

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE relating to land use and zoning; amending the title of Chapter 23.52, Subchapter I, of the Seattle Municipal Code (SMC); amending Sections 23.52.004 and 23.52.008 of the SMC; and repealing Section 23.52.002 of the SMC, to implement the Comprehensive Plan adopted level of service standard.

..body

WHEREAS, the Washington Growth Management Act requires Seattle’s Comprehensive Plan and development regulations to identify level of service (LOS) standards for locally owned arterials and transit routes to help evaluate performance of the transportation system; and

WHEREAS, in 2016, the Seattle City Council amended the Comprehensive Plan to revise the City’s LOS methodology and standards to encourage more multi-modal transportation options; and

WHEREAS, the revised LOS standard establishes a reduction in the proportion of single-occupancy vehicle trips (SOV) as the LOS standard; and

WHEREAS, the City’s revised LOS standard measures impacts to arterials and transit; and

WHEREAS, the revised LOS standard implements the City’s Comprehensive Plan and growth management policies by encouraging travel options other than travel by single-occupancy vehicles; NOW, THEREFORE,

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

2 Section 1. The title of Subchapter I of Chapter 23.52 of the Seattle Municipal Code, last
3 amended by Ordinance 124887, is amended as follows:

4 **Subchapter I Transportation (~~Concurrence~~) Level-of-Service Project Review System**

5 * * *

6 Section 2. Section 23.52.002 of the Seattle Municipal Code, last amended by Ordinance
7 124378, is repealed:

8 ~~**(23.52.002 Categorical exemptions**~~

9 ~~Construction of a new structure and/or parking lot, expansion of an existing structure and/or
10 parking lot, and/or changes of use that are categorically exempt from SEPA review under
11 Chapter 25.05 are exempt from Subchapter I of this Chapter 23.52. Projects that are categorically
12 exempt from SEPA review but are otherwise subject to SEPA due to their location within an
13 environmentally critical area are exempt from this Chapter 23.52.)~~

14 Section 3. Section 23.52.004 of the Seattle Municipal Code, last amended by Ordinance
15 124887, is amended as follows:

16 **23.52.004 Requirement to meet transportation (~~concurrency~~) level-of-service standards**

17 ~~((Unless exempt under Section 23.52.002, a proposed use or development must demonstrate that
18 the traffic forecasted to be generated by the use or development will not cause the transportation
19 concurrency level of service (LOS) at an applicable screenline, measured as the volume to-
20 capacity ratio (v/c), to exceed the LOS standard for that screenline. The v/c methodology is
21 adopted by Director's Rule promulgated under the authority of the Director of DPD. Screenlines
22 are shown in Map A for 23.52.004. LOS standards for those screenlines are shown in Table A for~~

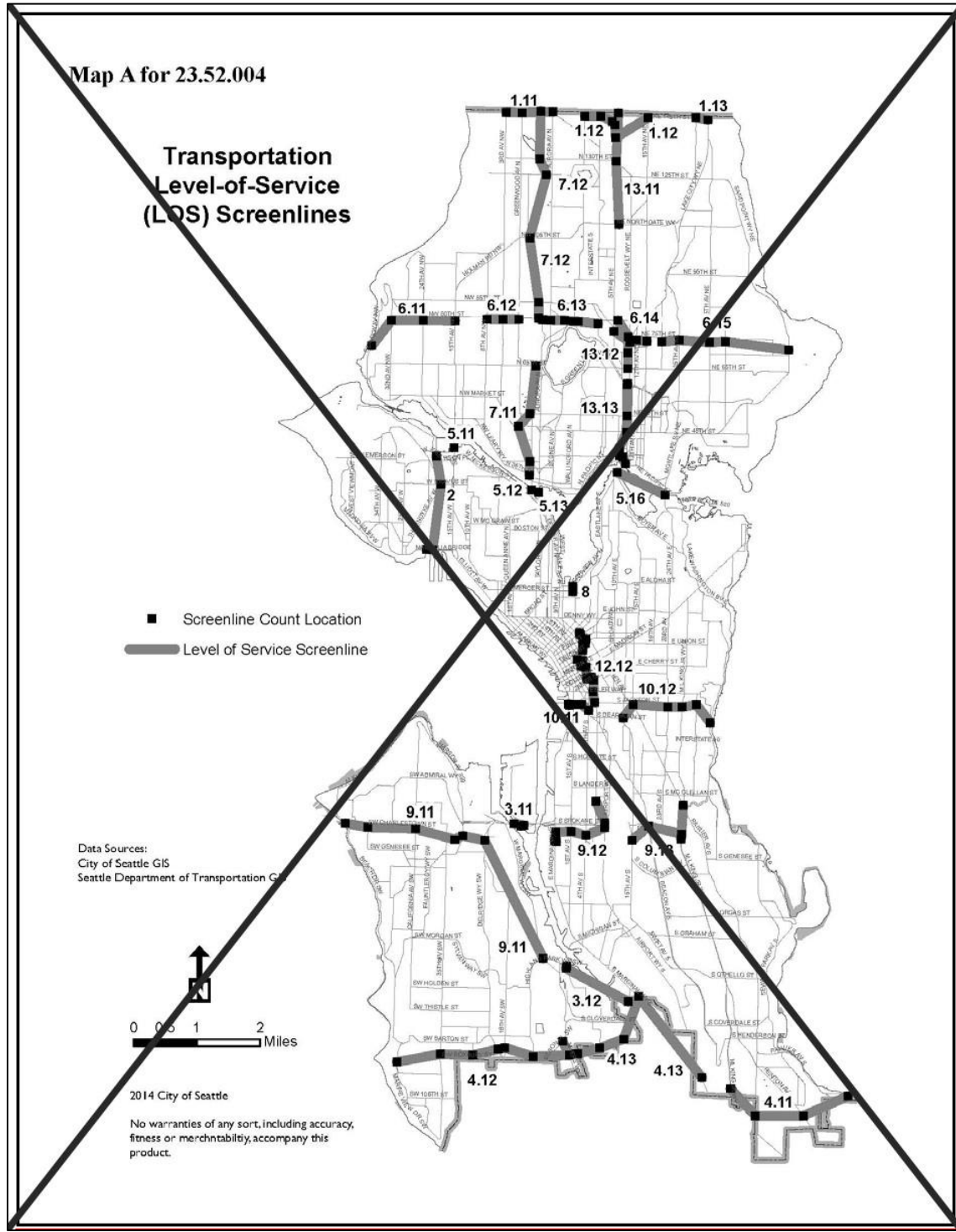
1 ~~23.52.004. “Applicable screenlines” means up to four of the screenlines shown in Map A for~~
2 ~~23.52.004 as specified for a particular proposed use or development by the Director.))~~

3 A. Applicability of this Subchapter I. Development that meets the following
4 thresholds must contribute to achieving the percentage reduction targets shown on Map A for
5 23.52.004, which includes options for reducing the single-occupancy vehicle (SOV) trips
6 associated with the development:

7 1. Proposed development in excess of any of the following: 30 dwelling
8 units, 30 sleeping rooms, or 4,000 square feet of gross floor area in new nonresidential uses
9 except for proposed development as provided in subsection 23.52.004.A.2;

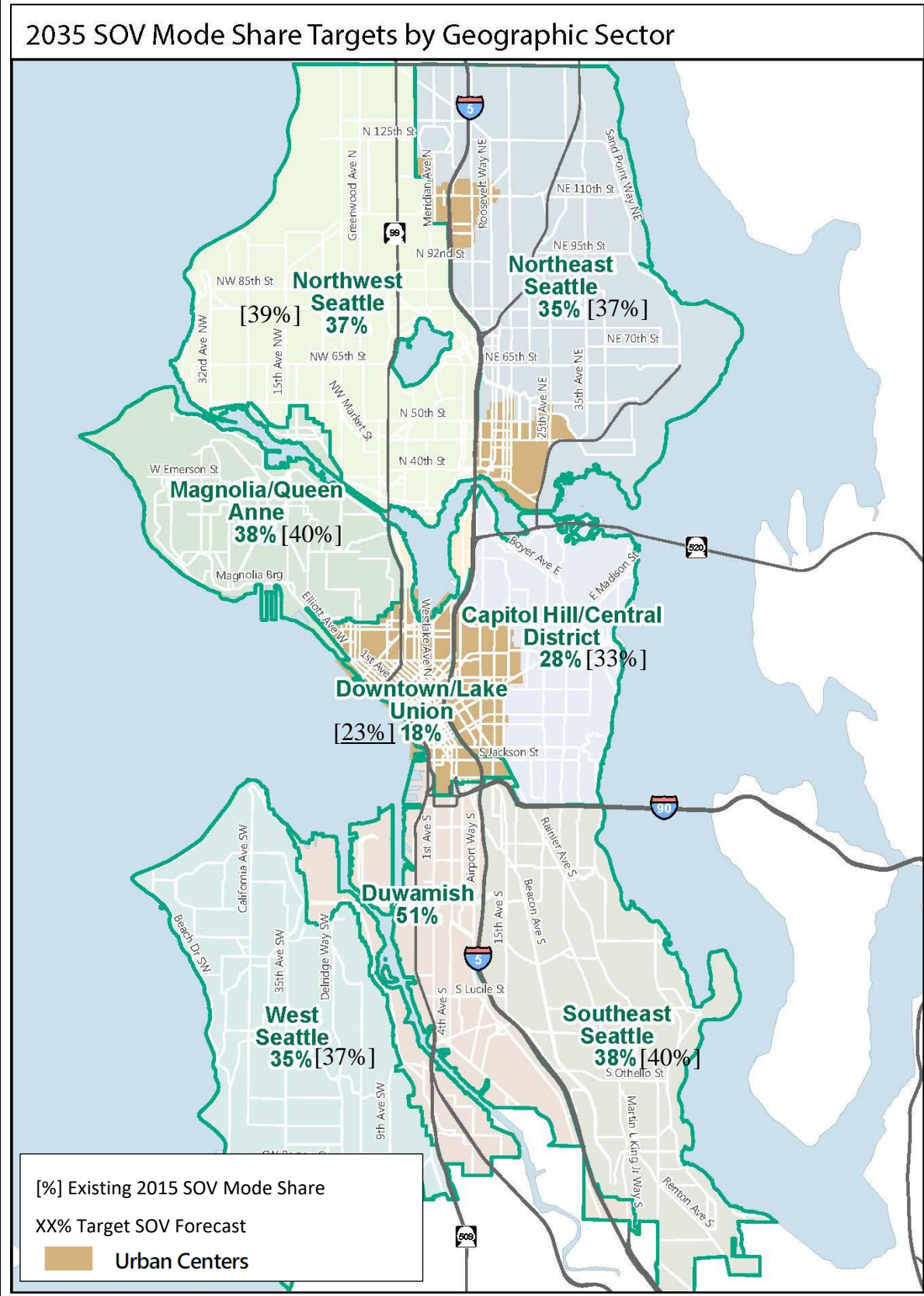
10 2. Proposed development located in IG1 or IG2 zones and having more than
11 30,000 square feet of gross floor area in uses categorized as agricultural, high impact,
12 manufacturing, storage, transportation facilities, or utility uses.

1 **((Map A for 23.52.004**
2 **Transportation Level-of-Service (LOS) Screenlines))**



3

1 **Map A for 23.52.004: 2035 SOV Mode Share Targets by Geographic Sector**



2

**((Table A for 23.52.004
 Transportation Level-of-Service (LOS) Standards**

Screenline Number	Screenline Location	Span of Streets	Direction	LOS Standard
1.11	North City Limit	3rd Ave. NW to	NB	1.20
		Aurora Ave. N	SB	
1.12	North City Limit	Meridian Ave. N to	NB	1.20
		15th Ave. NE	SB	
1.13	North City Limit	30th Ave. NE to	NB	1.20
		Lake City Way NE	SB	
2	Magnolia		EB	1.00
			WB	
3.11	Duwamish River	West Seattle Fwy.	EB	1.20
		and Spokane St.	WB	
3.12	Duwamish River	1st Ave. S and	NB	1.20
		16th Ave. S	SB	
4.11	South City Limit	M.L. King Jr. Way	NB	1.00
		to Rainier Ave. S	SB	
4.12	South City Limit	Marine Dr. SW to	NB	1.00
		Meyers Way S	SB	
4.13	South City Limit	SR 99 to	NB	1.00
		Airport Way S	SB	
5.11	Ship Canal	Ballard Bridge	NB	1.20
			SB	
5.12	Ship Canal	Fremont Bridge	NB	1.20
			SB	
5.13	Ship Canal	Aurora Ave. N	NB	1.20
			SB	
5.16	Ship Canal	University and	NB	1.20
		Montlake Bridges	SB	
6.11	South of NW 80th St.	Seaview Ave. NW	NB	1.00
		to 15th Ave. NW	SB	
6.12	South of N(W) 80th St.	8th Ave. NW to	NB	1.00
		Greenwood Ave. N	SB	

**((Table A for 23.52.004
 Transportation Level-of-Service (LOS) Standards**

Screenline Number	Screenline Location	Span of Streets	Direction	LOS Standard
6.13	South of N(E) 80th St.	Linden Ave. N to	NB	1.00
		1st Ave. NE	SB	
6.14	South of NE 80th St.	5th Ave. NE to	NB	1.00
		15th Ave. NE	SB	
6.15	South of NE 80th St.	20th Ave. NE to	NB	1.00
		Sand Point Way NE	SB	
7.11	West of Aurora Ave.	Fremont Pl. N to	EB	1.00
		N 65th St.	WB	
7.12	West of Aurora Ave.	N 80th St. to	EB	1.00
		N 145th St.	WB	
8	South of Lake Union		EB	1.20
			WB	
9.11	South of Spokane St.	Beach Dr. SW to	NB	1.00
		W Marginal Way SW	SB	
9.12	South of Spokane St.	E Marginal Way S to	NB	1.00
		Airport Way S	SB	
9.13	South of Spokane St.	15th Ave. S to	NB	1.00
		Rainier Ave. S	SB	
10.11	South of S Jackson St.	Alaskan Way S to	NB	1.00
		4th Ave. S	SB	
10.12	South of S Jackson St.	12th Ave. S to	NB	1.00
		Lakeside Ave. S	SB	
12.12	East of CBD		EB	1.20
			WB	
13.11	East of 1-5	NE Northgate Way to	EB	1.00
		NE 145th St.	WB	
13.12	East of 1-5	NE 65th St. to	EB	1.00
		NE 80th St.	WB	
13.13	East of 1-5	NE Pacific St. to	EB	1.00
		NE Ravenna Blvd.	WB))	

1 B. Requirements. Development above the thresholds in subsection 23.52.004.A shall
 2 contribute toward achieving the SOV reduction targets identified on Map A for 23.52.004, either
 3 based on location of the development in an urban center, hub urban village, or within one-half
 4 mile’s walking distance of a light rail station, or where these locational criteria are not met, by
 5 selecting and implementing at least one mitigation measure from a list of measures identified in a
 6 Joint Directors’ Rule adopted by the Directors of the Department of Construction and
 7 Inspections and the Department of Transportation.

8 Section 4. Section 23.52.008 of the Seattle Municipal Code, last amended by Ordinance
 9 125291, is amended as follows:

10 **23.52.008 ((~~Transportation impact mitigation~~)) Applicability of this Subchapter II**

11 A. Applicability. The requirements of this ((~~Section 23.52.008~~)) Subchapter II apply
 12 to proposed new development as described in Table A for 23.52.008. ((~~Proposed new~~
 13 ~~development~~)) Development located within an urban center that is subject to SEPA
 14 environmental review per Chapter 25.05 is exempt from this Subchapter II of ((~~this~~)) Chapter
 15 23.52.

((Table A for 23.52.008 Development location and size ranges where the requirements of Section 23.52.008 apply		
Applicable zones, when located within an Urban Center or Urban Village containing a Station Area Overlay District	Applicable size ranges	
	Number of dwelling units	Amount of non-residential space (square feet), when located in a mixed-use development[†]
LR1	7 to 200	4,001 to 30,000
LR2, LR3, NC1, NC2, NC3, C1, C2, MR, HR, SM	31 to 200	12,001 to 30,000
Downtown zones	81 to 250	12,001 to 30,000

Footnote to Table A for 23.52.008
[†]This size range applies to a development that contains at least one dwelling unit.))

16

**Table A for 23.52.008
 Development Location and Thresholds**

<u>Development location</u>	<u>Number of dwelling units</u>	<u>Gross square feet of non-residential uses¹ when located in a mixed-use development²</u>
<u>Urban centers, other than the Downtown Urban Center</u>	<u>31 to 200</u>	<u>Greater than 12,000 up to 30,000</u>
<u>Downtown Urban Center</u>	<u>81 to 250</u>	<u>Greater than 12,000 up to 30,000</u>
<u>Outside urban centers</u>	<u>NA</u>	<u>NA</u>

NA: Not applicable
Footnotes to Table A for 23.52.008:
¹Not including gross floor area dedicated to accessory parking.
²The mixed-use development must contain at least one dwelling unit.

1 B. Impact analysis required. Applicants for proposed development shall ((prepare
 2 ~~and~~)) submit with the development permit application an analysis of potential transportation
 3 impacts that may result from the proposed development, including but not limited to impacts on
 4 the roadway system, transit system, and bicycle and pedestrian networks. ((For development
 5 containing more than 50 dwelling units or 12,000 square feet of non-residential floor area or
 6 both, the)) The transportation impact analysis must contain the following: ((information and
 7 analysis:))

- 8 1. Number of additional daily and peak hour vehicular trips;
- 9 2. Likely distribution of project traffic and effects on traffic operations;
- 10 3. Availability and expected usage of transit;
- 11 4. Existing vehicular, pedestrian, and bicycle conditions, including access
 12 and connections to transit and bicycle facilities; and
- 13 5. ((Accident)) Collision history.

14 ((For all other development the Director shall determine the scope and level of detail of
 15 analysis based on the probable impacts and/or scale of the proposed development. The analysis
 16 may include the elements identified above or other elements as determined by the Director.))

1 C. Impact mitigation. Based upon the results of the transportation impact analysis,
2 the Director may condition permit approval, as a Type I decision, to mitigate or prevent
3 transportation impacts.

4 1. Except as provided by subsection 23.52.008.C.2, required mitigation may
5 include, but is not limited to:

6 a. ~~((changes))~~ Changes in access;

7 b. ~~((changes))~~ Changes in the location, number, and size of curb cuts
8 and driveways;

9 c. ~~((provision))~~ Provision of transit incentives, including transit pass
10 subsidies;

11 d. ~~((bicycle))~~ Bicycle parking, and shower facilities for bicycle
12 commuters;

13 e. ~~((signage))~~ Signage, including wayfinding;

14 f. ~~((improvements))~~ Improvements to vehicular, pedestrian, and
15 bicycle ~~((traffic))~~ facilities or operations including signalization, turn channelization, right-of-
16 way dedication, street widening, pedestrian and bicycle facilities improvements, and lighting;

17 g. ~~((transportation))~~ Transportation management plans;

18 h. ~~((parking))~~ Parking management strategies including, but not
19 limited to, unbundling parking from building-space leases, reserved parking spaces for vanpools,
20 and reduction in the amount of parking to be provided; and

21 i. ~~((participation))~~ Participation in a transportation mitigation
22 payment program or transportation management association, where available.

1 2. Mitigation that may be required for residential projects in downtown zones
2 or the residential portion of mixed-use projects in downtown zones is limited to:

3 a. ((~~signage~~)) Signage, including wayfinding;

4 b. ((~~provision~~)) Provision of information on transit and ride-sharing
5 programs;

6 c. ((~~bicycle~~)) Bicycle parking; and

7 d. ((~~transportation~~)) Transportation management plans.

