

## Amendment 76 Version #2 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 located within a quarter mile of stops with frequent transit service would be exempt from residential parking requirements.

This version reflects amendments to CB 120993 that the Committee adopted on September 17, 2025.

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

<b>Table A for 23.44.050</b>	
<b>Floor area ratio (FAR) in NR zones except for stacked dwelling units that meet the requirements in subsection 23.44.050.D</b>	
<b>Density (dwelling units per lot size)</b>	<b>FAR</b>
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  a. 1.6 for stacked dwelling units and b. 1.6 for development consisting entirely of dwelling units in structures that are less than three stories and that are 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 on lots located within a <del>frequent</del> <u>major</u> transit service area.
--------------------------------------	--

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, one dwelling unit per 600 square feet of lot area;
2. Within a ~~frequent~~ major transit service area, for development consisting entirely of dwelling units in structures that are less than three stories and that are 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, one dwelling unit per 650 square feet of lot area;
3. For all other dwelling units, one dwelling unit per 1,250 square feet of lot area.

\* \* \*

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))~~ standards for development of ~~((affordable))~~ low-income units ~~((on property owned or controlled by a religious organization))~~**

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

A. 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 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.

<b>Table A for 23.45.550 FAR limits for development permitted pursuant to Section 23.42.055</b>		
<b>Zone</b>	<b>Base FAR</b>	<b>Maximum additional exempt FAR <sup>1</sup></b>
LR1	1.5 <sup>2</sup>	0.3
LR2	<del>((1.8))</del> <u>2.0</u>	0.3
LR3 outside urban centers and urban villages	2.5	0.5
LR3 inside urban centers and urban villages	3.25	0.5

<b>Table A for 23.45.550 FAR limits for development permitted pursuant to Section 23.42.055</b>		
<b>Zone</b>	<b>Base FAR</b>	<b>Maximum additional exempt FAR <sup>1</sup></b>
MR	5.0	0.5
HR	16	1.0
Footnotes to Table A for 23.45.550 <sup>1</sup> Gross floor area for uses listed in subsection 23.45.550.B.2 are exempt from FAR calculations up to this amount. <sup>2</sup> <u>Except that lots in LR1 zones that have previously been zoned RSL have a base FAR of 2.7.</u>		

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 (( <del>non-residential</del> )) <u>nonresidential</u> uses other than institutions		
Use		Minimum parking required
* * *		
II. (( <del>Non-residential</del> )) <u>Nonresidential</u> use requirements for specific areas		
I.	(( <del>Non-residential</del> )) <u>Nonresidential</u> uses in urban centers or the Station Area Overlay District <sup>5</sup>	No minimum requirement
J.	(( <del>Non-residential</del> )) <u>Nonresidential</u> uses in urban villages that are not within an urban center or (( <del>the</del> )) a Station Area Overlay District, if the (( <del>non-residential</del> )) <u>nonresidential</u> use is located within a <del>frequent</del> <u>major</u> transit service area <sup>5</sup>	No minimum requirement

<b>Table A for 23.54.015</b>		
<b>Required parking for <del>((non-residential))</del> <u>nonresidential</u> uses other than institutions</b>		
<b>Use</b>		<b>Minimum parking required</b>
K.	<del>((Non-residential))</del> <u>Nonresidential</u> uses permitted in MR and HR zones pursuant to Section 23.45.504	No minimum requirement
L.	<del>((Non-residential))</del> <u>Nonresidential</u> uses permitted in II zones	No minimum requirement
Footnotes for Table A for 23.54.015 <div style="text-align: center;">* * *</div> <sup>5</sup> 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 <del>((non-residential))</del> <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 <del>((non-residential))</del> <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.		

\* \* \*

<b>Table B for 23.54.015</b>		
<b>Required parking for residential uses</b>		
<b>Use</b>		<b>Minimum parking required</b>
* * *		
<b>II. Residential use requirements for specific areas <sup>1</sup></b>		
<del>((E.))</del> <u>G.</u>	All residential uses within urban centers or within <del>((the))</del> a Station Area Overlay District <sup>(2)</sup>	No minimum requirement
<del>((M.))</del> <u>H.</u>	<del>All residential uses ((in commercial, RSL, and multifamily zones)) within urban villages that are not within an urban center or ((the)) a Station Area</del>	<del>No minimum requirement</del>

Table B for 23.54.015 Required parking for residential uses		
Use		Minimum parking required
	<del>Overlay District((,)) if the residential use is located within a frequent transit or major transit service area<sup>((2, 4))</sup></del>	
<del>I-H.</del>	All residential uses within a major transit service area	No minimum requirement
<del>((N.</del>	Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 <sup>-2</sup>	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
<del>O.</del>	Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 <sup>-2</sup>	1.5 spaces for each dwelling unit))
<del>P.))</del>	<del>Congregate residences located within ((one-half mile walking distance of a major transit stop)) a frequent transit service area</del>	No minimum requirement
<p>Footnotes to Table B for 23.54.015</p> <p><sup>1</sup> <del>((For each moderate-income unit and each low-income unit, no minimum amount of parking is required.</del></p> <p><sup>2</sup>) 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 <del>((greater or a))</del> 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<del>((, 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)).</del></p> <p style="text-align: center;">* * *</p>		



<b>Table C for 23.54.015 Required parking for public uses and institutions</b>		
<b>Use</b>		<b>Minimum parking required</b>
* * *		
<b>II. General public uses and institutions for specific areas</b>		
<del>((Q-))</del> <u>Q.</u>	General public uses, institutions and Major Institution uses, except hospitals, in urban centers or the Station Area Overlay District <sup>((++))</sup> <sup>12</sup>	No minimum requirement
<del>((R-))</del> <u>P.</u>	General public uses and institutions, except hospitals, including institutes for advanced study in <del>((neighborhood residential))</del> <u>Neighborhood Residential</u> zones, within urban villages that are not within the Station Area Overlay District, if the use is located within a <del>frequent</del> <u>major</u> transit service area <sup>12</sup>	No minimum requirement
Footnotes to Table C for 23.54.015 * * * <sup>((++))</sup> <sup>12</sup> 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.		

<b>Table C for 23.54.015 Required parking for public uses and institutions</b>	
<b>Use</b>	<b>Minimum parking required</b>
<del>((<sup>12</sup> 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.))</del>	

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.

\* \* \*

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

Note: Multiple amendments may amend the same sections or subsections. Following Committee action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.