

**SUMMARY and FISCAL NOTE**

|                              |                       |                     |
|------------------------------|-----------------------|---------------------|
| <b>Department:</b>           | <b>Dept. Contact:</b> | <b>CBO Contact:</b> |
| Department of Transportation | Virginie Nadimi       | Christie Parker     |

**1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to music venue zones and their use; establishing rules for parking and loading at music venue zones; and adding new Sections 11.14.376, 11.23.425, and 11.72.255 to, and amending Sections 11.23.120, 11.23.440, 11.30.040, and 11.31.121 of, the Seattle Municipal Code.

**Summary and Background of the Legislation:**

The Seattle Department of Transportation (SDOT), in partnership with the Office of Economic Development (OED), has worked with the Seattle Music Commission and other live music stakeholders to explore ways to improve parking access and loading for touring musicians and their crews at live music venues. In 2014, SDOT piloted advisory Musician Priority Load Zones to make it easier for musician load-in and load-out at music venues, and since that time SDOT and the Seattle Music Commission have identified the need to expand and improve upon that pilot. The piloted Musician Priority Load Zones do not allow for parking, they do not require payment, and they cannot be enforced. Musicians and their crews need to be able to reliably load and park near music venues to have their gear for performing live music. This legislation authorizes SDOT to administer a Music Venue Zone Permit program that allows SDOT to issue Music Venue Zone Permits to qualifying music venues. The permits will be used by touring musicians and their associated crews for parking and loading in designated music venue zones. As local music venues recover from the COVID-19 pandemic, music venue load zones will support Seattle’s live music industry and ensure Seattle remains a world-class place to create and perform live music.

**2. CAPITAL IMPROVEMENT PROGRAM**

Does this legislation create, fund, or amend a CIP Project?    Yes         No

**3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation have financial impacts to the City?    Yes         No

|                                 |             |                  |                  |                  |                  |
|---------------------------------|-------------|------------------|------------------|------------------|------------------|
| <b>Expenditure Change (\$);</b> | <b>2024</b> | <b>2025 est.</b> | <b>2026 est.</b> | <b>2027 est.</b> | <b>2028 est.</b> |
| <b>General Fund</b>             | \$0         | \$0              | \$0              | \$0              | \$0              |
| <b>Expenditure Change (\$);</b> | <b>2024</b> | <b>2025 est.</b> | <b>2026 est.</b> | <b>2027 est.</b> | <b>2028 est.</b> |
| <b>Other Funds</b>              | \$30,621    | \$0              | \$0              | \$0              | \$0              |

| Revenue Change (\$);<br>General Fund | 2024       | 2025 est.  | 2026 est.  | 2027 est.  | 2028 est.  |
|--------------------------------------|------------|------------|------------|------------|------------|
|                                      | (\$40,000) | (\$40,000) | (\$40,000) | (\$40,000) | (\$40,000) |
| Revenue Change (\$);<br>Other Funds  | 2024       | 2025 est.  | 2026 est.  | 2027 est.  | 2028 est.  |
|                                      | \$8,250    | \$8,250    | \$8,250    | \$8,250    | \$8,250    |

| Number of Positions | 2024 | 2025 est. | 2026 est. | 2027 est. | 2028 est. |
|---------------------|------|-----------|-----------|-----------|-----------|
|                     | 0    | 0         | 0         | 0         | 0         |
| Total FTE Change    | 2024 | 2025 est. | 2026 est. | 2027 est. | 2028 est. |
|                     | 0    | 0         | 0         | 0         | 0         |

This legislation establishes \$250 annual Music Venue Zone Permit fees. As of spring 2024, there are 33 music venues that would qualify for a music venue zone permit. The \$8,250 revenue estimate assumes all 33 venues apply for a Music Venue Zone Permit in 2024. Currently, some music venues apply for and are issued temporary no parking (TNP) permits that are used to temporarily reserve parking areas for loading space. In 2023, SDOT issued 595 TNPs to 17 local music venues, resulting in approximately \$40,000 in revenue from TNPs. If these 17 local music venues are issued Music Venue Zone permits, then there would be a loss of approximately \$40,000 in annual revenue to the General Fund from TNPs. (Note: not all music venues are required to apply for a TNP permit.) Additionally, the 2023 TNP data indicates that some music venues in paid parking areas are not applying for TNPs to accommodate loading for all their live music performances. Outreach comments pointed to a general agreement that the TNP process is unwieldy for local venues’ regular and ongoing needs for parking and loading for touring musicians’ vehicles.

**3.a. Appropriations**

**This legislation adds, changes, or deletes appropriations.**

**Appropriations Notes:**

This legislation does not propose to change SDOT appropriations amounts. The relatively minimal one-time estimated costs of \$30,621 will be absorbed by SDOT within its existing budget authority in the Transportation Fund Mobility Operations Budget Control Level.

As of spring 2024, there are 33 music venues that qualify for a music venue zone permit. If all venues are issued a music venue zone permit and have three music venue zone signs installed, SDOT’s estimated one-time expenses would be \$30,621. These expenses include staff time for curbspace design, music venue zone sign production, and sign installation. Anticipated revenues from the music venue zones are anticipated to recover SDOT’s one-time expenses over 3 – 4 years.

**3.b. Revenues/Reimbursements**

This legislation adds, changes, or deletes revenues or reimbursements.

**Anticipated Revenue/Reimbursement Resulting from This Legislation:**

| Fund Name and Number         | Dept | Revenue Source                     | 2024 Revenue   | 2025 Estimated Revenue |
|------------------------------|------|------------------------------------|----------------|------------------------|
| Transportation Fund<br>13000 | SDOT | Music Venue Zone<br>Permit Revenue | \$8,250        | \$8,250                |
| <b>TOTAL</b>                 |      |                                    | <b>\$8,250</b> | <b>\$8,250</b>         |

**Revenue/Reimbursement Notes:** Assumes 33 permits issued annually at \$250 each.

**3.d. Other Impacts**

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

This legislation imposes a \$47 penalty for infractions related to parking in music venue zones. At this time it is unknown how much, if any, revenue will be collected from related infractions.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

If the legislation is not adopted, the 33 music venues that SDOT expects to apply for the proposed permit would continue to address loading and parking for touring musicians in the haphazard way that happens today. For some venues, that would mean spending extensive time applying for Temporary No Parking (TNP) permits on daily basis. The TNP permit system was designed and is intended for construction contractors needing long-term reservation of the public right-of-way. Through outreach to venues, staff have heard that applying for TNPs is a time intensive and cumbersome effort that does not meet their needs for daily, reliable access to the curb. As a result, many venues circumvent the TNP process and have their own process for reserving the curb (including traffic cones or sandwich board signs).

Overall, this legislation supports the economic health of music venues and the jobs that venues create. Outreach comments and those in SDOT’s survey highlighted the enormous difficulty of parking and loading musicians’ vehicles and how that impacts the economic and cultural health

of the venues, especially while they are still working to recover from the pandemic where they were the first to close and last to open. Music venues are also culturally important to Seattle – one of the main things that Seattle is known for is being a city of music.

#### **4. OTHER IMPLICATIONS**

**a. Please describe how this legislation may affect any departments besides the originating department.**

This legislation, will advance the Office of Economic Development’s efforts to support Seattle’s live music industry.

**b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

No.

**c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

**i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response, please consider impacts within City government (employees, internal programs) as well as in the broader community.**

This legislation allows vehicle loading and parking for musicians and their crews performing live music at local music venues. Forty-two (42) percent of music venues eligible for a music venue zone are located in census tracts that fall within the highest and second highest Racial and Social Equity Priority Tracts according to the Seattle Racial and Social Equity Index. Designated music venue zone spaces are expected to reduce circling from musicians and their crews searching for parking. As a result, pollution from extra driving and circling in the area should also be reduced.

While SDOT and OED do not have a way of analytically assessing demographics of touring and local musicians, anecdotally music venues that would benefit from this permit regularly host musicians and performers who identify as BIPOC and as part of the LGBTQ community. Additionally, this legislation should improve working conditions for musicians and crews.

**ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

SDOT research indicates that 42% of the current music venues are located in the highest and second highest Racial and Social Equity Priority Tracts according to the Seattle Racial and Social Equity Index. A RET was not completed.

**iii. What is the Language Access Plan for any communications to the public?**

SDOT will follow the department's standard practices to produce educational materials and permit rules.

**d. Climate Change Implications**

**iv. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation could decrease carbon emissions from vehicles used by touring musicians and their crews by reducing circling while looking for parking. As part of the outreach process, staff heard that parking conditions around many venues is difficult and it is challenging to find available open space for touring vehicles, especially larger trailers or tour buses. Designated spaces at the venues will reduce circling, and thus pollution from extra driving.

**v. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

Longer term, this permit program will provide SDOT and OED information about touring musician transportation needs, which could lead to consideration of programs to address or enhance more climate-friendly components of the permit. As of today, SDOT does not have any data about music venues and touring musician activity, so this program could help develop new programs if appropriate. This could include tracking the number of zones used at venues and using available funds for future surveys of usage and whether program modifications are needed.

**e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

The goals of this permit program are to: improve the ability for musicians and their crews to load and park near music venues; address the unique curbside management needs near music venues; and coordinate with Seattle Police Parking Enforcement to enforce the new music venue zones. This legislation addresses these goals by providing reliable parking and loading space for musicians and their crews at music venues, thus improving musician loading and parking access. Additionally, this legislation allows Parking Enforcement Officers to enforce the new music venue zones, which would help ensure that the music venue zones are used appropriately and are readily available for musicians and their crews. Feedback from venues and

the number of permits issued will be tracked to measure the success of the permit program.

## 5. CHECKLIST

- Is a public hearing required?**
- Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
- If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

## 6. ATTACHMENTS

### **Summary Attachments:**

Summary Attachment A: Map of Music Venues Potentially Eligible for Music Venue Zone Permits, as of June 2024