landscaping for surface parking areas with 20 or more parking spaces

Total number of parking spaces	**Minimum required landscaped area**
20 to 50	18 square feet per parking space
51 to 99	25 square feet per parking space
100 or more spaces	35 square feet per parking space

b. The minimum size of a required landscaped area is 100 square feet. Berms provided to meet the screening standards in subsection 23.49.019.I.1 may be counted as

part of a landscaped area. No part of a landscaped area shall be less than 4 feet in any dimension except those dimensions reduced by turning radii or angles of parking spaces.

c. The landscaped area may include bioretention facilities.

d. No parking stall shall be more than 60 feet from a required landscaped area.

e. One tree per every five parking spaces is required.

f. Each tree shall be at least 3 feet from any curb of a landscaped area or edge of the parking area.

g. Permanent curbs or structural barriers shall protect landscaped areas.

h. Sufficient hardy evergreen groundcover shall be planted to cover each landscaped area completely within three years. Trees shall be selected from the Seattle Department of Transportation's list for parking area planting.

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 Center in 2035 that are contained in Seattle's Comprehensive Plan's Transportation Element.

K. Electric vehicle charging infrastructure. Off-street parking spaces shall be designed according to the standards of ((~~subsection 23.54.030.L~~)) Section 23.54.034.

Amend Section 54 of Council Bill 120993, to amend SMC Section 23.51B.002, as follows:

Section 54. Section 23.51B.002 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.51B.002 Public schools in residential zones

* * *

G. ~~Parking ((Quantity)) quantity. Parking shall be required as provided in Chapter 23.54.~~ [RESERVED]

* * *

Add a new Section XX to Council Bill 120993, to amend SMC Section 23.53.015, and renumber the subsequent sections as appropriate, as follows:

Section XX. Section 23.53.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.015 Improvement requirements for existing streets in residential and commercial zones

* * *

D. Exceptions for streets with existing curbs

1. Streets with right-of-way greater than or equal to the minimum right-of-way width. If a street with existing curbs abuts a lot and the existing right-of-way is greater than or equal to the minimum width established in subsection 23.53.015.A.6, but the roadway width is less than the minimum established in the Right-of-Way Improvements Manual, the following requirements shall be met:

a. All structures on the lot shall be designed and built to accommodate the grade of the future street improvements.

b. A no-protest agreement to future street improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County Recorder.

c. Pedestrian access and circulation are required as specified in Section 23.53.006.

2. Streets with less than the minimum right-of-way width. If a street with existing curbs abuts a lot and the existing right-of-way is less than the minimum width established in subsection 23.53.015.A.6, the following requirements shall be met:

a. Setback requirement. A setback equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection 23.53.015.A.6 is required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. The area of the setback may be used to meet any development standard, except that ~~required~~ parking may not be in the setback. Underground structures that would not prevent the future widening and improvement of the right-of-way may be permitted in the required setback by the Director after consulting with the Director of Transportation. Encroachments into this setback shall not be considered structural building overhangs, but the encroachment is limited to the standards set forth in Section 23.53.035. In all residential zones except Highrise zones, an additional 3-foot setback is also required.

b. Grading requirement. If a setback is required, all structures on the lot shall be designed and built to accommodate the grade of the future street, as specified in the Right-of-Way Improvements Manual.

c. No-protest agreement requirement. A no-protest agreement to future street improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County Recorder.

d. Pedestrian access and circulation are required as specified in Section 23.53.006.

* * *

Add a new Section XX to Council Bill 120993, to amend SMC Section 23.53.020, and renumber the subsequent sections as appropriate, as follows:

Section XX. Section 23.53.020 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.020 Improvement requirements for existing streets in industrial zones

* * *

C. General Industrial 1 and General Industrial 2 (IG1 and IG2 zones) and Maritime, Manufacturing, and Logistics (MML) zone. Except as provided in subsection 23.53.020.E, the following improvements shall be required in IG1, IG2, and the MML zones, in addition to the pedestrian access and circulation requirements of Section 23.53.006. Further improvements may be required on streets designated in subsection 23.53.020.B.

1. Setback requirement. When the right-of-way abutting a lot has less than the minimum width established in subsection 23.53.020.A.6, a setback equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection 23.53.020.A.6 is required; provided, however, that if a setback has been provided under this subsection 23.53.020.C.1, other lots on the block shall provide the same setback. The area of the setback may be used to meet any development standard, except that ~~required~~ parking

may not be in the setback. Underground structures that would not prevent the future widening and improvement of the right-of-way may be permitted in the required setback by the Director after consulting with the Director of Seattle Department of Transportation.

2. Grading requirement. When an existing street abutting a lot is less than the width established in subsection 23.53.020.A.6, all structures shall be designed and built to accommodate the grade of the future street improvements.

3. Fire apparatus access. If the lot does not have vehicular access from a street or private easement that meets the regulations for fire apparatus access roads in Chapter 22.600, such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative that provides adequate emergency vehicle access.

4. Dead-end streets. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround as specified in the Streets Illustrated Right-of-Way Improvements Manual or successor. The Director, after consulting with the Director of the Seattle Department of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

5. No-protest agreement requirement. When a setback is required by subsection 23.53.020.C.1, or a pedestrian walkway is required as specified in Section 23.53.006, a no-protest agreement to future street improvements shall be required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County Recorder.

* * *

E. Exceptions

1. Streets with existing curbs

a. Streets with right-of-way greater than or equal to the minimum right-of-way width. When a street with existing curbs abuts a lot, and improvements would be required by subsections 23.53.020.B or 23.53.020.D, and the existing right-of-way is greater than or equal to the minimum width established in subsection 23.53.020.A.6, but the roadway width is less than the minimum established in the Streets Illustrated Right-of-Way Improvements Manual or successor, the following requirements shall be met:

1) All structures on the lot shall be designed and built to accommodate the grade of the future street improvements.

2) A no-protest agreement to future street improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the title to the property with the King County Recorder.

3) Pedestrian access and circulation are required as specified in Section 23.53.006.

b. Streets with less than the minimum right-of-way width. When a street with existing curbs abuts a lot and the existing right-of-way is less than the minimum width established in subsection 23.53.020.A.6, the following requirements shall be met:

1) Setback requirement. A setback equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection 23.53.020.A.6 is required; provided, however, that if a setback has been provided under this subsection 23.53.020.E.1.b.1, other lots on the block shall provide the same setback. The area of the setback may be used to meet any development standard, except that ~~required~~ parking may not be in the setback. Underground structures that would not prevent the future

widening and improvements of the right-of-way may be permitted in the required setback by the Director after consulting with the Director of Transportation.

2) Grading requirement. When a setback is required, all structures on the lot shall be designed and built to accommodate the grade of the future street, as specified in the Streets Illustrated Right-of-Way Improvements Manual or successor.

3) A no-protest agreement to future street improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the title to the property with the King County Recorder.

4) If there is no sidewalk, a sidewalk shall be constructed except when an exception set forth in Section 23.53.006 is applicable.

2. Projects with reduced improvement requirements. The following types of projects are exempt from all dedication and improvement requirements of subsections 23.53.020.B, 23.53.020.C, and 23.53.020.D, but shall meet the pedestrian access and circulation requirements specified in Section 23.53.006 and the requirements of subsection 23.53.020.E.1.b if the street right-of-way abutting the lot has less than the minimum right-of-way width established in subsection 23.53.020.A or does not meet the grade of future street improvements.

a. Structures with fewer than ten artist's studio dwellings;

b. The following uses when they are smaller than 750 square feet of gross floor area: major and minor vehicle repair uses, and multipurpose retail sales uses;

c. Nonresidential structures that have less than 4,000 square feet of gross floor area and that do not contain uses listed in subsection 23.53.020.E.2.b that are larger than 750 square feet;

d. Structures containing a mix of artist's studio dwellings and nonresidential uses, if there are fewer than ten artist's studio dwellings, and the square footage of nonresidential use is less than specified in subsections 23.53.020.E.2.b and 23.53.020.E.2.c;

e. Remodeling and use changes within existing structures;

f. Additions to existing structures that are exempt from environmental review; and

g. Expansions of surface parking, outdoor storage, outdoor sales or outdoor display of rental equipment of less than 20 percent of the parking, storage, sales or display area, or number of parking spaces.

3. Exceptions from street improvement requirements. The Director, in consultation with the Director of Transportation, may waive or modify the requirements for paving, dedication, setbacks, grading, no-protest agreements, and landscaping when it is determined that one or more of the following conditions are met. The waiver or modification shall provide the minimum relief necessary to accommodate site conditions while maximizing access and circulation.

a. Location in an environmentally critical area or buffer, disruption of existing drainage patterns, or removal of natural features such as significant trees or other valuable and character-defining mature vegetation makes widening or improving the right-of-way impractical or undesirable.

b. The existence of a bridge, viaduct, or structure such as a substantial retaining wall in proximity to the project site makes widening or improving the right-of-way impractical or undesirable.

c. Widening the right-of-way or improving the street would adversely affect the character of the street, as it is defined in an adopted neighborhood plan, street designations in the Streets Illustrated Right-of-Way Improvements Manual or successor, or adopted City plan for Green Streets, boulevards, or other special right-of-way, or would otherwise conflict with the stated goals of such a plan.

d. Widening or improving the right-of-way would make building on a lot infeasible by reducing it to dimensions where development standards cannot reasonably be met.

e. Widening or improving the right-of-way would preclude vehicular access to an existing lot.

f. One or more substantial principal structures on the same side of the block as the proposed project are in the area needed for future expansion of the right-of-way and the structure(s)' condition and size make future widening of the remainder of the right-of-way unlikely.

g. Widening or improving the right-of-way is impractical because topography would preclude the use of the street for vehicular access to the lot, for example due to an inability to meet the required 15 percent maximum driveway slope.

h. Widening or improving the right-of-way is not necessary because it is adequate for current and potential vehicular traffic, for example, due to the limited number of lots served by the development or because the development on the street is at zoned capacity.

* * *

Add a new Section XX to Council Bill 120993, to amend SMC Section 23.53.030, and renumber the subsequent sections as appropriate, as follows:

Section XX. Section 23.53.030 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.030 Alley improvements in all zones

* * *

F. Existing alleys that do not meet minimum width

1. When an existing alley is used for access to parking spaces, open storage, or loading berths on a lot, and the alley does not meet the minimum width established in subsection 23.53.030.D, except as provided in subsection 23.53.030.G, a dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width established in subsection 23.53.030.D shall be required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the block shall not be required to dedicate more than that amount of right-of-way. Underground and overhead portions of structures that would not interfere with the functioning of the alley may be allowed by the Director of the Seattle Department of Construction and Inspections after consulting with the Director of Transportation. When existing structures are located in the portion of the lot to be dedicated, that portion of the lot shall be exempt from dedication requirements. The improvements required under subsection 23.53.030.E.1 shall then be installed, depending on the type of project.

2. When an existing alley is not used for access to parking spaces or loading berths on an abutting lot, but the alley does not meet the minimum width established in subsection 23.53.030.D, except as provided in subsection 23.53.030.G, the following requirements shall be met:

a. A setback equal to half the distance between the current alley right-of-way width and the minimum right-of-way width established in subsection 23.53.030.D shall be

required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. The area of the setback may be used to meet any development standards, except that ~~required~~ parking and loading berths may not be located in the setback. Underground and overhead structures which would not prevent the future widening and improvement of the right-of-way may be permitted in the required setback by the Director of the Seattle Department of Construction and Inspections after consulting with the Director of Transportation.

b. All structures shall be designed to accommodate the grade of the future alley right-of-way.

c. A no-protest agreement to future street improvements shall be required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the title to the property with the King County Recorder's Office.

Amend Section 57 of Council Bill 120993, to amend SMC Section 23.54.015, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 ~~Required vehicular~~ Vehicular parking ~~and maximum vehicular parking limits~~

A. Required parking. Notwithstanding other provisions of this Title 23 and except as provided in Section 23.54.015.B, uses within the City of Seattle are not required to provide vehicular parking.~~The minimum number of off-street motor vehicle parking spaces required for specific uses is set forth in Table A for 23.54.015 for ((non-residential)) nonresidential uses other than institutional uses, Table B for 23.54.015 for residential uses, and Table C for 23.54.015 for institutional uses, except as otherwise provided in this Chapter 23.54. Required~~

~~parking is based upon gross floor area of a use within a structure minus gross floor area in parking uses, and the square footage of a use when located outside of an enclosed structure, or as otherwise specified. Maximum parking limits for specific uses and specific areas are set forth in subsection 23.54.015.C. Exceptions to motor vehicle parking requirements set forth in this Section 23.54.015 are provided in((:)) subsections 23.54.015.B and 23.54.015.C((;)) and in Section 23.54.020 ((unless otherwise specified)).~~ This Chapter 23.54 does not apply to parking for construction activity, which is regulated by Section 23.42.044.

B. Required parking for specific zones and areas

1. Parking in downtown zones is regulated by Chapters 23.49 and 23.66, and not by this Section 23.54.015.

2. Parking in the MPC-YT zone is regulated by Section 23.75.180 and not by this Section 23.54.015.

3. Parking for major institution uses in the Major Institution Overlay District is regulated by Sections 23.54.015 and 23.54.016.

4. The Director shall adopt by rule a map of frequent transit and major transit service areas based on proximity to a transit station or stop served by a frequent transit route or a major transit service. The determination whether a proposed development site is in a scheduled frequent transit or major transit service area shall be based on the ((~~frequent transit service area~~)) map adopted by rule that exists on the date a project vests according to the standards of Section 23.76.026, provided that a rule that takes effect on a date after the project vests may be applied to determine whether the site is in a scheduled frequent transit or major transit service area, at the election of the project applicant in accordance with subsection 23.76.026.E.

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, no more than 145 spaces per lot may be provided as surface parking or as flexible-use parking.

3. In all Neighborhood Residential and 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.

D. ~~Parking waivers for ((non-residential)) nonresidential uses~~

~~1. In all commercial zones, no parking is required for the first 1,500 square feet of each business establishment or the first 15 fixed seats for motion picture and performing arts theaters.~~

~~2. In all other zones, no parking is required for the first 2,500 square feet of gross floor area of ((non-residential)) nonresidential uses in a structure, except for the following:~~

~~a. Structures or portions of structures occupied by restaurants with drive-in lanes((,)) ;~~

~~b. Motion picture theaters((,)) ;~~

~~c. Offices((,)) ; or~~

~~d. Institution uses, including Major Institution uses.~~

~~When two or more uses with different parking ratios occupy a structure, the 2,500 square foot waiver is prorated based on the area occupied by the ((non-residential)) nonresidential uses for which the parking waiver is permitted.~~

~~E.~~ Fleet vehicles. Notwithstanding any other provisions of this ((~~section~~)) Section 23.54.015, off-street parking shall be provided for all fleet vehicles ~~and those parking spaces will not be counted toward the parking requirements of Table A for 23.54.015, Table B for 23.54.015, or Table C for 23.54.015~~.

~~F. Use and reuse of schools. For non-school uses permitted to locate in a former or existing public school, parking requirements will be determined by school use pursuant to criteria adopted according to Chapter 23.78((, Establishment of Criteria for Joint Use or Reuse of Schools)).~~

~~G. New ((non-residential)) nonresidential uses in existing structures in commercial and industrial zones. Up to 20 required parking spaces are waived for a new ((non-residential)) nonresidential use established in an existing structure or the expansion of an existing ((non-residential)) nonresidential use entirely within an existing structure. Existing required parking shall remain. For purposes of this Section 23.54.015, "existing structure" means a structure that was established under permit, or for which a building permit has been granted and has not expired, at least two years prior to the application to establish the new use or expand the use. Parking spaces required for loading and unloading of passengers are not eligible for the waiver under this subsection 23.54.015.G.~~

~~H. Uses not shown on parking tables. In the case of a use not shown on Table A for 23.54.015, Table B for 23.54.015, or Table C for 23.54.015, the requirements for off-street parking will be determined by the Director based on the requirements for the most comparable use. Where, in the judgment of the Director, none of the uses on Table A for 23.54.015, Table B for 23.54.015, and Table C for 23.54.015 are comparable to a proposed use, the Director may base ((his or her)) a determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.~~

~~I. Uses in multiple parking table categories. If an entire use or structure, or the same portion of a use or structure, falls under more than one category in Table A for 23.54.015, Table B for 23.54.015, or Table C for 23.54.015 then, unless otherwise specified, the category requiring the smallest number of parking spaces applies except as expressly set forth on such tables.~~

~~J. Existing parking deficits. Existing legal parking deficits of legally established uses are allowed to continue even if a change of use occurs. This subsection 23.54.015.J will not be construed to permit a parking deficit caused by the failure to satisfy conditions of a reduced parking requirement for any use or structure.~~

~~Table A for 23.54.015~~
~~Required parking for ((non-residential)) nonresidential uses other than institutions~~

~~Use~~				~~Minimum parking required~~
~~I. General ((non-residential)) nonresidential uses (other than institutions)~~				
~~A.~~	~~AGRICULTURAL USES[1]~~			~~1 space for each 2,000 square feet~~
~~B.~~	~~COMMERCIAL USES~~			
	~~B.1.~~	~~Animal shelters and kennels~~		~~1 space for each 2,000 square feet~~
	~~B.2.~~	~~Eating and drinking establishments~~		~~1 space for each 250 square feet~~
	~~B.3.~~	~~Entertainment uses, general, except as noted below~~ [2]		~~For public assembly areas: 1 space for each 8 fixed seats, or 1 space for each 100 square feet of public assembly area not containing fixed seats~~
		~~B.3.a.~~	~~Adult cabarets~~	~~1 space for each 250 square feet~~
		~~B.3.b.~~	~~Sports and recreation uses~~ [2]	~~1 space for each 500 square feet~~

~~Table A for 23.54.015~~
~~Required parking for ((non-residential)) nonresidential uses other than institutions~~

~~Use~~				~~Minimum parking required~~
	~~B.4.~~	~~Food processing and craft work~~		~~1 space for each 2,000 square feet~~
	~~B.5.~~	~~Laboratories, research and development~~		~~1 space for each 1,500 square feet~~
	~~B.6.~~	~~Lodging uses~~		~~1 space for each 4 rooms;~~ ~~For bed and breakfast facilities in ((neighborhood residential)) Neighborhood Residential and multifamily zones, 1 space for each dwelling unit, plus 1 space for each 2 guest rooms~~
	~~B.7.~~	~~Medical services~~		~~1 space for each 500 square feet~~
	~~B.8.~~	~~Offices~~		~~1 space for each 1,000 square feet~~
	~~B.9.~~	~~Sales and services, automotive~~		~~1 space for each 2,000 square feet~~
	~~B.10.~~	~~Sales and services, general, except as noted below~~		~~1 space for each 500 square feet~~
		~~B.10.a.~~	~~Pet daycare centers.~~[4]	~~1 space for each 10 animals or 1 space for each staff member, whichever is greater,~~

~~Table A for 23.54.015~~
~~Required parking for ((non-residential)) nonresidential uses other than institutions~~

~~Use~~				~~Minimum parking required~~
				~~plus 1 loading and unloading space for each 20 animals~~
	~~B.11.~~	~~Sales and services, heavy~~		~~1 space for each 2,000 square feet~~
	~~B.12.~~	~~Sales and services, marine~~		~~1 space for each 2,000 square feet~~
~~C.~~	~~HIGH IMPACT USES~~			~~1 space for each 2,000 square feet~~
~~D.~~	~~LIVE-WORK UNITS~~			~~0 spaces for units with 1,500 square feet or less;~~ ~~1 space for each unit greater than 1,500 square feet;~~ ~~1 space for each unit greater than 2,500 square feet, plus the parking that would be required for any nonresidential activity classified as a principal use~~
~~E.~~	~~MANUFACTURING USES~~			~~1 space for each 2,000 square feet~~
~~F.~~	~~STORAGE USES~~			~~1 space for each 2,000 square feet~~
~~G.~~	~~TRANSPORTATION FACILITIES~~			

~~Table A for 23.54.015~~
~~Required parking for ((non-residential)) nonresidential uses other than institutions~~

~~Use~~				~~Minimum parking required~~
	~~G.1.~~	~~Cargo terminals~~		~~1 space for each 2,000 square feet~~
	~~G.2.~~	~~Parking and moorage~~		
		~~G.2.a.~~	~~Flexible-use parking~~	~~None~~
		~~G.2.b.~~	~~Towing services~~	~~None~~
		~~G.2.c.~~	~~Boat moorage~~	~~1 space for each 2 berths~~
		~~G.2.d.~~	~~Dry storage of boats~~	~~1 space for each 2,000 square feet~~
	~~G.3.~~	~~Passenger terminals~~		~~1 space for each 100 square feet of waiting area~~
	~~G.4.~~	~~Rail transit facilities~~		~~None~~
	~~G.5.~~	~~Transportation facilities, air~~		~~1 space for each 100 square feet of waiting area~~
	~~G.6.~~	~~Vehicle storage and maintenance uses~~		~~1 space for each 2,000 square feet~~
~~H.~~	~~UTILITIES~~			~~1 space for each 2,000 square feet~~
~~H. ((Non-residential)) Nonresidential use requirements for specific areas~~				
~~I.~~	~~((Non-residential)) Nonresidential uses in urban centers or the Station Area Overlay District~~ [5]			~~No minimum requirement~~

~~Table A for 23.54.015~~
~~Required parking for ((non-residential)) nonresidential uses other than institutions~~

~~Use~~		~~Minimum parking required~~
~~J.~~	~~((Non-residential)) Nonresidential uses in urban villages that are not within an urban center or ((the)) a Station Area Overlay District, if the ((non-residential)) nonresidential use is located within a frequent transit service area~~ [5]	~~No minimum requirement~~
~~K.~~	~~((Non-residential)) Nonresidential uses permitted in MR and HR zones pursuant to Section 23.45.504~~	~~No minimum requirement~~
~~L.~~	~~((Non-residential)) Nonresidential uses permitted in II zones~~	~~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 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.~~

Table A for 23.54.015 **Required parking for ((non-residential)) nonresidential uses other than institutions**	
Use	**Minimum parking required**
[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)) nonresidential 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)) nonresidential 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**
I. General residential uses [1, 2, 3]		
((A.	Adult family homes	1 space for each dwelling unit
B.)) A.	Artist's studio/dwellings	1 space for each 2 dwelling units
((C.)) B.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space
((D.)) C.	Caretaker's quarters	1 space for each 2 dwelling units

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
((E.)) D.	Congregate residences	1 space for each 4 sleeping rooms
((F.	Cottage housing developments.[1]	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
H.)) E.	Mobile home parks	1 space for each 2 mobile home lots as defined in Chapter 22.904
((I.	Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015.[1, 2]	1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units
J.	Nursing homes	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds
K.)) F.	((Single-family dwelling units)) Housing ((1, 3)) 1, 5	1 space for each 2 dwelling units
II. Residential use requirements for specific areas[1]		
((L.)) G.	All residential uses within urban centers or within ((the)) a Station Area Overlay District ((2))	No minimum requirement
((M.)) H.	All residential uses ((in commercial, RSL, and multifamily zones)) within urban villages that are not within an urban center or ((the)) a Station Area Overlay District((,)) if the residential use is located within a frequent transit or major transit service area ((2, 4))	No minimum requirement

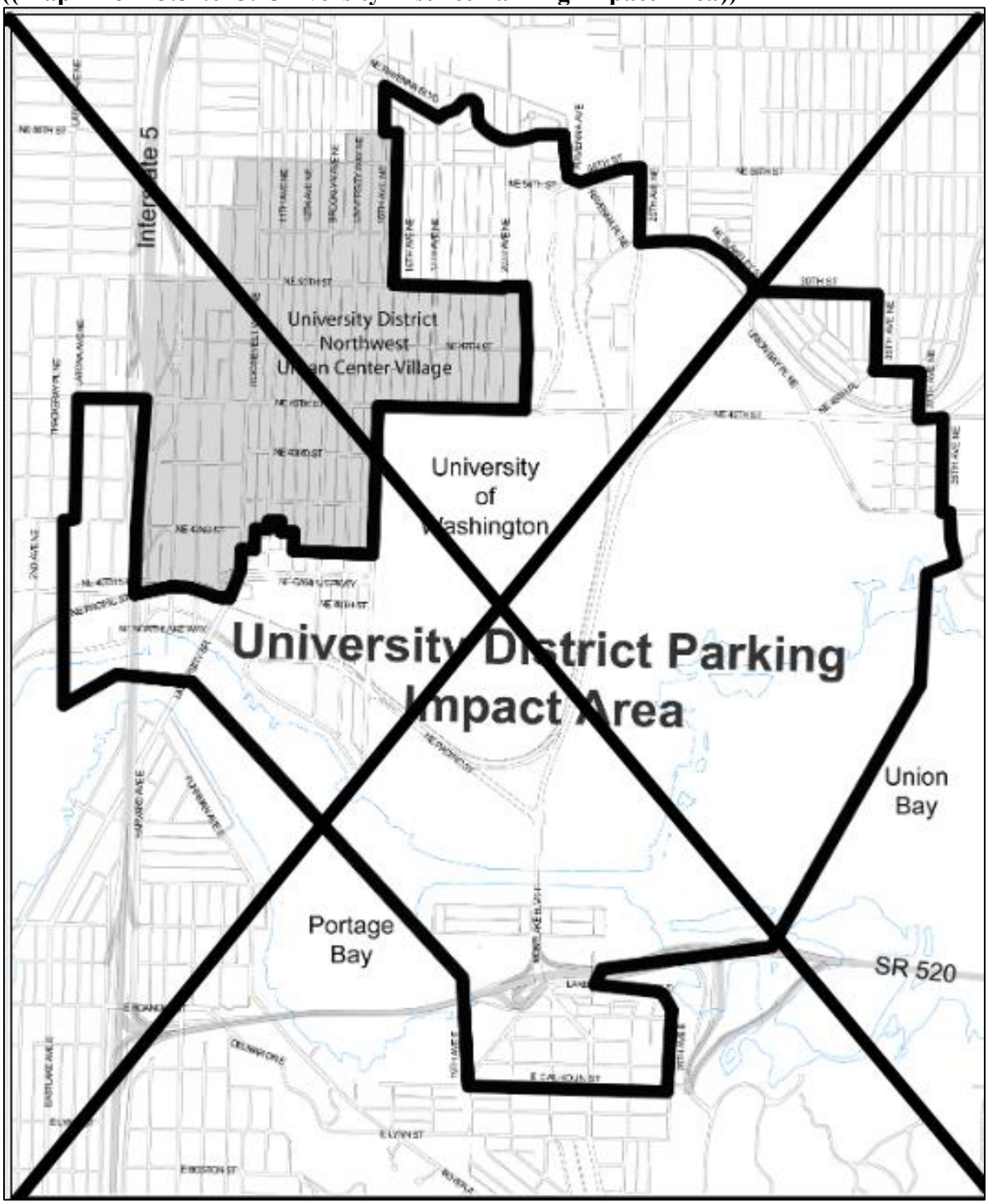
~~Table B for 23.54.015~~
~~Required parking for residential uses~~

~~Use~~		~~Minimum parking required~~
~~I.~~	~~All residential uses within a major transit service area~~	~~No minimum requirement~~
~~((N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015.~~ ~~[3]~~	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015.~~ ~~[3]~~	~~1.5 spaces for each dwelling unit))~~
~~P.))~~ J.	~~Congregate residences located within ((one-half mile walking distance of a major transit stop))~~ a frequent transit ~~service area~~	~~No minimum requirement~~

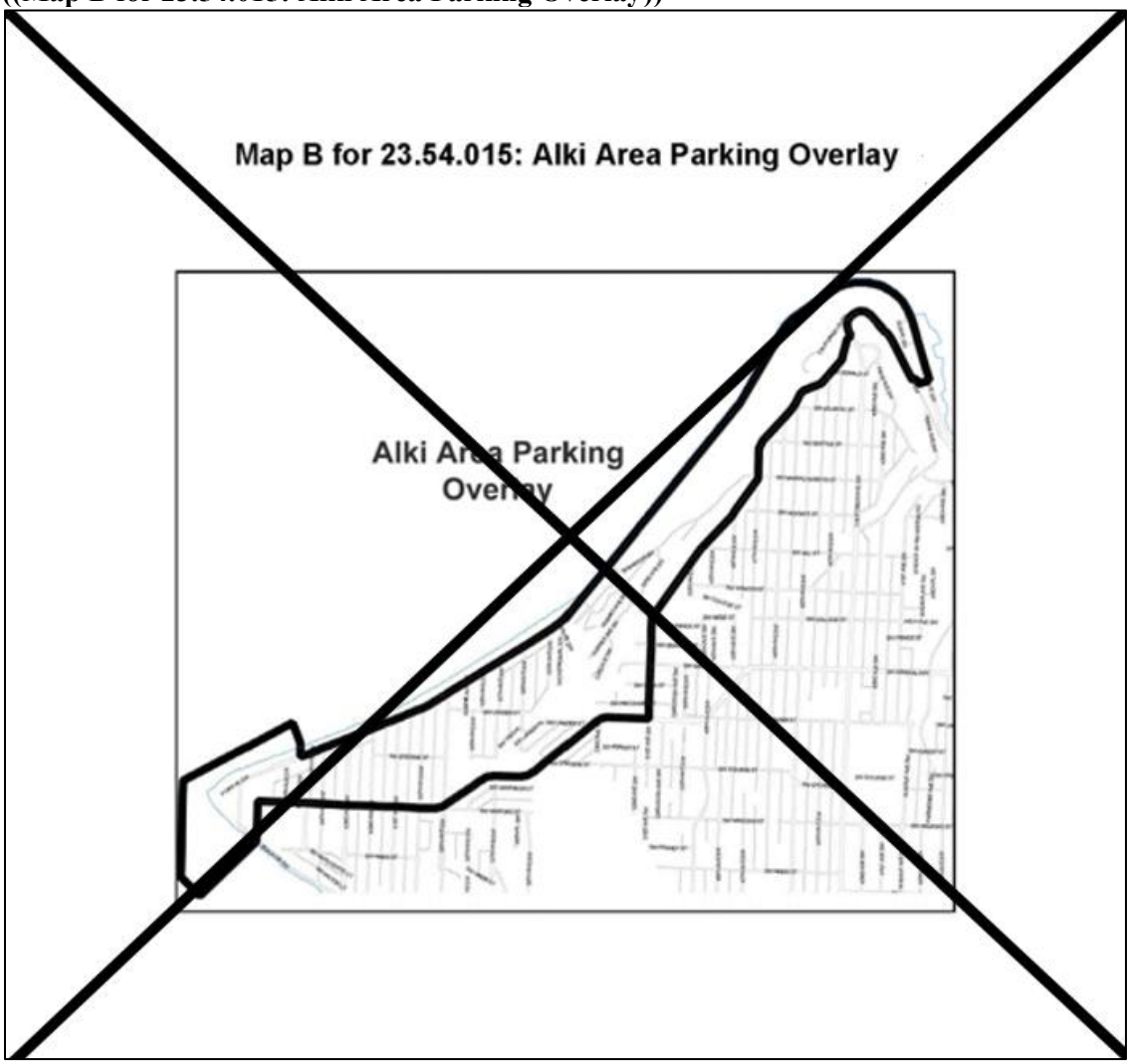
~~Footnotes to Table B for 23.54.015~~
~~[1] ((For each moderate-income unit and each low-income unit, no minimum amount of parking is required.~~
~~[2]))~~ ~~The minimum amount of parking prescribed by Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a ((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 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] For each moderate-income unit and each low-income unit, no minimum amount of parking is required.~~
~~[3]~~ ~~A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary in order to protect a Tier 2 or Tier 3 tree as defined in Chapter 25.11.~~
~~[4] No parking is required for ((single-family residential uses))~~ ~~accessory dwelling units.~~
~~[5] No parking is required for principal dwelling units~~ 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~~

~~Table B for 23.54.015~~ ~~Required parking for residential uses~~	
~~Use~~	~~Minimum parking required~~
~~of subsections ((23.44.016.B.2)) 23.44.160.F.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.))~~	

((~~Map A for 23.54.015: University District Parking Impact Area~~))



((~~Map B for 23.54.015: Alki Area Parking Overlay~~))



~~Table C for 23.54.015~~ ~~Required parking for public uses and institutions~~		
~~Use~~		~~Minimum parking required~~
~~I. General public uses and institutions [1]~~		
~~A.~~	~~Adult care centers ((1,)) 2, 3~~	~~1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)~~

~~Table C for 23.54.015~~
~~Required parking for public uses and institutions~~

~~Use~~		~~Minimum parking required~~
~~B.~~	~~Child care centers~~ ~~2, 3, 4, 5 ((12))~~	~~1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children~~
~~C.~~	~~Colleges~~	~~A number of spaces equal to 15 percent of the maximum number of students that the facility is designed to accommodate; plus 30 percent of the number of employees the facility is designed to accommodate; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities~~
~~D.~~	~~Community centers owned and operated by the Seattle Department of Parks and Recreation (SPR)~~ ~~((1,)) 6~~	~~1 space for each 555 square feet; or for family support centers, 1 space for each 100 square feet~~
~~E.~~	~~Community clubs((,)) and community centers not owned and operated by SPR~~ ~~((1, 5,)) 7, 8~~	~~1 space for each 80 square feet of floor area of all auditoria and public assembly rooms containing fixed seats; plus 1 space for each 350 square feet of all other indoor areas~~
~~F.~~	~~Community farms~~ ~~((5))~~ ~~8~~	~~1 space plus 1 space for each 10,000 square feet of site area, or 10 spaces, whichever is less~~
~~G.~~	~~Hospitals~~	~~1 space for each 2 staff doctors; plus 1 additional space for each 5 employees other than staff doctors; plus 1 space for each 6 beds~~
~~((H.~~	~~Institutes for advanced study, except in~~	~~1 space for each 1,000 square feet of offices and similar spaces; plus 1 space for each 10 fixed seats in all auditoria and public~~

~~Table C for 23.54.015~~
~~Required parking for public uses and institutions~~

~~Use~~		~~Minimum parking required~~
	~~neighborhood residential zones~~	~~assembly rooms; or 1 space for each 100 square feet of public assembly area not containing fixed seats))~~
~~((I.)) H.~~	~~Institutes for advanced study in ((neighborhood residential)) Neighborhood Residential zones (existing)~~ [1]	~~3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities; or 37 spaces for each 1,000 square feet of conference room space, whichever is greater~~
~~((J.)) I.~~	~~Libraries ((1, 5,)) 8, 9~~	~~1 space for each 80 square feet of floor area of all auditoria and public meeting rooms containing fixed seats; plus 1 space for each 500 square feet of floor area of all other areas~~
~~((K.)) J.~~	~~Museums ((1))~~	~~1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; plus 1 space for every 10 fixed seats for floor area containing fixed seats; plus 1 space for each 250 square feet of other gross floor area open to the public~~
~~((L.)) K.~~	~~Private clubs~~	~~1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts~~
~~((M.)) L.~~	~~Religious facilities ((1))~~	~~1 space for each 80 square feet of all auditoria and public assembly rooms~~

~~Table C for 23.54.015~~
~~Required parking for public uses and institutions~~

~~Use~~		~~Minimum parking required~~
~~((N.~~	~~Schools, private elementary and secondary ((1))~~	~~1 space for each 80 square feet of all auditoria and public assembly rooms, or if no auditorium or assembly room, 1 space for each staff member~~
~~O.))~~ M.	~~Schools, ((public)) elementary and secondary 7, ((9,)) 10, 11~~	~~1 space for each 80 square feet of all auditoria ((or))~~ and ~~public assembly rooms without fixed seats, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats((, for new public schools on a new or existing public school site~~
~~P.))~~ N.	~~Vocational or fine arts schools~~	~~1 space for each 2 faculty that the facility is designed to accommodate; plus 1 space for each 2 full-time employees other than faculty that the facility is designed to accommodate; plus 1 space for each 5 students, based on the maximum number of students that the school is designed to accommodate~~
~~H. General public uses and institutions for specific areas~~		
~~((Q.))~~ O.	~~General public uses, institutions and Major Institution uses, except hospitals, in urban centers or the Station Area Overlay District ((11)) 12~~	~~No minimum requirement~~
~~((R.))~~ P.	~~General public uses and institutions, except hospitals, including institutes for advanced study in ((neighborhood residential))~~	~~No minimum requirement~~

Table C for 23.54.015
Required parking for public uses and institutions

Use		Minimum parking required
	Neighborhood Residential zones, within urban villages that are not within the Station Area Overlay District, if the use is located within a frequent transit service area	

Footnotes to Table C for 23.54.015

[1] ((When this use is permitted in a neighborhood residential zone as a conditional use, the)) The Director may modify the parking requirements in this Table A for 23.54.015 for institutions in Neighborhood Residential and multifamily zones pursuant to the conditional uses provisions in Section ((23.44.022)) 23.44.030.((, when the use is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to)) and 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 Director may reduce the parking and loading requirements of 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.)) 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.

[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

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
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] The Director may reduce the parking and loading requirements of Section 23.54.015 and the requirements of Section 23.44.080 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. [9] When a library is permitted in a multifamily or commercial zone as a conditional use, the Director may modify the parking requirements of 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)) [10] 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)) [11] ((Development)) For public schools, development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter	

~~Table C for 23.54.015~~ ~~Required parking for public uses and institutions~~	
~~Use~~	~~Minimum parking required~~
~~23.79 to reduce the required or permitted number of parking spaces.~~ ~~((11)) 12. 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 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.))~~	

((~~K. Bicycle parking.~~))

Amend Section 58 of Council Bill 120993, to amend SMC Section 23.54.016, as follows:

Section 58. Section 23.54.016 of the Seattle Municipal Code, last amended by Ordinance 125558, is amended as follows:

23.54.016 Major Institutions—((~~parking~~)) Parking and transportation

Except in the MPC-YT zone, Major Institution uses are subject to the following transportation and parking requirements:

* * *

B. Parking ((~~Quantity Required.~~)) quantity required

1. ~~In urban centers and the Station Area Overlay District, no parking is~~ Parking for vehicles is not 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)) 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)) 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)) institutions. A number of spaces equal to one space per six beds; plus one space per five average daily outpatients;~~

~~2) Educational ((Institutions)) 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)) auditorium, or ((Assembly Hall)) 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)) sports facility containing fewer than 20,000 ((Seats)) 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)) sports facility containing 20,000 or ((More Seats)) more seats. One space for each ((10)) ten permanent seats and one bus space for each 300 permanent seats.~~

~~d.~~2. Bicycle ((~~Parking~~)) parking. Bicycle parking meeting the development standards of subsections ((~~23.54.015.K.2~~)) 23.54.037.B through ((~~23.54.015.K.6~~)) 23.54.037.G and subsection 23.54.016.D.2 shall be provided in the following quantities:

1) Medical ((~~Institutions~~)) institutions. A number of spaces equal to two percent of employees, including doctors, present at peak hour;

2) Educational ((~~Institutions~~)) 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 bicycle 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.

* * *

Amend Section 59 of Council Bill 120993, to repeal SMC Section 23.54.020, as follows:

Section 59. Section 23.54.020 of the Seattle Municipal Code, last amended by Ordinance 126509, is ~~amended~~ repealed 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.~~

~~A. Adding ((Units)) units to ((Existing Structures)) existing structures in Multifamily and Commercial ((Zones.)) zones~~

~~1. For the purposes of this Section 23.54.020, "existing structures" means those structures that were established under permit, or for which a permit has been granted and has not expired as of the applicable date, as follows:~~

~~a. In multifamily zones, August 10, 1982;~~

~~b. In commercial zones, June 9, 1986.~~

~~2. In locations in a multifamily or commercial zone where there is a minimum parking requirement, one dwelling unit may either be added to an existing structure or may be built on a lot that contains an existing structure without additional parking if both of the following requirements are met:~~

a. Either the existing parking provided on the lot meets development standards, or the lot area is not increased and existing parking is screened and landscaped to the greatest extent practical; and

b. Any additional parking shall meet all development standards for the zone.

3. In locations in a multifamily or commercial zone where there is a minimum parking requirement, the Director may authorize a reduction or waiver of the parking requirement as a Type I decision when dwelling units are proposed to be added either to an existing structure or on a lot that contains an existing structure, in addition to the exception permitted in subsection 23.54.020.A.2, if the ((conditions in subsections 23.54.020.A.3.a and b below are met, and either of the conditions in subsections 23.54.020.A.3.c or d below are met:

a. The)) only use of the structure will be residential((;)) and one of the following conditions is met:

((b. The lot is not located in either the University District Parking Overlay Area (Map A for 23.54.015) or the Alki Area Parking Overlay (Map B for 23.54.015); and

c.)) a. The topography of the lot or location of existing structures makes provision of an off-street parking space physically infeasible in a conforming location; or

((d.)) b. The lot is located in a residential parking zone (RPZ) and a current parking study is submitted showing a utilization rate of less than 75 percent for on-street parking within 400 feet of all lot lines.

B. Tandem ((Parking)) parking in ((Multifamily Structures)) multifamily structures.

((1.)) Off-street parking required for multifamily structures may be provided as tandem

~~parking, as defined in Section 23.54.030. ((A tandem parking space counts as one and one-half parking spaces, except as provided in subsection 23.54.020.B.2 below, and must meet the minimum size requirements of subsection 23.54.030.A.~~

~~2. When a minimum of at least one parking space per dwelling unit in a multifamily structure is required, the total number of parking spaces provided, counting each tandem parking space as one space, may not be less than the total number of dwelling units.))~~ A tandem parking space counts at a rate of one space for every 20 linear feet of depth excluding required access aisles.

~~C. Parking Exception for Landmark Structures. The Director may reduce or waive the minimum accessory off-street parking requirements for a use permitted in a Landmark structure, or when a Landmark structure is completely converted to residential use according to Sections 23.42.108 or 23.45.506, or for a use in a Landmark district that is located in a commercial zone, as a special exception pursuant to Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.~~

~~1. In making any such reduction or waiver, the Director will assess area parking needs. The Director may require a survey of on- and off-street parking availability. The Director may take into account the level of transit service in the immediate area; the probable relative importance of walk-in traffic; proposals by the applicant to encourage carpooling or transit use by employees; hours of operation; and any other factor or factors considered relevant in determining parking impact.~~

~~2. The Director may also consider the types and scale of uses proposed or practical in the Landmark structure, and the controls imposed by the Landmark designation.~~

~~3. Such a reduction or waiver may be allowed, for conversion of structures to residential use, only if the Director also determine that there is no feasible way to meet parking requirements on the lot.~~

~~D. Expansion of Existing Nonresidential Uses in Commercial Zones. In commercial zones additional parking spaces for nonresidential uses are not required for the expansion of existing structures if the minimum parking requirement would not be increased by more than ten percent. If the minimum parking requirement would be increased by more than ten percent, the parking spaces required for the entire expansion shall be provided. This exception may be used only once for any individual structure.~~

~~E. RESERVED~~

~~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, or 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 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.~~

~~G. Reductions in required parking for shared parking~~

~~1. General provisions for required parking when it is shared parking~~

~~a. Shared parking is allowed between two or more uses to satisfy all or a portion of required off-street parking for those uses as provided in subsections 23.54.020.G.2 and 23.54.020.G.3.~~

~~b. Shared parking to satisfy required parking is allowed between different categories of uses or between uses with different hours of operation, but not both.~~

~~c. A use for which an application is being made for shared parking must be located within 800 feet of the parking.~~

~~d. No reduction to required parking may be made if the proposed uses have already received a reduction through the provisions for cooperative parking, subsection 23.54.020.H.~~

~~e. Reductions to required parking permitted through shared use of parking will be determined as a percentage of the parking requirement as modified by the reductions permitted in subsections 23.54.020.A though 23.54.020.F.~~

~~f. An agreement providing for the shared use of parking to satisfy required parking, executed by the parties involved, must be filed with the Director. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. If the agreement is no longer in force, then required parking must be provided as otherwise required by this Chapter 23.54.~~

~~2. Shared required parking for different categories of uses~~

~~a. A business establishment may share required parking according to only one of the subsections 23.54.020.G.2.b, 23.54.020.G.2.c, or 23.54.020.G.2.d.~~

~~b. If an office use shares required parking with one of the following uses, the required parking for the non-office use may be reduced by 20 percent, provided that the reduction will not exceed the minimum required parking for the office use:~~

~~(1) General sales and services;~~

~~(2) Heavy sales and services uses;~~

~~(3) Eating and drinking establishments;~~

~~(4) Lodging uses;~~

~~(5) Entertainment;~~

~~(6) Medical services;~~

~~(7) Animal shelters and kennels;~~

~~(8) Automotive sales and services; or~~

~~(9) Maritime sales and services.~~

~~c. If a residential use shares required parking with one of the following uses, the required parking for the residential use may be reduced by 30 percent, provided that the reduction does not exceed the minimum required parking for the non-residential use:~~

~~(1) General sales and services;~~

~~(2) Heavy sales and services uses;~~

~~(3) Medical services;~~

~~(4) Animal shelters and kennels;~~

~~(5) Automotive sales and services; or~~

~~(6) Maritime sales and services.~~

~~d If an office and a residential use share required off-street parking, the required parking for the residential use may be reduced by 50 percent, provided that the reduction does not exceed the minimum required parking for the office use.~~

~~3. Shared required parking for non-residential uses with different hours of operation~~

~~a. For the purposes of this Section 23.54.020, the following uses will be considered daytime uses:~~

~~(1) Commercial uses, except eating and drinking establishments, lodging uses, and entertainment uses;~~

~~(2) Storage uses;~~

~~(3) Manufacturing uses; and~~

~~(4) Other similar primarily daytime uses, when authorized by the Director.~~

~~b. For the purposes of this Section 23.54.020, the following uses will be considered nighttime or Sunday uses:~~

~~(1) Auditoriums accessory to public or private schools;~~

~~(2) Religious facilities;~~

~~(3) Entertainment uses, such as theaters, bowling alleys, and dance halls;~~

~~(4) Eating and drinking establishments; and~~

~~(5) Other similar primarily nighttime or Sunday uses, when authorized by the Director.~~

~~e. Up to 90 percent of the required parking for a daytime use may be supplied by the off-street parking provided by a nighttime or Sunday use and vice-versa, when authorized by the Director, except that this may be increased to 100 percent when the nighttime or Sunday use is a religious facility.~~

~~d. The applicant must show that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking to satisfy required parking is proposed.~~

~~e. The establishment of a park and ride facility use is permitted subject to use allowances in the zone, provided that it will not use spaces required by another use if there is a substantial conflict in the principal operating hours of the park and ride use and the other use.~~

~~H. Reductions in required parking for cooperative parking~~

~~1. Cooperative parking to satisfy required parking is permitted between two or more business establishments that are commercial uses according to the provisions of this subsection 23.54.020.H.~~

~~2. Up to a 20 percent reduction in the total number of required parking spaces for four or more separate business establishments, 15 percent reduction for three business establishments, and ten percent reduction for two commercial uses may be authorized by the Director under the following conditions:~~

~~a. No reductions to required parking may be made if the proposed business establishments have already received a reduction through the provisions for shared parking in subsection 23.54.020.G.~~

~~b. Each business establishment for which the application is being made for cooperative parking is located within 800 feet of the parking, and the parking is located in a commercial or residential-commercial zone or the Seattle Mixed (SM) zone.~~

~~c. The reductions to required parking permitted through cooperative parking will be determined as a percentage of the minimum parking requirement as modified by the reductions permitted in subsections 23.54.020.A through 23.54.020.F.~~

~~d. An agreement providing for the cooperative use of parking to satisfy required parking must be filed with the Director when the facility or area is established as cooperative parking. Cooperative parking privileges will continue in effect only as long as the agreement to use the cooperative parking remains in force. If the agreement is no longer in force, then required parking, as applicable, must be provided as otherwise required by this Chapter 23.54. New business establishments seeking to meet required parking by becoming part of an existing cooperative arrangement must provide the Director with an amendment to the agreement stating their inclusion in the cooperative parking facility or area.~~

~~I. Reductions to Minimum Parking Requirements for Department of Parks and Recreation (DOPAR) Community Centers.~~

~~1. When family support centers are located within DOPAR community centers, the Director may, upon request by DOPAR, lower the combined parking requirement for the community center and the family support center up to a maximum of fifteen (15) percent.~~

~~2. The parking requirement may be reduced only if the reduction is supported by a recommendation of the Project Advisory Committee formed to review the DOPAR community center, and the Director determines and makes written findings that:~~

a. The lower parking requirement is necessary to preserve existing natural features or recreational facilities deemed significant by DOPAR and the Project Advisory Committee formed to review the DOPAR community center, and the reduction is the minimum necessary to preserve such features and/or facilities; and

b. The surrounding streets can accommodate overflow parking from the combined community center and family support center or, alternatively, any adverse parking impacts on the neighborhood from the combined community center and family support center will be mitigated.

J. Reductions in required parking for City-recognized car-sharing programs

1. For any development, one space or up to five percent of the total number of required spaces, whichever is greater, may be used to provide parking for vehicles operated by a car-sharing program. The number of required parking spaces will be reduced by one space for every parking space leased by a car-sharing program.

2. For any development requiring 20 or more parking spaces under Section 23.54.015 that provides a space for vehicles operated by a car-sharing program, the number of required parking spaces may be reduced by the lesser of three required parking spaces for each car-sharing space or 15 percent of the total number of required spaces. In order to gain this exception, an agreement between the property owner and a car-sharing program must be approved by the Director and the agreement, along with a notice that the agreement is the basis for this exception to the parking requirement, must be recorded with the title to the property before a Master Use Permit is issued.

K. Peat Settlement-prone Environmentally Critical Areas. Except in Neighborhood Residential and Lowrise zones, the Director may reduce or waive the minimum accessory off-

~~street parking requirements to the minimum extent necessary to offset underground parking potential lost to limitations set forth in Section 25.09.110 on development below the annual high static groundwater level in peat settlement-prone areas. In making any such reduction or waiver, the Director will assess area parking needs. The Director may require a survey of on- and off-street parking availability. The Director may take into account the level of transit service in the immediate area; the probable relative importance of walk-in traffic; proposals by the applicant to encourage carpooling or transit use by employees; hours of operation; and any other factor or factors considered relevant in determining parking impact.~~

~~L. Director discretion. As a Type I decision pursuant to Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, the Director may reduce required parking for any proposed uses in any zone, except Downtown zones, to a level not less than the amount needed to serve parking demand to be generated by those uses as demonstrated to the satisfaction of the Director by a parking demand study performed by a licensed professional engineer and submitted by the applicant.~~

Add a new Section XX of Council Bill 120993 to amend SMC Section 23.54.025, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.54.025 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.54.025 Off-site ~~required~~ parking

A. Where allowed

1. Off-site parking ~~**provided to fulfill required parking**~~ may be established by permit on a lot if the parking proposed is otherwise allowed by the provisions of this Title 23 on

the lot where the off-site parking is proposed or is already established by permit on the lot where the off-site parking is proposed.

2. The standards in this Chapter 23.54 that apply to parking accessory to the use for which the parking is required shall be met on the lot where off-site parking is proposed, if new parking spaces are proposed to be developed. Existing parking may be used even if nonconforming to current standards provided it is not required for a use on the lot that is the site of the off-site parking.

3. If parking and parking access, including the proposed off-site parking, are or will be the sole uses of a site, or if surface parking outside of structures will comprise more than one-half of the site area, or if parking will occupy more than half of the gross floor area of all structures on a site, then a permit to establish off-site parking may be granted only if flexible-use parking is a permitted use for the lot on which the off-site parking is located.

B. Development standards

1. Off-site parking shall satisfy the screening and landscaping requirements and other development standards applicable where it is located, except to the extent that it is legally nonconforming to development standards prior to establishment of the off-site parking use. Unless otherwise provided, development standards regarding the relation of parking to structures apply to off-site parking in the same manner as they apply to parking accessory to the uses in such structures.

2. ~~Parking allowed only as temporary surface parking does not qualify as off-site parking.~~

~~3. Parking provided to fulfill required parking shall not be established as off-site parking for more than one use unless authorized to be shared according to the shared parking provisions of this Chapter 23.54.~~

~~4.~~ If maximum parking limits apply to a use, off-site parking permitted for that use shall count against the maximum limit unless otherwise expressly stated in the provisions of this Title 23 applicable to the lot where the use requiring parking is located.

C. Permit requirements.

1. When all or part of the ~~required~~ parking ~~for~~ accessory to a use is to be provided on a lot other than the lot on which the use ~~requiring parking~~ is located, a permit must be obtained to establish off-site parking for the principal use ~~requiring parking~~ as a use on the off-site parking lot.

2. The permit application must be submitted by or on behalf of the owner of the off-site parking lot along with written consent of the owner of the lot on which the principal use ~~requiring parking~~ is located, or such owner's authorized representative.

3. The permit may be issued only after the applicant has demonstrated that the off-site parking complies with all applicable requirements of this Title 23. An application to establish off-site parking, or to change the use for which off-site parking is provided, may be considered as part of the application to establish, expand or change the principal use ~~requiring off-site parking~~.

D. Required notice.

1. When off-site parking is ~~required parking~~ provided for a use on any lot, notice of this off-site parking arrangement shall be recorded with the King County Recorder for both lots. The notice shall:

a. include legal descriptions of both the lots on which the use requiring parking is located and the off-site parking lot; and

b. identify by an attached drawing the number and location of spaces established as off-site parking for the use requiring parking;

2. A copy of the notice, with attached drawing, shall be submitted as part of any permit application for any use for which the off-site parking is to be accessory ~~used to satisfy all or part of the parking requirement~~. Once the permit application is complete in every other respect, a copy of the notice, with attached drawing and a recording number assigned by the King County Recorder, shall be submitted prior to issuance of the permit.

E. Termination, change, or suspension of off-site parking use

1. Except as otherwise provided in subsection 23.54.025.F, a change of use permit is required to terminate any off-site parking use, or to establish a new use for which off-site ~~required~~ parking is to be provided on the off-site parking lot. Such a change of use permit shall not be issued unless~~:~~

~~a.~~ ~~The~~ the owner of the lot on which the use ~~requiring~~ parking is located has been notified in writing of the change of use~~; and~~

~~b. The off-site parking is not required for any reason, which may include one or more of the following:~~

~~1) The use requiring parking has been discontinued or reduced in size;~~

~~2) The parking is no longer required by this Title 23;~~

~~3) Other parking meeting the requirements of Title 23 has been provided for the use requiring parking and, if it is off-site parking, established by permit; or~~

~~4) A variance allowing the use requiring parking to continue without all or part of such off-site parking has been granted~~.

2.~~If the owner of a lot where off-site parking is established plans to improve the lot and continue to provide off-site parking for the use requiring parking after completion of the improvements, the owners of such lot and the lot on which the use requiring parking is located, or such owners' authorized representatives, may apply for a temporary suspension of the off-site parking use, by submitting to the Director:~~

~~a. A plan, with attached drawings showing the number and location of parking spaces, for providing interim parking for the use requiring parking, satisfying all applicable requirements of this Title 23, until improvements to the off-site parking lot are completed;~~

~~b. A plan, with attached drawings showing the number and location of parking spaces, for the provision of permanent parking for the use requiring parking, satisfying all applicable requirements of this Title 23, when the improvements are completed; and~~

~~c. Such other materials as the Director may require to evaluate the proposal.~~

~~3. If the Director approves the plans for purposes of subsection 23.54.025.E.2, then the Director may authorize the suspension of the off-site parking use pending the completion of the proposed improvements, conditioned upon issuance of a building permit for the proposed improvements, issuance of any permits necessary to establish the interim parking use, and the actual provision of the other off-site parking in accordance with applicable development standards.~~

~~4.~~ If a principal use ~~requiring~~ with permitted off-site parking is suspended as a result of fire, act of nature, or other causes beyond the control of the owners, or for substantial renovation or reconstruction, then subject to the applicable provisions in the zone or district where the off-site parking is located, the Director may approve the temporary use of the off-site parking to serve one or more other uses, or as flexible-use parking, for a period not to exceed 180 days, subject to extensions for not more than 180 days if at the end of the initial period or any extension the principal use ~~requiring parking~~ has not recommenced.

~~5. No permit for the demolition of a structure including off-site parking, established under this Section 23.54.025, or of any portion thereof necessary for such off-site parking, shall be issued, except in case of emergency, unless the off-site parking use has been terminated or temporarily suspended pursuant to this subsection 23.54.025.E. If any such structure, or such portion thereof, is destroyed as a result of fire, act of nature, or other causes beyond the control of the owners, then the owner of the off-site parking lot may obtain a change of use permit. Upon such destruction of off-site parking, the lot with the use requiring parking will be subject to subsection 23.54.025.G.~~

F. Off-site parking established by covenant

1. Off-site parking established by a covenant or other document approved by the Director and recorded in the King County real property records consistent with this Section 23.54.025 as in effect immediately prior to April 19, 2011, if that date is after either the date of vesting under Section 23.76.026 of the Master Use Permit application with which the covenant was submitted or the date when such covenant or other document was approved, may be used as required parking for the use(s) identified in such covenant to the extent consistent with the Master Use Permit and any other conditions of the Director's approval, without compliance with

subsections 23.54.025.C and 23.54.025.D, so long as such off-site parking use is not discontinued for a period of 90 days, and subject to compliance with any applicable development standards. The owner of any such off-site parking spaces and the owner of the use requiring parking are each responsible for notifying the Director should the use of any or all of those spaces as off-site parking for the use requiring parking cease.

2. When maximum parking limits apply to a use requiring off-site parking, off-site parking permitted for that use under this subsection 23.54.025.F shall count against the maximum limit unless otherwise expressly stated in the provisions of this Title 23 that apply to the lot where the use requiring parking is located.

3. Off-site parking established by covenant or other document approved by the Director, and not by permit establishing off-site parking use, is not subject to the requirements of subsection 23.54.025.E.

4. Any replacement off-site parking established by covenant in compliance with subsection 23.54.025.G.1.e shall be considered to have been established as described in subsection 23.54.025.F.1.

G. [Reserved] ~~Effect of loss of required off-site parking~~

~~1. If, for any reason, any off-site parking used to satisfy required parking for any use requiring parking is not available for off-site parking for such use in conformity with the applicable use permit, then it shall be unlawful to continue the use requiring parking unless:~~

~~a. Other parking meeting the requirements of this Title 23 is provided on the same lot as the use requiring parking within 30 days;~~

~~b. Other off-site parking is secured, a permit is applied for to establish the off-site parking use within 30 days, such permit is obtained within 180 days, and the other off-~~

~~site parking is completed in accordance with all applicable requirements and is in use within 180 days unless the Director, upon finding that substantial progress toward completion has been made and that the public will not be adversely affected by the extension, grants an extension in writing;~~

~~c. The loss of off-site parking is caused by damage to or destruction of a structure, and either:~~

~~1) The owners of the off-site parking and of the lot of the use requiring parking apply for a permit to establish other existing spaces on the off-site parking lot as parking for such use within 90 days, and such permit is granted within 180 days; or~~

~~2) The owner of the off-site parking lot applies for any permit necessary to repair or rebuild the structure so as to provide the off-site parking within 90 days, the off-site parking is completed in accordance with all applicable requirements within 180 days, unless the Director, upon finding that substantial progress toward completion has been made and that the public will not be adversely affected by the extension, grants an extension in writing, and if the location on the lot of the off-site parking is modified, the owner executes and records within 180 days an amendment to the notice identifying the location of the off-site parking in the rebuilt or repaired structure; or~~

~~d. A variance is applied for within 30 days and subsequently granted; or~~

~~e. The off-site parking was exempt, under subsection 23.54.025.F, from the requirements of subsections 23.54.025.C, 23.54.025.D, and 23.54.025.E, and within 30 days substitute off-site parking, on a lot where such parking is permitted by the provisions of this Title 23 and consistent with all applicable development standards, is provided and established by recorded parking notice or covenant consistent with the terms of this Section 23.54.025.~~

~~2. Unless a variance is applied for within such 30-day period and not denied, upon the expiration of any applicable period in subsections 23.54.025.G.1.a, 23.54.025.G.1.b, or 23.54.025.G.1.c without the completion of the action or actions required, the use requiring parking shall be discontinued to the extent necessary so that the remaining parking for that use satisfies the applicable minimum parking requirement. Upon the denial of a variance from parking requirements the use requiring parking must be discontinued to that extent, unless the conditions of subsection 23.54.025.G.1.a, 23.54.025.G.1.b, 23.54.025.G.1.c, or 23.54.025.G.1.c are then satisfied. Each period stated in this subsection 23.54.025.G runs from the first date upon which spaces established as off-site parking are not available for use as off-site parking.~~

H. Signage. Signage for off-site parking is required, subject to the applicable restrictions in the zone or district, both on the same lot as the use requiring parking and on the off-site parking lot, as follows:

1. One or more signs, each of a size and at a location to be approved by the Director, must be placed on the same lot as the principal use ~~requiring parking~~ indicating the address of the off-site parking and that it is available to one or more user groups (e.g., customers, employees, residents).

2. One or more signs, each of a size and at a location to be approved by the Director, must be placed on the off-site parking lot identifying the use(s) served by the parking spaces, and sufficient signage shall be provided to clearly specify the spaces that are reserved for each use requiring parking and, if applicable, the days and times when the spaces are so reserved.

3. The Director may allow the use of temporary signage for off-site parking serving spectator sports facilities.

I. Management and operation of off-site parking. If a party other than the owner of the off-site parking lot is responsible for its management and operation, the Director may require verification from the owner of the off-site parking lot that the party responsible for its management and operation has been apprised of the requirements of this section 23.54.025 and any applicable permits.

Amend Section 60 of Council Bill 120993, to amend SMC Section 23.54.030, as follows:

Section 60. Section 23.54.030 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.030 Parking space and access standards

All parking spaces provided~~, whether required by Section 23.54.015 or not,~~ and required barrier-free parking, shall meet the standards of this Section 23.54.030.

* * *

B. Parking space requirements. The required size of parking spaces shall be determined by whether the parking is for a residential, live-work, or non-residential use. In structures containing residential uses and also containing either non-residential uses or live-work units, parking that is clearly set aside and reserved for residential or live-work use shall meet the standards of subsection 23.54.030.B.1. Parking for all other uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking if required by the Seattle Building Code or the Seattle Residential Code.

1. Residential uses

a. When five or fewer parking spaces are provided, the minimum required size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.2, except as provided in subsection 23.54.030.B.1.d.

b. When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.

c. Assisted living facilities. Parking spaces shall be provided as in subsections 23.54.030.B.1.a and 23.54.030.B.1.b, except that a minimum of two spaces shall be striped for a large vehicle.

d. Townhouse units. For an individual garage serving a townhouse unit, the minimum required size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.

2. Non-residential uses

a. When ten or fewer parking spaces are provided, a maximum of 25 percent of the parking spaces may be striped for small vehicles. A minimum of 75 percent of the spaces shall be striped for large vehicles.

b. When between 11 and 19 parking spaces are provided, a minimum of 25 percent of the parking spaces shall be striped for small vehicles. The minimum required size for these small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

c. When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for

small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

d. The minimum vehicle clearance shall be at least 6 feet 9 inches on at least one floor, and there shall be at least one direct entrance that is at least 6 feet 9 inches in height for all parking garages accessory to non-residential uses and live-work units and for all flexible-use parking garages.

3. Live-work uses. The first ~~required~~ parking space provided shall meet the parking standards for residential use. Additional ~~required~~ parking provided for a live-work use shall meet the parking standards for non-residential use.

* * *

Add a new Section XX to Council Bill 120993 to amend SMC Section 23.66.342, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.66.342 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.66.342 Parking and access

* * *

B. Accessory parking and loading

1. Parking quantity. ~~The number of parking spaces required for any use shall be the number required by the underlying zoning, except that restaurants shall be required to provide one space per 500 square feet for all gross floor area in excess of 2,500 square feet; motion picture theaters shall be required to provide one space per 15 seats for all seats in excess of 150; and other entertainment uses shall be required to provide one space per 400 square feet~~

~~for all gross floor area in excess of 2,500 square feet.~~ Bicycle parking is required pursuant to Section 23.54.037.

2. Exceptions to parking quantity. To mitigate the potential impacts of required accessory parking and loading on the District, the Director of the Department of Neighborhoods, after review and recommendation by the Special Review Board, and after consultation with the Director of Transportation, may waive or reduce required ~~parking,~~ loading~~,~~ and bicycle parking, under the following conditions:

a. ~~After incorporating high-occupancy-vehicle alternatives such as carpools and vanpools, required parking spaces exceed the net usable space in all below-grade floors; or~~

~~b.~~ Strict application of the ~~parking,~~ loading~~,~~ or bicycle parking standards would adversely affect desirable characteristics of the District; or

~~c.~~ b. An acceptable parking and loading plan is submitted to meet bicycle parking and loading demands generated by the use. Acceptable elements of the parking and loading plan may include but shall not be limited to the following:

1) ~~Valet parking service;~~

~~2) Validation system;~~

~~3)~~ Lease of ~~parking~~ loading space from parking management company;

~~4) Provision of employee parking~~; and

~~5)~~ 2) Accommodations for commercial deliveries and passenger drop off and pick up.

* * *

Add a new Section XX to Council Bill 120993 to amend SMC Section 23.86.034, as follows, and renumber the subsequent sections of the bill, as appropriate:

Section XX. Section 23.86.034 of the Seattle Municipal Code, enacted by Ordinance 112777, is amended as follows:

23.86.034 Distance to ~~required~~ parking.

When a maximum distance to ~~required~~ parking is specified it shall be the walking distance measured from the nearest point of the parking area or garage to the nearest point of the lot containing the use the parking ~~is required to serve~~ is accessory to.

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 85 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Amend parking requirements to implement State law

Effect: This amendment would reduce or eliminate parking requirements for a range of uses in order to implement the provisions of 2025 Engrossed Substitute Senate Bill 5184 (ESSB 5184). ESSB 5184 must be in effect by January 2027. Among the changes required under ESSB 5184 are removal of parking requirements for all residences less than 1,200 square feet in size, removal of parking requirements for child care centers, removal of parking requirements for any business less than 3,000 square feet in size or at the ground floor of a mixed-use building, and limiting all non-residential parking requirements to two spaces per 1,000 square feet or fewer.

Amend Section 57 of Council Bill 120993 to amend Section 23.54.015 of the Seattle Municipal Code, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required vehicular parking and maximum vehicular parking limits

* * *

D. Parking waivers ~~for ((non-residential)) nonresidential uses~~

1. ~~In all commercial zones, no~~ No parking is required for the first ~~1,500~~ 3,000 square feet of each business establishment ~~or the first 15 fixed seats for motion picture and performing arts theaters~~.

2. ~~In all other zones, no parking is required for the first 2,500~~ 3,000 ~~square feet of gross floor area of~~ each ~~((non-residential))~~ nonresidential ~~uses in a structure, except for the following:~~

~~a. Structures or portions of structures occupied by restaurants with drive-in lanes((,)) ;~~

~~b. Motion picture theaters((,)) ;~~

~~c. Offices((,)) ; or~~

~~d. Institution uses, including Major Institution uses.~~

~~When two or more uses with different parking ratios occupy a structure, the 2,500 square foot waiver is prorated based on the area occupied by the ((non-residential)) nonresidential uses for which the parking waiver is permitted~~.

No parking is required for ground level nonresidential spaces in mixed-use structures.

* * *

G. Changes of use.

1. New ((~~non-residential~~)) nonresidential uses in existing structures ~~in commercial and industrial zones~~. Except as otherwise provided in this subsection 23.54.015 G, ~~Up~~ up to 20 required parking spaces are waived for a new ((~~non-residential~~)) nonresidential use established in an existing structure or the expansion of an existing ((~~non-residential~~)) nonresidential use entirely within an existing structure. Existing required parking shall remain.

2. Residential uses in existing structures. No parking is required for a change of use from a nonresidential use to a residential use in an existing structure.

3. Commercial uses in existing structures. No parking is required for a change of use to a commercial use in an existing structure.

4. For purposes of this Section 23.54.015, "existing structure" means a structure that was established under permit, or for which a building permit has been granted and has not expired, at least two years prior to the application to establish the new use or expand the use.

5. Parking spaces required for loading and unloading of passengers are not eligible for the waiver under this subsection 23.54.015.G.

* * *

Table A for 23.54.015 **Required parking for ((~~non-residential~~)) nonresidential uses other than institutions**				
Use				**Minimum parking required**
I. General ((~~non-residential~~)) nonresidential uses (other than institutions)				
* * *				
B.	COMMERCIAL USES			
	B.1.	Animal shelters and kennels		1 space for each 2,000 square feet
	B.2.	Eating and drinking establishments		1 space for each ~~250~~500 square feet
	B.3.	Entertainment uses, general, except as noted below [2]		For public assembly areas: 1 space for each 8 fixed seats, or 1 space for each 100 square feet of public assembly area not containing fixed seats, or 1 space for each 500 square feet of total floor area in entertainment use, whichever is less
		B.3.a.	Adult cabarets	1 space for each ~~250~~500 square feet
		B.3.b.	Sports and recreation uses [3]	1 space for each 500 square feet
	B.4.	Food processing and craft work		1 space for each 2,000 square feet

Table A for 23.54.015
Required parking for ((~~non-residential~~)) nonresidential uses other than institutions

Use				Minimum parking required
	B.5.	Laboratories, research and development		1 space for each 1,500 square feet
	B.6.	Lodging uses		1 space for each 4 rooms or 1 space for each 500 square feet of total floor area in lodging use, whichever is less; For bed and breakfast facilities in ((~~neighborhood residential~~)) Neighborhood Residential and multifamily zones, 1 space for each 2 dwelling units, plus 1 space for each 2 guest rooms, or 1 space for each 500 square feet of total floor area in lodging use, whichever is less
	B.7.	Medical services		1 space for each 500 square feet
	B.8.	Offices		1 space for each 1,000 square feet
	B.9.	Sales and services, automotive		1 space for each 2,000 square feet
	B.10.	Sales and services, general, except as noted below		1 space for each 500 square feet
		B.10.a.	Pet daycare centers [4]	~~1 space for each 10 animals or 1 space for each staff member, whichever is greater,~~ 1 space for each 500 square feet plus 1 loading and unloading space for each 20 animals
	B.11.	Sales and services, heavy		1 space for each 2,000 square feet
	B.12.	Sales and services, marine		1 space for each 2,000 square feet
* * *				
II. ((~~Non-residential~~)) Nonresidential use requirements for specific areas				

Table A for 23.54.015
Required parking for ((~~non-residential~~)) nonresidential uses other than institutions

Use		Minimum parking required
I.	((~~Non-residential~~)) Nonresidential uses in urban centers or the Station Area Overlay District [5]	No minimum requirement
J.	((~~Non-residential~~)) Nonresidential uses in urban villages that are not within an urban center or ((~~the~~)) a Station Area Overlay District, if the ((~~non-residential~~)) nonresidential use is located within a frequent transit service area [5]	No minimum requirement
K.	((~~Non-residential~~)) Nonresidential uses permitted in MR and HR zones pursuant to Section 23.45.504	No minimum requirement
L.	((~~Non-residential~~)) Nonresidential uses permitted in II zones	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

Table A for 23.54.015 **Required parking for ((~~non-residential~~)) nonresidential uses other than institutions**	
Use	**Minimum parking required**
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 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~~)) nonresidential 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~~)) nonresidential 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**
I. General residential uses [1, 2, 3]		
((~~A.~~	~~Adult family homes~~	~~1 space for each dwelling unit~~
~~B.~~)) A.	Artist's studio/dwellings	1 space for each 2 dwelling units
((~~C.~~)) B.	Assisted living facilities	~~1 space for each 4 assisted living units; plus~~ ~~1 space for each 2 staff members on-site~~

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
		~~at peak staffing time; plus~~ ~~1 barrier-free passenger loading and unloading space~~ No parking required
((~~D.~~)) C.	Caretaker's quarters	1 space for each 2 dwelling units
((~~E.~~)) D.	Congregate residences	1 space for each 4 sleeping rooms
((~~F.~~	~~Cottage housing developments~~ [1]	~~1 space for each dwelling unit~~
~~G.~~	~~Floating homes~~	~~1 space for each dwelling unit~~
~~H.~~)) E.	Mobile home parks	1 space for each 2 mobile home lots as defined in Chapter 22.904
((~~I.~~	~~Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015~~ [1, 2]	~~1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units~~
~~J.~~	~~Nursing homes~~	~~1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds~~
~~K.~~)) F.	((~~Single-family dwelling units~~)) Housing ((~~1, 3~~)) 4, 5	1 space for each 2 dwelling units
II. Residential use requirements for specific areas [1]		
((~~L.~~)) G.	All residential uses within urban centers or within ((~~the~~)) a Station Area Overlay District ((~~2~~))	No minimum requirement

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
((~~M.~~)) H.	All residential uses ((~~in commercial, RSL, and multifamily zones~~)) within urban villages that are not within an urban center or ((~~the~~)) a Station Area Overlay District((~~,~~)) if the residential use is located within a frequent transit or major transit service area ((~~2, 4~~))	No minimum requirement
I.	All residential uses within a major transit service area	No minimum requirement
((~~N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015~~ [2]	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015~~ [2]	~~1.5 spaces for each dwelling unit~~))
~~P.~~)) J.	Congregate residences located within ((~~one-half mile walking distance of a major transit stop~~)) a frequent transit service area	No minimum requirement
III. Residential use requirements for specific unit types or sizes [1]		
K.	Dwelling units and congregate residences that are less than 1,200 square feet in size	No minimum requirement
L.	Housing, Low-income	No minimum requirement
M.	Residential structures serving seniors or persons with disabilities	No minimum requirement

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required

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 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015~~)).

[2] For each moderate-income unit and each low-income unit, no minimum amount of parking is required.

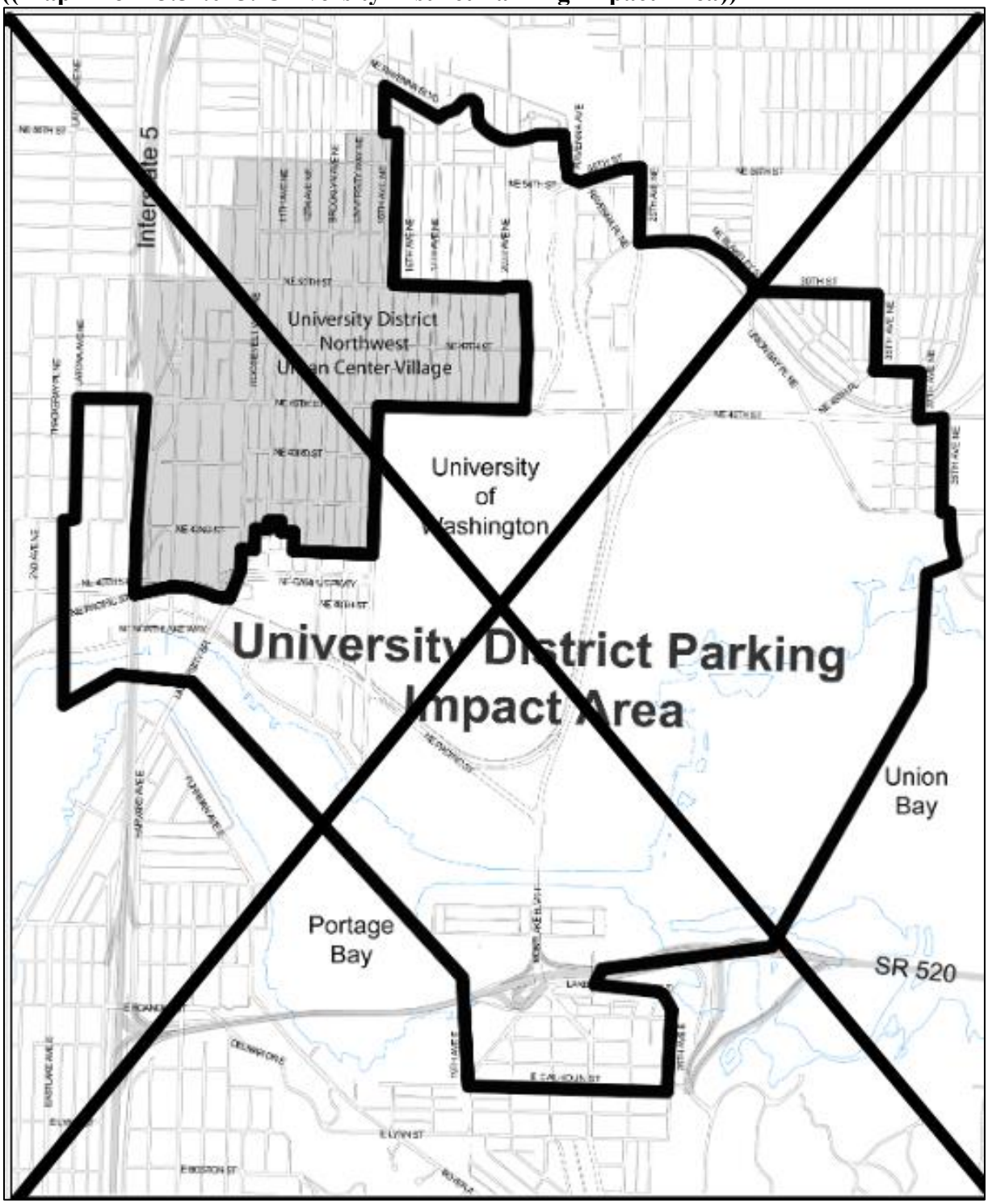
[3] A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary in order to protect a Tier 2 or Tier 3 tree as defined in Chapter 25.11.

[4] No parking is required for ((~~single-family residential uses~~)) accessory dwelling units.

[5] No parking is required for principal dwelling units 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~~)) 23.44.160.F.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.~~))

((~~Map A for 23.54.015: University District Parking Impact Area~~))



((~~Map B for 23.54.015: Alki Area Parking Overlay~~))

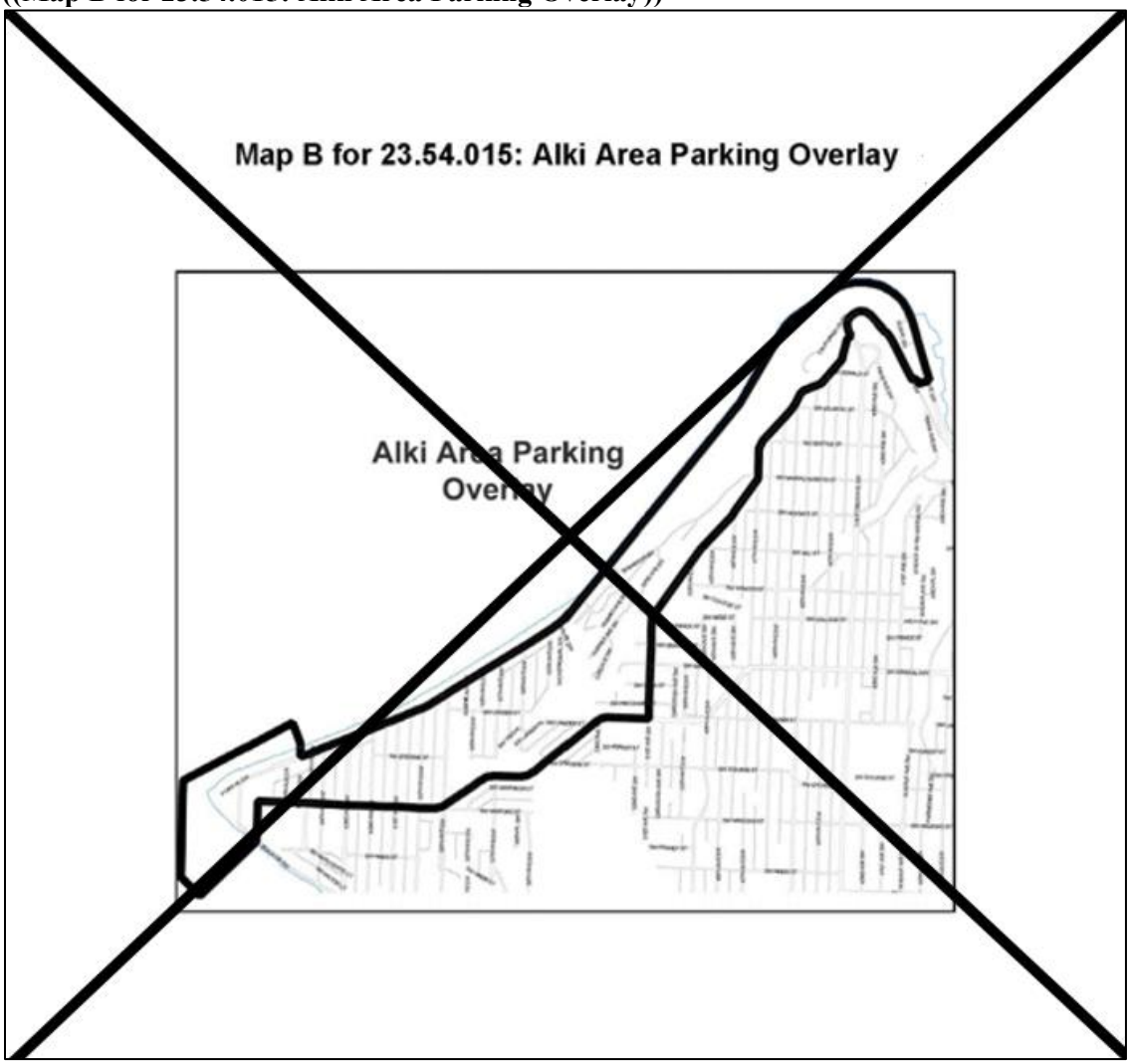


Table C for 23.54.015
Required parking for public uses and institutions

Use		**Minimum parking required**
I. General public uses and institutions [1]		
A.	Adult care centers ((~~1~~)) [2, 3]	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)

Table C for 23.54.015
Required parking for public uses and institutions

Use		Minimum parking required
B.	Child care centers ~~2,~~ 3, 4, ~~5~~ ((~~12~~))	~~1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children.~~ No parking
C.	Colleges	A number of spaces equal to 15 percent of the maximum number of students that the facility is designed to accommodate; plus 30 percent of the number of employees the facility is designed to accommodate; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities
D.	Community centers owned and operated by the Seattle Department of Parks and Recreation (SPR) ((~~1,~~)) 6	1 space for each 555 square feet; or for family support centers, 1 space for each 100 square feet
E.	Community clubs((~~,~~)) and community centers not owned and operated by SPR ((~~1, 5,~~)) 7, 8	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms containing fixed seats; plus 1 space for each 350 square feet of all other indoor areas
F.	Community farms ((~~5~~)) 8	1 space plus 1 space for each 10,000 square feet of site area, or 10 spaces, whichever is less
G.	Hospitals	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees other than staff doctors; plus 1 space for each 6 beds
((~~H.~~	~~Institutes for advanced study, except in~~	~~1 space for each 1,000 square feet of offices and similar spaces; plus 1 space for each 10 fixed seats in all auditoria and public~~

Table C for 23.54.015
Required parking for public uses and institutions

Use		Minimum parking required
	~~neighborhood residential zones~~	~~assembly rooms; or 1 space for each 100 square feet of public assembly area not containing fixed seats~~))
((~~I.~~)) H.	Institutes for advanced study in ((~~neighborhood residential~~)) Neighborhood Residential zones (existing) [1]	3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities; or 37 spaces for each 1,000 square feet of conference room space, whichever is greater
((~~J.~~)) I.	Libraries ((~~1, 5,~~)) 8, 9	1 space for each 80 square feet of floor area of all auditoria and public meeting rooms containing fixed seats; plus 1 space for each 500 square feet of floor area of all other areas
((~~K.~~)) J.	Museums ((~~1~~))	1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; plus 1 space for every 10 fixed seats for floor area containing fixed seats; plus 1 space for each 250 square feet of other gross floor area open to the public
((~~L.~~)) K.	Private clubs	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts
((~~M.~~)) L.	Religious facilities ((~~1~~))	1 space for each 80 square feet of all auditoria and public assembly rooms

Table C for 23.54.015
Required parking for public uses and institutions

Use		Minimum parking required
((~~N.~~	~~Schools, private elementary and secondary~~ ~~((1))~~	~~1 space for each 80 square feet of all auditoria and public assembly rooms, or if no auditorium or assembly room, 1 space for each staff member~~
~~O.~~)) M.	Schools, ((~~public~~)) elementary and secondary [7, ((~~9.~~)) 10, 11]	1 space for each 80 square feet of all auditoria ((~~or~~)) and public assembly rooms without fixed seats, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats((~~, for new public schools on a new or existing public school site~~
~~P.~~)) N.	Vocational or fine arts schools	1 space for each 2 faculty that the facility is designed to accommodate; plus 1 space for each 2 full-time employees other than faculty that the facility is designed to accommodate; plus 1 space for each 5 students, based on the maximum number of students that the school is designed to accommodate
II. General public uses and institutions for specific areas		
((~~Q.~~)) O.	General public uses, institutions and Major Institution uses, except hospitals, in urban centers or the Station Area Overlay District ((~~11~~)) 12	No minimum requirement
((~~R.~~)) P.	General public uses and institutions, except hospitals, including institutes for advanced study in ((~~neighborhood residential~~))	No minimum requirement

Table C for 23.54.015
Required parking for public uses and institutions

Use		Minimum parking required
	Neighborhood Residential zones, within urban villages that are not within the Station Area Overlay District, if the use is located within a frequent transit service area	

Footnotes to Table C for 23.54.015

[1] ((~~When this use is permitted in a neighborhood residential zone as a conditional use, the~~)) The Director may modify the parking requirements in this Table A for 23.54.015 for institutions in Neighborhood Residential and multifamily zones pursuant to the conditional uses provisions in Section ((~~23.44.022~~)) 23.44.030 ((~~; when the use is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to~~)) and 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. No parking is required for adult care centers that provide housing for clients.

[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 Director may reduce the parking and loading requirements of 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.~~)) ~~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.~~[Reserved]

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
[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] The Director may reduce the parking and loading requirements of Section 23.54.015 and the requirements of Section 23.44.080 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. [9] When a library is permitted in a multifamily or commercial zone as a conditional use, the Director may modify the parking requirements of 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~~)) [10] 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.	

Table C for 23.54.015 **Required parking for public uses and institutions**	
Use	**Minimum parking required**
((~~10~~)) 11 ((~~Development~~)) For public schools, 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~~)) 12 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 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.~~))	

((~~K. Bicycle parking.~~))

Lish Whitson
Select Committee on the Comprehensive Plan
July 15, 2025
D#2

Amendment 86 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Nelson

Remove parking regulations within frequent transit service areas

Effect: This amendment would amend parking regulations to remove parking requirements within areas with frequent transit service. As proposed under CB 120993, parking would not be required in major transit areas, urban centers, station areas, or frequent transit service areas within regional or urban centers. This amendment would broaden that exemption to frequent transit service areas outside of centers.

Amend Section 57 of Council Bill 120993, to amend Section 23.54.015, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required vehicular parking and maximum vehicular parking limits

* * *

Table A for 23.54.015 Required parking for ((~~non-residential~~)) nonresidential uses other than institutions		
Use		**Minimum parking required**
I. General ((~~non-residential~~)) nonresidential uses (other than institutions)		
* * *		
II. ((Non-residential)) Nonresidential use requirements for specific areas		
I.	((~~Non-residential~~)) Nonresidential uses in urban centers or the Station Area Overlay District [5]	No minimum requirement

Table A for 23.54.015 **Required parking for ((~~non-residential~~)) nonresidential uses other than institutions**		
Use		**Minimum parking required**
J.	((~~Non-residential~~)) Nonresidential uses ~~in urban villages that are not within an urban center or ((the)) a Station Area Overlay District, if the ((non-residential)) nonresidential use is~~ located within a frequent transit or major transit service area [5]	No minimum requirement
K.	((~~Non-residential~~)) Nonresidential uses permitted in MR and HR zones pursuant to Section 23.45.504	No minimum requirement
L.	((~~Non-residential~~)) Nonresidential uses permitted in II zones	No minimum requirement
Footnotes for Table A for 23.54.015 * * * [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~~)) nonresidential 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~~)) nonresidential 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**
I. General residential uses [1, 2, 3]	
* * *	

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
II. Residential use requirements for specific areas [1]		
((~~L.~~)) G.	All residential uses within urban centers or within ((~~the~~)) a Station Area Overlay District ((~~2~~))	No minimum requirement
((~~M.~~)) H.	All residential uses ((~~in commercial, RSL, and multifamily zones~~)) ~~within urban villages that are not within an urban center or ((the)) a Station Area Overlay District((,))~~ if the residential use is located within a frequent transit or major transit service area ((~~2, 4~~))	No minimum requirement
~~I.~~	~~All residential uses within a major transit service area~~	~~No minimum requirement~~
((~~N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015~~ [2]	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015~~ [2]	~~1.5 spaces for each dwelling unit~~))
~~P.)) J.~~	~~Congregate residences located within ((one-half mile walking distance of a major transit stop)) a frequent transit service area~~	~~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		

Table B for 23.54.015 **Required parking for residential uses**	
Use	**Minimum parking required**
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 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015~~)). [2] For each moderate-income unit and each low-income unit, no minimum amount of parking is required. [3] A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary in order to protect a Tier 2 or Tier 3 tree as defined in Chapter 25.11. [4] No parking is required for ((~~single-family residential uses~~)) accessory dwelling units. [5] No parking is required for principal dwelling units 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~~)) 23.44.160.F.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**
I. General public uses and institutions [1]	
* * *	
II. General public uses and institutions for specific areas	

Table C for 23.54.015
Required parking for public uses and institutions

Use		Minimum parking required
((~~Q.~~)) O.	General public uses, institutions and Major Institution uses, except hospitals, in urban centers or the Station Area Overlay District ((~~11~~)) 1, 2	No minimum requirement
((~~R.~~)) P.	General public uses and institutions, except hospitals, including institutes for advanced study ~~in~~ ((~~neighborhood residential~~)) ~~Neighborhood Residential zones, within urban villages that are not within the Station Area Overlay District, if the use is~~ located within a frequent transit or major 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~~)) The Director may modify the parking requirements in this Table A for 23.54.015 for institutions in Neighborhood Residential and multifamily zones pursuant to the conditional uses provisions in Section ((~~23.44.022~~)) 23.44.030 ((~~; when the use is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to~~)) and 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 Director may reduce the parking and loading requirements of 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.~~)) 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-

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
street parking. [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] The Director may reduce the parking and loading requirements of Section 23.54.015 and the requirements of Section 23.44.080 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. [9] When a library is permitted in a multifamily or commercial zone as a conditional use, the Director may modify the parking requirements of 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~~)) [10] 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.	

Table C for 23.54.015 **Required parking for public uses and institutions**	
Use	**Minimum parking required**
((~~10~~)) 11 ((~~Development~~)) For public schools, 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~~)) 12 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 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.~~))	

Ketil Freeman
Select Committee on the Comprehensive Plan
July 15, 2025
D#1

Amendment 87 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Waive parking for tree protection

Effect: This amendment would waive parking requirements for any residential development that retains a Tier 2 tree.

Amend Section 57, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required vehicular parking and maximum vehicular parking limits

* * *

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
I. General residential uses [1, 2, 3]		
((~~A.~~	~~Adult family homes~~	~~1 space for each dwelling unit~~
~~B.~~)) A.	Artist's studio/dwellings	1 space for each 2 dwelling units
((~~C.~~)) B.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
		at peak staffing time; plus 1 barrier-free passenger loading and unloading space
((~~D.~~)) C.	Caretaker's quarters	1 space for each 2 dwelling units
((~~E.~~)) D.	Congregate residences	1 space for each 4 sleeping rooms
((~~F.~~	~~Cottage housing developments~~ [1]	~~1 space for each dwelling unit~~
~~G.~~	~~Floating homes~~	~~1 space for each dwelling unit~~
~~H.~~)) E.	Mobile home parks	1 space for each 2 mobile home lots as defined in Chapter 22.904
((~~I.~~	~~Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015~~ [1, 2]	~~1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units~~
~~J.~~	~~Nursing homes~~	~~1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds~~
~~K.~~)) F.	((~~Single-family dwelling units~~)) Housing ((~~1, 3~~)) 4, 5	1 space for each 2 dwelling units
II. Residential use requirements for specific areas [1]		

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
((~~L.~~)) G.	All residential uses within urban centers or within ((~~the~~)) a Station Area Overlay District ((~~2~~))	No minimum requirement
((~~M.~~)) H.	All residential uses ((~~in commercial, RSL, and multifamily zones~~)) within urban villages that are not within an urban center or ((~~the~~)) a Station Area Overlay District((~~,~~)) if the residential use is located within a frequent transit or major transit service area ((~~2, 4~~))	No minimum requirement
I.	All residential uses within a major transit service area	No minimum requirement
((~~N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 2~~	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 2~~	~~1.5 spaces for each dwelling unit~~))
~~P.~~)) J.	Congregate residences located within ((~~one-half mile walking distance of a major transit stop~~)) a frequent transit service area	No minimum requirement
Footnotes to Table B for 23.54.015		

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required
[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 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015~~)). [2] For each moderate-income unit and each low-income unit, no minimum amount of parking is required. [3] The Director shall waive parking requirements for any development that retains a Tier 2 tree. A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary in order to protect a ~~Tier 2 or~~ Tier 3 tree as defined in Chapter 25.11. [4] No parking is required for ((~~single-family residential uses~~)) accessory dwelling units. [5] No parking is required for principal dwelling units 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~~)) 23.44.160.F.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.~~))	

HB Harper
Select Committee on the Comprehensive Plan
7/1/25
D1

Amendment 88 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Expanding Stacked Flat Bonus

WITHDRAWN

Amendment 89 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Council President Sara Nelson

Expanding Stacked Flat Bonus

Effect: This amendment would make development standards more flexible for stacked flats, by increasing allowed floor area ratio (FAR), allowing the increased FAR to apply to stacked flats anywhere in the neighborhood residential (NR) zone, increasing the density allowance for stacked flats and allowing the increased density to apply to stacked flats anywhere in the NR zone, and allowing increased lot coverage for stacked flats. As transmitted, the proposed legislation limits FAR to 1.2 for higher density developments in the NR zone, but allows up to 1.4 FAR for stacked dwelling units in frequent transit service area on lots 6,000 square feet or larger. The transmitted legislation also allows higher maximum density for stacked dwelling units on lots larger than 6,000 square feet. This amendment would remove provisions related to lot size for these stacked flat bonuses, increase the FAR for stacked flats from 1.4 to 1.6, increase the allowed density for stacked flats from one unit per 650 square feet to one unit per 600 square feet, and increase the allowed lot coverage for stacked flats from 50% to 55%.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is ~~1.4~~1.6 for stacked dwelling units ~~located within a frequent transit service area on lots 6,000 square feet or larger~~

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units ~~on lots larger than 6,000 square feet that are located in a frequent transit service area~~, one dwelling unit per ~~650~~600 square feet of lot area;

***

23.44.080 Lot coverage

***

F. The maximum lot coverage allowed on lots with stacked dwelling units is 55 percent.

Amendment 90 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Expanding Stacked Flat Bonus

Effect: This amendment would make development standards more flexible for stacked flats, by increasing allowed floor area ratio (FAR), allowing the increased FAR to apply to stacked flats anywhere in the neighborhood residential (NR) zone, allowing the increased density as transmitted to apply to stacked flats anywhere in the NR zone, and allowing increased lot coverage for stacked flats. As transmitted, the proposed legislation limits FAR to 1.2 for higher density developments in the NR zone, but allows up to 1.4 FAR for stacked dwelling units in frequent transit service area on lots 6,000 square feet or larger. The transmitted legislation also allows higher maximum density for stacked dwelling units on lots larger than 6,000 square feet. This amendment would remove provisions related to lot size and transit proximity for these stacked flat bonuses, increase the FAR for stacked flats from 1.4 to 1.6, and increase the allowed lot coverage for stacked flats from 50% to 60%.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is ~~1.4~~1.6 for stacked dwelling units ~~located within a frequent transit service area on lots 6,000 square feet or larger~~

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units ~~on lots larger than 6,000 square feet that are located in a frequent transit service area~~, one dwelling unit per ~~650~~600 square feet of lot area;

***

23.44.080 Lot coverage

***

F. The maximum lot coverage allowed on lots with stacked dwelling units is 60 percent.

Ketil Freeman
Select Committee on the Comprehensive Plan
7/1/25
D1

Amendment 91 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Nelson

Expanding Stacked Flat Bonus for Trees or Green Factor

Effect: This amendment would give bonus development standards to stacked flat projects in NR zones that include green infrastructure. FAR would increase for all stacked flat projects from 1.4 to 1.8. Projects that include the following would be allowed up to 2.0 FAR:

1. Retain a Tier 1 tree;
2. Retain two Tier 2 trees; or
3. Meet a Green Factor score of 0.6.

Projects doing one of those three things would also be permitted higher densities (1 unit per 500 square feet of lot area) and higher building heights (up to 42 feet).

Amend Section 30 of CB 120933, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050

Floor area ratio (FAR) in NR zones	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is ~~1.4~~ 1.8 for stacked dwelling units that meet the requirements of 23.44.050.D. ~~located within a frequent transit service area on lots 6,000 square feet or larger~~

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

D. The FAR limit for stacked dwelling units that meet one of the following criteria is 2.0:

1. Retain a Tier 1 tree, as defined in Section 25.11.130;

2. Retain two Tier 2 trees as defined in Section 25.11.130; or

3. Meet a Green Factor score of 0.6 as measured in Section 23.86.019.

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units on lots larger than 6,000 square feet that are located in a frequent transit service area, one dwelling unit per 650 square feet of lot area;

2. For stacked dwelling units that meet one of the following criteria, one dwelling unit per 500 square feet of lot area:

a. Retain a Tier 1 tree, as defined in Section 25.11.130;

b. Retain two Tier 2 trees as defined in Section 25.11.130; or

c. Meet a Green Factor score of 0.6 as measured in Section 23.86.019.

***

23.44.070 Structure height

A. Maximum height established

1. Subject to the exceptions allowed in this Section 23.44.070, the height limit for any structure in NR zones is 32 feet.

2. The height limit for accessory structures that are located in required setbacks is 12 feet, except as follows:

a. The ridge of a pitched roof may extend up to 3 feet above the 12-foot height limit provided that all parts of the roof above the height limit shall be pitched at a rate of not less than 4:12. No portion of a shed roof is permitted to extend beyond the 12-foot height limit.

b. Freestanding flagpoles and religious symbols for religious institutions are exempt from height controls except as regulated in Chapter 23.64, provided they are no closer to any lot line than 50 percent of their height above existing grade.

***

C. Height limit exceptions

1. Except in the Airport Height Overlay District, flagpoles are exempt from height limits, provided that they are no closer to any adjoining lot line than 50 percent of their height above existing grade, or, if attached only to a roof, no closer than 50 percent of their height above the roof portion where attached.

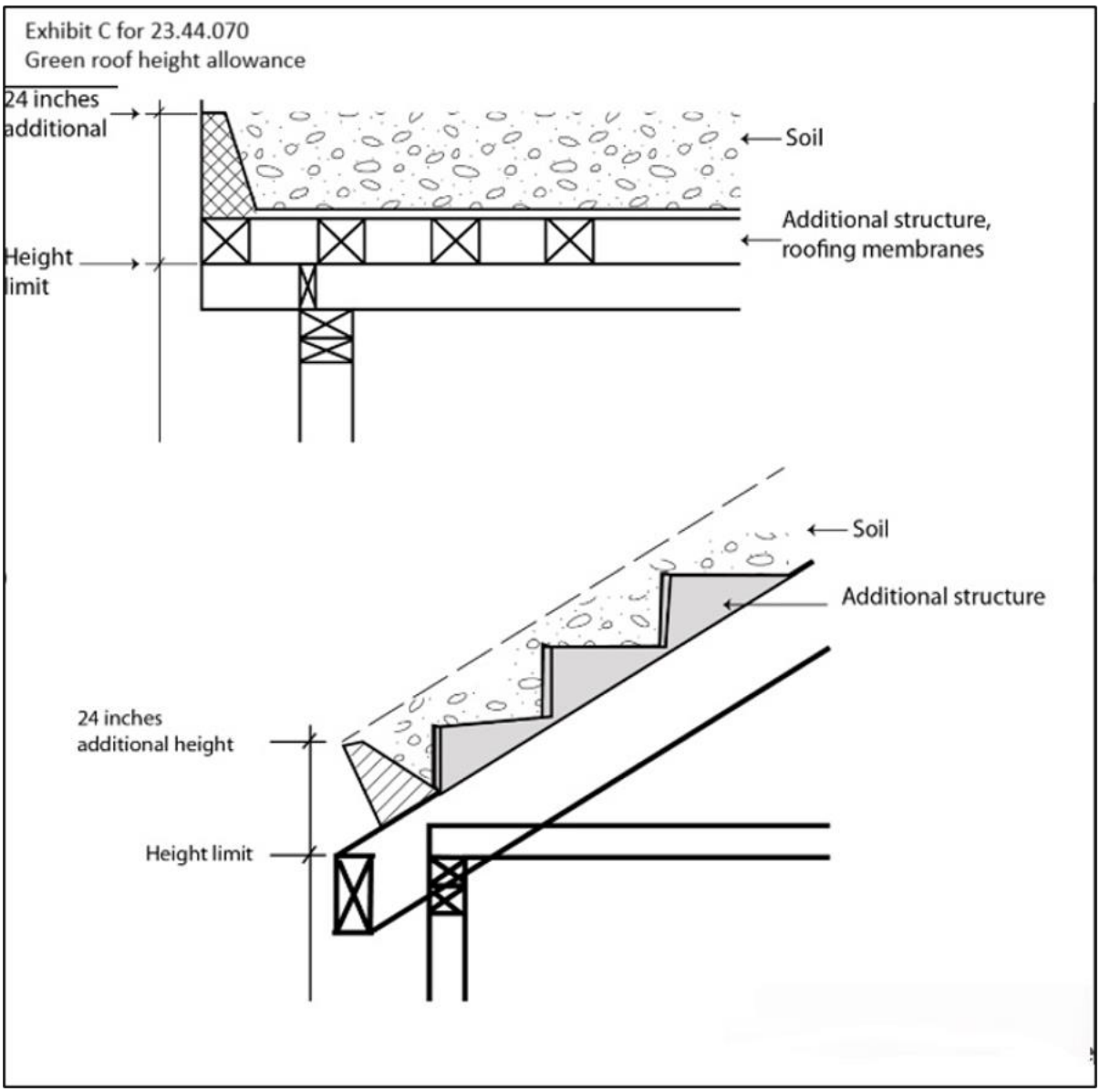
2. Open railings, planters, greenhouses not dedicated to food production, parapets, and firewalls may extend 4 feet above the height limit in subsection 23.44.070.A.

Planters on flat roofs shall not be located within 4 feet of more than 25 percent of the perimeter of the roof.

3. Green roofs may extend 2 feet above the height limit in subsection 23.44.070.A or above a pitched roof allowed in subsection 23.44.070.B.

Exhibit C for 23.44.070

Green roof height allowance



4. Solar collectors may extend 4 feet above the height limit in subsection 23.44.070.A or above a pitched roof allowed in subsection 23.44.070.B.

5. For nonresidential principal uses, the following rooftop features may extend up to 10 feet above the height limit in subsection 23.44.070.A, as long as the combined total coverage of all features listed in this subsection 23.44.070.C.5 does not exceed 15 percent of the roof area or 20 percent of the roof area if the total includes screened or enclosed mechanical equipment:

a. Stair and elevator penthouses;

b. Mechanical equipment;

c. Wind-driven power generators; or

d. Chimneys.

6. Devices for generating wind power may extend up to 10 feet above the height limit in subsection 23.44.070.A, provided that the combined total coverage of all features does not exceed 15 percent of the roof area.

7. For height limits and exceptions for communication utilities and accessory communication devices, see Section 23.57.010.

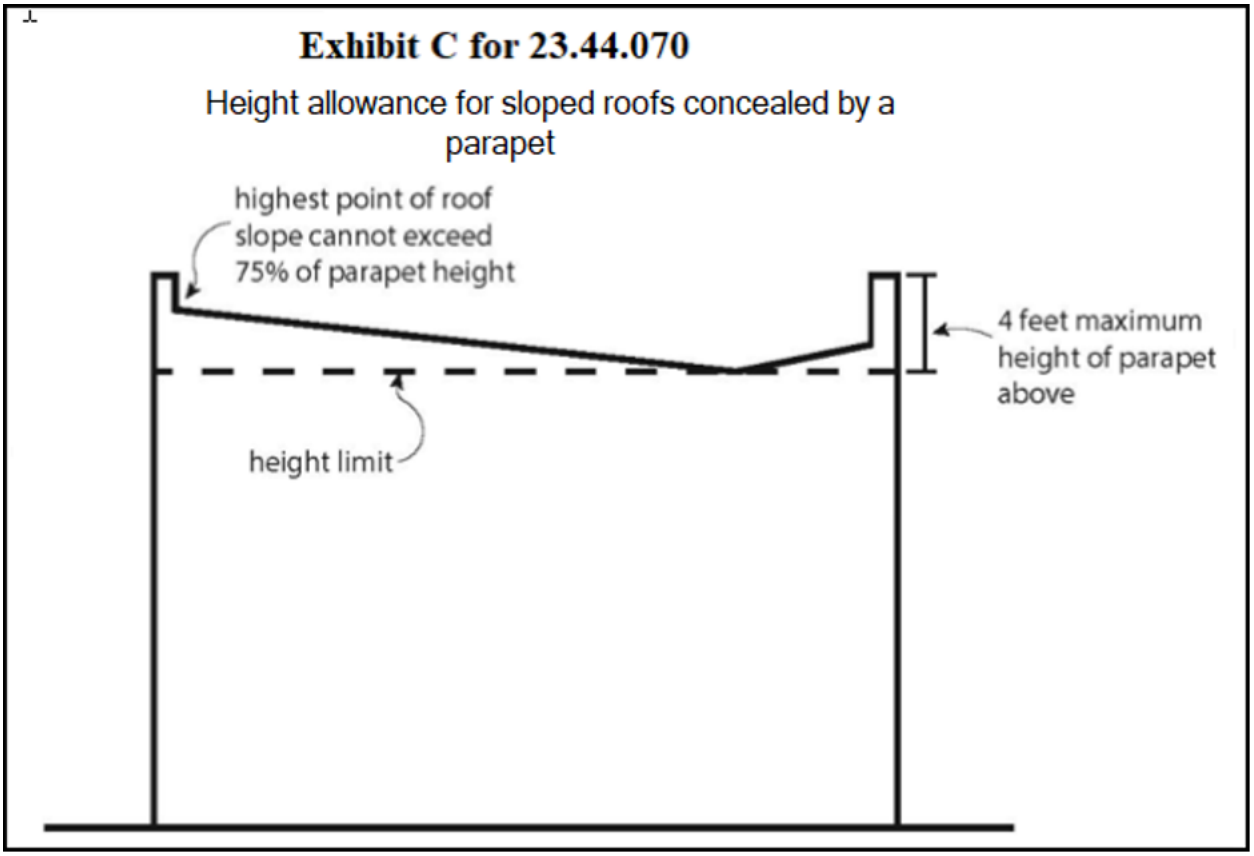
8. Buildings existing prior to the effective date of this ordinance are permitted to extend up to 8 inches above the height limit in subsection 23.44.070.A or a pitched roof allowed in subsection 23.44.070.B solely for the purpose of adding insulation to an existing roof.

9. Roofs enclosed by a parapet. Roof surfaces that are completely surrounded by a parapet may exceed the applicable height limit to allow for a slope, provided that the height of the highest elevation of the roof surface does not exceed 75 percent of the parapet height, and

provided that the lowest elevation of the roof surface is no higher than the applicable height limit. See Exhibit C for 23.44.070.

Exhibit C for 23.44.070

Height allowance for sloped roofs concealed by a parapet



10. The height limit for stacked dwelling units that meet one of the following criteria is 42 feet:

1. Retain a Tier 1 tree, as defined in Section 25.11.130;

2. Retain two Tier 2 trees as defined in Section 25.11.130; or

3. Meet a Green Factor score of 0.6 as measured in Section 23.86.019.

Amendment 92 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Expanding Stacked Flat Bonus for Trees

Effect: This amendment would give bonus development standards to stacked flat projects in NR zones that include green infrastructure. As transmitted, the legislation proposes a maximum floor area ratio standard for higher density projects of 1.2 for attached and detached dwelling units, and 1.4 for stacked dwelling units, with no other specific requirements. As drafted, this amendment would change that higher FAR allowance such that maximum FAR would be 2.0 for stacked dwelling units, if they meet certain requirements related to tree retention.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is ~~1.4~~2.0 for stacked dwelling units that meet the requirements of 23.44.050.D. ~~located within a frequent transit service area on lots 6,000 square feet or larger~~

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

D. The FAR limit for stacked dwelling units that meet one of the following criteria is 2.0:

1. Retain a Tier 1 tree, as defined in Section 25.11.130;

2. Retain two Tier 2 trees as defined in Section 25.11.130.

23.44.060 Maximum density and minimum lot size

A. Except as provided in subsection 23.44.060.C, the maximum density is:

1. For stacked dwelling units on lots larger than 6,000 square feet that are located in a frequent transit service area, one dwelling unit per 650 square feet of lot area;

2. For stacked dwelling units that meet one of the following criteria, one dwelling unit per 500 square feet of lot area:

a. Retain a Tier 1 tree, as defined in Section 25.11.130;

b. Retain two Tier 2 trees as defined in Section 25.11.130.

***

23.44.080 Lot coverage

A. Except as otherwise provided in this Section 23.44.080, the maximum lot coverage allowed for structures is 50 percent, except that for stacked dwelling units that meet one of the following criteria, the maximum lot coverage allowed for structures is 60 percent:

1. Retain a Tier 1 tree, as defined in Section 25.11.130;

2. Retain two Tier 2 trees as defined in Section 25.11.130.

***

Amendment 93 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rivera

NR tree canopy requirements

Effect: This amendment would modify tree planting requirements. Additionally, reduced setbacks, additional FAR, and additional height would be granted on lots where at least one Tier 2 tree is preserved.

Amend Section 30 of CB 120933, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.050 Floor area

A. Gross floor area. In Neighborhood Residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation are not considered gross floor area.

B. Floor area ratio (FAR) limits. The FAR limit in Neighborhood Residential zones for lots with residential uses is as shown in Table A for 23.44.050. The FAR limit in Neighborhood Residential zones for lots without residential uses is 1.2. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.050 **Floor area ratio (FAR) in NR zones**	
Density (dwelling units per lot size)	**FAR**
Less dense than 1 unit / 4,000 square feet	0.6
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	0.8
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1.0
1 unit / 1,600 square feet or denser	1.2, except that it is 1.4 for stacked dwelling units located within a frequent transit service area on lots 6,000 square feet or larger

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

1. All stories, or portions of stories, that are underground.

2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. Common walls separating individual attached dwelling units.

D. FAR limits shown in Table A for 23.44.050 are increased by 0.2 when at least one Tier 2 tree is preserved on the lot.

***

23.44.070 Structure height

A. Maximum height established

1. Subject to the exceptions allowed in this Section 23.44.070, the height limit for any structure in NR zones is 32 feet, unless at least one Tier 2 tree is preserved on the lot, in which case it is 42 feet.

***

23.44.090 Setbacks

A. Required setbacks for the NR zones are shown in Table A for 23.44.090.

Table A for 23.44.090 **Required setbacks in Neighborhood Residential zones**	
Front	10 feet, except that it is 5 feet if at least one Tier 2 tree is preserved
Rear	5 feet for accessory dwelling units and 10 feet for other structures, except that it is 5 feet for other structures if at least one Tier 2 tree is preserved. ~~except that, if~~If the rear setback abuts an alley, no rear setback is required [1]
Side	5 feet except that no side setback is required from a side lot line that abuts an alley[1]
Footnote for Table A for 23.44.090 [1] On a reversed corner lot, the setback on the side street lot line shall be 10 feet and the rear setback is 5 feet.	

* * *

23.44.120 Tree requirements

A. Development containing one or more new dwelling units must plant or retain trees to achieve the number of tree points listed in Table A for 23.44.120.

Table A for 23.44.120 **Number of tree points required**	
Density (dwelling units per lot size)	**Tree points required per lot area [1]**
Less dense than 1 unit / 4,000 square feet	1 point / 500 square feet
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	1 point / 600 square feet
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1 point / 675 square feet
1 unit / 1,600 square feet or denser	1 point / 750 square feet
Footnote to Table A for 23.44.120 [1] For purposes of this Section 23.44.120, lot area shall not include submerged lands.	

B. Individual trees preserved during construction or planted as part of construction, excluding street trees, count toward the tree score according to Table B for 23.44.120, if the planting area the tree is located in meets the minimum size requirements according to Table C for 23.44.120. Trees required under Section 25.11.090 shall count toward this standard. All required trees shall meet standards promulgated by the Director to provide for the long-term health and viability of plantings. These standards may include but are not limited to tree selection, invasive species, planting specification, soil and mulch amendment, and protection practices during construction.

Table B for 23.44.120 Tree points			
Type of tree	**Tree species**	**Points for deciduous trees**	**Points for evergreen trees**
Trees planted as part of construction	Small	~~1 point~~0.25 points	~~1.25 point~~0.25 points
	Small/medium	~~2 points~~0.5 points	~~2.5 points~~0.5 points
	Medium/large	~~3 points~~3.75 points	~~3.75 points~~4 points
	Large	~~4 points~~5.75 points	~~5 points~~6 points
Trees preserved during construction	Small	~~0.4 point~~ 0.75 points per inch of diameter	~~0.5 point~~ 1 point per inch of diameter
	Small/medium	~~0.8 point~~1.75 points per inch of diameter	~~1 point~~ 2 points per inch of diameter
	Medium/large	~~1.2 point~~ 3.75 points per inch of diameter	~~1.4 point~~ 4 points per inch of diameter
	Large	~~1.6 point~~7.75points per inch of diameter	~~1.8 point~~ 8 points per inch of diameter

Table C for 23.44.120 Minimum Required Planting Area per Tree	
Tree size category	**Minimum required planting area per tree**
Large	150 square feet, with a minimum dimension of 10 feet by 10 feet

Table C for 23.44.120 Minimum Required Planting Area per Tree	
Tree size category	**Minimum required planting area per tree**
Medium	75 square feet, with a minimum dimension of 5 feet by 5 feet
Small	50 square feet, with a minimum dimension of 3 feet by 3 feet

C. Tree protection areas shall be designated in accordance with Section 25.11.060 for all trees that are proposed to be preserved to receive points under subsection 23.44.120.B~~, regardless of tree tier~~.

D. The owner of the subject lot is required to ensure that the trees planted remain healthy for at least five years after inspection by the City, and the owner of the subject lot shall be responsible for replacing any trees that do not remain healthy after inspection by the City.

E. Tree measurements

1. New trees planted to meet this requirement shall meet the following size standards:

a. Deciduous trees with one trunk must be at least 1.5 inches in diameter, measured 6 inches above the ground.

b. Multi-stemmed deciduous trees must have at least three stems and be at least 6 feet tall.

c. Evergreen trees must be at least 4 feet tall.

2. Existing trees shall be measured 4.5 feet above the ground.

F. Tree location. New trees planted to meet this requirement shall not be planted:

1. For small species trees, within 2 feet of a dwelling unit;

2. For small/medium species trees, within 4 feet of a dwelling unit;

3. For medium/large species trees, within 6 feet of a dwelling unit;

4. For large species trees, within 8 feet of a dwelling unit; and

5. For all trees, within 2 feet of a sidewalk located in the right-of-way.

* * *

23.44.170 Alternative standards for development of low-income housing

* * *

B. Proposed development on a lot meeting the criteria in subsection 23.44.170.A may elect to meet the following development standards in lieu of the standards in subsections 23.44.050.B (floor area), 23.44.060.B (density), and 23.44.070.A (structure height), and Section 23.44.080 (lot coverage):

1. The maximum floor area ratio (FAR) limit is 1.8, except that it is increased to 2.0 if at least one Tier 2 tree is preserved on the lot. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Ketil Freeman
Select Committee on the Comprehensive Plan
July 15, 2025
D#1

Amendment 94 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Tree Retention Bonus

Effect: This amendment would increase structure height limits, waive amenity areas standards, and waive parking requirements for retention of a Tier 2 tree or provision and/or retention of medium to large trees that achieve at least a 10 percent tree canopy coverage at maturity.

Amend Section 30 of Council Bill 120993, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

23.44.070 Structure height

A. Maximum height established

1. Subject to the exceptions allowed in this Section 23.44.070, the height limit for any structure in NR zones is 32 feet.

***

C. Height limit exceptions

***

10. The height limit is 42 feet for development that retains a Tier 2 tree, as defined in Section 25.11.130, or achieves a tree point score under Section 23.44.120, through planting or preserving medium and large trees that would result in a 10 percent canopy coverage for the site at tree maturity.

23.44.110 Amenity area

***

I. No amenity area is required for:

1. ~~one~~ One new dwelling unit added to a dwelling unit existing as of January 1, 1982, or for one new dwelling unit added to a multifamily residential use existing as of October 10, 2001; or

2. Development that retains a Tier 2 tree, as defined in Section 25.11.130, or achieves a tree point score under Section 23.44.120, through planting or preserving medium and large trees that would result in a 10 percent canopy coverage for the site at tree maturity.

***

Amend Section 57 of Council Bill 120993, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required vehicular parking and maximum vehicular parking limits

* * *

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
I. General residential uses [1, 2, 3]		
((~~A.~~	~~Adult family homes~~	~~1 space for each dwelling unit~~
~~B.~~)) A.	Artist's studio/dwellings	1 space for each 2 dwelling units
((~~C.~~)) B.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space
((~~D.~~)) C.	Caretaker's quarters	1 space for each 2 dwelling units
((~~E.~~)) D.	Congregate residences	1 space for each 4 sleeping rooms
((~~F.~~	~~Cottage housing developments~~ [1]	~~1 space for each dwelling unit~~
~~G.~~	~~Floating homes~~	~~1 space for each dwelling unit~~
~~H.~~)) E.	Mobile home parks	1 space for each 2 mobile home lots as defined in Chapter 22.904
((~~I.~~	~~Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015~~ [1, 2]	~~1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units~~

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
~~J.~~	~~Nursing homes~~	~~1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds~~
~~K.~~)) F.	((~~Single-family dwelling units~~)) Housing ((~~1, 3~~)) 4, 5	1 space for each 2 dwelling units
II. Residential use requirements for specific areas [1]		
((~~L.~~)) G.	All residential uses within urban centers or within ((~~the~~)) a Station Area Overlay District ((~~2~~))	No minimum requirement
((~~M.~~)) H.	All residential uses ((~~in commercial, RSL, and multifamily zones~~)) within urban villages that are not within an urban center or ((~~the~~)) a Station Area Overlay District((~~,~~)) if the residential use is located within a frequent transit or major transit service area ((~~2, 4~~))	No minimum requirement
I.	All residential uses within a major transit service area	No minimum requirement
((~~N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015~~ [2]	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~

Table B for 23.54.015
Required parking for residential uses

Use		Minimum parking required
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015~~ [2]	~~1.5 spaces for each dwelling unit~~))
~~P.~~)) J.	Congregate residences located within ((~~one-half mile walking distance of a major transit stop~~)) a frequent transit service area	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 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015~~)).

[2] For each moderate-income unit and each low-income unit, no minimum amount of parking is required, or achieves a tree point score under Section 23.44.120, through planting or preserving medium and large trees that would result in a 10 percent canopy coverage for the site at tree maturity.

[3] The Director shall waive parking requirements for any development that retains a Tier 2 tree . A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary in order to protect a ~~Tier 2 or~~ Tier 3 tree as defined in Chapter 25.11.

[4] No parking is required for ((~~single-family residential uses~~)) accessory dwelling units.

[5] No parking is required for principal dwelling units 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~~)) 23.44.160.F.2, 23.45.536.C.2, or 23.45.536.C.3.

Table B for 23.54.015 **Required parking for residential uses**	
Use	**Minimum parking required**
((~~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.~~))	

3. Green roofs may extend 2 feet above the height limit in subsection 23.44.070.A or above a pitched roof allowed in subsection 23.44.070.B.

***

Amendment 95 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Reduced Setbacks on Small Lots near Transit

Effect: This amendment would reduce rear and side setbacks on small lots near transit in neighborhood residential zones.

Amend Section 30 as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

***

23.44.090 Setbacks

A. Required setbacks for the NR zones are shown in Table A for 23.44.090.

Table A for 23.44.090 Required setbacks in Neighborhood Residential zones	
Front	10 feet
Rear	5 feet for accessory dwelling units and 10 feet for other structures, except that it is 5 feet for other structures within frequent transit service areas on lots under 5,000 square feet. ~~, if~~ If the rear setback abuts an alley, no rear setback is required [1]
Side	5 feet, except that it is 3 feet on lots under 5,000 square feet within frequent transit service areas. ~~no~~ No side setback is required from a side lot line that abuts an alley[1]
Footnote for Table A for 23.44.090 [1] On a reversed corner lot, the setback on the side street lot line shall be 10 feet and the rear setback is 5 feet.	

Ketil Freeman
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 96 Version 1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Allow flexible, average five-foot side setbacks in NR Zones

Effect: This amendment would allow flexible, average five-foot side setbacks. The minimum dimension of an averaged side setback would be three feet.

Amend Section 30 of Council Bill 120993, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

***

23.44.090 Setbacks

A. Required setbacks for the NR zones are shown in Table A for 23.44.090.

Table A for 23.44.090 **Required setbacks in Neighborhood Residential zones**	
Front	10 feet
Rear	5 feet for accessory dwelling units and 10 feet for other structures except that, if the rear setback abuts an alley, no rear setback is required [1]
Side	5 feet average, 3 feet minimum;~~,~~ except that no side setback is required from a side lot line that abuts an alley[1]
Footnote for Table A for 23.44.090 [1] On a reversed corner lot, the setback on the side street lot line shall be 10 feet and the rear setback is 5 feet.	

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Ketil Freeman
Select Committee on the Comprehensive Plan
July 30, 2025
D#1

Amendment 97 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Require larger setbacks on Queen Anne Blvd

Effect: This amendment would require twenty-foot front setbacks in NR zones along landmarked portions of Queen Anne Boulevard. The amendment is intended to preserve and maintain the historic-resource value of the Queen Anne Boulevard.

Amend Section 30 of Council Bill 120993, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

23.44.090 Setbacks

A. Required setbacks for the NR zones are shown in Table A for 23.44.090.

Table A for 23.44.090 Required setbacks in Neighborhood Residential zones	
Front	10 feet[1]
Rear	5 feet for accessory dwelling units and 10 feet for other structures except that, if the rear setback abuts an alley, no rear setback is required [1]
Side	5 feet, except that no side setback is required from a side lot line that abuts an alley[~~1~~2]

Footnotes for Table A for 23.44.090

[1] For lots abutting landmarked public right-of-way on Queen Anne Boulevard, front setbacks shall be 20 feet or the average of the front setbacks of the structures on abutting lots, whichever is less, except that if the natural gradient or slope (as measured from the front line of the lot for a distance of 60 feet or the full depth of the lot, whichever is less) is in excess of 35 percent, the required front setback depth shall be the lesser of: 20 feet less 1 foot for each one percent of gradient or slope in excess of 35 percent; or the average of the front setbacks on the abutting lots.

Table A for 23.44.090 **Required setbacks in Neighborhood Residential zones**
2. On a reversed corner lot, the setback on the side street lot line shall be 10 feet and the rear setback is 5 feet.

***

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 98 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Rinck

Reduce required building separations

Effect: This amendment would amend the City's Land Use Code to reduce the required width of separations between buildings on a lot from six feet to five feet in both Neighborhood Residential and Lowrise zones. This would provide more flexibility in site design when more than one structure is located on a lot. Below a five feet separation, higher fire protection requirements apply. In addition, it becomes more difficult to maintain the exterior siding of buildings with smaller areas between structures.

Amend Section 30 of Council Bill 120993, to amend Section 23.44.100 of the Seattle Municipal Code (SMC), as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

* * *

23.44.100 Separations between structures

A. The minimum required separation between structures containing floor area is ~~6~~ 5 feet except that if the structures are separated by a driveway or parking aisle, the minimum required separation between the structures is 2 feet greater than the required width of the driveway or parking aisle or 24 feet, whichever is less.

B. If structures containing floor area are separated by a driveway or parking aisle, projections that enclose floor area may extend a maximum of 3 feet into the required separation if they are at least 8 feet above finished grade.

C. Architectural features such as cornices, eaves, gutters, roofs, fireplaces, chimneys, and other forms of weather protection may project into required separations a maximum of 2

feet. Garden windows, bay windows, covered porches and patios, balconies, and enclosed structures are not allowed in the required separation. Detached structures that are up to 10 feet in height and used exclusively for bike parking are allowed in required separations.

* * *

Amend Section 30 of Council Bill 120993, to amend Section 23.45.519 of the Seattle Municipal Code (SMC), as follows:

Section 38. A new Section 23.45.519 is added to the Seattle Municipal Code as follows:

23.45.519 Separations between structures

A. In LR and MR zones, the minimum required separation between structures containing floor area is ~~6~~ 5 feet except that, if the structures are separated by a driveway or parking aisle, the minimum required separation between structures containing floor area is 2 feet greater than the required width of the driveway or parking aisle or 24 feet, whichever is less. If the structures are separated by a driveway or parking aisle, projections that enclose floor area may extend a maximum of 3 feet into the required separation if they are at least 8 feet above finished grade.

B. Architectural features such as cornices, eaves, gutters, roofs, fireplaces, chimneys, and other forms of weather protection may project into required separations a maximum of 2 feet. Unenclosed structures allowed in side setbacks are allowed in the minimum separation. Garden windows, bay windows, covered porches and patios, balconies, and enclosed structures are not allowed in the required separation. Detached structures that are up to 10 feet in height and used exclusively for bike parking are allowed in required separations.

* * *

Ketil Freeman
Select Committee on the Comprehensive Plan
July 15, 2025
D#1

Amendment 99 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Kettle

Eliminate NR amenity areas

Effect: This amendment would eliminate amenity area requirements for development in NR zones. As proposed under Council Bill 120993 amenity areas would be equal to 20 percent of the lot area, each residential unit would have access to amenity area, and at least fifty percent of amenity area would be provided at or near ground level. Amenity areas are intended to provide outdoor space where residents are able to recreate on site, under previous versions of neighborhood residential zoning, yards were intended to provide these functions to residents. Under CB 120993, the size of yards would be reduced and a new amenity area requirement, modeled on a requirement in multifamily zones, is added.

Amend Section 30 of Council Bill 120993, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

***

23.44.110 ~~Amenity area~~ Reserved

~~A. The amount of required amenity area is equal to 20 percent of the lot area.~~

~~B. All dwelling units shall have access to either a common or private amenity area.~~

~~C. For attached and detached dwelling units, required ground-level amenity areas may be provided as either private or common space. For stacked dwelling units, at least half of the amenity area shall be provided as common space.~~

~~D. A minimum of 50 percent of the required amenity area shall be provided at ground level or within 4 feet of existing grade. In calculating the total amount of amenity area, only~~

~~half of the amenity area that is not provided at ground level or within 4 feet of existing grade shall count toward the required amenity area.~~

~~E. Amenity area shall not be enclosed within a structure.~~

~~F. Each amenity area shall be at least 120 square feet in area and have a minimum width and depth of 8 feet.~~

~~G. Features in amenity areas~~

~~1. The following features are not allowed in amenity areas:~~

~~a. Vehicular parking areas, vehicular access easements, and driveways;~~

~~b. Required bike parking;~~

~~c. Solid waste and recyclable material storage area; and~~

~~d. Enclosed structures.~~

~~2. Pathways serving multiple dwelling units are not allowed in private amenity areas.~~

~~3. Decks, porches, and steps; swimming pools, spas, and hot tubs; stormwater management features, including but not limited to bioretention planters and cisterns; play equipment; and similar features are allowed in amenity areas.~~

~~4. Amenity areas may be covered by weather protection.~~

~~5. Projections that do not provide floor area may extend into an amenity area if they meet the standards for projections into setbacks in subsection 23.44.090.E and if garden windows and other similar features are at least 8 feet above finished grade.~~

~~6. Rooftop areas located within 8 feet of minor communication utilities and accessory communication devices do not qualify as amenity areas.~~

~~H. Areas in environmentally critical areas and their buffers, including but not limited to steep slopes, may count toward amenity areas.~~

~~I. No amenity area is required for one new dwelling unit added to a dwelling unit existing as of January 1, 1982, or for one new dwelling unit added to a multifamily residential use existing as of October 10, 2001.~~

***

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 100 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Provide at least one tree per 2,500 square feet of lot area

Effect: This amendment would amend the new Neighborhood Residential code to ensure that at least one tree is planted for every 2,500 square feet of lot area in NR zones.

As proposed, CB 120993 would require planting of trees under a tree point system. The number of tree points would vary depending on the density of a residential project, with lower-density projects (fewer units) providing more trees, and higher-density projects providing fewer trees. The tree point system would also encourage the preservation of existing trees by providing more points for existing trees.

Under this amendment, at least one tree would be planted for every 2,500 square feet of lot area, no matter what density the project. The amendment may result in more trees being planted, but may also result in circumstances where the option to preserve trees is not attractive because tree planting under the new rule would be required.

Amend Section 30 of Council Bill 120993, to amend Section 23.44.120 of the Seattle Municipal Code, as follows:

Section 30. A new Chapter 23.44 is added to the Seattle Municipal Code as follows:

Chapter 23.44 NEIGHBORHOOD RESIDENTIAL

* * *

23.44.120 Tree requirements

A. Development containing one or more new dwelling units must plant or retain trees to either achieve the number of tree points listed in Table A for 23.44.120 or provide at least one new tree for every 2,500 square feet of lot area, whichever results in the greater number of trees.

Table A for 23.44.120 Number of tree points required	
Density (dwelling units per lot size)	**Tree points required per lot area [1]**
Less dense than 1 unit / 4,000 square feet	1 point / 500 square feet
1 unit / 4,000 square feet to 1 unit / 2,201 square feet	1 point / 600 square feet
1 unit / 2,200 square feet to 1 unit / 1,601 square feet	1 point / 675 square feet

Table A for 23.44.120 **Number of tree points required**	
Density (dwelling units per lot size)	**Tree points required per lot area [1]**
1 unit / 1,600 square feet or denser	1 point / 750 square feet
Footnote to Table A for 23.44.120 [1] For purposes of this Section 23.44.120, lot area shall not include submerged lands.	

B. Individual trees preserved during construction or planted as part of construction, excluding street trees, count toward the tree score according to Table B for 23.44.120. Trees required under Section 25.11.090 shall count toward this standard. All required trees shall meet standards promulgated by the Director to provide for the long-term health and viability of plantings. These standards may include but are not limited to tree selection, invasive species, planting specification, soil and mulch amendment, and protection practices during construction.

Table B for 23.44.120 **Tree points**			
Type of tree	**Tree species**	**Points for deciduous trees**	**Points for evergreen trees**
Trees planted as part of construction	Small	1 point	1.25 point
	Small/medium	2 points	2.5 points
	Medium/large	3 points	3.75 points
	Large	4 points	5 points
Trees preserved during construction	Small	0.4 point per inch of diameter	0.5 point per inch of diameter
	Small/medium	0.8 point per inch of diameter	1 point per inch of diameter
	Medium/large	1.2 point per inch of diameter	1.4 point per inch of diameter

Table B for 23.44.120 Tree points			
Type of tree	**Tree species**	**Points for deciduous trees**	**Points for evergreen trees**
	Large	1.6 point per inch of diameter	1.8 point per inch of diameter

C. Tree protection areas shall be designated in accordance with Section 25.11.060 for all trees that are proposed to be preserved to receive points under subsection 23.44.120.B, regardless of tree tier.

D. The owner of the subject lot is required to ensure that the trees planted remain healthy for at least five years after inspection by the City, and the owner of the subject lot shall be responsible for replacing any trees that do not remain healthy after inspection by the City.

E. Tree measurements

1. New trees planted to meet this requirement shall meet the following size standards:

a. Deciduous trees with one trunk must be at least 1.5 inches in diameter, measured 6 inches above the ground.

b. Multi-stemmed deciduous trees must have at least three stems and be at least 6 feet tall.

c. Evergreen trees must be at least 4 feet tall.

2. Existing trees shall be measured 4.5 feet above the ground.

F. Tree location. New trees planted to meet this requirement shall not be planted:

1. For small species trees, within 2 feet of a dwelling unit;

2. For small/medium species trees, within 4 feet of a dwelling unit;

3. For medium/large species trees, within 6 feet of a dwelling unit;

4. For large species trees, within 8 feet of a dwelling unit; and

5. For all trees, within 2 feet of a sidewalk located in the right-of-way.

G. Street tree requirements

1. Street trees are required for development that would add one or more principal dwelling units on a lot, except as provided in subsection 23.44.120.G.2 and Section 23.53.015. Existing street trees shall be retained unless the Director of the Seattle Department of Transportation approves their removal. The Director, in consultation with the Director of the Seattle Department of Transportation, shall determine the number, type, and placement of additional street trees to be provided in order to:

a. Improve public safety;

b. Promote compatibility with existing street trees;

c. Match trees to the available space in the planting strip;

d. Maintain and expand the urban forest canopy;

e. Encourage healthy growth through appropriate spacing;

f. Protect utilities; and

g. Allow access to the street, buildings, and lot.

2. Exceptions to street tree requirements

a. If a lot borders an unopened right-of-way, the Director may reduce or waive the street tree requirement along that right-of-way as a Type I decision if, after consultation with the Director of the Seattle Department of Transportation, the Director determines that the right-of-way is unlikely to be opened or improved.

b. If it is not feasible to plant street trees in a right-of-way planting strip, a 5-foot setback shall be planted with trees along the street lot line that abuts the required front setback, or landscaping other than trees shall be provided in the planting strip, subject to approval by the Director of the Seattle Department of Transportation. If a 5-foot setback or landscaped planting strip is not feasible, the Director may reduce or waive this requirement as a Type I decision.

Ketil Freeman
Select Committee on the Comprehensive Plan
July 30, 2025
D1

Amendment 101 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Nelson

Parking waiver for tree protection

Effect: This amendment would mandate parking waivers for any residential development that retains a Tier 2 tree.

As proposed CB 120993 would authorize the SDCI Director to waiver parking requirements to protect Tier 2 and Tier 3 trees, but that authority would be permission, not mandatory.

Amend Section 57 of CB 120993, as follows:

Section 57. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required vehicular parking and maximum vehicular parking limits

* * *

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
I. General residential uses [1, 2, 3]		
((~~A.~~	~~Adult family homes~~	~~1 space for each dwelling unit~~
~~B.~~)) A.	Artist's studio/dwellings	1 space for each 2 dwelling units

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
((~~C.~~)) B.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space
((~~D.~~)) C.	Caretaker's quarters	1 space for each 2 dwelling units
((~~E.~~)) D.	Congregate residences	1 space for each 4 sleeping rooms
((~~F.~~	~~Cottage housing developments~~ [1]	~~1 space for each dwelling unit~~
~~G.~~	~~Floating homes~~	~~1 space for each dwelling unit~~
~~H.~~)) E.	Mobile home parks	1 space for each 2 mobile home lots as defined in Chapter 22.904
((~~I.~~	~~Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015~~ [1, 2]	~~1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units~~
~~J.~~	~~Nursing homes~~	~~1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds~~
~~K.~~)) F.	((~~Single-family dwelling units~~)) Housing [((~~1, 3~~))] [4, 5]	1 space for each 2 dwelling units

Table B for 23.54.015 **Required parking for residential uses**		
Use		**Minimum parking required**
II. Residential use requirements for specific areas [1]		
((~~L.~~)) G.	All residential uses within urban centers or within ((~~the~~)) a Station Area Overlay District ((~~2~~))	No minimum requirement
((~~M.~~)) H.	All residential uses ((~~in commercial, RSL, and multifamily zones~~)) within urban villages that are not within an urban center or ((~~the~~)) a Station Area Overlay District((~~,~~)) if the residential use is located within a frequent transit or major transit service area ((~~2, 4~~))	No minimum requirement
I.	All residential uses within a major transit service area	No minimum requirement
((~~N.~~	~~Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015~~ [2]	~~1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms~~
~~O.~~	~~Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015~~ [2]	~~1.5 spaces for each dwelling unit~~))
~~P.~~)) J.	Congregate residences located within ((~~one-half mile walking distance of a major transit stop~~)) a frequent transit service area	No minimum requirement

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required

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 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015~~)).

[2] For each moderate-income unit and each low-income unit, no minimum amount of parking is required.

[3] The Director shall waive parking requirements for any development that retains a Tier 2 tree. A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary in order to protect a ~~Tier 2 or~~ Tier 3 tree as defined in Chapter 25.11.

[4] No parking is required for ((~~single-family residential uses~~)) accessory dwelling units.

[5] No parking is required for principal dwelling units 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~~)) 23.44.160.F.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.~~))

Ketil Freeman
Select Committee on the Comprehensive Plan
August 3, 2025
D#2

Amendment 102 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD
Sponsor: Councilmember Rivera
Tree Protections: SDCI alternative site plan authority and procedural discretion for development that encroaches on tree protection areas

Effect: This amendment would amend Council Bill 120993 to (1) expand the purpose and intent of Chapter 25.11; (2) authorize the SDCI Director to require alternative site plans to demonstrate that trees can be retained, (3) expand the grounds for modifications of the tree protection area (4) revise the definition of "tree protection area," and (5) Allow expansion in front or rear yards to retain Tier 1, Tier 2, Tier 3 or Tier 4 trees.

Add a new section XX to CB 120993 to amend Section 25.11.010 of the Seattle Municipal Code, as follows:

Section XX: section 25.11.010 of the Seattle Municipal Code, last amended by Ordinance 126821, is amended as follows:

25.11.010 Purpose and intent

The purpose and intent of this Chapter 25.11 is to:

A. Implement the goals and policies of Seattle's Comprehensive Plan, especially those in the Environment Element dealing with protection of the urban forest while balancing other citywide priorities such as housing production;

B. Preserve and enhance the City's physical and aesthetic character by preventing untimely unnecessary and indiscriminate removal or destruction of trees;

C. Protect trees on undeveloped sites that are not undergoing development by not allowing tree removal except in hazardous situations, to prevent premature loss of trees so their retention may be considered during the development review and approval process;

D. Facilitate tree protection efforts by granting flexibility for certain development standards, and promote site planning and horticultural practices that are consistent with the reasonable use of property;

E. Protect Tier 2 and Tier 3 trees and other trees that because of their unique historical, ecological, public health or aesthetic value constitute an important community resource, and require flexibility in design to protect these trees;

F. Provide the option of modifying development standards to protect Tier 2 trees;

G. Encourage retention of trees through SDCI Director review and rule promulgation, through the design review and other processes for larger projects, through education concerning the value of retaining existing trees, and by not permitting their removal on undeveloped land prior to development permit review;

H. Support the goals and policies of the City of Seattle Urban Forest Management Plan, specifically those related to existing Citywide policies that commit the City to realize its vision of racial equity and environmental justice; and

I. Increase Seattle's climate resilience and reduce urban heat islands in the City.

Add a new section XX to CB 120993, as follows:

Section XX. Section 25.11.060 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

25.11.060 Requirements for trees when development is proposed

A. Tree protection area

1. A tree protection area is required for all existing Tier 1, Tier 2, and Tier 3 trees that are not removed during development, as well as any tree relocated offsite if on private property or any tree planted onsite as part of required mitigation pursuant to this Chapter 25.11.

2. The tree protection area for Tier 1, Tier 2, and Tier 3 trees shall be determined by the Director pursuant to this subsection 25.11.060.A and any rules promulgated by the Director.

3. The tree protection area may be modified ~~from the basic tree protection area~~ based on species tolerance; expected impacts of construction activities; tree size, age, and health; and soil conditions not to exceed the area of the feeder root zone. The Director may require Master Use Permits or building permits to include measures to protect tree(s) during construction, including within the feeder root zone.

4. The tree protection area may be reduced by the Director pursuant to the provisions of Title 23 and this Chapter 25.11, as follows, provided that the Director may approve further modifications from those listed that are shown not to interfere with the overall health and stability of the retained tree:

a. Any new encroachment into the tree protection area may not be closer than one half of the tree protection radius. Existing encroachments closer than one half of the tree protection radius may remain or be replaced if no appreciable damage to the tree will result.

b. The tree protection area shall not be reduced more than 35 percent of the outer half of the tree protection radius unless an alternative tree protection area or construction method will provide equal or greater tree protection and result in long-term retention and viability of the tree as determined by a certified arborist.

c. Existing encroachments do not count toward the reduction.

d. The tree protection area may be temporarily reduced in size during a specific construction activity that is not likely to cause appreciable damage to the tree. Appropriate mitigation measures shall be implemented per ANSI A300 standards or their successor, and the tree protection area shall be returned to its permanent size after the specific construction activity is complete.

5. The tree protection area is required to include fencing, signage, and other safety requirements as required in the Seattle Department of Construction and Inspections Tree and Vegetation Protection Detail.

***

C. The Director may require a tree protection report prepared by a certified arborist to confirm accuracy of the tree protection area. The report must use ANSI A300 standards or their successor and be prepared by a certified arborist. Tree protection evaluation and requirements may include but are not limited to the following:

1. A tree evaluation with respect to its size, age, general health, damage, danger of falling, species tolerance to construction impacts, location of structural roots, existing soil conditions, proximity to existing or proposed structures, extent of proposed grade changes (e.g., soil cut and fill), and/or utility services;

2. An evaluation of the anticipated effects of proposed construction on the viability of the tree and project narrative explaining how the design is compatible with Section 25.11.070;

3. A hazardous tree risk assessment, if applicable;

4. A plan that documents required tree protection or tree replacement measures including payment in lieu pursuant to Section 25.11.110;

5. A plan that describes post-construction site inspection and evaluation measures;

6. A certified arborist's description of the method(s) selected to determine the tree protection area. Methodologies may include exploratory root excavations for individual trees together with a case-by-case description; and

7. The life expectancy of regulated trees shall be determined by the Director pursuant to this subsection 25.11.060.C and any rules promulgated by the Director. The Director shall determine the likelihood that a tree will live to maturity due to factors including but not limited to:

a. Health and physical condition;

b. Development site constraints such as proximity to existing or proposed development, access and utilities, soil conditions, and exposure to sunlight; and

c. Environmental conditions external to the development site such as the likely occurrence of a disease or an insect infestation, a landslide, or presence of a high water table.

***

Add a new section XX to CB 120993, as follows:

Section XX. Section 25.11.070 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

25.11.070 Tree protection on sites undergoing development in Neighborhood Residential, Lowrise, Midrise, commercial and Seattle Mixed zones

A. Neighborhood Residential zones

1. Tier 2 trees may be removed only if:

a. The maximum lot coverage permitted on the site pursuant to Title 23 cannot be achieved without extending into the ~~basic~~ tree protection area as modified or reduced pursuant to 25.11.060 ~~or into a required front and/or rear yard to an extent greater than provided for in subsection 25.11.070.A.2~~ and no alternative site plans that would provide a comparable number of dwelling units or structure size are feasible.

b. Avoiding development in the ~~basic~~ tree protection area would result in a portion of a principal dwelling unit, or an accessory dwelling unit, being less than ~~15~~ 10 feet in width; or

c. Tree removal is necessary for the construction of new structures; required vehicle access, ~~and~~ required pedestrian access, utilities, Director-required retaining wall, or other similar improvements associated with development, and no alternative design solutions that could provide a similar use are feasible.

2. For purposes of retaining an existing on-site and off-site Tier 1, Tier 2, Tier 3, or Tier 4 tree, extension into front or rear ~~yards~~ setbacks is permitted but limited to an area equal to the amount of the tree protection area of those trees not located within required ~~yards~~ setbacks. The maximum projection into the required front or rear ~~yards~~ setback shall be 50 percent of the ~~yards~~ setback requirement.

3. ~~If the maximum lot coverage permitted on the site can be achieved or a structure will be less than 15 feet in width without extending into required front and/or rear yards, then no such extension into required yards shall be permitted.~~ Reserved.

4. For the purposes of this subsection 25.11.070.A:

a. Lot coverage calculation shall not include any portion of a parcel containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback,

wetland, wetland buffer, or steep slope erosion hazard area, unless the Director has approved critical areas reduction, waiver, or modification pursuant to Chapter 25.09; and

b. The ~~basic~~ tree protection area may ~~cannot~~ be modified or reduced by the Director pursuant to subsection 25.11.060.A.3 and subsection 25.11.060.A.4.

c. The Director has the authority to require submittal of alternative site plans if the Director determines that an alternative site plan could feasibly increase the retention of existing healthy trees, advancing the City's canopy, environment, equity, public health, and climate resilience goals.

B. Lowrise, Midrise, commercial, and Seattle Mixed zones

1. Tier 2 trees may be removed as follows:

a. If an otherwise allowable development area of 85 percent cannot be achieved without extending into the ~~basic~~ tree protection area, as follows:

1) Calculate the ~~basic~~ tree protection area on the lot. For the purposes of this subsection 25.11.070.B, the ~~basic~~ tree protection area may ~~cannot~~ be modified by the Director pursuant to subsection 25.11.060.A.3 and subsection 25.11.060.A.4 if no alternative site plans that would provide a comparable number of units or structure size are feasible.

2) Subtract the ~~basic~~ tree protection area and the area of any portions of the lot between a property line and ~~basic~~ tree protection area when the portion of the lot is 15 feet or less measured from a lot line to a ~~basic~~ tree protection area from the lot area. If this number is less than 85 percent of the total lot area, Tier 2 trees may be removed.

3) When multiple Tier 2 trees are located on a lot, the minimum number of trees needed to reach 85 percent may be removed based on the evaluation required by subsection 25.11.060.C.

4) When the ~~basic~~ tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree is located on the lot, this area shall be included in accordance with subsection 25.11.070.B.

5) The Director has the authority to require submittal of alternative site plans if the Director determines that an alternative site plan could feasibly increase the retention of existing healthy trees, advancing the City's canopy, environment, equity, public health, and climate resilience goals.

b. In Midrise, Commercial, and Seattle Mixed zones Tier 2 trees may be removed, if an otherwise allowable development area of 100 percent cannot be achieved without extending into the tree protection area more than allowed pursuant to subsection 25.11.060.A.

c. For the purposes of this subsection 25.11.070.B, allowable development area shall not include any portion of a parcel containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback, wetland, wetland buffer, or steep slope erosion hazard area, unless the Director has approved a critical area reduction, waiver, or modification pursuant to Chapter 25.09.

2. If an applicant chooses to retain Tier 2 trees that would otherwise be allowed to be removed under subsection 25.11.070.B.1 or if encroachment into the tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree cannot otherwise be avoided, modifications to development standards are allowed as follows:

a. For development not subject to design review, the following Type I modifications to standards:

1) Setbacks and separation requirements, if applicable, may be reduced by a maximum of 75 percent;

2) Amenity areas may be reduced by a maximum of 75 percent;

3) Landscaping and screening may be reduced by a maximum of 75 percent; and

4) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of 30 percent.

b. The following Type I modifications to standards are permitted for development that: i) Receives public funding or an allocation of federal low-income housing tax credits; and ii) is subject to a regulatory agreement, covenant, or other legal instrument recorded on the property title and enforceable by The City of Seattle, Washington State Housing Finance Commission, State of Washington, King County, or other similar entity as approved by the Director of Housing; and iii) either: restricts at least 40 percent of rental units to occupancy by households earning no greater than 60 percent of median income, and controls the rents that may be charged for a minimum period of 40 years: or restricts at least 40 percent of ownership dwelling units earning no greater than 80 percent of median income, and controls the sale price of the units for a minimum period of 50 years:

1) Setback, separation, amenity area, landscaping, and screening requirements, if applicable, may be reduced by a maximum of 100 percent; and

2) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of 100 percent.

c. For development subject to design review, the departures permitted in Section 23.41.012.

d. Parking reduction. A reduction in the parking quantity required by Section 23.54.015 and the modification of standards for safe access of any required parking of Section 23.54.030 may be permitted in order to protect a Tier 2 tree, if the reduction would result in a project that would avoid the tree protection area.

e. In Lowrise zones, for a principal structure with a base height limit of 40 feet that is subject to the pitched roof provisions of subsection 23.45.514.D, the Director may permit the ridge of a pitched roof with a minimum slope of 6:12 to extend up to a height of 50 feet if the increase is needed to accommodate, on an additional story, the amount of floor area lost by avoiding development within the tree protection area and the amount of floor area on the additional story is limited to the amount of floor area lost by avoiding development within the tree protection area.

3. Tree removal required for development to achieve the allowable development area according to subsection 25.11.070.B.1 or height limits of the applicable zone includes, but is not limited to, the construction of new structures, required vehicle~~s~~ access, ~~and~~ required pedestrian access, utilities, Director-required retaining wall, or other similar improvement.

Add a new section XX to CB 120993, as follows:

Section XX. Section 25.11.130 of the Seattle Municipal Code, last amended by Ordinance 126281, is amended as follows:

25.11.130 Definitions

***

"Tree protection area" means the area surrounding a tree defined by a specified distance, in which excavation and other construction-related activities must be avoided unless approved by the Director. The tree protection area, delineated using a radius that is equal to one foot for every inch DSH of the tree, varies depending on species, age and health of the tree, soil conditions, and proposed construction.

~~"Tree protection area, basic" means the area surrounding a tree in which excavation and other construction-related activities must be avoided unless approved by the Director. This area is delineated using a radius that is equal to one foot for every inch DSH of the tree.~~

***

Lish Whitson
Select Committee on the Comprehensive Plan
July 15, 2025
D#1

Amendment 103 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Do not allow the removal of Tier 1 and Tier 2 trees near corners of lots

Effect: This amendment would require the retention of any Tier 1 or Tier 2 trees located within five feet of the corner of a lot.

Tier 1 trees are defined as heritage trees and generally may not be removed unless deemed hazardous or in need of emergency action with documentation required.

Tier 2 trees include trees that have a diameter of at least 24 inches at 4.5 feet above ground. They may generally be removed as part of an overall development permit, consistent with tree protection requirements under the tree code. Documentation is required for the removal of hazardous Tier 2 trees or Tier 2 trees in need of emergency action.

This amendment may protect some trees that would otherwise be removed, and will provide less flexibility for configuration of development on some sites where a large tree is located in the corner of a lot.

Add a new Section XX to Council Bill 120993, and amend Section 25.11.070 of the Seattle Municipal Code, as follows:

Section XX. Section 25.11.070 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

25.11.070 Tree protection on sites undergoing development in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed zones

A. Neighborhood Residential zones

1. Tier 2 trees may be removed only if the provisions of subsection 25.11.070.A.5 do not apply, and:

a. The maximum lot coverage permitted on the site pursuant to Title 23 cannot be achieved without extending into the basic tree protection area or into a required front and/or rear yard to an extent greater than provided for in subsection 25.11.070.A.2;

b. Avoiding development in the basic tree protection area would result in a portion of a principal dwelling unit, or an accessory dwelling unit, being less than 15 feet in width; or

c. Tree removal is necessary for the construction of new structures; vehicle and pedestrian access, utilities, retaining wall, or other similar improvements associated with development.

2. For purposes of retaining an existing on-site and off-site Tier 1, Tier 2, Tier 3, or Tier 4 tree, extension into front or rear yards is permitted but limited to an area equal to the amount of the tree protection area of those trees not located within required yards. The maximum projection into the required front or rear yard shall be 50 percent of the yard requirement.

3. If the maximum lot coverage permitted on the site can be achieved or a structure will be less than 15 feet in width without extending into required front and/or rear yards, then no such extension into required yards shall be permitted.

4. For the purposes of this subsection 25.11.070.A:

a. Lot coverage calculation shall not include any portion of a parcel containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback, wetland, wetland buffer, or steep slope erosion hazard area, unless the Director has approved critical areas reduction, waiver, or modification pursuant to Chapter 25.09; and

b. The basic tree protection area cannot be modified.

5. Tier 2 trees may not be removed if the trunk of the Tier 2 tree is located within five feet of a corner of the lot, unless removal of the tree is necessary for utilities, retaining walls, or to prevent the impairment of future structures.

B. Lowrise, Midrise, commercial, and Seattle Mixed zones

1. Tier 2 trees may be removed ~~as follows~~ only if the provisions of subsection 25.11.070.B.5 do not apply, and:

a. If an otherwise allowable development area of 85 percent cannot be achieved without extending into the basic tree protection area, as follows:

1) Calculate the basic tree protection area on the lot. For the purposes of this subsection 25.11.070.B, the basic tree protection area cannot be modified.

2) Subtract the basic tree protection area and the area of any portions of the lot between a property line and basic tree protection area when the portion of the lot is 15 feet or less measured from a lot line to a basic tree protection area from the lot area. If this number is less than 85 percent of the total lot area, Tier 2 trees may be removed.

3) When multiple Tier 2 trees are located on a lot, the minimum number of trees needed to reach 85 percent may be removed based on the evaluation required by subsection 25.11.060.C.

4) When the basic tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree is located on the lot, this area shall be included in accordance with subsection 25.11.070.B.

b. In Midrise, Commercial, and Seattle Mixed zones Tier 2 trees may be removed, if an otherwise allowable development area of 100 percent cannot be achieved without extending into the basic tree protection area more than allowed pursuant to subsection 25.11.060.A.

c. For the purposes of this subsection 25.11.070.B, allowable development area shall not include any portion of a parcel containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback, wetland, wetland buffer, or steep slope erosion

hazard area, unless the Director has approved a critical area reduction, waiver, or modification pursuant to Chapter 25.09.

2. If an applicant chooses to retain Tier 2 trees that would otherwise be allowed to be removed under subsection 25.11.070.B.1 or if encroachment into the tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree cannot otherwise be avoided, modifications to development standards are allowed as follows:

a. For development not subject to design review, the following Type I modifications to standards:

1) Setbacks and separation requirements, if applicable, may be reduced by a maximum of 75 percent;

2) Amenity areas may be reduced by a maximum of 75 percent;

3) Landscaping and screening may be reduced by a maximum of 75 percent; and

4) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of 30 percent.

b. The following Type I modifications to standards are permitted for development that: i) Receives public funding or an allocation of federal low-income housing tax credits; and ii) is subject to a regulatory agreement, covenant, or other legal instrument recorded on the property title and enforceable by The City of Seattle, Washington State Housing Finance Commission, State of Washington, King County, or other similar entity as approved by the Director of Housing; and iii) either: restricts at least 40 percent of rental units to occupancy by households earning no greater than 60 percent of median income, and controls the rents that may be charged for a minimum period of 40 years: or restricts at least 40 percent of ownership

dwelling units earning no greater than 80 percent of median income, and controls the sale price of the units for a minimum period of 50 years:

1) Setback, separation, amenity area, landscaping, and screening requirements, if applicable, may be reduced by a maximum of 100 percent; and

2) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of 100 percent.

c. For development subject to design review, the departures permitted in Section 23.41.012.

d. Parking reduction. A reduction in the parking quantity required by Section 23.54.015 and the modification of standards for safe access of any required parking of Section 23.54.030 may be permitted in order to protect a Tier 2 tree, if the reduction would result in a project that would avoid the tree protection area.

e. In Lowrise zones, for a principal structure with a base height limit of 40 feet that is subject to the pitched roof provisions of subsection 23.45.514.D, the Director may permit the ridge of a pitched roof with a minimum slope of 6:12 to extend up to a height of 50 feet if the increase is needed to accommodate, on an additional story, the amount of floor area lost by avoiding development within the tree protection area and the amount of floor area on the additional story is limited to the amount of floor area lost by avoiding development within the tree protection area.

3. Tree removal required for development to achieve the allowable development area according to subsection 25.11.070.B.1 or height limits of the applicable zone includes, but is not limited to, the construction of new structures, vehicles and pedestrian access, utilities, retaining wall, or other similar improvement.

4. Tier 2 trees may not be removed if the trunk of the Tier 2 tree is located within five feet of a corner of the lot, unless removal of the tree is necessary for utilities, retaining walls, or to prevent the impairment of future structures.

Lish Whitson
Select Committee on the Comprehensive Plan
August 2, 2025
D#1

Amendment 104 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Provide greater flexibility when trees are protected

Effect: This amendment would allow structures to be located anywhere within a setback and allow reduced or eliminated amenity area requirements when a tree is protected. Under the current tree protection ordinance, required setbacks can be reduced by fifty percent if a tree is protected.

Under CB 120993, a new amenity area requirement is proposed. At least twenty percent of the lot area would be required to be in amenity area in Neighborhood Residential and lowrise zones.

This amendment allows greater flexibility in site planning when a tree is protected and allows for reduced amenity area in cases where trees are protected.

Add a new Section XX to Council Bill 120993, and amend Section 25.11.130 of the Seattle Municipal Code, as follows:

Section XX. Section 25.11.070 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

25.11.070 Tree protection on sites undergoing development in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed zones

A. Neighborhood Residential zones

1. Tier 2 trees may be removed only if:

a. The maximum lot coverage permitted on the site pursuant to Title 23 cannot be achieved without extending into the basic tree protection area or into a required front and/or rear yard to an extent greater than provided for in subsection 25.11.070.A.2;

b. Avoiding development in the basic tree protection area would result in a portion of a principal dwelling unit, or an accessory dwelling unit, being less than 15 feet in width; or

c. Tree removal is necessary for the construction of new structures; vehicle and pedestrian access, utilities, retaining wall, or other similar improvements associated with development.

2. For purposes of retaining an existing on-site and off-site Tier 1, Tier 2, Tier 3, or Tier 4 tree~~,~~:

a. extension into front or rear ~~yards~~ setbacks is permitted but limited to an area equal to the amount of the tree protection area of those trees not located within required ~~yards~~ setbacks. ~~The maximum projection into the required front or rear yard shall be 50 percent of the yard requirement~~.

b. reduction of required amenity areas is permitted but limited to an area equal to the amount of the tree protection area of trees retained.

3. If the maximum lot coverage permitted on the site can be achieved or a structure will be less than 15 feet in width without extending into required front and/or rear yards, then no such extension into required yards shall be permitted.

4. For the purposes of this subsection 25.11.070.A:

a. Lot coverage calculation shall not include any portion of a parcel containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback, wetland, wetland buffer, or steep slope erosion hazard area, unless the Director has approved critical areas reduction, waiver, or modification pursuant to Chapter 25.09; and

b. The basic tree protection area cannot be modified.

B. Lowrise, Midrise, commercial, and Seattle Mixed zones

1. Tier 2 trees may be removed as follows:

a. If an otherwise allowable development area of 85 percent cannot be achieved without extending into the basic tree protection area, as follows:

1) Calculate the basic tree protection area on the lot. For the purposes of this subsection 25.11.070.B, the basic tree protection area cannot be modified.

2) Subtract the basic tree protection area and the area of any portions of the lot between a property line and basic tree protection area when the portion of the lot is 15 feet or less measured from a lot line to a basic tree protection area from the lot area. If this number is less than 85 percent of the total lot area, Tier 2 trees may be removed.

3) When multiple Tier 2 trees are located on a lot, the minimum number of trees needed to reach 85 percent may be removed based on the evaluation required by subsection 25.11.060.C.

4) When the basic tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree is located on the lot, this area shall be included in accordance with subsection 25.11.070.B.

b. In Midrise, Commercial, and Seattle Mixed zones Tier 2 trees may be removed, if an otherwise allowable development area of 100 percent cannot be achieved without extending into the basic tree protection area more than allowed pursuant to subsection 25.11.060.A.

c. For the purposes of this subsection 25.11.070.B, allowable development area shall not include any portion of a parcel containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback, wetland, wetland buffer, or steep slope erosion

hazard area, unless the Director has approved a critical area reduction, waiver, or modification pursuant to Chapter 25.09.

2. If an applicant chooses to retain Tier 2 trees that would otherwise be allowed to be removed under subsection 25.11.070.B.1 or if encroachment into the tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree cannot otherwise be avoided, modifications to development standards are allowed as follows:

a. For development not subject to design review, the following Type I modifications to standards:

1) ~~Setbacks~~ Front and rear setback and separation requirements, if applicable, may be reduced by a maximum of ~~75~~ 100 percent;

2) Amenity areas may be reduced by a maximum of ~~75~~ 100 percent;

3) Landscaping and screening may be reduced by a maximum of ~~75~~ 100 percent; and

4) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of ~~30~~ 50 percent.

b. The following Type I modifications to standards are permitted for development that: i) Receives public funding or an allocation of federal low-income housing tax credits; and ii) is subject to a regulatory agreement, covenant, or other legal instrument recorded on the property title and enforceable by The City of Seattle, Washington State Housing Finance Commission, State of Washington, King County, or other similar entity as approved by the Director of Housing; and iii) either: restricts at least 40 percent of rental units to occupancy by households earning no greater than 60 percent of median income, and controls the rents that may

be charged for a minimum period of 40 years: or restricts at least 40 percent of ownership dwelling units earning no greater than 80 percent of median income, and controls the sale price of the units for a minimum period of 50 years:

1) Setback, separation, amenity area, landscaping, and screening requirements, if applicable, may be reduced by a maximum of 100 percent; and

2) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of 100 percent.

c. For development subject to design review, the departures permitted in Section 23.41.012.

d. Parking reduction. A reduction in the parking quantity required by Section 23.54.015 and the modification of standards for safe access of any required parking of Section 23.54.030 may be permitted in order to protect a Tier 2 tree, if the reduction would result in a project that would avoid the tree protection area.

e. In Lowrise zones, for a principal structure with a base height limit of 40 feet that is subject to the pitched roof provisions of subsection 23.45.514.D, the Director may permit the ridge of a pitched roof with a minimum slope of 6:12 to extend up to a height of 50 feet if the increase is needed to accommodate, on an additional story, the amount of floor area lost by avoiding development within the tree protection area and the amount of floor area on the additional story is limited to the amount of floor area lost by avoiding development within the tree protection area.

3. Tree removal required for development to achieve the allowable development area according to subsection 25.11.070.B.1 or height limits of the applicable zone includes, but is

not limited to, the construction of new structures, vehicles and pedestrian access, utilities, retaining wall, or other similar improvement.

Lish Whitson
Select Committee on the Comprehensive Plan
July 31, 2025
D#1

Amendment 105 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Define tree protection areas as a six foot radius from the tree

WITHDRAWN

Lish Whitson
Select Committee on the Comprehensive Plan
August 2, 2025
D#2

Amendment 106 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Strauss

Define tree protection areas as the drip line of the tree

Effect: This amendment would amend the definition of a basic tree protection area to equal a circle representing a tree's drip line.

Currently, basic tree protection areas are equal to one foot for every inch of diameter of the tree. For Tier 2 trees, which are generally at least 24 inches in diameter at standard height (4.5 feet above the ground), the basic tree protection area is a 24-foot radius from the tree. For a 24-foot tree, this would cover 1,809 square feet. On a standard 5,000 square foot Neighborhood Residential lot, this basic tree protection area would cover a third of the lot.

The drip line is equal to the outer limit of a trees branches. Using the drip line to determine the tree protection area would mean that the tree protection area varies by species, with trees with a more compact form having a smaller tree protection area, and trees with a more open form having a bigger tree protection area.

The amendment would also remove provisions that currently allow the Seattle Department of Construction and Inspections to modify the tree protection area based on species tolerance; expected impacts of construction activities; tree size, age, and health; and soil conditions.

Add a new Section XX to Council Bill 120993, and amend Section 25.11.060 of the Seattle Municipal Code, as follows:

Section XX. Section 25.11.130 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

25.11.060 - Requirements for trees when development is proposed

A. Tree protection area

1. A tree protection area is required for all existing Tier 1, Tier 2, and Tier 3 trees that are not removed during development, as well as any tree relocated offsite if on private property or any tree planted onsite as part of required mitigation pursuant to this Chapter 25.11.

2. The tree protection area for Tier 1, Tier 2, and Tier 3 trees shall be the basic tree protection area as determined by the Director ~~pursuant to this subsection 25.11.060.A and any rules promulgated by the Director~~.

3. ~~The tree protection area may be modified from the basic tree protection area based on species tolerance; expected impacts of construction activities; tree size, age, and health; and soil conditions not to exceed the area of the feeder root zone.~~ The Director may require Master Use Permits or building permits to include measures to protect tree(s) during construction, including within the feeder root zone.

4. ~~The tree protection area may be reduced by the Director pursuant to the provisions of Title 23 and this Chapter 25.11, as follows:~~

~~a. Any new encroachment into the tree protection area may not be closer than one half of the tree protection radius. Existing encroachments closer than one half of the tree protection radius may remain or be replaced if no appreciable damage to the tree will result.~~

~~b. The tree protection area shall not be reduced more than 35 percent of the outer half of the tree protection radius unless an alternative tree protection area or construction method will provide equal or greater tree protection and result in long-term retention and viability of the tree as determined by a certified arborist.~~

~~c. Existing encroachments do not count toward the reduction.~~

~~d.~~ The tree protection area may be temporarily reduced in size during a specific construction activity that is not likely to cause appreciable damage to the tree. Appropriate mitigation measures shall be implemented per ANSI A300 standards or their successor, and the tree protection area shall be returned to its permanent size after the specific construction activity is complete.

5. The tree protection area is required to include fencing, signage, and other safety requirements as required in the Seattle Department of Construction and Inspections Tree and Vegetation Protection Detail.

Add a new Section XX to Council Bill 120993, and amend Section 25.11.130 of the Seattle Municipal Code, as follows:

Section XX. Section 25.11.130 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

25.11.130 Definitions

* * *

"Drip line" means an area encircling the base of a tree, the minimum extent of which is delineated by a vertical line extending from the outer limit of a tree's branch tips down to the ground. The drip line may be irregular in shape to reflect variation in branch outer limits.

* * *

"Tree protection area" means the area surrounding a tree defined by a specified distance, in which excavation and other construction-related activities must be avoided unless approved by the Director. The tree protection area is variable depending on species, age and health of the tree, soil conditions, and proposed construction.

"Tree protection area, basic" means the area surrounding a tree in which excavation and other construction-related activities must be avoided unless approved by the Director. This area ~~is delineated using a radius that is equal to one foot for every inch DSH of the tree~~ shall be the drip line of the tree.

* * *

Amendment 107 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Allowing larger maximum size for ADUs for Legacy Homeowners

Effect: This amendment would increase the maximum size of accessory dwelling units (ADUs) to 1,500 square feet for legacy homeowners in lowrise zones near transit, rather than 1,000 square feet. Legacy homeowners are homeowners who have had a long-term ownership stake in the community. The intent of this amendment is to provide alternatives to sale of their homes, and reduction of displacement pressure by allowing them to build a larger ADU on their property, providing opportunities for them to age in place, or providing multigenerational housing opportunities in the City. Allowing legacy homeowners to build a family-sized ADU on their property will provide opportunities for infill development in frequent transit service areas that may not exist without this amendment.

Amend Section 21 as follows:

Section 21. Section 23.42.022 of the Seattle Municipal Code, enacted by Ordinance 127211, is amended as follows:

23.42.022 Accessory dwelling units

***

G. Maximum size

1. The gross floor area of an accessory dwelling unit may not exceed 1,000 square feet. The gross floor area of an accessory dwelling may not exceed 1,500 square feet if the following requirements are met:

a. The lot is located in a LR zone;

b. The lot is located in a frequent transit service area; and

c. The lot has not been purchased for value in the last 20 years.

Amendment 108 Version #1 to CB 10993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Exempt ADUs from FAR calculations in LR zones for legacy homeowners

Effect: This amendment would allow accessory dwelling units (ADUs) in lowrise zones to be exempted from FAR calculations for properties owned by legacy homeowners in frequent transit areas. Legacy homeowners are homeowners who have had a long-term ownership stake in the community. The intent of this amendment is to provide alternatives to sale of their homes, and reduction of displacement pressure by allowing them to build ADUs without impacting the size of the rest of the development on their lot. Maximum size limits for ADUs would still apply under this amendment. This could allow for the development of ADUs without impacting other development opportunities, thereby, providing opportunities for legacy homeowners to age in place, or providing more multigenerational housing opportunities in the City. Allowing legacy homeowners to build ADUs on their property, will provide opportunities for infill development in frequent transit service areas that may not exist without this amendment.

Amend section 89 of Council Bill 120993, to amend Seattle Municipal Code Section 23.45.510, as follows:

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

* * *

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

1. All stories, or portions of stories, that are underground.

2. The floor area in a Landmark structure subject to controls and incentives imposed by a designating ordinance, if the owner of the Landmark has executed and recorded an agreement acceptable in form and content to the Landmarks Preservation Board, providing for the restoration and maintenance of the historically significant features of the structure,

except that this exemption does not apply to a lot from which a transfer of development potential (TDP) has been made under Chapter 23.58A, and does not apply for purposes of determining TDP available for transfer under Chapter 23.58A.

3. The floor area in structures built prior to January 1, 1982, as ((~~single-family~~)) detached dwelling units that will remain in residential use, regardless of the number of dwelling units within the existing structure, provided that:

a. ((~~All residential structures in LR zones, except as provided in subsection 23.45.510.D.4.b;~~)) No other principal structure is located between the existing residential structure and the street lot line along at least one street frontage. If the existing residential structure is moved on the lot, the floor area of the existing residential structure remains exempt if it continues to meet this subsection 23.45.510.D.3.a; and

b. ((~~Single family, cottage housing, rowhouse, and townhouse developments in LR zones, provided that all parking is located at the rear of the structure or is enclosed in structures with garage entrances located on the rear facade; and~~)) The exemption is limited to the gross floor area that existed on January 1, 1982 and does not include any additions to floor area made to the residential structure after January 1, 1982.

4. Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access, (see Exhibit A for 23.45.510), in the following circumstances:

a. ((~~All residential structures~~)) Stacked dwelling units in LR zones ((~~except as provided in subsection 23.45.510.D.4.b~~));

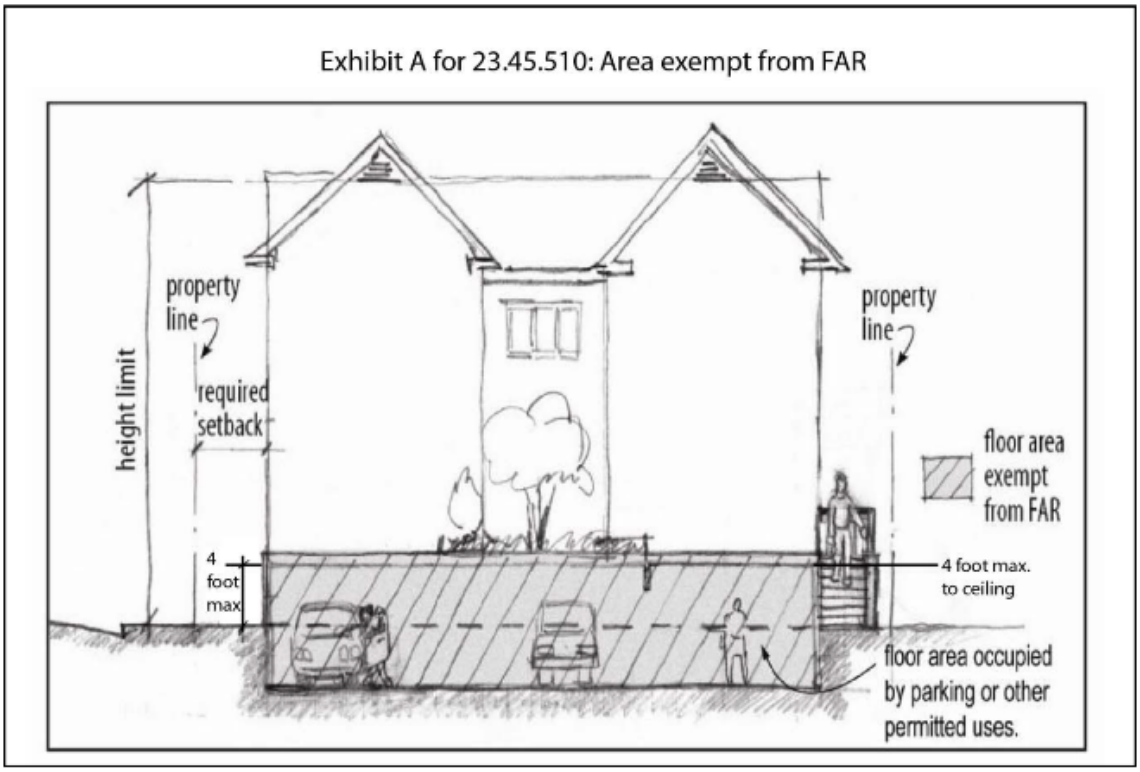
b. ((S~~ingle family, cottage housing, rowhouse, and townhouse developments~~)) Attached and detached dwelling units in LR zones, provided that all parking is

located at the rear of the structure or is enclosed in structures with garage entrances located on the rear facade; and

c. All ((~~multifamily structures~~)) dwelling units in MR and HR zones.

Exhibit A for 23.45.510

Area exempt from FAR



5. For ((~~rowhouse and townhouse developments and apartments~~)) attached and stacked dwelling units, floor area within a story, or portion of a story, that is partially above grade if all of the following conditions are met:

a. The story, or portion of the story, that is partially above grade is used for parking or other accessory uses and has no additional stories above;

b. The average height of the exterior walls enclosing the floor area does not exceed one story, measured from existing or finished grade, whichever is lower;

c. The roof area above the exempt floor area is predominantly flat, is used as amenity area, and meets the standards for amenity area at ground level in Section 23.45.522; and

d. At least 25 percent of the perimeter of the amenity area on the roof above the floor area is not enclosed by the walls of the structure.

6. Enclosed common amenity area in HR zones.

7. As an allowance for mechanical equipment, in any structure more than 85 feet in height, 3.5 percent of the gross floor area that is not otherwise exempt under this subsection 23.45.510.D.

8. In HR zones, ground floor commercial uses meeting the requirements of Section 23.45.532, if the street level of the structure containing the commercial uses has a minimum floor-to-floor height of 13 feet and a minimum depth of 15 feet.

9. The floor area of required bicycle parking for small efficiency dwelling units or congregate residence sleeping rooms, if the bicycle parking is located within the structure containing the small efficiency dwelling units or congregate residence sleeping rooms. Floor area of bicycle parking that is provided beyond the required bicycle parking is not exempt from FAR limits.

10. Common walls separating individual ((~~rowhouse and townhouse~~)) attached dwelling units.

11. In the Northgate Urban 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.

12. In MR and HR zones, all gross floor area in child care centers.

13. In low-income housing, all gross floor area for accessory human service uses.

14. In, LR zones, the gross floor area of accessory dwelling units, if the following requirements are met:

a. The lot is located in a frequent transit service area; and

b. The lot has not been purchased for value in the last 20 years.

* * *

Amendment 109 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Reduced Setbacks in LR zones for Legacy Homeowners

Effect: This amendment would reduce rear and side setbacks on near transit in low rise zones for legacy homeowners. Legacy homeowners are homeowners who have had a long-term ownership stake in the community. The intent of this amendment is to provide alternatives to sale of their homes, and reduction of displacement pressure by providing flexibility in setbacks design, to allow buildings to be added to a lot with an existing house or houses, or otherwise provide flexibility. The intent of this amendment is to provide alternatives to sale of legacy homes, and reduction of displacement pressure by allowing legacy homeowner to fit new development on their property. This could provide opportunities for long-term residents to age in place, or provide multigenerational housing opportunities in the City. Providing legacy homeowners with flexibility to develop within setback areas will provide opportunities for infill development in frequent transit service areas that may not exist without this amendment.

Amend section 37 as follows:

Section 37. Section 23.45.518 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.45.518 Setbacks ((~~and separations~~))

A. LR zones

***

Table A for 23.45.518 Required setbacks in LR zones	
Front	7 feet average, 5 feet minimum
Rear	If rear lot line abuts an alley, 0 feet Otherwise, 7 feet average, 5 feet minimum, except that it is 5 feet average and 3 feet minimum for lots that meet the criteria in subsection 23.45.518.A.3.
Side	5 feet, except that it is 5 feet average and 3 feet minimum for lots that meet the criteria in subsection 23.45.518.A.3.

2. Upper-level setbacks in LR2 and LR3 zones

a. An upper-level setback of 12 feet from the front lot line is required for all portions of a structure above the following height:

1) Forty-four feet for zones with a height limit of 40 feet; and

2) Fifty-four feet for zones with a height limit of 50 feet.

b. An upper-level setback of 12 feet from each side or rear lot line that abuts a lot zoned ((~~single-family~~)) Neighborhood Residential is required for all portions of the structure above 34 feet in height.

c. Projections allowed in subsection ((~~23.45.518.H~~)) 23.45.518.G are allowed in upper-level setbacks.

d. Structures allowed in subsection ((~~23.45.518.I~~)) 23.45.518.H are not allowed in upper-level setbacks.

e. Rooftop features are not allowed in upper-level setback except as follows:

1) A pitched roof, other than a shed roof or butterfly roof, is allowed in the upper-level setback if all parts of the roof are pitched at a rate of not less than 6:12 and not more than 12:12.

2) Open railings may extend up to 4 feet above the height at which the setback begins.

3) Parapets may extend up to 2 feet above the height at which the setback begins.

3. Lots are eligible for the reduced setbacks in Table A for 23.45.518 if the following requirements are met:

a. The lot is located in a frequent transit service area; and

b. The lot has not been purchased for value in the last 20 years.

Lish Whitson
Select Committee on the Comprehensive Plan
July 22, 2025
D#2

Amendment 110 Version #1 to CB 120993 OPCD Permanent State Zoning Compliance ORD

Sponsor: Councilmember Saka

Require mailed notice of area-wide rezones

Effect: This amendment would add a new section to the Seattle Municipal Code requiring mailed notice of area-wide rezones.

Mailed notice is defined as "notice mailed by the Director to such property owners, commercial lessees, building managers, and residents of properties including and within 300 feet of the boundaries of a specific site as can be determined from the records of the King County Department of Assessments, the City Master Address File, and such additional references as may be identified by the Director."

Providing mailed notice to all property owners, residents, commercial lessees, and building managers for a citywide rezone could cost approximately $500,000 for printing and mailing costs, more than the total public outreach budget for the Comprehensive Plan. Consequently, this amendment only requires that notice be mailed to some portion of the affected area.

Amend Council Bill 120993, to add a new section XX amending Section 23.76.062, as follows:

Section XX. Section 23.76.062 of the Seattle Municipal Code, las amended by Ordinance 123913, is amended as follows:

23.76.062 Type V Council land use decisions

A. Notice ((~~of application~~)).

1. For Major Institution designations and revocations of Major Institution designations, concept approvals for the location or expansion of City facilities requiring Council land use approval, and waivers or modifications of development standards for City facilities, notice of application shall be provided pursuant to Section 23.76.012.

2. For area-wide rezones, the party requesting an area-wide rezone shall mail notice to some or all of the owners, residents, property managers or commercial tenants of properties within the area to be rezoned. The party requesting the rezone shall determine the

appropriate persons to receive the mailing, and failure of any person or business to receive a mailing shall not be determined to be inconsistent with this subsection 23.76.062.A. Mailed notice shall be provided at least 30 days before the first public meeting on the rezone or public hearing on the rezone, whichever is first. The notice should include the following information: the area to be rezoned; the intended goals of the rezone; a description of the current and proposed zoning within the area to be rezoned; the date, time and location of any meeting regarding the rezone; the location of any additional information regarding the rezone; and a statement that persons who desire to submit comments on the rezone or who request notification of the final rezone proposal may so inform the director in writing. The mailed notice should be designed to attract the attention of recipients of the notice.

B. Public Hearing. The Council shall conduct a public hearing for each Type V Council land use decision except that no public hearing is required for an emergency amendment to the text of the Land Use Code. The Council may also appoint a hearing officer to conduct an additional fact-finding hearing to assist the Council in gathering information. Any hearing officer so appointed shall transmit written Findings of Fact to the Council within ten days of the additional hearing.

C. Notice of Hearings.

1. Notice of a required Council hearing on a Type V Council land use decision shall be provided by the Director at least 30 days prior to the hearing in the following manner:

a. Inclusion in the Land Use Information Bulletin; and

b. Publication in the City's official newspaper.

2. Additional notice shall be provided by the Director for public hearings on concept approvals for the location or expansion of City facilities, waiver or modification of

development standards for City facilities, Major Institution designations, and revocation of Major Institution designations, as follows:

a. Mailed notice; and

b. One land use sign posted visible to the public at each street frontage abutting the site, except that if there is no street frontage or the site abuts an unimproved street, the Director shall either post more than one sign and/or select an alternative posting location so that notice is clearly visible to the public. For hearings on Major Institution designations and revocations of Major Institution designations, the Director shall post one land use sign at each street frontage abutting the site but not to exceed ten land use signs.

D. Council Decision. In making a Type V Council land use decision, the Council shall consider the oral and written testimony presented at the public hearing, as well as any required report of the Director. The City Council shall not act on any Type V Council land use decision until the end of the appeal period for any applicable determination of nonsignificance (DNS) or final EIS or, if an appeal is filed, until the Hearing Examiner issues a decision affirming the Director's DNS or EIS decision.

Renumber subsequent sections of the bill, as appropriate.