



# CITY OF SEATTLE

## City Council

### Agenda

Tuesday, June 10, 2025

2:00 PM

Council Chamber, City Hall  
600 4th Avenue  
Seattle, WA 98104

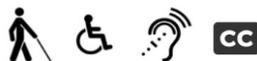
Sara Nelson, Council President  
Joy Hollingsworth, Member  
Robert Kettle, Member  
Cathy Moore, Member  
Alexis Mercedes Rinck, Member  
Maritza Rivera, Member  
Rob Saka, Member  
Mark Solomon, Member  
Dan Strauss, Member

Chair Info: 206-684-8809; [Sara.Nelson@seattle.gov](mailto:Sara.Nelson@seattle.gov)

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# CITY OF SEATTLE

## City Council Agenda

**June 10, 2025 - 2:00 PM**

### **Meeting Location:**

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

### **Committee Website:**

<http://www.seattle.gov/council>

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Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at

<https://www.seattle.gov/council/committees/public-comment>

Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to all Councilmembers prior to 10 a.m. on the day of the meeting at [Council@seattle.gov](mailto:Council@seattle.gov) or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104.

**A. CALL TO ORDER**

**B. ROLL CALL**

**C. PRESENTATIONS**

**D. PUBLIC COMMENT**

*Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; total time allotted to public comment at this meeting is 20 minutes.*

**E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:**

*Introduction and referral to Council committees of Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) for committee recommendation.*

[IRC 483](#)

June 10, 2025

**Attachments:** [Introduction and Referral Calendar](#)

**F. APPROVAL OF THE AGENDA****G. APPROVAL OF CONSENT CALENDAR**

*The Consent Calendar consists of routine items. A Councilmember may request that an item be removed from the Consent Calendar and placed on the regular agenda.*

**Bills:**

1. [CB 120998](#) AN ORDINANCE appropriating money to pay certain claims for the week of May 26, 2025, through May 30, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts.

**Supporting Documents:** [Summary and Fiscal Note](#)

**Appointments:****CITY COUNCIL:**

2. [Appt 03176](#) Appointment of Stephanie Morris as member, Families, Education, Preschool, and Promise Levy Oversight Committee, for a term to December 31, 2026.

**Attachments:** [Appointment Packet](#)

**LAND USE COMMITTEE:**

3. [Appt 03172](#) Reappointment of Molly Spetalnick as member, Seattle Design Commission, for a term to February 28, 2027.

**The Committee recommends that City Council confirm the Appointment (Appt).**

**In Favor: 4 - Solomon, Moore, Rinck, Rivera**

**Opposed: None**

**Attachments:** [Appointment Packet](#)

**TRANSPORTATION COMMITTEE:**

4. [Appt 03167](#) Appointment of Kyle Nolan as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

**The Committee recommends that City Council confirm the Appointment (Appt).**

**In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss**

**Opposed: None**

**Absent(NV): 1 - Rinck**

**Attachments:** [Appointment Packet](#)

5. [Appt 03171](#) Appointment of Lynda Firey Oldroyd as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

**The Committee recommends that City Council confirm the Appointment (Appt).**

**In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss**

**Opposed: None**

**Absent(NV): 1 - Rinck**

**Attachments:** [Appointment Packet](#)

6. [Appt 03173](#) Appointment of Lisa Bogardus as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

**The Committee recommends that City Council confirm the Appointment (Appt).**

**In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss**

**Opposed: None**

**Absent(NV): 1 - Rinck**

**Attachments:** [Appointment Packet](#)

7. [Appt 03174](#) Appointment of Lucy Carter Sloman as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

**The Committee recommends that City Council confirm the Appointment (Appt).**

**In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss**

**Opposed: None**

**Absent(NV): 1 - Rinck**

**Attachments:** [Appointment Packet](#)

## H. COMMITTEE REPORTS

*Discussion and vote on Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF).*

## **LAND USE COMMITTEE:**

1. [CB 120975](#) AN ORDINANCE relating to land use and zoning; addressing signage; clarifying requirements and supporting efficient permitting processes for light rail transit facilities; adding new Sections 23.55.070, 23.80.006, and 23.80.008 to the Seattle Municipal Code; and amending Sections 3.58.010, 3.58.080, 23.40.006, 23.40.080, 23.42.040, 23.42.055, 23.47A.004, 23.48.005, 23.49.002, 23.49.042, 23.49.090, 23.49.142, 23.49.300, 23.49.318, 23.50A.040, 23.51A.002, 23.51A.004, 23.52.004, 23.54.015, 23.55.056, 23.76.004, 23.76.006, 23.76.010, 23.76.012, 23.76.015, 23.76.020, 23.76.026, 23.76.028, 23.76.029, 23.80.002, 23.80.004, 23.84A.026, 23.84A.038, 23.88.020, 25.08.655, 25.09.300, and 25.11.020 of the Seattle Municipal Code.

**The Committee recommends that City Council pass as amended the Council Bill (CB).**

**In Favor: 5 - Solomon, Strauss, Moore, Rinck, Rivera**

**Opposed: None**

**Supporting Documents:**

[Summary and Fiscal Note](#)

[Summary Att 1 - Map of West Seattle Link Extension and Ballard Link Extension](#)

[Summary Att 2 - RSJI Summary Analysis - SDCI Light Rail Code Amendment Proposal Deliberative Amendment A](#)

**TRANSPORTATION COMMITTEE:**

2. [CB 120984](#) AN ORDINANCE relating to Seattle's Commute Trip Reduction (CTR) program; adopting an updated CTR Plan; updating references to state law; and amending Sections 25.02.020, 25.02.030, 25.02.040, 25.02.050, 25.02.090, and 25.02.100 of the Seattle Municipal Code.

**The Committee recommends that City Council pass the Council Bill (CB).**

**In Favor: 5 - Saka, Hollingsworth, Kettle, Rinck, Strauss**

**Opposed: None**

**Attachments:** [Att A - City of Seattle Commute Trip Reduction Four Year Plan Update - 2025 – 2029](#)

**Supporting Documents:**

[Summary and Fiscal Note](#)

**SELECT BUDGET COMMITTEE:**

3.     [CB 120979](#)     AN ORDINANCE amending Ordinance 126955, which adopted the 2024 Budget, including the 2024-2029 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

**The Committee recommends that City Council pass the Council Bill (CB).**

**In Favor: 8 - Strauss, Rivera, Hollingsworth, Kettle, Nelson, Rinck, Saka, Solomon**

**Opposed: None**

**Supporting Documents:** [Summary and Fiscal Note](#)

4.     [CB 120988](#)     AN ORDINANCE amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

**The Committee recommends that City Council pass the Council Bill (CB).**

**In Favor: 8 - Strauss, Rivera, Hollingsworth, Kettle, Nelson, Rinck, Saka, Solomon**

**Opposed: None**

**Supporting Documents:** [Summary and Fiscal Note](#)

**I. ITEMS REMOVED FROM CONSENT CALENDAR****J. ADOPTION OF OTHER RESOLUTIONS****K. OTHER BUSINESS****L. ADJOURNMENT**



Legislation Text

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**File #:** IRC 483, **Version:** 1

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June 10, 2025



## Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt) and Clerk Files (CF) to be introduced and referred to a City Council committee

Record No.	Title	Committee Referral
<b><u>By: Strauss</u></b>		
1. <a href="#">CB 120998</a>	AN ORDINANCE appropriating money to pay certain claims for the week of May 26, 2025 through May 30, 2025 and ordering the payment thereof; and ratifying and confirming certain prior acts.	City Council
<b><u>By: Nelson</u></b>		
2. <a href="#">CB 121001</a>	AN ORDINANCE relating to City employment; authorizing execution of a collective bargaining agreement between The City of Seattle and the International Association of Machinists and Aerospace Workers, District Lodge 160, Local 79; and ratifying and confirming certain prior acts.	City Council
<b><u>By: No Sponsor Required</u></b>		
3. <a href="#">CF 314542</a>	Full unit lot subdivision of 15th Fir, LLC, to subdivide one development site into 12 unit lots at 157, 153, & 151 15th Ave. (Project No. 3042881-LU; Type III).	City Council
<b><u>By: Moore</u></b>		
4. <a href="#">CB 121000</a>	AN ORDINANCE relating to prohibiting algorithmic rent fixing; and adding a new Chapter 7.34 to the Seattle Municipal Code.	Housing and Human Services Committee
<b><u>By: Hollingsworth</u></b>		
5. <a href="#">CB 120997</a>	AN ORDINANCE relating to current use taxation; approving an application for current use taxation of property located at 9666 51st Avenue South under the King County Public Benefit Rating System.	Parks, Public Utilities, and Technology Committee
<b><u>By: Hollingsworth</u></b>		
6. <a href="#">CB 120999</a>	AN ORDINANCE relating to Seattle Parks and Recreation; authorizing the Superintendent of Seattle Parks and Recreation to enter into a golf course management agreement with Premier Golf Centers, L.L.C. for the operation of the City of Seattle's municipal golf courses located at Jackson Park Golf Course, Bill Wright Golf Complex at Jefferson Park, Interbay Golf Center, and West Seattle Golf Course and their related facilities; authorizing the Superintendent of Seattle Parks and Recreation to set	Parks, Public Utilities, and Technology Committee

golf fees consistent with that golf course management agreement; and authorizing Premier Golf Centers, L.L.C. to charge and collect fees on behalf of Seattle Parks and Recreation.

**By: Hollingsworth**

7. [CB 121002](#) AN ORDINANCE authorizing the General Manager/CEO of Seattle Public Utilities to enter into two interlocal agreements to provide for the implementation of Chinook salmon conservation plans for the Lake Washington, Cedar River, Sammamish Watershed and the Green River, Duwamish River, and Central Puget Sound Watershed; and ratifying and confirming certain prior acts. Parks, Public Utilities, and Technology Committee

**By: Rinck**

8. [Appt 03177](#) Appointment of Jo Mikesell as member, Seattle Arts Commission, for a term to December 31, 2026. Sustainability, City Light, Arts and Culture Committee

**By: Saka**

9. [CB 121003](#) AN ORDINANCE relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts. Transportation Committee

**By: Saka**

10. [Res 32172](#) A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit's Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784. Transportation Committee



Legislation Text

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**File #: CB 120998, Version: 1**

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**CITY OF SEATTLE**

**ORDINANCE \_\_\_\_\_**

**COUNCIL BILL \_\_\_\_\_**

AN ORDINANCE appropriating money to pay certain claims for the week of May 26, 2025, through May 30, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts.

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

Section 1. Payment of the sum of \$13,034,056.68 on PeopleSoft 9.2 mechanical warrants numbered 4100926125 - 4100927390 plus manual or cancellation issues for claims, e-payables of \$63,061.02 on PeopleSoft 9.2 9100015403 - 9100015416, and electronic financial transactions (EFT) in the amount of \$ 83,174,578.55 are presented to the City Council under RCW 42.24.180 and approved consistent with remaining appropriations in the current Budget as amended.

Section 2. RCW 35.32A.090(1) states, “There shall be no orders, authorizations, allowances, contracts or payments made or attempted to be made in excess of the expenditure allowances authorized in the final budget as adopted or modified as provided in this chapter, and any such attempted excess expenditure shall be void and shall never be the foundation of a claim against the city.”

Section 3. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

Section 4. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the 10th of June, 2025, and signed by me in open session in authentication of its passage this 10th of June, 2025.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

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Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

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Scheereen Dedman, City Clerk

(Seal)

## SUMMARY and FISCAL NOTE

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
Office of City Finance	Julie Johnson	Lorine Cheung

### 1. BILL SUMMARY

**Legislation Title:**

AN ORDINANCE appropriating money to pay certain claims for the week of May 26, 2025, through May 30, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts. Claims include all financial payment obligations for bills and payroll paid out of PeopleSoft for the covered.

**Summary and Background of the Legislation:**

RCW 42.24.180 requires that payment of certain claims be authorized by the City Council. This bill, prepared each week by the City Treasury, authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

### 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

This bill authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

**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.** The legislation authorizes the payment of valid claims. If the City does not pay its legal obligations it could face greater legal and financial liability.

#### 4. OTHER IMPLICATIONS

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

This type of legislation authorizes payment of bill and payroll expenses for all City departments.

- 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.**

N/A

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

N/A

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

N/A

- d. **Climate Change Implications**

- i. **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.**

N/A

- ii. **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.**

N/A

- 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?**

N/A

## 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:** None.



Legislation Text

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**File #:** Appt 03176, **Version:** 1

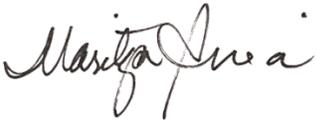
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Appointment of Stephanie Morris as member, Families, Education, Preschool, and Promise Levy Oversight Committee, for a term to December 31, 2026.

The Appointment Packet is provided as an attachment.



# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> <i>Stephanie Morris</i>		
<b>Board/Commission Name:</b> <i>Families, Education, Preschool, and Promise Levy Oversight Committee</i>		<b>Position Title:</b> <i>Member</i>
<input checked="" type="checkbox"/> <b>Appointment</b> OR <input type="checkbox"/> <b>Reappointment</b>		<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Appointing Authority:</b> <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>		<b>Term of Position: *</b> <i>1/1/2024</i> <b>to</b> <i>12/31/2026</i>  <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>
<b>Residential Neighborhood:</b> <i>Bryant</i>	<b>Zip Code:</b> <i>98105</i>	<b>Contact Phone No.:</b> <i>Business phone # - NOT personal phone #</i>
<b>Background:</b> <i>Insert appointee bio information</i>		
<b>Authorizing Signature (original signature):</b>    <b>Date Signed (appointed): 05/08/2025</b>		<b>Appointing Signatory:</b> <i>Maritza Rivera</i> <i>District 4 Councilmember</i>

\*Term begin and end date is fixed and tied to the position and not the appointment date.

# STEPHANIE MORRIS

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ATTORNEY AND EDUCATION ADVOCATE

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## CONTACT

[REDACTED]  
[REDACTED]

## PROFILE

Attorney and education advocate, 20+ years experience, education related volunteer experience including: founding and chairing Decatur PTA, board member SNAPP PTA, executive board FOJAM (Friends of Jane Addams Music), chair, Roosevelt jazz boosters 2022-2023, in school math tutor, SAT, LSAT tutor, math roundtable member, growth boundaries taskforce community member

## SKILLS

Financial expertise  
Tax strategy  
Analytics  
Communication  
Creativity

## EDUCATION

University of California, Berkeley  
**1995-1999**  
BA in Rhetoric and Math

University of Chicago Law School  
**1999-2002**  
JD

University of Washington Law  
School  
**2010-2011**  
LLM, tax

## EXPERIENCE

Stephanie Morris Law

### **2012-present**

Plan and execute end of life and tax strategy documents for variety of clients, mediate between parties' desires to reach satisfactory compromise

Hagens Berman LLP, seconded to Western District of WA US Attorney's office

### **2009-2011**

Analyze and manage large document productions for pharmaceutical company prosecutions, write memos, draft motions, edit briefs, manage client and government-firm relationships

Legal Writing Specialist

### **2004-2009**

Freelance brief writer, worked for a variety of firms in town as well as women's rights non profits on impact litigation cases, managed deadlines, thorough legal analysis

# Families, Education, Preschool, and Promise Levy Oversight Committee

17 Members: Pursuant to *Ordinance 125604*, 12 members subject to City Council confirmation, *staggered*-year terms:

- 6 City Council-appointed 3-year terms, subject to City Council confirmation
- 6 Mayor-appointed 3-year terms, subject to City Council confirmation
- 5 Other Appointing Authority-appointed (specify): *Ordinance 125604*

## Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
1	F	2	1.	Member	Erin Okuno	1/1/22	12/31/25	3	Council
6	F		2.	Member	Natalie Beauregard	1/1/23	12/31/25	1	Council
3	F	2	3.	Member	Manuela Slye	1/1/24	12/31/26	2	Council
3	F		4.	Member	Janet Ceballos	1/1/25	12/31/26	1	Council
2	M	2	5.	Member	Donald T. Felder	1/1/24	12/31/26	3	Council
4	F	6	6.	Member	Stephanie Morris	1/1/24	12/31/26	1	Council
9	M		7.	Member	Girard Montejo-Thompson	1/1/25	12/31/26	1	Mayor
2	F		8.	Member	Linda Thompson-Black	1/1/25	12/31/26	2	Mayor
1	F		9.	Member	Susan Yu Yi Lee	1/1/23	12/31/25	2	Mayor
2	M		10.	Member	Marques Gittens	1/1/23	12/31/25	2	Mayor
2	F	4	11.	Member	Lakeya Afolalu	1/1/24	12/31/26	1	Mayor
6	M		12.	Member	Evan M. Smith	1/1/25	12/31/26	2	Mayor
9	M	N/A	13.	Mayor	Bruce Harrell	N/A	N/A	1	Ordinance 125604
3	F	N/A	14.	Library, Education and Neighborhoods Committee	Maritza Rivera	N/A	N/A	1	Ordinance 125604
2	M	N/A	15.	School District Superintendent	Brent Jones	N/A	N/A	1	Ordinance 125604
9	F	N/A	16.	School District Board Member	Sarah Clark	N/A	N/A	1	Ordinance 125604
1	F	N/A	17.	Chancellor of Seattle Colleges	Rosie Rimando-Chareunsap	N/A	N/A	1	Ordinance 125604

## SELF-IDENTIFIED DIVERSITY CHART

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3			1	3				1			
Council	1	6			1	1	2			2			
Other	2	3			1	1	1						2
<b>Total</b>	<b>5</b>	<b>12</b>			<b>3</b>	<b>5</b>	<b>3</b>			<b>3</b>			<b>2</b>

### Key:

\*D List the corresponding *Diversity Chart* number (1 through 9)

\*\*G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary O= Other U= Unknown

RD Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*



Legislation Text

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**File #:** Appt 03172, **Version:** 1

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Reappointment of Molly Spetalnick as member, Seattle Design Commission, for a term to February 28, 2027.

The Appointment Packet is provided as an attachment.



# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> <i>Molly Spetalnick</i>		
<b>Board/Commission Name:</b> <i>Seattle Design Commission</i>		<b>Position Title:</b> <i>Urban Designer</i>
<input type="checkbox"/> Appointment <b>OR</b> <input checked="" type="checkbox"/> Reappointment	<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Appointing Authority:</b> <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other:	<b>Term of Position: *</b> 3/1/2025 <b>to</b> 2/28/2027  <input type="checkbox"/> Serving remaining term of a vacant position	
<b>Residential Neighborhood:</b> <i>Brighton/New Holly</i>	<b>Zip Code:</b> <i>98118</i>	<b>Contact Phone No.:</b> [REDACTED]
<b>Background:</b> <i>Molly Spetalnick is an urban designer in the Seattle Offices of ZGF, an architecture and design firm with offices in Seattle, Portland, and 6 other cities in the US and Canada. Molly specializes in urban design outcomes that advance transit and transit-oriented development, mixed use projects, and master planning. Molly’s recent work includes site assessments for Sound Transit parcels for future development, public engagement on concept designs for Africatown Achievement center, and design work for the Pike Pine corridor. Molly has a master’s in architecture from University of Texas and a bachelor’s in interior design from University of Georgia. Molly recently completed an 18-month term as the Get Engaged Commissioner on the Seattle Design Commission. We’re pleased to see her transition into an additional two-year term with the Commission, filling a recent vacancy created by the resignation of Erica Bush as Urban Designer.</i>		
<b>Authorizing Signature (original signature):</b> 	<b>Appointing Signatory:</b> <i>Bruce A. Harrell</i> <i>Mayor of Seattle</i>	
<b>Date Signed (appointed):</b> May 12 <sup>th</sup> , 2025		

\*Term begins and end date is fixed and tied to the position and not the appointment date.

## EDUCATION

[GRADUATED MAY 2019] **UNIVERSITY OF TEXAS AT AUSTIN**, SCHOOL OF ARCHITECTURE  
Master of Architecture, NAAB professionally accredited program  
Focus in Urban Design, Transit Oriented Development

[GRADUATED MAY 2014] **UNIVERSITY OF GEORGIA**, LAMAR DODD SCHOOL OF ART  
BFA in Interior Design, CIDA professionally accredited program  
Graduated Cum Laude

## PROFESSIONAL EXPERIENCE

[MAR 2022-PRESENT] **SEATTLE DESIGN COMMISSION**. URBAN DESIGN COMMISSIONER [SEATTLE, WA]

- Provide comprehensive reviews for capital projects and projects that impact the public Right of Way, are located on City land, or utilize City funds.
- Advise the Mayor, City Council, and City departments about project-specific applications of context, sustainability, inspired design, exemplary partnerships, investments, and equity.
- Provide reviews for light rail alignments, stations, and station access in coordination with matrixed City staff.

[AUG 2019-PRESENT] **ZGF ARCHITECTS**. SENIOR URBAN DESIGNER [SEATTLE, WA]

### **URBAN DESIGN TOOLS + TECHNOLOGY | PROGRAM LEAD**

- Lead the Urban Design Tools + Technology Initiative for Urban Designers in ZGF's 6 offices in order to ensure that urban design and architecture project teams clearly communicate urban spatial data and have the data necessary to help clients and stakeholders make decisions that are informed by realistic mobility scenarios, economic and real estate realities, and demographic context.
- Serve as liaison between Urban Design and Data + Strategy Teams.

### **LLOYD CENTER REDEVELOPMENT MIXED-USE TOD MASTER PLAN, PORTLAND**

- Provided urban design services and development test-fits for 33 acre mixed use sustainable redevelopment of an aging shopping mall in a transit rich environment. Increased community connectivity and opportunities to live, work, play, and entertain.
- Collaborated with developers, potential tenants, and a broad consultant team, including transportation, economic, landscape, community outreach, and PR experts.
- Drove decision making for developer client through 30+ attendee in-person sessions in which options analysis and comparison were communicated clearly via PowerBI.
- Prepared materials to compare multiple master plan alternatives for developers, City of Portland agencies, and potential tenant groups.
- Developed alternatives for streets, open space, parcelization, and development capacity to support Portland's Central City Master Plan process and entitlements.

### **STATES OF OREGON AND WASHINGTON INTERSTATE BRIDGE REPLACEMENT PROGRAM STATION CONFIGURATIONS & STATION AREA PLANNING**

- Provided Urban Design and Station Architecture services for new light rail alignment, stations, shared use path, and station areas to be built in coordination with a new I-5 bridge across the Columbia River from Portland, OR to Vancouver, WA.
- Developed functional configurations for elevated and at-grade light rail stations with a focus on legible vertical circulation, fare paid zones, platform configurations, and context-driven approaches.
- Integrated bike, walk, roll, and bus improvements at station locations, in station areas, and throughout project area alongside street and lane reconfiguration and preliminary design of shared use path.
- Worked for WSDOT and ODOT in coordination with TriMet and C-TRAN to incorporate station standards that will serve multiple agencies and a broad ridership.
- Coordinated with engineering team to compare alternatives for high-capacity transit, interchange improvements, urban design impacts, travel lanes, bridge height, and multi-use connections.

#### **BARKLEY VILLAGE URBAN VILLAGE MASTER PLAN AND SUB AREA PLAN**

- Managed internal Urban Design, Architecture, and Sustainability team and external consultant team that included Landscape Architecture, Civil Engineering, MEP, Resilience, Mobility, Environmental, and Parking services for 250 acre Master Plan.
- Developed RFQ for consultant teams and conducted interviews alongside client stakeholders. Developed preliminary scope and fee for full consultant team and fine-tuned with consultant input once selected.
- Lead 30+ person multi-day Visioning Sessions that included interdisciplinary consultant team and client stakeholder group, including CEO, owners, operations and maintenance, construction management, architectural advisors, financial team, marketing, and tenant management.
- Wrote and compiled Sub Area Plan and Development Regulation draft for City of Bellingham with support from full consultant team to clarify development goals, density expectations, jobs to housing ratio expectations, land stewardship intentions, mobility planning, and parking strategies for mixed use development.

#### **CITY OF SEATTLE PIKE PINE STREETScape AND BICYCLE IMPROVEMENTS**

- Completed active transportation infrastructure Schematic Design, Design Development, Construction Documentation, and Design Services During Construction for a 23 block corridor connecting Seattle's Waterfront to the Capitol Hill neighborhood through Seattle's downtown retail zone.
- Managed and coordinated consultant team of civil, structural, and electrical engineers, signalization, traffic modeling specialists, surveyors, and lighting consultants.
- Planned and supported weekly coordination with SDOT, Office of the Waterfront, King County Metro, and consultant team. Provided materials and subject matter support for meetings with SPU, SCL, Sound Transit, and other stakeholders.
- Hosted stakeholder engagement sessions to guide projects goals and Schematic Design. Prepared presentations for Seattle Design Commission to maintain accountability to stakeholder input and to City requirements.

#### **SOUND TRANSIT 1000 NE 45TH SITE ASSESSMENT**

- Completed research, graphic production, code and spatial analysis for a site assessment of a Sound Transit owned parcel in the U-District, including the exploration of different building technologies (mass timber versus concrete and steel) and incentives within the Land Use Code (the Living Building Pilot Program, open space, childcare, and affordable housing bonus options).

#### **SOUND TRANSIT TOD INVENTORY**

- Completed test fits for affordable and market rate housing, retail, townhome, and commercial uses for 24 Sound Transit surplus sites which were reported to Sound Transit Board to drive real estate portfolio decisions.
- Provided code and spatial analysis, 3D modeling, units and square footage, and walkshed mapping for presentations and reports to the Sound Transit Board to clarify the relevancy of alternatives to neighborhood context and station areas.
- Coordinated with economic consultants to compare development alternatives for affordable and market rate alternatives.
- Provided GIS mapping and spatial analysis to assess need for grocery, daycare, and other community-serving retail across municipalities served by Sound Transit ST3 expansion to help drive decisions regarding surplus Sound Transit properties.

#### **SOUND TRANSIT STATION EXPERIENCE DESIGN GUIDELINES (SEDG)**

- Co-wrote guidelines with multi-departmental Sound Transit leadership and multidisciplinary ZGF team that gained consensus across departments about architectural and urban design approaches for stations and station environments that center a seamless passenger experience.
- Prepared materials for facilitation of meetings with Passenger Experience, Design Engineering and Construction Management, Operations, Planning, Environment, and Project Development, and Portfolio Services teams to ensure that each department's input and concerns were incorporated early in the document's development, which has driven continued implementation and ownership.
- Continued to confirm successful application of SEDG during design process of ST3 projects by gathering lessons learned from design teams and Sound Transit staff, who continue to use persona exercises, decision points review, and checklists at each milestone for new alignments, including West Seattle Link Extension and Ballard Link Extension.

### **DOWNTOWN SEATTLE ASSOCIATION THIRD AVENUE VISION**

- Studied and prepared alternatives for curb management, pedestrian through zones, cafe zones, bus facilities, bus routing, lane allocation, layover alternatives for buses through downtown Seattle in 2019, which remains a tool in the broad tool kit for improving the multifaceted conditions on Third Avenue.

### **METRO, TRANSIT-ORIENTED DEVELOPMENT (TOD) STUDY**

- Served as Project Manager for a study of 3 affordable housing development alternatives in Lake Oswego, Oregon adjacent to bus and pedestrian improvements.
- Reviewed City of Lake Oswego Land Development Code and developed massing models to assess site capacity.
- Collaborated with Metro, the Portland Housing Bureau, and the City of Lake Oswego to align stakeholder goals for the site and review technical challenges, utilities, parking, and capacity.

### **AFRICATOWN COMMUNITY LAND TRUST YOUTH ACHIEVEMENT CENTER**

- Provided pre-design visioning, stakeholder engagement, and massing studies for Africatown Community Land Trust's 65,456 SF Youth Achievement Center on two Sound Transit owned sites adjacent to the Columbia City Light Rail Station.
- Engaged community stakeholder groups from Community Passageways, Creative Justice, and the Youth Consortium for co-design process that prioritized voices within the BIPOC community in Columbia City.
- Provided materials to support Office of Housing Funding rounds and private funding rounds for a complex mix of community-facing commercial uses and affordable housing for youth ages 18+. Provided studies for a second building to support youth ages 13-17.

[MAR 2022- AUG 2023] **PUBLIC ART ADVISORY COMMITTEE. SEATTLE DESIGN COMMISSIONER SEAT. [SEATTLE, WA]**

- Reviewed public art programs and projects, Supported the development of art in public places including parks, libraries, community centers, roadways, bridges, and other public venues.

[MAY-DEC 2018] **MITHUN. ARCHITECTURAL AND URBAN DESIGN RESIDENCY. [SEATTLE, WA]**

- Collaborated with an array of interdisciplinary architecture, urban design, landscape architecture, and interior design teams and compiled presentations, 3D models, diagrams, and research.
- Created visualization materials for architecture, landscape architecture, and urban design projects. Materials included GIS mapping for infrastructure projects, landscape architecture materials for mixed use districts and single commercial sites, and architectural materials for mass timber affordable housing, mass timber student housing, and mixed use phased developments.

[AUG 2016 - MAY 2019] **UNIVERSITY OF TEXAS SCHOOL OF ARCHITECTURE. CAREER SERVICES ASSOCIATE. [AUSTIN, TX]**

- Advised Urban Planning, Urban Design, Architecture, Landscape Architecture, and Interior Design undergraduate and graduate students, paired students with internships and full time positions, and planned and executed career fairs with over 100 firms, including AIA, ASLA, and APA award winners.

[JULY 2014 - JULY 2015] **MARK WORD DESIGN. LANDSCAPE DESIGNER. [AUSTIN, TX]**

- Designed exterior spaces within collaborative and cross-disciplinary landscape architecture firm.
- Engaged in permitting process and reported implications of land development code on the intersection of public and private spaces.
- Coordinated design and construction within design-build landscape architecture firm and with architects, engineers, & subcontractors

[FEB 2015] **ARTISTREE HOMES. FREELANCE DRAFTER [CYPRESS VALLEY, TX]**

- Drafted permitting set for eco hotel tree houses.

[AUG 2013 - JULY 2014] **BORK DESIGN INC. ARCHITECTURAL DESIGNER. [ATHENS, GA]**

- Participated in design of energy efficient homes that addressed local material use, cost, passive heating, and passive cooling.
- Prepared CD sets for contractors, built and rendered 3D models to aid design decisions, and designed interior built-in units. Presented designs in client meetings.

[JAN 2013] **US INSPECT. FREELANCE SITE SURVEYOR. [ATHENS, GA]**

## PUBLICATIONS

[2020]

### **21BB MODEL REGION BERLIN BRANDENBURG**

EDITED BY BARBARA HOIDN AND WILFRIED WANG

- Contributed the section “Densifying the Köpenicker Landstraße: Transit Oriented Development as a Strategy to Densify Köpenicker Landstraße”

## RESEARCH EXPERIENCE

[JAN - MAY 2019]

### **BARCELONA AND MADRID TRANSIT RESEARCH FOR DANIELLE BRISCOE [SPAIN]**

- Alongside the consortium for Cooperative Mobility for Competitive Megaregions (CM2), researched accessibility and user experience for pedestrian transit riders in metro stations throughout Barcelona and Madrid and in high speed rail stations that connect the two cities.

[MAR 2018 - MAY 2019]

### **RESILIENCE RESEARCH FOR FLOOD AND DROUGHT CONDITIONS [MEXICO CITY, MEXICO]**

- Traveled to Mexico City to conduct case study research about landscape, architectural, infrastructural responses to flooding, drought, subsidence, and aging water infrastructure.

[SEPT - DEC 2017]

### **BERLIN URBAN DESIGN TOD RESEARCH FOR WILFRIED WANG [BERLIN, GERMANY]**

- Conducted urban design research for transit oriented densification for 2050 Berlin with focus on an infill strategy for a 13 kilometer transit corridor and six station areas. Demonstrated the ability to accommodate a population increase of 117,500 people along a transit corridor through transit oriented development nodes that respect the fabric of their neighborhoods. This strategy, if applied across multiple transit lines, would help accommodate a population increase of 1.5 million people without sacrificing the character of Berlin’s urban neighborhoods.
- Conducted Space Syntax studies to quantify multimodal connectivity.
- Prepared boards for public opening in Berlin (2019), for the exhibition “urbainable-stadthaltig” at the Academy of Arts, Berlin (2020) and provided comprehensive research to local politicians to clarify opportunities to accommodate population growth.

## SELECT VOLUNTEER INVOLVEMENT

[2018-2019]

### **AIA COMMITTEE ON HOMELESSNESS / BENEFITS LAW CENTER. DESIGNER. [SEATTLE, WA]**

- Designed the Justice Bus, a flagship mobile law office that provides social security advocacy for people with disabilities who are low income or experiencing homelessness.

[AUG 2016]

### **CODENEXT PUBLIC DISCUSSION: MOBILITY. SCRIBE. [AUSTIN, TX]**

- Gauged community use of transportation and presented findings of community engagement
- Organized public responses into categories that apply to new land development code

## PROFESSIONAL MEMBERSHIP AND LICENSURE

[MAY 2019-PRESENT]

### **AIA ASSOCIATE MEMBER.**

[APRIL-JUNE 2025]

Pursuing **AICP LICENSURE**, Professional Experience completed, to be documented following testing in May 2025.

# Seattle Design Commission

The Seattle Design Commission advises the Mayor, City Council, and City departments on the design and environmental implications of City funded projects, projects seeking long-term or permanent use of a right of way, or public projects seeking City approval. The Commission is comprised of 10 members, as established by Seattle Municipal Code Section 3.58. Members serve a two-year term and are eligible for two consecutive terms, except the Get Engaged member who will serve a one-year term pursuant to SMC 3.51. All members are appointed by the Mayor and confirmed by the City Council.

A Chair is also appointed on each year. The Chair is selected by Commissioners for appointment by the Mayor and confirmation by the Council for a one-year term.

New appointments are underlined, reappointments in bold.

## Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	M	3	1.	Urban Planner	Raymond W. Gastil	3/1/25	2/28/27	1	Mayor
1	F	2	2.	Get Engaged	Caitlin Truong	9/1/24	8/31/25	1	Mayor
6	M	4	3.	Engineer (Civil/Transportation)	Brian Markham	3/1/24	2/28/26	1	Mayor
8	F	3	4.	At-large	Shirin Masoudi	3/1/25	2/28/27	1	Mayor
1	M	3	5.	Architect	Zubin Rao	3/1/24	2/28/26	1	Mayor
6	F	5	6.	Landscape Architect	Phoebe Erin Bogert	3/1/25	2/28/27	2	Mayor
6	M	2	7.	Architect	Ben Gist	3/1/25	2/28/27	2	Mayor
6	<b>NB</b>	2	8.	<b>Urban Designer</b>	<b>Molly Spetalnick</b>	<b>3/1/25</b>	<b>2/28/27</b>	2	Mayor
6	M	6	9.	Transportation Planner	Kevin O'Neill (Chair appointment for 1 year)	3/1/25	2/28/27	2	Mayor
6	F	3	10.	Fine Artist	Kate Clark	3/1/24	2/28/26	1	Mayor

## SELF-IDENTIFIED DIVERSITY CHART

	Male		Female		Transgender	NB/O/U	(1) Asian	(2) Black/ African American	(3) Hispanic/ Latino	(4) American Indian/ Alaska Native	(5) Other	(6) Caucasian/ Non- Hispanic	(7) Pacific Islander	(8) Middle Eastern	(9) Multiracial
Mayor	5	4				1	2					7		1	
Council															
Other															
<b>Total</b>	<b>5</b>	<b>4</b>				<b>1</b>	<b>2</b>					<b>7</b>		<b>1</b>	

## Key:

\*D List the corresponding *Diversity Chart* number (1 through 9)

\*\*G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary O= Other U= Unknown

RD Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*



Legislation Text

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**File #:** Appt 03167, **Version:** 1

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Appointment of Kyle Nolan as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

The Appointment Packet is provided as an attachment.



# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> <i>Kyle Nolan</i>		
<b>Board/Commission Name:</b> <i>Transportation Levy Oversight Committee</i>		<b>Position Title:</b> <i>Member</i>
<input checked="" type="checkbox"/> <b>Appointment</b> OR <input type="checkbox"/> <b>Reappointment</b>	<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Appointing Authority:</b> <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	<b>Term of Position: *</b> 1/1/2025 <b>to</b> 12/31/2028  <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
<b>Residential Neighborhood:</b> <i>Queen Anne</i>	<b>Zip Code:</b> <i>98019</i>	<b>Contact Phone No.:</b> [REDACTED]
<b>Background:</b> <i>I want to serve on the Levy Oversight Committee because I want to ensure that the homeowners and residents of the city see the results of the funding they approved last year. I believe that public trust is one of the biggest roadblocks to accelerating the development of a transportation system fit for a world of rising global temperatures. In short, it's important to me that people are shown they got what they paid for.</i>  <i>Kyle was selected for appointment by Councilmember Robert Kettle (District 7).</i>		
<b>Authorizing Signature (original signature):</b>    <b>Date Signed (appointed):</b> <i>5/12/2025</i>	<b>Appointing Signatory:</b> <i>Rob Saka</i> <i>Councilmember</i>	

\*Term begin and end date is fixed and tied to the position and not the appointment date.

# Kyle Nolan

## Education

Gonzaga University, Spokane, WA

Graduated May 2022 | GPA 3.73

Bachelor of Science, Civil Engineering (Minor in Applied Mathematics)

## Engineering Experience

### Design Engineer

CM Design Group | Seattle, WA

August 2023 – Current

- Produces PS&E packages for various public works projects, including road overlays and ADA ramp upgrades.
- Utilizes Civil3D to design ADA ramps, curb bulb-outs, bus stops, protected bike lanes, and drainage facilities.
- Works to ensure timely delivery of design submittals and prompt response to comments from municipalities.
- Assists SDOT's Project Delivery and Development group with the design of transportation improvements.

### Engineering Designer

AKS Engineering and Forestry | Vancouver, WA

August 2022 – July 2023

- Produced construction documents for residential developments that aligned with city, county, and state standards
- Utilized WWHM and HydroCAD to design various drainage facilities, including ponds and infiltration trenches
- Completed jurisdictional submittals given the comments and concerns of municipalities
- Designed and coordinated the submittal of 30% plans for a WSDOT highway intersection

### Research Assistant

GU Environmental Engineering Lab | Spokane, WA

June 2021 – May 2022

- Organized and completed laboratory tests to optimize water treatment processes
- Fit water treatment data with existing models to predict full scale performance
- Performed literature reviews to inform the design of laboratory tests
- Contributed graphical and written analysis of laboratory data to a peer-reviewed publications

### Senior Design Project: Gonzaga University Transportation Master Plan

Gonzaga University | Spokane, WA

August 2021-May 2022

- Worked along side transportation engineers to conduct studies and produce analysis on how to reduce emissions from single occupancy vehicle trips
- Met with stakeholders to ensure all community voices are incorporated
- Assessed the feasibility of various potential designs for new transportation facilities around Gonzaga

### ASCE Vice President

Gonzaga University | Spokane, WA

January 2021 – December 2021

- Facilitated Gonzaga's involvement in the concrete canoe competition
- Communicated with engineering firms regarding presentations to the GU ASCE chapter
- Organized monthly events for chapter members

## Software Proficiencies

- AutoCAD Civil 3D
- Western Washington Hydraulic Model (WWHM)
- HydroCAD
- Microsoft Excel

# Transportation Levy Oversight Committee

**19** Members: Pursuant to *Ordinance 127053*, all appointed members are subject to City Council confirmation, 4-year terms, except for the Get Engaged Member who will serve a 1-year term pursuant to SMC 3.51.

- **7** City Council-appointed
- **6** Mayor-appointed (includes 1 Get Engaged position)
- **1** Chair of City Council’s Transportation Committee - Ordinance
- **1** City Budget Director - Ordinance
- **1** Seattle Pedestrian Advisory Board
- **1** Seattle Bicycle Advisory Board
- **1** Seattle Transit Advisory Board
- **1** Seattle Freight Advisory Board

## Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1.	Chair of CC’s Transportation Committee	Rob Saka	N/A	N/A		Ordinance
			2.	City Budget Director	Dan Eder	N/A	N/A		Ordinance
6	M	5	3.	Ex-Officio Member	Wes Mills	N/A	N/A		Seattle Pedestrian Advisory Board
6	F	7	4.	Ex-Officio Member	Donna McBain Evans	N/A	N/A		Seattle Bicycle Advisory Board
6	M	7	5.	Ex-Officio Member	Zachary Burton	N/A	N/A		Seattle Transit Advisory Board
6	F		6.	Ex-Officio Member	Geri Poor	N/A	N/A		Seattle Freight Advisory Board
6	M	4	7.	Get Engaged Member	Leonard Harrison Jerome	01/01/25	8/31/25	1	Mayor
6	M	2	8.	Member	Jack Brand	01/01/25	12/31/28	1	Mayor
6	F	3	9.	Member	Alex Hudson	01/01/25	12/31/28	1	Mayor
6	M	6	10	Member	Chase Kitchen	01/01/25	12/31/28	1	Mayor
2	M	5	11.	Member	Kaid Ni Ray-Tipton	01/01/25	12/31/28	1	Mayor
2	F	2	12.	Member	Nafiso D. Samatar	01/01/25	12/31/28	1	Mayor
6	M	1	13.	Member	Steven C. Pumphrey	01/01/25	12/31/28	1	City Council
	F	2	14.	Member	Lynda Firey Oldroyd	01/01/25	12/31/28	1	City Council
3	M	3	15.	Member	Tyler J. Vasquez	01/01/25	12/31/28	1	City Council
			16.	Member		01/01/25	12/31/28		City Council

6	M	5	17.	Member	Jack Edson Whisner	01/01/25	12/31/28	1	City Council
			18.	Member		01/01/25	12/31/28		City Council
6	M	7	19.	Member	Kyle Nolan	01/01/25	12/31/28	1	City Council

**SELF-IDENTIFIED DIVERSITY CHART**

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
<b>Mayor</b>	4	2				2				4			
<b>Council</b>	4	1					1			3			
<b>Other</b>	2	2								4			
<b>Total</b>	10	5				2	1			11			

**Key:**

**\*D** List the corresponding *Diversity Chart* number (1 through 9)

**\*\*G** List *gender*, **M**= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary **O**= Other **U**= Unknown

**RD** Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*



Legislation Text

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**File #:** Appt 03171, **Version:** 1

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Appointment of Lynda Firey Oldroyd as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

The Appointment Packet is provided as an attachment.



# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> Lynda Firey Oldroyd		
<b>Board/Commission Name:</b> Transportation Levy Oversight Committee		<b>Position Title:</b> Member
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment	<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Appointing Authority:</b> <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	<b>Term of Position: *</b> 1/1/2025 <b>to</b> 12/31/2028  <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
<b>Residential Neighborhood:</b> South Rainier Beach	<b>Zip Code:</b> 98118	<b>Contact Phone No.:</b> [REDACTED]
<b>Background:</b> <i>I am interested in serving on the Transportation Levy Oversight Committee because of my passion for traffic safety in Seattle. As background, I co-founded the Rainier Ave S Traffic Safety Alliance to raise awareness of the traffic safety issues on Rainier Ave S and to create solutions.</i>  <i>Lynda was selected for appointment by Councilmember Mark Solomon (District 2).</i>		
<b>Authorizing Signature (original signature):</b>    <b>Date Signed (appointed):</b> 5/12/2025	<b>Appointing Signatory:</b> Rob Saka Councilmember	

\*Term begin and end date is fixed and tied to the position and not the appointment date.

Lynda Firey Oldroyd

## Professional Profile

World-class Consumer insight and strategy leader with extraordinary track record of impact, innovation and experience in consumer, brand and retail insights. Outstanding coach, creative problem solver and extraordinarily positive spirit.

Played an instrumental in Pepsi's evolution from soft drink company to total beverage company; Taco Bell's turnaround; Nordstrom's remaining relevant and vibrant in a challenging retail environment; and Starbucks' continued progress in both food and beverage growth. Currently broadening my experience and contributions in civic oriented initiatives.

## Experience and Accomplishments

**Rainier Avenue South Traffic Safety Alliance:** April 2024 – Present. Co-founded the alliance to reduce the number of serious accidents on Rainier Ave South.

*SDOT has verified that the average speed on Rainier Ave S is 40 MPH (25 MPH limit) and has identified 15 specific initiatives for Rainier Ave S, that they are in the process of addressing by year end.*

*The South precinct has ascertained periodic traffic enforcement for the street, resulting in a significant number of tickets per engagement.*

**WSU Extension Master Gardener:** January 2025 – Present. Provide relevant, unbiased, research based horticulture and environmental stewardship.

*I am personally focused on improving the aesthetics of the neighborhood; growing food for those who are food insecure; and building community through gardening.*

**Consumer Insight and Strategy Consultant:** November 2022 – Present. Work with a range of clients on customer and brand oriented business issues, like brand positioning, consumer segmentation, growth opportunities and new product development.

*Recently worked with a veteran oriented coffee company to expand its' portfolio and significantly expand its' future growth prospects.*

**Topgolf: Chief Customer Officer:** February 2018 – October 2022. Led consumer insights and strategy for the Topgolf brand, focusing on making the customer journey as frictionless as possible.

*Championed a cross-functional and more structured approach to inventory management, which led to the first consistent comparable sales increases for the business.*

*Helped the brand navigate through the full closure and systematic reopening of 57+ venues during COVID.*

**Starbucks: Senior Director Consumer Insights:** April 2016 – April 2017 Led global consumer insights team

in support of product development, innovation, positioning and communications.

*Reengineered Starbucks Reward product related customer analytics to focus on metrics and dashboards rather than complex analyses, resulting in massive productivity gains (1 ½ annual headcount), increased speed (from 6 months to 2 weeks) and enhanced insights.*

*Identified low hanging demographic growth opportunity, reflecting +3PP in comp sales.*

*Oversaw a broad based Millennial initiative that contributed to the reframing of the marketing strategy.*

**Nordstrom: Senior Director/VP Consumer Research:** August 2006 – April 2016 Created and led the Consumer Research team, a new area to the organization. Identified the key business needs; resources required to address them, optimal structure and organizational integration.

*Led the Off-Price Market Opportunity Study that drove a new strategic direction, resulting in 15.1% CAGR in off-price \$ from 2008 to 2015.*

*Initiated the Rewards Conjoint Study that led to tiered rewards and significant growth for Nordstrom. Membership increased 2X and member spend increased from 3X+ non-member spend between 2006 and 2016.*

*Led innovation and development research, which resulted in significant growth from initiatives like Weddings, Young Customer offerings, Active, new Store Design and Service evolution.*

*Led the Motivequest Social Media Study, which painted a picture of the future of service and laid the platform for related technological investments.*

*Identified opportunity to build sales in items < \$100 which resulted in growth of 7.5% vs. 4.7% average.*

*Introduced Employee NPS in 2014, which became foundational for our people strategy moving forward.*

*Introduced the Medallia Customer Experience Feedback system across FLS and Rack, which provides continuous feedback; a closed loop feedback system for the stores and critical information for corporate.*

*Introduced L2, which contributed to Nordstrom's sustained digital leadership.*

**Gap Inc.: VP Consumer Insights:** 2003-2006

**Levi Strauss and Company: Vice President, Marketplace Insights and Consumer Relations:** 2002-2003

**PepsiCo/Tricon (1986-1999) Taco Bell Corporation: Vice President, Consumer Insights & Brand Planning/VP/Sr Director:** 1994-1999

**Pepsi-Cola Company: Director/Group Manager/Manager:** 1989-1994

**Education Virginia Polytechnic Institute & State University, Blacksburg, Virginia MBA Marketing**

**BS Marketing Management**

# Transportation Levy Oversight Committee

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			2.	City Budget Director	Dan Eder	N/A	N/A		Ordinance
6	M	5	3.	Ex-Officio Member	Wes Mills	N/A	N/A		Seattle Pedestrian Advisory Board
6	F	7	4.	Ex-Officio Member	Donna McBain Evans	N/A	N/A		Seattle Bicycle Advisory Board
6	M	7	5.	Ex-Officio Member	Zachary Burton	N/A	N/A		Seattle Transit Advisory Board
6	F		6.	Ex-Officio Member	Geri Poor	N/A	N/A		Seattle Freight Advisory Board
6	M	4	7.	Get Engaged Member	Leonard Harrison Jerome	01/01/25	8/31/25	1	Mayor
6	M	2	8.	Member	Jack Brand	01/01/25	12/31/28	1	Mayor
6	F	3	9.	Member	Alex Hudson	01/01/25	12/31/28	1	Mayor
6	M	6	10	Member	Chase Kitchen	01/01/25	12/31/28	1	Mayor
2	M	5	11.	Member	Kaid Ni Ray-Tipton	01/01/25	12/31/28	1	Mayor
2	F	2	12.	Member	Nafiso D. Samatar	01/01/25	12/31/28	1	Mayor
6	M	1	13.	Member	Steven C. Pumphrey	01/01/25	12/31/28	1	City Council
	F	2	14.	Member	Lynda Firey Oldroyd	01/01/25	12/31/28	1	City Council
3	M	3	15.	Member	Tyler J. Vasquez	01/01/25	12/31/28	1	City Council
			16.	Member		01/01/25	12/31/28		City Council

6	M	5	17.	Member	Jack Edson Whisner	01/01/25	12/31/28	1	City Council
			18.	Member		01/01/25	12/31/28		City Council
6	M	7	19.	Member	Kyle Nolan	01/01/25	12/31/28	1	City Council

SELF-IDENTIFIED DIVERSITY CHART

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	4	2				2				4			
Council	4	1					1			3			
Other	2	2								4			
Total	10	5				2	1			11			

Key:

**\*D** List the corresponding *Diversity Chart* number (1 through 9)

**\*\*G** List *gender*, **M**= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary **O**= Other **U**= Unknown

**RD** Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*



Legislation Text

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**File #:** Appt 03173, **Version:** 1

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Appointment of Lisa Bogardus as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

The Appointment Packet is provided as an attachment.



# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> <i>Lisa Bogardus</i>		
<b>Board/Commission Name:</b> <i>Transportation Levy Oversight Committee</i>		<b>Position Title:</b> <i>Member</i>
<input checked="" type="checkbox"/> <b>Appointment</b> OR <input type="checkbox"/> <b>Reappointment</b>	<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Appointing Authority:</b> <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	<b>Term of Position: *</b> 1/1/2025 <b>to</b> 12/31/2028  <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
<b>Residential Neighborhood:</b> <i>Eastlake</i>	<b>Zip Code:</b> <i>98012</i>	<b>Contact Phone No.:</b> [REDACTED]
<b>Background:</b> <i>As Assistant Executive Secretary of the Seattle Building &amp; Construction Trades Council since 2015 and a member of the Move Seattle Levy Oversight Committee (2019-2024), I have dedicated my time to transportation, both at the local and state levels, ensuring projects proceed efficiently and provide the benefits intended for the community. My experience in overseeing large, complex projects over the last 10 years with the Labor Council has provided me with significant expertise which will help me assess the levy's impact and ensure accountability in how funds are allocated.</i>  <i>Lisa was selected for appointment by Councilmember Dan Strauss (District 6).</i>		
<b>Authorizing Signature (original signature):</b>    <b>Date Signed (appointed):</b> <i>5/13/2025</i>	<b>Appointing Signatory:</b> <i>Rob Saka</i> <i>Councilmember</i>	

\*Term begin and end date is fixed and tied to the position and not the appointment date.

# LISA BOGARDUS



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## **EDUCATION**

### **University of Oregon Law School, Eugene, Oregon**

J.D. May 1998

Mediation Certificate: Oregon 1998

Collaborative Law Certification: Oregon 2007

### **Cambridge University, Downing College 1996**

Cambridge U.K.

International Law, Comparative Criminal Justice Systems

### **State University of New York at Stony Brook, Stony Brook, New York**

B.A. Political Science, 1993

## **PROFESSIONAL EXPERIENCE**

### **Assistant Executive Secretary, Seattle Building and Construction Trades Labor Council**

*April 2015 – Current*

The Labor Council represents 21,000 construction workers throughout King County. Duties include negotiating and managing collective bargaining agreements, Community Workforce Agreements/Project Labor Agreements, and developing policy related to local and statewide labor issues, including transit and housing issues and economic regional development.

### **Construction Labor Group Manager, Port of Seattle**

*July 2012 – April 2015*

Oversaw and managed the Construction Labor Group programmatic administration and budget. Duties included: supervised project compliance team, chief negotiator for the Port's Project Labor Agreements (PLA), worked closely with inter-departmental project management teams, contractors and Building Trades Labor council to address and resolve labor issues ensuring billion-dollar capital program projects delivered on-time.

Provided trainings and outreach to small businesses community on PLA process and Washington State prevailing wage. Initiated and facilitate regional coordination and development of best practices for PLA administration.

**Labor Relations Manager, Port of Seattle**

*March 2008 – July 2012*

Negotiated terms and conditions of employment through collective bargaining with skilled trades unions, including Seattle Building Trades, IAM, IBEW, Operating Engineers. Conducted employee investigations, grievance hearings and mediated negotiated settlements of workplace disputes and issues. Provided management trainings on various topics including contract interpretation and just cause discipline.

2011- 2012 Co-chair of the Community Giving Campaign and member of the Development and Diversity Council

**Associate Attorney, Carey & Lillevik, PLLC, Seattle, Washington**

*September 2006 – February 2008*

Legal practice including criminal law, family law, juvenile representation, collaborative law and mediation practice.

**Public Defender, The Defender Association Seattle, Washington**

*August 2001 – September 2006*

Criminal law including misdemeanors, felonies, and dependencies proceedings.

**Assistant Attorney General, Washington State Attorney General's Office**

*April 2000 – August 2001*

Represented Department of Social and Health Services, Mental Health Division. Litigation, client advise, administrative law, and federal motions practice. Agency clients included Western State Mental Hospital, Special Commitment Center for Sexually Violent Predators, Division of Vocational Rehabilitation.

**Boards and Memberships, past and current:**

Washington State Bar Association  
United Association of Plumbers/Pipefitters  
Martin Luther King Labor Council Delegate  
Puget Sound Labor Agency, Executive Board  
King County Economic Empowerment Board  
Sound Transit Diversity Oversight Committee, Chair

Women Build Nations 2018 Conference, planning committee  
City of Seattle Middle Income Advisory Committee  
Move Seattle Levy Oversight Committee  
Sound Transit Board, Labor Liason

# Transportation Levy Oversight Committee

19 Members: Pursuant to *Ordinance 127053*, all appointed members are subject to City Council confirmation, 4-year terms, except for the Get Engaged Member who will serve a 1-year term pursuant to SMC 3.51.

- 7 City Council-appointed
- 6 Mayor-appointed (includes 1 Get Engaged position)
- 1 Chair of City Council’s Transportation Committee - Ordinance
- 1 City Budget Director - Ordinance
- 1 Seattle Pedestrian Advisory Board
- 1 Seattle Bicycle Advisory Board
- 1 Seattle Transit Advisory Board
- 1 Seattle Freight Advisory Board

## Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1.	Chair of CC’s Transportation Committee	Rob Saka	N/A	N/A		Ordinance
			2.	City Budget Director	Dan Eder	N/A	N/A		Ordinance
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	F	4	16.	Member	Lucy Carter Sloman	01/01/25	12/31/28	1	City Council

6	M	5	17.	Member	Jack Edson Whisner	01/01/25	12/31/28	1	City Council
6	F	6	18.	Member	Lisa Bogardus	01/01/25	12/31/28	1	City Council
6	M	7	19.	Member	Kyle Nolan	01/01/25	12/31/28	1	City Council

**SELF-IDENTIFIED DIVERSITY CHART**

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<b>Mayor</b>	4	2				2				4			
<b>Council</b>	4	3					1			4			
<b>Other</b>	2	2								4			
<b>Total</b>	10	7				2	1			12			

**Key:**

**\*D** List the corresponding *Diversity Chart* number (1 through 9)

**\*\*G** List *gender*, **M**= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary **O**= Other **U**= Unknown

**RD** Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*



Legislation Text

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**File #:** Appt 03174, **Version:** 1

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Appointment of Lucy Carter Sloman as member, Transportation Levy Oversight Committee, for a term to December 31, 2028.

The Appointment Packet is provided as an attachment.



# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> <i>Lucy Carter Sloman</i>		
<b>Board/Commission Name:</b> <i>Transportation Levy Oversight Committee</i>		<b>Position Title:</b> <i>Member</i>
<input checked="" type="checkbox"/> <b>Appointment</b> OR <input type="checkbox"/> <b>Reappointment</b>	<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Appointing Authority:</b> <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	<b>Term of Position: *</b> 1/1/2025 <b>to</b> 12/31/2028  <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
<b>Residential Neighborhood:</b> <i>University Heights</i>	<b>Zip Code:</b> <i>98105</i>	<b>Contact Phone No.:</b> [REDACTED]
<b>Background:</b> <i>Lucy Sloman has dedicated her career to ensuring quality urban design, multimodal mobility, and equitable access are integral and essential elements of the cities she serves as a staff member and/or consultant. Her expertise ranges from managing and performing permit reviews, preparation of standards and guidelines, development agreements, working closely with elected and appointed leadership, and engaging in external and internal negotiations. Lucy works as part of, and for the past 10 years led, multi-disciplinary teams whose engineers and urban planners must balance complex requirements for urban infrastructure, building, and site construction.</i>		
<i>Lucy was selected for appointment by Councilmember Maritza Rivera (District 4).</i>		
<b>Authorizing Signature (original signature):</b>    <b>Date Signed (appointed):</b> 5/19/2025	<b>Appointing Signatory:</b> <i>Rob Saka</i> <i>Councilmember</i>	

\*Term begin and end date is fixed and tied to the position and not the appointment date.

<b>Qualifications</b>	Lucy has dedicated her career to ensuring quality urban design, multimodal mobility, and equitable access are integral and essential elements of the cities she serves as a staff member and/or consultant. Her expertise ranges from managing and performing permit reviews, preparation of standards and guidelines, development agreements, working closely with elected and appointed leadership, and engaging in external and internal negotiations. Lucy works as part of, and for the past 10 years led, multi-disciplinary teams whose engineers and urban planners must balance complex requirements for urban infrastructure, building, and site construction.
<b>Select Work History</b>	<p><i>CityWorks, Inc 2001 to present:</i> President, Senior Planner &amp; Urban Designer. Active consulting contracts: 2001-2012, 2022 to present.</p> <p><i>City of Issaquah 2012-2022:</i> Land Development Manager (managing current planning &amp; engineering permitting), 2012-2021; Current Planning Manager, 2021-2022.</p> <p><i>McConnell/Burke, Inc 1987-2001:</i> Senior Planner.</p> <p><i>Major Development Review Team, City of Issaquah, 1996–2012:</i> Consulting Senior Planner via McConnell/Burke, Inc, CityWorks, Inc, and City of Issaquah.</p> <p><i>University of Washington 1987-1993:</i> (various assignments), Lecturer for Italian Studies in Architecture preparatory class and courses in Italy.</p>
<b>Education &amp; Professional Accreditation</b>	<p><i>American Institute of Certified Planners,</i> Member in good standing since 1992</p> <p><i>University of Washington, Master of Architecture;</i> Thesis: An Urban Design Analysis of the University of Washington’s Metropolitan Tract</p> <p><i>Connecticut College, Bachelor of Arts;</i> Independent Study in Architecture</p>
<b>Presentations &amp; Awards</b>	<p><i>Machinami Foundation July 2019:</i> presentation to Japanese architects and builders of the Japanese Housing Bureau of the Ministry of Land, Infrastructure, Transport, and Tourism; international tour including Issaquah Highlands.</p> <p><i>ULI Center for Leadership, Session 3 December 2014:</i> presentation on City of Issaquah and tour of the Issaquah Highlands’ development and innovative urban design and transportation trends.</p> <p><i>WASLA &amp; WRPA Conference, April 2014:</i> Bellevue College Issaquah Campus: joint presentation (City of Issaquah [only representative], Bellevue College, Otak).</p> <p><i>Vision 2040 Awards, April 2013:</i> YWCA Family Village.</p> <p><i>ULI Housing Opportunity National Conference, Eastside Mobile Tour, March 2013:</i> Issaquah Highlands and YWCA Family Village (first of three legs of their tour).</p> <p><i>Green Globe Award (King County), April 2011:</i> YWCA Family Village.</p> <p><i>ULI Reality Check, April 2008:</i> Facilitator of a team.</p> <p><i>American Planning Association, Puget Sound Chapter, Brownbag presentation, February 2007:</i> Alternative Street Types.</p> <p><i>American Planning Association, Puget Sound Chapter, Brownbag presentation, May 2006:</i> Commission Training Toolkit: Pedestrian Tools.</p> <p><i>American Planning Association, Washington State Chapter Award, 2003:</i> Issaquah Highlands Partnering.</p> <p><i>American Planning Association, National Conference, Mobile Workshop, 1999.</i></p> <p><i>American Planning Association, Washington State Chapter Award, 1999:</i> Issaquah Highlands Urban Design Guidelines.</p> <p><i>American Planning Association, Washington State Chapter Award, 1991:</i> BelRed/Overlake Transportation Plan Implementation.</p>

# Transportation Levy Oversight Committee

19 Members: Pursuant to *Ordinance 127053*, all appointed members are subject to City Council confirmation, 4-year terms, except for the Get Engaged Member who will serve a 1-year term pursuant to SMC 3.51.

- 7 City Council-appointed
- 6 Mayor-appointed (includes 1 Get Engaged position)
- 1 Chair of City Council’s Transportation Committee - Ordinance
- 1 City Budget Director - Ordinance
- 1 Seattle Pedestrian Advisory Board
- 1 Seattle Bicycle Advisory Board
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## Roster:

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3	M	3	15.	Member	Tyler J. Vasquez	01/01/25	12/31/28	1	City Council
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SELF-IDENTIFIED DIVERSITY CHART

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)			
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
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Key:

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**RD** Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*



Legislation Text

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**File #:** CB 120975, **Version:** 2

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**CITY OF SEATTLE**

**ORDINANCE \_\_\_\_\_**

**COUNCIL BILL \_\_\_\_\_**

AN ORDINANCE relating to land use and zoning; addressing signage; clarifying requirements and supporting efficient permitting processes for light rail transit facilities; adding new Sections 23.55.070, 23.80.006, and 23.80.008 to the Seattle Municipal Code; and amending Sections 3.58.010, 3.58.080, 23.40.006, 23.40.080, 23.42.040, 23.42.055, 23.47A.004, 23.48.005, 23.49.002, 23.49.042, 23.49.090, 23.49.142, 23.49.300, 23.49.318, 23.50A.040, 23.51A.002, 23.51A.004, 23.52.004, 23.54.015, 23.55.056, 23.76.004, 23.76.006, 23.76.010, 23.76.012, 23.76.015, 23.76.020, 23.76.026, 23.76.028, 23.76.029, 23.80.002, 23.80.004, 23.84A.026, 23.84A.038, 23.88.020, 25.08.655, 25.09.300, and 25.11.020 of the Seattle Municipal Code.

WHEREAS, in November 2016, the voters of the three-county Central Puget Sound Regional Transit Authority (“Sound Transit”), including 70 percent of Seattle voters, approved Sound Transit 3 (“ST3”), a 25-year high-capacity system expansion plan which includes expansions of Link Light Rail to West Seattle, and between downtown and Ballard, jointly referred to as the West Seattle and Ballard Link Extensions project; and

WHEREAS, in May 2016, in Resolution 31668, the Council and Mayor resolved, upon voter approval, to work with Sound Transit to accelerate delivery of ST3 projects in Seattle; and

WHEREAS, as affirmed by the City Council in Resolution 31788, the City and Sound Transit executed the Partnering Agreement between Sound Transit and The City of Seattle for the West Seattle and Ballard Link Extensions Project on January 5, 2018; and

WHEREAS, The City of Seattle is proposing changes to development regulation and processes applicable to light rail transit facilities to streamline the permit review process or resolve code conflicts; NOW, THEREFORE,

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

Section 1. Section 3.58.010 of the Seattle Municipal Code, last amended by Ordinance 125586, is amended as follows:

**3.58.010 Commission established**

There is established, as of October 1, 1968, a Seattle Design Commission to act in a consulting capacity advisory to the City in connection with environmental and design aspects of ((City)) capital improvement projects, light rail transit facilities, and private or public-agency proposals for the long-term use of public rights-of-way, or the permanent use of a street, alley, or other public right-of-way subject to a vacation. The Seattle Design Commission shall serve functions and carry out duties as provided in this Chapter 3.58.

Section 2. Section 3.58.080 of the Seattle Municipal Code, last amended by Ordinance 125586, is amended as follows:

**3.58.080 Advisory duties**

The advisory and review function of the Commission shall include:

A. Studying capital improvement projects before design starts and formulating recommended aesthetic, environmental, and design principles and objectives that the Commission believes should be sought in developing the project. These recommendations should be discussed with the project designers and appropriate City officials before starting design work.

B. Reviewing capital improvement projects during the design period and recommending approval or changes upon completing the schematic design phase, the design development phase, and the construction document phase. It shall be the Commission's function to advise and assist the project designer and appropriate City officials in developing the project. The Commission may recommend changes in the project designer's work or recommend approval. Commission review of the construction document phase shall mean review relative to compliance with previously-determined environmental and aesthetic objectives.

C. Assisting City officials in selecting project designers. At the request of the City department with

responsibility for managing a capital improvement project, individual Commission members shall serve on the selection panel that recommends design services for executing the projects.

D. Reviewing requests for street, alley, or other public place vacations pursuant to Chapter 15.62; skybridge petitions pursuant to Chapter 15.64; or other above-grade significant structure term permit applications pursuant to Chapter 15.65. The Commission shall provide the Council with a recommendation on the proposed application or petition and any proposed public benefits associated with a petition.

E. Reviewing light rail transit facility projects and providing recommendations to the Director of the Seattle Department of Construction and Inspections and the Director of Transportation, pursuant to Section 23.80.006.

Section 3. Section 23.40.006 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

**23.40.006 Demolition of housing**

A demolition permit for a structure containing a dwelling unit may only be issued if one of the following conditions is met, provided that no permit for demolition of a structure containing a dwelling unit may be issued if the new use is for non-required parking:

A. The structure has not been occupied as rental housing during the prior ~~((6))~~ six months, and the demolition does not aid expansion of an adjacent non-residential use in a neighborhood residential or lowrise zone~~((, except as required for extension of light rail transit lines))~~ ;

B. A permit or approval has been issued by the Director according to the procedures set forth in Chapter 23.76~~((, Procedures for Master Use Permits and Council Land Use Decisions,))~~ to change the use of the structure or the premises;

C. A permit or approval has been issued by the Director to relocate the structure containing a dwelling unit to another lot, whether within the City limits or outside the City limits, to be used, on the new lot, as a dwelling unit;

D. A complete building permit application for construction of a new principal structure on the same lot as the structure to be demolished has been submitted to the Director, the demolition permit application and the building permit application are categorically exempt from review under Chapter 25.05, ~~((Environmental Policies and Procedures,))~~ the issuance of some other approval is not required by this Title 23 or Title 25 as a condition to issuing the demolition permit, and the Director has approved a waste diversion plan pursuant to Section 23.40.007;

E. Demolition of the structure is ordered by the Director for reasons of health and safety under Chapter 22.206 or 22.208 ~~((of the Housing and Building Maintenance Code)),~~ or under the provisions of the Seattle Building Code or the Seattle Residential Code; ~~((or))~~

F. Demolition of the structure is for light rail transit facility construction; or

~~((F.))~~ G. The structure is in the MPC-YT zone.

Section 4. Section 23.40.080 of the Seattle Municipal Code, enacted by Ordinance 127054, is amended as follows:

**23.40.080 Conversion to residential use in an existing structure**

\* \* \*

H. An applicant for a conversion to residential use in an existing structure meeting the criteria of subsection 23.40.080.A that vested to this Chapter 23.40 prior to ~~((the effective date of this ordinance))~~ August 12, 2024, may elect to modify the vesting date of the development pursuant to subsection ~~((23.76.026.E))~~ 23.76.026.F to a date subsequent to ~~((the effective date of this ordinance))~~ August 12, 2024.

Section 5. Section 23.42.040 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

**23.42.040 Intermittent, temporary, and interim uses**

The Director may grant, deny, or condition applications for the following intermittent, temporary, or interim uses not otherwise permitted or not meeting development standards in the zone:

A. Intermittent uses

1. A Master Use Permit for a ~~((time))~~ period of up to one year may be authorized for any use that occurs no more than two days per week and does not involve the erection of a permanent structure, provided that:

- a. The use is not materially detrimental to the public welfare; and
- b. The use does not result in substantial injury to the property in the vicinity; and
- c. The use is consistent with the spirit and purpose of the Land Use Code.

B. Temporary ~~((Four Week Use))~~ four-week use. A Master Use Permit for a ~~((time))~~ period of up to four weeks may be authorized for any use that does not involve the erection of a permanent structure and that meets the requirements of subsections 23.42.040.A.1.a~~((--))~~ through 23.42.040.A.1.c.

C. Temporary ~~((Uses for Up to Six Months))~~ uses for up to six months. A Master Use Permit for a ~~((time))~~ period of up to six months may be authorized for any use that does not involve the erection of any permanent structure and that meets the requirements of subsections 23.42.040.A.1.a~~((--))~~ through 23.42.040.A.1.c.

\* \* \*

F. ~~((Light Rail Transit Facility Construction))~~ Temporary use for light rail transit facility construction. A temporary structure or use that supports the construction of a light rail transit facility may be authorized by the Director pursuant to a Master Use Permit subject to the requirements of this subsection 23.42.040.F and subsection 23.60A.209.E if the structure or use is within the Shoreline District.

1. The alignment, station locations, and maintenance base location of the light rail transit system must first be approved by the City Council by ordinance or resolution.

2. The temporary use or structure may be authorized for only so long as is necessary to support construction of the related light rail transit facility and must be terminated or removed when construction of the related light rail transit facility is completed or in accordance with the ~~((MUP))~~ Master Use Permit.

3. The applicant must submit plans for the establishment of temporary construction uses and facilities to the Director for approval. When reviewing the application, the Director shall consider the duration and severity of impacts, and the number and special needs of people and businesses exposed, such as frail, elderly, and special needs residents. Following review of proposed plans and measures to mitigate impacts of light rail transit facility construction, and prior to the issuance of any permits granting permission to establish construction facilities and uses, the Director may impose reasonable conditions to reduce construction impacts on surrounding uses and area, including but not limited to the following:

a. Noise and ~~((Grading and Drainage))~~ grading and drainage. Noise impacts will be governed by ~~((the Noise Control Ordinance(-))~~ Chapter 25.08 ~~((+))~~ and off-site impacts associated with grading and drainage will be governed by ~~((the Grading Code(-))~~ Chapter 22.170 ~~((+))~~ and ~~((the Stormwater Code(-))~~ Chapters 22.800 through 22.808 ~~((+))~~).

b. Light. To the extent feasible, light should be shielded and directed away from adjoining properties.

c. Best ~~((Management Practices))~~ management practices. Construction activities on the site must comply with ~~((Volume 2 of the Stormwater Director's Rules, Construction Stormwater Control Technical Requirements Manual))~~ subsection 22.805.020.D.

d. Parking and ~~((Traffic-))~~ traffic

1) Measures addressing parking and traffic impacts associated with truck haul routes, truck loading and off-loading facilities, parking supply displaced by construction activity, and temporary construction ~~((-))~~ worker parking, including measures to reduce demand for parking by construction employees, must be included and must be appropriate to the temporary nature of the use.

2) Temporary parking facilities provided for construction workers need not satisfy the parking requirements of the underlying zone or the parking space standards of Section 23.54.030.

e. Local ~~((Businesses))~~ businesses. The applicant must address measures to limit

disruption of local business, including pedestrian and/or auto access to business, loss of customer activity, or other impacts due to protracted construction activity.

f. Security. The applicant must address site security and undertake measures to ensure the site is secure at all times and to limit trespassing or the attraction of illegal activity to the surrounding neighborhood.

g. Site/Design. The construction site should be designed in a manner that minimizes pedestrian/vehicle conflicts and does not unnecessarily impede pedestrian mobility around the site and through adjoining neighborhoods. Measures should also be undertaken to ensure appropriate screening of materials storage and other construction activities from surrounding streets and properties.

h. Public (~~Information~~) information. Actions should be taken that will inform surrounding residents and businesses of construction activities taking place and their anticipated duration, including a 24-hour phone number to seek additional information or to report problems.

i. Weather. Temporary structures must be constructed to withstand inclement weather conditions.

j. Vibration. The applicant must consider measures to mitigate vibration impacts on surrounding residents and businesses.

k. Construction management plan. The Director shall require a preliminary construction management plan prior to permit approval and a final construction management plan prior to use of the site. The construction management plan shall incorporate, to the extent feasible, public comment provided through the Community Outreach Report, required by Subsection 23.80.002.B, and be approved by the Director of Transportation.

4. Site (~~Restoration~~) restoration

a. The applicant must also agree, in writing, to submit a restoration plan to the Director for restoring areas occupied by temporary construction activities, uses, or structures.

b. The restoration plan must be submitted and approved prior to the applicant vacating the construction site and it must include proposals for cleaning, clearing, removing construction debris, grading, remediation of landscaping that prioritizes installation of woody vegetation wherever feasible, and restoration of grade and drainage.

c. Site restoration must generally be accomplished within 180 days of cessation of use of the site for construction uses and activities, unless otherwise agreed to between the applicant and the Director.

d. The Director will approve plans for site restoration in accordance with mitigation plans authorized under this ~~((section))~~ Section 23.42.040.

~~((5. A Master Use Permit for a temporary structure or use that supports the construction of a light rail transit facility shall not be issued until the Director has received satisfactory evidence that the applicant has obtained sufficient funding (which might include a Full Funding Agreement with a federal agency) to complete the work described in the Master Use Permit application.))~~

5. Tree and vegetation management plan (TVMP) for light rail transit facilities. A TVMP must be reviewed and approved by the Director prior to approval of the Master Use Permit. Tree removal and vegetation management activities for light rail transit facilities shall meet the requirements of this subsection 23.42.040.F.5 and comply with the approved TVMP.

a. The TVMP shall contain the following information. All information in the TVMP must be consistent with the requirements of subsections 23.42.040.F.5.b through 23.42.040.F.5.g.

- 1) An inventory and map of all trees anticipated to be retained and removed during construction;
- 2) Documentation of proposed protection methods for retained trees;
- 3) A description of all proposed tree mitigation;
- 4) Best management practices to be used during construction;
- 5) Site restoration requirements that prioritize installation of woody vegetation

wherever feasible; and

6) Post-construction tree and vegetation management practices.

b. Trees retained during construction must be protected by approved methods consistent with the American National Standards Institute A300 standards.

c. Trees and vegetation in environmentally critical areas are subject to requirements of Chapter 25.09.

d. Trees and vegetation in shoreline environments are subject to Chapter 23.60A.

e. Trees in the right-of-way are subject to requirements of Title 15.

f. Trees on City property are subject to the requirements of applicable executive orders.

g. Except for trees in an environmentally critical area, a shoreline environment, or on City property and right-of-way, each tree removed shall be replaced by one or more new trees, the size and species of which shall be approved by the Director to comply with the following requirements. Alternatively, the removal of a tree may be replaced with an in-lieu-fee approved by the Director.

1) Tree replacement shall be designed to result, upon maturity, in a canopy cover that is at least roughly proportional to the canopy cover prior to tree removal.

2) Replacement tree species shall be native and/or culturally significant species, and resilient to climate change.

3) Tree replacement shall be prioritized in the light rail construction areas.

4) Tree maintenance and monitoring is required for a five-year period after site restoration is complete.

5) Tree replacement, site restoration, and voluntary payment in lieu must be completed prior to revenue service operation of the light rail facility.

h. Records. A public agency acting pursuant to this subsection 23.42.040.F.5 shall maintain all applicable records documenting compliance with a TVMP. A public agency shall provide the

records to the Director upon request.

G. (~~Reserved.~~

H.)) Authorized intermittent, temporary, and interim uses do not interrupt any legally established permanent use of a property.

Section 6. Section 23.42.055 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

**23.42.055 Development of affordable units on property owned or controlled by a religious organization**

\* \* \*

E. Applicability. Projects that vested according to Section 23.76.026 prior to August 9, 2021, in accordance with subsection (~~(23.76.026.E)~~) 23.76.026.F and that satisfy the requirements of this Section 23.45.055 are also eligible to use the alternative development standards authorized by this Section 23.42.055 where allowed by the provisions of the zone.

Section 7. Section 23.47A.004 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.47A.004 Permitted and prohibited uses**

\* \* \*

D. Public facilities

1. Uses in public facilities that are most similar to uses permitted outright or permitted as a conditional use under this Chapter 23.47A are permitted outright or as a conditional use, respectively, subject to the same use regulations, development standards, and conditional use criteria that govern the similar uses.

2. Permitted uses in public facilities requiring council approval. Unless specifically prohibited in Table A for 23.47A.004, uses in public facilities that are not similar to uses permitted outright or permitted as a conditional use under this Chapter 23.47A, may be permitted by the (~~(City)~~) Council.

3. In all NC zones and C zones, uses in public facilities not meeting development standards may

be permitted by the Council, and the Council may waive or grant departures from development standards, if the following criteria are satisfied:

- a. The project provides unique services that are not provided to the community by the private sector, such as police and fire stations;
  - b. The proposed location is required to meet specific public service delivery needs;
  - c. The waiver of or departure from the development standards is necessary to meet specific public service delivery needs; and
  - d. The relationship of the project to the surrounding area has been considered in the design, siting, landscaping, and screening of the facility.
4. The ((City)) Council's use approvals, and waivers of or grants of departures from applicable development standards or conditional use criteria, contemplated by subsections 23.47A.004.D.2 and 23.47A.004.D.3, are governed by the provisions of Chapter 23.76, Subchapter III((~~Council Land Use Decisions~~)).
5. Expansion of uses in public facilities
- a. Major expansion. Major expansion of uses in public facilities allowed pursuant to subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3 may be permitted according to the criteria and process in those subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3. A major expansion of a public facility use occurs when an expansion would not meet development standards or the area of the expansion would exceed either 750 square feet or ((10)) ten percent of the existing area of the use, whichever is greater. For the purposes of this subsection 23.47A.004.D, area of use includes gross floor area and outdoor area devoted actively to that use, other than as parking.
  - b. Minor expansion. An expansion of a use in a public facility that is not a major expansion is a minor expansion. Minor expansions to uses in public facilities allowed pursuant to subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3 ((above)) may be permitted according to the provisions

of Chapter 23.76((7)) for a Type I Master Use Permit.

6. Essential public facilities. Permitted essential public facilities ((will)) , except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80(~~(Essential Public Facilities)~~). Notwithstanding conflicting provisions in subsections 23.47A.004.D.3 and 23.47A.004.D.5, light rail transit facilities are exempt from the development standards in this Chapter 23.47A and shall be reviewed according to the provisions of Chapter 23.80.

7. Youth service centers existing as of January 1, 2013, in public facilities operated by King County within ((Urban Center Villages)) urban center villages and replacements, additions, or expansions to such King County public facilities are permitted in NC3 zones.

\* \* \*

I. The terms of Table A for 23.47A.004 are subject to any applicable exceptions or contrary provisions expressly provided for in this Title 23.

\* \* \*

Section 8. Section 23.48.005 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.48.005 Uses**

\* \* \*

E. Public facilities in all SM zones

1. Uses in public facilities that are most similar to uses permitted outright or permitted as a conditional use under this Chapter 23.48 are permitted outright or as a conditional use, respectively, subject to the same use regulations, development standards, and conditional use criteria that govern the similar uses.

2. Permitted uses in public facilities requiring council approval. Unless specifically prohibited in this Chapter 23.48, uses in public facilities that are not similar to uses permitted outright or permitted as a conditional use under this Chapter 23.48 may be permitted by the ((City)) Council.

3. In all SM zones, uses in public facilities not meeting development standards may be permitted by the Council, and the Council may waive or grant departures from development standards, if the following criteria are satisfied:

- a. The project provides unique services that are not provided to the community by the private sector, such as police and fire stations;
- b. The proposed location is required to meet specific public service delivery needs;
- c. The waiver of or departure from the development standards is necessary to meet specific public service delivery needs; and
- d. The relationship of the project to the surrounding area has been considered in the design, siting, landscaping, and screening of the facility.

4. The ((City)) Council's use approvals, and waivers of or grants of departures from applicable development standards or conditional use criteria, contemplated by subsections 23.48.005.E.2 and 23.48.005.E.3, are governed by the provisions of Chapter 23.76, Subchapter III.

5. Expansion of uses in public facilities

a. Major expansion. Major expansion of uses in public facilities allowed pursuant to subsections 23.48.005.E.1, 23.48.005.E.2, and 23.48.005.E.3 may be permitted according to the criteria and process in those subsections 23.48.005.E.1, 23.48.005.E.2, and 23.48.005.E.3. A major expansion of a public facility use occurs when an expansion would not meet development standards or the area of the expansion would exceed either 750 square feet or ten percent of the existing area of the use, whichever is greater. For the purposes of this Section 23.48.005, area of use includes gross floor area and outdoor area devoted actively to that use, other than as parking.

b. Minor expansion. An expansion of a use in a public facility that is not a major expansion is a minor expansion. Minor expansions to uses in public facilities allowed pursuant to subsections 23.48.005.E.1, 23.48.005.E.2, and 23.48.005.E.3 above may be permitted according to the provisions of

Chapter 23.76 for a Type I Master Use Permit.

6. Essential public facilities. Permitted essential public facilities ((will)) , except for light rail transit facilities, shall be reviewed according to the provisions of Chapter 23.80. Light rail transit facilities are exempt from the development standards in this Chapter 23.48 and shall be reviewed according to the provisions of Chapter 23.80.

Section 9. Section 23.49.002 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.49.002 Scope of provisions**

A. This Chapter 23.49 details those authorized uses and their development standards which are or may be permitted in downtown zones: Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), Downtown Retail Core (DRC), Downtown Mixed Commercial (DMC), Downtown Mixed Residential (DMR), Pioneer Square Mixed (PSM), International District Mixed (IDM), International District Residential (IDR), Downtown Harborfront 1 (DH1), Downtown Harborfront 2 (DH2), and Pike Market Mixed (PMM).

B. Property in the following special districts: Pike Place Market Urban Renewal Area, Pike Place Market Historic District, Pioneer Square Preservation District, International Special Review District, and the Shoreline District, are subject to both the requirements of this Chapter 23.49 and the regulations of the district.

\* \* \*

G. Light rail transit facilities shall be reviewed according to the provisions of Chapter 23.80 and are exempt from development standards of Subchapters I through IV and Subchapters VIII through X of this Chapter 23.49.

Section 10. Section 23.49.042 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.49.042 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed Commercial permitted uses**

The provisions of this Section 23.49.042 apply in DOC1, DOC2, and DMC zones.

A. All uses are permitted outright except those specifically prohibited by Section 23.49.044 and those permitted only as conditional uses by Section 23.49.046. Parking is allowed pursuant to Section 23.49.019 and Section 23.49.045, and major cannabis activity is allowed pursuant to Section 23.42.058.

B. All uses not prohibited shall be permitted as either principal or accessory uses.

C. Except as provided in subsection 23.49.046.D.2, uses in public facilities that are most similar to uses permitted outright under this Chapter 23.49 shall also be permitted outright subject to the same use regulations and development standards that govern the similar uses.

D. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80. Light rail transit facilities are exempt from the development standards in this Subchapter II and shall be reviewed according to the provisions of Chapter 23.80.

Section 11. Section 23.49.090 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.49.090 Downtown Retail Core, permitted uses**

A. All uses are permitted outright except those that are specifically prohibited by Section 23.49.092 and those that are permitted only as conditional uses by Section 23.49.096. Parking is allowed subject to Section 23.49.019 and Section 23.49.094 and major cannabis activity is allowed subject to Section 23.42.058.

B. All uses not prohibited shall be permitted as either principal or accessory uses.

C. Except as provided in Section 23.49.096, uses in public facilities that are most similar to uses permitted outright under this Chapter 23.49 shall also be permitted outright subject to the same use regulations and development standards that govern the similar uses.

D. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80. Light rail transit facilities are exempt from the development standards in this Subchapter III and shall be reviewed according to the provisions of Chapter 23.80.

Section 12. Section 23.49.142 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.49.142 Downtown Mixed Residential, permitted uses**

A. All uses are permitted outright except those specifically prohibited by Section 23.49.144 and those permitted only as conditional uses by Section 23.49.148. Parking is permitted pursuant to Section 23.49.019 and Section 23.49.146, and major cannabis activity is allowed pursuant to Section 23.42.058.

B. All uses not prohibited are permitted as either principal or accessory uses.

C. Except as provided in subsection 23.49.148.D.2, uses in public facilities that are most similar to uses permitted outright under this Chapter 23.49 are also permitted outright subject to the same use regulations and development standards that govern the similar uses.

D. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80. Light rail transit facilities shall be exempt from the development standards in this Subchapter IV and reviewed according to the provisions of Chapter 23.80.

Section 13. Section 23.49.300 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.49.300 Downtown Harborfront 1, uses**

A. Uses that are permitted or prohibited in Downtown Harborfront 1 are identified in Chapter 23.60A, except that major cannabis activity is prohibited.

B. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80. Light rail transit facilities are exempt from the development standards in this Subchapter VIII and shall be reviewed according to the provisions of Chapter 23.80.

Section 14. Section 23.49.318 of the Seattle Municipal Code, last amended by Ordinance 118672, is amended as follows:

**23.49.318 Downtown Harborfront 2, permitted uses((-))**

A. All uses shall be permitted outright except those which are specifically prohibited in Section 23.49.320, those which are permitted only as conditional uses by Section 23.49.324, and parking, which shall be regulated by Section 23.49.322. Additionally, uses may be further restricted by the Seattle Shoreline Master Program.

B. All uses not specifically prohibited shall be permitted as either principal or accessory uses.

C. Public ~~((Facilities.))~~ facilities

1. Except as provided in Section ~~((23.49.324 D2))~~ 23.49.324.D.2, uses in public facilities that are most similar to uses permitted outright under this ~~((chapter))~~ Chapter 23.49 shall also be permitted outright subject to the same use regulations and development standards that govern the similar uses.

2. Essential ~~((Public Facilities))~~ public facilities. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80~~((, Essential Public Facilities))~~. Light rail transit facilities are exempt from the development standards in this Subchapter IX and shall be reviewed according to the provisions of Chapter 23.80.

Section 15. Section 23.50A.040 of the Seattle Municipal Code, enacted by Ordinance 126862, is amended as follows:

**23.50A.040 Permitted and prohibited uses**

\* \* \*

D. Public facilities

1. Similar uses permitted. Except as provided in subsections 23.50A.040.D.2 and 23.50A.040.D.3 and in Section 23.50A.100, uses in public facilities that are most similar to uses permitted outright or permitted by conditional use in this ~~((chapter))~~ Chapter 23.50A are also permitted outright or by conditional use, subject to the same use regulations, development standards, and administrative conditional use criteria that govern the similar uses.

2. Waivers or modification by the ~~((City))~~ Council for similar uses. The ~~((City))~~ Council may

waive or modify applicable development standards or conditional use criteria for those uses in public facilities that are similar to uses permitted outright or permitted by conditional use according to Chapter 23.76, Subchapter III, with public projects considered as Type IV quasi-judicial decisions and City facilities considered as Type V legislative decisions.

3. Other uses permitted in public facilities. Unless specifically prohibited, uses in public facilities that are not similar to uses permitted outright or permitted by a conditional use or special exception under this Chapter 23.50A may be permitted by the ((City)) Council. The ((City)) Council may waive or modify development standards or conditional use criteria according to Chapter 23.76, Subchapter III, with public projects considered as Type IV quasi-judicial decisions and City facilities considered as Type V legislative decisions.

4. Uses in public facilities not meeting development standards. In all industrial zones, uses in public facilities not meeting development standards may be permitted by the Council if the following criteria are satisfied:

- a. The project provides unique services that are not provided to the community by the private sector, such as police and fire stations; and
- b. The proposed location is required to meet specific public service delivery needs; and
- c. The waiver or modification to the development standards is necessary to meet specific public service delivery needs; and
- d. The relationship of the project to the surrounding area has been considered in the design, siting, landscaping, and screening of the facility.

5. Expansion of uses in public facilities

a. Major expansion. Major expansions may be permitted to uses in public facilities allowed pursuant to subsections 23.50A.040.D.1, 23.50A.040.D.2, and 23.50A.040.D.3 according to the same provisions and procedural requirements as described in these subsections. A major expansion of a public facility

use is one that would not meet development standards, or one that would exceed the greater of 750 square feet or ten percent of its existing area, including gross floor area and areas devoted to active outdoor uses other than parking.

b. Minor expansion. An expansion that is not a major expansion is a minor expansion.

Minor expansions may be permitted to uses in public facilities allowed pursuant to subsections 23.50A.040.D.1, 23.50A.040.D.2, and 23.50A.040.D.3 according to Chapter 23.76 for a Type I Master Use Permit if the development standards of the zone in which the public facility is located are met.

6. Essential public facilities. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to Chapter 23.80. Light rail transit facilities are exempt from the development standards in this Chapter 23.50A and shall be reviewed according to the provisions of Chapter 23.80.

\* \* \*

Section 16. Section 23.51A.002 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

**23.51A.002 Public facilities in neighborhood residential zones**

A. Except as provided in subsections (~~(B, D and E of this Section 23.51A.002)~~) 23.51A.002.B, 23.51A.002.D, 23.51A.002.E, and 23.51A.002.G, uses in public facilities that are most similar to uses permitted outright or permitted as an administrative conditional use under Chapter 23.44 are also permitted outright or as an administrative conditional use, subject to the same use regulations, development standards and administrative conditional use criteria that govern the similar use. The (~~(City)~~) Council may waive or modify applicable development standards or administrative conditional use criteria according to the provisions of Chapter 23.76, Subchapter III(~~(, Council Land Use Decisions)~~), with public projects considered as Type IV quasi-judicial decisions and City facilities considered as Type V legislative decisions.

\* \* \*

C. Expansion of uses in public facilities

1. Major expansion. Major expansions may be permitted for uses in public facilities allowed in subsections 23.51A.002.A and 23.51A.002.B according to the same provisions and procedural requirements as described in these subsections. Except as provided in subsection 23.51A.002.C.2.a, a major expansion of a public facility use occurs when the proposed expansion would not meet development standards or would exceed either 750 square feet or ten percent of its existing area, whichever is greater, including gross floor area and areas devoted to active outdoor uses other than parking.

2. Minor expansion. When an expansion falls below the major expansion threshold level, it is a minor expansion. Minor expansions may be permitted for uses in public facilities allowed in subsections 23.51A.002.A and 23.51A.002.B according to the provisions of Chapter 23.76 for a Type I Master Use Permit when the development standards of the zone in which the public facility is located are met or as follows:

a. For existing sewage treatment plants for which there is a current Department of Ecology order requiring corrective action and the expansion falls below the major expansion threshold level, as a Type I Master Use Permit, the Director may waive or modify applicable development standards; provided, that:

1) The expansion area is at least 50 feet from the nearest lot line;

2) The waiver or modification of physical development standards is the least necessary to achieve the applicant's proposed solution; and

3) The applicant submits a construction management plan, which is approved by the Director.

b. An application vested according to the provisions of Section 23.76.026 may elect to apply subsection 23.51A.002.C.2.a to their project according to the provisions of subsection ((23.76.026.E)) 23.76.026.F.

\* \* \*

F. Essential (~~(Public Facilities)~~) public facilities except for light rail transit facilities. Permitted essential public facilities, except for light rail transit facilities, shall also be reviewed according to the provisions of Chapter 23.80(~~(Essential Public Facilities)~~).

G. Light rail transit facilities. Light rail transit facilities are permitted uses in all neighborhood residential zones. Light rail transit facilities are exempt from the development standards in Chapter 23.44 and shall be reviewed according to the provisions of Chapter 23.80.

Section 17. Section 23.51A.004 of the Seattle Municipal Code, last amended by Ordinance 125558, is amended as follows:

**23.51A.004 Public facilities in multifamily zones**

A. Except as otherwise provided in subsections 23.51A.004.D and 23.51A.004.H, uses in public facilities that are most similar to uses permitted outright or permitted as an administrative conditional use under the applicable zoning are also permitted outright or as an administrative conditional use, subject to the same use regulations, development standards, and administrative conditional use criteria that govern the similar use.

\* \* \*

F. Essential public facilities (~~(will)~~), except for light rail transit facilities, shall be reviewed according to the provisions of Chapter 23.80(~~(Essential Public Facilities)~~).

G. Uses in existing or former public schools

1. Child-care centers, preschools, public or private schools, educational and vocational training for the disabled, adult evening education classes, nonprofit libraries, community centers, community programs for the elderly, and similar uses are permitted in existing or former public schools.

2. Other non-school uses are permitted in existing or former public schools pursuant to procedures established in Chapter 23.78(~~(Establishment of Criteria for Joint Use or Reuse of Schools)~~).

H. Light rail transit facilities. Light rail transit facilities are permitted uses in all multifamily residential zones. Light rail transit facilities are exempt from the development standards in Chapter 23.45 and shall be

reviewed according to the provisions of Chapter 23.80.

Section 18. Section 23.52.004 of the Seattle Municipal Code, last amended by Ordinance 125757, is amended as follows:

**23.52.004 Requirement to meet transportation level-of-service standards**

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

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

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

\* \* \*

Section 19. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.54.015 Required parking and maximum 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 service areas based on proximity to a transit station or stop served by a frequent transit route. The determination whether a proposed development site is in a scheduled frequent 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 service area, at the election of the project applicant in accordance with subsection ((~~23.76.026.E~~)) 23.76.026.F.

\* \* \*

<b>Table D for 23.54.015</b>			
<b>Parking for bicycles<sup>1</sup></b>			
<b>Use</b>		<b>Bike parking requirements</b>	
		<b>Long-term</b>	<b>Short-term</b>
<b>A. COMMERCIAL USES</b>			
A.1.	Eating and drinking establishments	1 per 5,000 square feet	1 per 1,000 square feet
A.2.	Entertainment uses other than theaters and spectator sports facilities	1 per 10,000 square feet	Equivalent to 5 percent of maximum building capacity rating
	A.2.a	Theaters and spectator facilities	Equivalent to 8 per maximum building rating <sup>2</sup>

A.3.	Lodging uses	3 per 40 rentable rooms	1 per 20 rentable rooms plus 1 per 4,000 square feet of conference and meeting rooms
A.4.	Medical services	1 per 4,000 square feet	1 per 2,000 square feet
A.5.	Offices and laboratories, research and development	1 per 2,000 square feet	1 per 10,000 square feet
A.6.	Sales and services, general	1 per 4,000 square feet	1 per 2,000 square feet
A.7.	Sales and services, heavy	1 per 4,000 square feet	1 per 10,000 square feet of occupied floor area; 2 spaces minimum
<b>B. INSTITUTIONS</b>			
B.1.	Institutions not listed below	1 per 4,000 square feet	1 per 10,000 square feet
B.2.	Child care centers	1 per 4,000 square feet	1 per 20 children. 2 spaces minimum
B.3.	Colleges	1 per 5,000 square feet	1 per 2,500 square feet
B.4.	Community clubs or centers	1 per 4,000 square feet	1 per 1,000 square feet
B.5.	Hospitals	1 per 4,000 square feet	1 per 10,000 square feet
B.6.	Libraries	1 per 4,000 square feet	1 per 2,000 square feet
B.7.	Museums	1 per 4,000 square feet	1 per 2,000 square feet
B.8.	Religious facilities	1 per 4,000 square feet	1 per 2,000 square feet

B.9.	Schools, primary and secondary	3 per classroom	1 per classroom
B.10.	Vocational or fine arts schools	1 per 5,000 square	1 per 2,500 square feet
C. MANUFACTURING USES		1 per 4,000 square feet	1 per 20,000 square
D. RESIDENTIAL USES <sup>3</sup>			
D.1.	Congregate residences <sup>4</sup>	1 per 4 sleeping rooms	1 per 80 sleeping rooms. 2 spaces minimum
D.2.	Multifamily structures other than townhouses and rowhouse developments <sup>4,5</sup>	1 per dwelling unit	1 per 20 dwelling units
D.3.	Single-family residences	None	None
D.4.	Townhouse and rowhouse developments <sup>5</sup>	1 per dwelling unit	None
E. TRANSPORTATION FACILITIES			
E.1.	Park and ride facilities on surface parking lots	At least 20 <sup>6</sup>	At least 10

E.2.	Park and ride facilities in parking garages	At least 20 if parking is the principal use of a property; zero if non-parking is the principal use of a property	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property
E.3.	Flexible-use parking garages and flexible-use parking surface lots	1 per 20 auto space	None
E.4.	<del>((Rail transit facilities and passenger terminals))</del> <u>Passenger terminals</u>	Spaces for 5 percent of projected AM peak period daily ridership <sup>6</sup>	Spaces for 2 percent of projected AM peak period daily ridership
E.5.	<u>Light rail transit stations</u>	<u>Regulated by subsection 23.80.008.L</u>	<u>Regulated by subsection 23.80.008.L</u>

Footnotes to Table D for 23.54.015. <sup>1</sup> Required bicycle parking includes long-term and short-term amounts shown in this Table D for 23.54.015. <sup>2</sup> The Director may reduce short-term bicycle parking requirements for theaters and spectator sports facilities that provide bicycle valet services authorized through a Transportation Management Program. A bicycle valet service is a service that allows bicycles to be temporarily stored in a secure area, such as a monitored bicycle corral. <sup>3</sup> For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015. <sup>4</sup> For congregate residences or multifamily structures that are owned and operated by a not-for-profit entity serving seniors or persons with disabilities, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, as a Type I decision, the Director shall have the discretion to reduce the amount of required bicycle parking to as few as zero if it can be demonstrated that residents are less likely to travel by bicycle. <sup>5</sup> In low-income housing, there is no

income housing, there is no minimum required long-term bicycle parking requirement for each unit subject to affordability limits no higher than 30 percent of median income and long-term bicycle parking requirements may be waived by the Director as a Type I decision for each unit subject to affordability limits greater than 30 percent of median income and no higher than 80 percent of median income if a reasonable alternative is provided (e.g., in-unit vertical bike storage).<sup>6</sup> The Director, in consultation with the Director of Transportation, may require more bicycle parking spaces based on the following factors: area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information.

Section 20. Section 23.55.056 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

**23.55.056 Application of regulations**

Land located within the Seattle Center Sign Overlay District, as shown on Map A for 23.55.054, is subject to

the sign regulations of Chapter 23.55, except as provided in this Part 4 of Chapter 23.55. In the event of a conflict between the provisions of this Part 4 of Chapter 23.55 and other provisions of Chapter 23.55, the provisions of this Part 4 of Chapter 23.55 apply. For a project that vested to Chapter 23.55 prior to August 25, 2019, the provisions of this Part 4 of Chapter 23.55 may be applied to the project at the election of the project applicant as provided by subsection ~~((23.76.026.E))~~ 23.76.026.F.

Section 21. A new Part 5, consisting of Section 23.55.070, is added to Chapter 23.55 of the Seattle Municipal Code as follows:

**Part 5 Standards for light rail transit facilities signs**

**23.55.070 Standards for light rail transit facilities**

A. Unless specifically exempted or modified in this Section 23.55.070, signs in a light rail transit facility are subject to the applicable standards in Part 1, Part 3, and Part 4 of this Chapter 23.55. Signs in a light rail transit facility located in a special review district are subject to the applicable provisions in Chapter 23.66 and this Part 5.

B. Signs in a light rail transit facility are exempt from subsections 23.55.004.C, 23.55.004.E, 23.55.014.B, and 23.55.014.E.

C. Signs in a light rail transit facility are exempt from Part 2 of this Chapter 23.55.

D. Light rail transit facilities may have an unlimited number of signs serving wayfinding, public service, safety, and identification purposes.

E. There is no limit on the types of permissible signs except as described in Section 23.55.003 and Section 23.55.014.

F. Signs within concourses and platforms that are not oriented to be visible from adjacent public right-of-way are exempt from the standards in this Chapter 23.55.

G. Off-premises directional signs for light rail transit facilities shall not be advertising signs. Off-premises directional signs in the public right-of-way are subject to applicable requirements, conditions, and

procedures set out in Title 15.

H. Sign kiosks located on a light rail transit facility site are only subject to subsections 23.55.015.C.2.a and 23.55.015.C.2.c and are exempt from all other subsections of Section 23.55.015. Sign kiosks may be established on a light rail transit facility site in any zone.

Section 22. Section 23.76.004 of the Seattle Municipal Code, last amended by Ordinance 127100, is amended as follows:

**23.76.004 Land use decision framework**

A. Land use decisions are classified into five categories. Procedures for the five different categories are distinguished according to who makes the decision, the type and amount of public notice required, and whether appeal opportunities are provided. Land use decisions are generally categorized by type in Table A for 23.76.004.

B. Type I and II decisions are made by the Director and are consolidated in Master Use Permits. Type I decisions are decisions made by the Director that are not appealable to the Hearing Examiner. Type II decisions are discretionary decisions made by the Director that are subject to an administrative open record appeal hearing to the Hearing Examiner; provided that Type II decisions enumerated in subsections 23.76.006.C.2.c, 23.76.006.C.2.d, 23.76.006.C.2.f, and 23.76.006.C.2.g, and SEPA decisions integrated with them as set forth in subsection 23.76.006.C.2.o, shall be made by the Council when associated with a Council land use decision and are not subject to administrative appeal. Type III decisions are made by the Hearing Examiner after conducting an open record hearing and not subject to administrative appeal. Type I, II, or III decisions may be subject to land use interpretation pursuant to Section 23.88.020.

C. Type IV and V decisions are Council land use decisions. Type IV decisions are quasi-judicial decisions made by the Council pursuant to existing legislative standards and based upon the Hearing Examiner's record and recommendation. Type IV decisions may be subject to land use interpretation pursuant to Section 23.88.020. Type V decisions are legislative decisions made by the Council in its capacity to

establish policy and manage public lands.

D. For projects requiring both a Master Use Permit and a Council land use decision as described in this ~~((chapter))~~ Chapter 23.76, the Council decision must be made prior to issuance of the Master Use Permit. All conditions established by the Council in its decision shall be incorporated in any subsequently issued Master Use Permit for the project.

E. Certain land use decisions are subject to additional procedural requirements beyond the standard procedures established in this Chapter 23.76. These requirements may be prescribed in the regulations for the zone in which the proposal is located, in other provisions of this ~~((title))~~ Title 23, or in other titles of the Seattle Municipal Code.

F. Shoreline appeals and appeals of related SEPA determinations shall be filed with the State Shoreline Hearings Board within 21 days of the receipt of the decision by the Department of Ecology as set forth in RCW 90.58.180.

G. An applicant for a permit or permits requiring more than one decision contained in the land use decision framework listed in Section 23.76.004 may either:

1. Use the integrated and consolidated process established in this ~~((chapter))~~ Chapter 23.76;
2. If the applicant includes a variance, lot boundary adjustment, or short subdivision approval and no environmental review is required for the proposed project pursuant to ~~((SMC))~~ Chapter 25.05, ~~((Environmental Policies and Procedures))~~ file a separate Master Use Permit application for the variance, lot boundary adjustment, or short subdivision sought and use the integrated and consolidated process established in this ~~((chapter))~~ Chapter 23.76 for all other required decisions; or
3. Proceed with separate applications for each permit decision sought.

H. If notice is required pursuant to this Chapter 23.76, except mailed notice as defined in Section 23.84A.025, it may be provided by electronic means if the recipient provides an e-mail address to the Department. Notice to City agencies may be provided through the City's interoffice mail or by electronic

means.

<p><b>Table A</b>  <b>for</b>  <b>23.76.00</b>  <b>4 LAND</b>  <b>USE</b>  <b>DECISI</b>  <b>ON</b>  <b>FRAME</b>  <b>WORK<sup>1</sup></b></p>	
<p><b>Director</b>  <b>'s and</b>  <b>Hearing</b>  <b>Examin</b>  <b>er's</b>  <b>Decision</b>  <b>s</b>  <b>Requiri</b>  <b>ng</b>  <b>Master</b>  <b>Use</b>  <b>Permits</b>  <b>TYPE I</b>  <b>Director</b>  <b>'s</b>  <b>Decision</b>          (Admini          strative          review          through          land use          interpret          ation as          allowed          by          Section          23.88.02          0<sup>2</sup>)</p>	
*	Application of development standards for decisions
*	Uses permitted outright
*	Temporary uses, four weeks or less, and temporary u <u>pursuant to subsection 23.42.040.F</u>

*	Renewals of temporary uses( <del>(, except for temporary construction))</del> )
*	Intermittent uses
*	Uses on vacant or underused lots pursuant to Section
*	Transitional encampment interim use
*	Certain street uses
*	Lot boundary adjustments
*	Modifications of features bonused under Title 24
*	Determinations of significance (EIS required) except on historic and cultural preservation
*	Temporary uses for relocation of police and fire stati
*	Exemptions from right-of-way improvement require
*	Reasonable accommodation
*	Minor amendment to a Major Phased Development p
*	Determination of whether an amendment to a proper minor
*	Streamlined design review decisions pursuant to Sec departures are requested, and design review decision 23.41.020 if no development standard departures are
*	Shoreline special use approvals that are not part of a
*	Adjustments to major institution boundaries pursuan
*	Determination that a project is consistent with a plan
*	Decision to approve, condition, or deny, based on SF to be consistent with a planned action ordinance
*	Decision to increase the maximum height for residen subsection 23.49.008.H
*	Decision to increase the maximum allowable FAR in 23.49.011.A.2.n
*	Minor revisions to an issued and unexpired MUP tha
*	Building height increase for minor communication u
*	Light rail transit facilities pursuant to Section 23.80.1
*	Application of tree provisions pursuant to Chapter 23
*	Director's acceptance of an eligibility letter for propo exemption provisions, subject to the additional requi Master Use Permit application in subsection 23.41.0
*	Director's application of development standards for applications subject to temporary design review exer
*	Waiver or modification of development standards fo design review exemption provisions in subsection 23

*	Other Type I decisions that are identified as such in
<p><b>TYPE II</b>  <b>Director's Decision</b>          (Appealable to Hearing Examiner or Shorelines Hearing Board<sup>3</sup>)</p>	
*	Temporary uses, more than four weeks, except for temporary uses for light rail transit facilities and except for temporary use for light rail transit facilities pursuant to <u>23.42.040.F</u>
*	Variances
*	Administrative conditional uses
*	Shoreline decisions, except shoreline special use applications and substantial development permit <sup>3</sup>
*	Short subdivisions
*	Special exceptions
*	Design review decisions, except for streamlined design review decisions where standard departures are requested, and design review decisions, building height increases for design review zones, and design review decisions in an MPC zone where standard departures are requested
((*)	Light rail transit facilities))
*	The following environmental determinations: 1. Determination of final EIS adequacy (not required) 2. Determination of final EIS adequacy on historic and cultural preservation 4. A decision on SEPA policies, except for Type I decisions for a project pursuant to subsection <u>23.42.040.F</u> , a project pursuant to <u>23.80.004.C</u> , or a project determined to be consistent with the Comprehensive Plan
*	Major Phased Developments
*	Downtown Planned Community Developments
*	Determination of public benefit for combined lot development
*	Major revisions to an issued and unexpired MUP that are identified as such in
*	Other Type II decisions that are identified as such in
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Section 23. Section 23.76.006 of the Seattle Municipal Code, last amended by Ordinance 127100, is amended as follows:

**23.76.006 Master Use Permits required**

A. Type I, II, and III decisions are components of Master Use Permits. Master Use Permits are required

for all projects requiring one or more of these decisions.

B. The following decisions are Type I:

1. Determination that a proposal complies with development standards;
2. Establishment or change of use for uses permitted outright, uses allowed under Section 23.42.038, temporary relocation of police and fire stations for 24 months or less, transitional encampment interim use, temporary uses for four weeks or less not otherwise permitted in the zone, ~~((and))~~ renewals of temporary uses for up to six months, ~~((except))~~ and temporary uses ~~((and facilities))~~ for light rail transit facility construction as provided in subsection 23.42.040.F;

3. The following street use approvals:

- a. Curb cut for access to parking, whether associated with a development proposal or not;
- b. Concept approval of street improvements associated with a development proposal, such as additional on-street parking, street landscaping, curbs and gutters, street drainage, sidewalks, and paving;

- c. Structural building overhangs associated with a development proposal;

- d. Areaways associated with a development proposal;

4. Lot boundary adjustments;

5. Modification of the following features bonused under Title 24:

- a. Plazas;

- b. Shopping plazas;

- c. Arcades;

- d. Shopping arcades; and

- e. Voluntary building setbacks;

6. Determinations of ~~((Significance))~~ significance (determination that an ~~((Environmental Impact Statement))~~ EIS is required) for Master Use Permits and for building, demolition, grading, and other

construction permits (supplemental procedures for environmental review are established in Chapter 25.05(~~(; Environmental Policies and Procedures)~~)), except for (~~(Determinations of Significance)~~) determinations of significance based solely on historic and cultural preservation;

7. Discretionary exceptions for certain business signs authorized by subsection 23.55.042.D;

8. Waiver or modification of required right-of-way improvements;

9. Reasonable accommodation;

10. Minor amendment to Major Phased Development Permit;

11. Streamlined design review decisions pursuant to Section 23.41.018 if no development standard departures are requested pursuant to Section 23.41.012, and design review decisions in an MPC zone if no development standard departures are requested pursuant to Section 23.41.012;

12. Shoreline special use approvals that are not part of a shoreline substantial development permit;

13. Determination that a project is consistent with a planned action ordinance, except as provided in subsection 23.76.006.C;

14. Decision to approve, condition, or deny, based on SEPA policies, a permit for a project determined to be consistent with a planned action ordinance;

15. Determination of requirements according to subsections 23.58B.025.A.3.a, 23.58B.025.A.3.b, 23.58B.025.A.3.c, 23.58C.030.A.2.a, 23.58C.030.A.2.b, and 23.58C.030.A.2.c;

16. Determination that a light rail transit facility is consistent with the provisions of subsection 23.80.004.C;

~~((16-))~~ 17. Decision to increase the maximum height of a structure in the DOC2 500/300-550 zone according to subsection 23.49.008.F;

~~((17-))~~ 18. Decision to increase the maximum FAR of a structure in the DOC2 500/300-550 zone according to subsection 23.49.011.A.2.n;

~~((18.))~~19. Minor revisions to an issued and unexpired ~~((MUP))~~ Master Use Permit that was subject to design review, pursuant to subsection 23.41.008.G;

~~((19.))~~20. Building height departures for minor communication facilities in downtown zones, pursuant to Section 23.57.013;

~~((20.))~~21. Application of tree provisions pursuant to Chapter 25.11;

~~((21.))~~22. Director's acceptance of an eligibility letter for proposals subject to temporary design review exemption provisions subject to the additional requirement to file a valid and complete Type I or II Master Use Permit application in subsection 23.41.004.E.3;

~~((22.))~~23. Director's application of development standards for decisions on Type I or II Master Use Permit applications subject to temporary design review exemption provisions in subsection 23.41.004.E.3;

~~((23.))~~24. Waiver or modification of development standards for development proposals subject to temporary design review exemption provisions in subsection 23.41.004.E.3; and

~~((24.))~~25. Other Type I decisions.

C. The following are Type II decisions:

1. The following procedural environmental decisions for Master Use Permits and for building, demolition, grading, and other construction permits are subject to appeal to the Hearing Examiner and are not subject to further appeal to the ~~((City))~~ Council (supplemental procedures for environmental review are established in Chapter 25.05~~((Environmental Policies and Procedures))~~):

a. Determination of Non-significance (DNS), including mitigated DNS;

b. Determination that a final ~~((Environmental Impact Statement))~~ EIS ~~(( ))~~ is adequate;

and

c. Determination of ~~((Significance))~~ significance based solely on historic and cultural preservation.

2. The following decisions are subject to appeal to the Hearing Examiner (except shoreline

decisions and related environmental determinations that are appealable to the Shorelines Hearings Board):

a. Establishment or change of use for temporary uses more than four weeks not otherwise permitted in the zone or not meeting development standards, ~~((including))~~ except the establishment of temporary ~~((uses and facilities to construct a))~~ use for light rail transit ~~((system for so long as is necessary to construct the system as provided in subsection 23.42.040.F, but excepting))~~ facility construction, and temporary relocation of police and fire stations for 24 months or less;

b. Short subdivisions;

c. Variances, provided that the decision on variances sought as part of a Council land use decision shall be made by the Council pursuant to Section 23.76.036;

d. Special exceptions, provided that the decision on special exceptions sought as part of a Council land use decision shall be made by the Council pursuant to Section 23.76.036;

e. Design review decisions, except for streamlined design review decisions pursuant to Section 23.41.018 if no development standard departures are requested pursuant to Section 23.41.012, and minor revisions to an issued and unexpired ~~((MUP))~~ Master Use Permit that was subject to design review, building height increases for minor communication utilities in downtown zones, and design review decisions in an MPC zone pursuant to Section 23.41.020 if no development standard departures are requested pursuant to Section 23.41.012;

f. Administrative conditional uses, provided that the decision on administrative conditional uses sought as part of a Council land use decision shall be made by the Council pursuant to Section 23.76.036;

g. The following shoreline decisions, provided that these decisions shall be made by the Council pursuant to Section 23.76.036 when they are sought as part of a Council land use decision (supplemental procedures for shoreline decisions are established in Chapter 23.60A):

1) Shoreline substantial development permits;

2) Shoreline variances; and

3) Shoreline conditional uses;

h. Major Phased Developments;

i. Determination of project consistency with a planned action ordinance, only if the project requires another Type II decision;

j. ~~((Establishment of light rail transit facilities necessary to operate and maintain a light rail transit system, in accordance with the provisions of Section 23.80.004;))~~ Reserved;

k. Downtown planned community developments;

l. Establishment of temporary uses for transitional encampments, except transitional encampment interim uses provided for in subsection 23.76.006.B.2;

m. Decision to waive or modify development standards relating to structure width or setbacks for a youth service center pursuant to subsection 23.51A.004.B.6;

n. Determination of requirements according to subsections 23.58B.025.A.4 and 23.58C.030.A.3;

o. Except for projects determined to be consistent with a planned action ordinance, and except for decisions related to light rail transit facilities as described in subsection 23.76.006.B, decisions to approve, condition, or deny based on SEPA policies if such decisions are integrated with the decisions listed in subsections 23.76.006.C.2.a through 23.76.006.C.2.m; provided that, for decisions listed in subsections 23.76.006.C.2.c, 23.76.006.C.2.d, 23.76.006.C.2.f, and 23.76.006.C.2.g that are made by the Council, integrated decisions to approve, condition, or deny based on SEPA policies are made by the Council pursuant to Section 23.76.036;

p. Determination of public benefit for combined lot development; and

q. Major revisions to an issued and unexpired ~~((MUP))~~ Master Use Permit that was subject to design review, pursuant to subsection 23.41.008.G.

Section 24. Section 23.76.010 of the Seattle Municipal Code, last amended by Ordinance 127100, is amended as follows:

**23.76.010 Applications for Master Use Permits**

A.

1. Applications for Master Use Permits shall be made by the property owner, lessee, contract purchaser, a City agency, or other public agency (~~((proposing a project the location of which has been approved by the City Council by ordinance or resolution))~~), or by an authorized agent (~~((thereof))~~) of any of them. (~~((A Master Use Permit applicant shall designate a single person or entity to receive determinations and notices from the Director.))~~) A public agency, or an authorized agent of the agency, proposing a project with a location that must be approved by the Council, may apply for a Master Use Permit after the project's location is identified in a Council Bill or resolution that has been referred to the Council, or one of its committees, to consider approving the project.

2. A claim made by a person that the person possesses title to any portion of the property for which a (~~(Master))~~ Master Use Permit application has been submitted, whether the claim is made by a judicially -filed pleading or not, is not grounds for the Department to suspend processing the application unless:

- a. (~~((a))~~) A court injunction has been issued and is delivered to the Department; or
- b. (~~((the))~~) The application is for a subdivision or short subdivision, the claim is made in a pleading to quiet title to a portion of the property that has been filed in court, and a copy of the pleading has been delivered to the Department.

\* \* \*

Section 25. Section 23.76.012 of the Seattle Municipal Code, last amended by Ordinance 127100, is amended as follows:

**23.76.012 Notice of application**

A. Notice.

1. No notice of application is required for Type I decisions, except ~~((that))~~ a notice of application is required for:

a. All projects in MPC zones that are subject to Master Planned Community design review in Section 23.41.020, as described in subsection 23.76.012.B.6; ~~((and))~~

b. An application for a Type I permit with an interim design review exemption as described in subsection 23.41.004.E.3~~((:))~~; and

c. An application for a light rail transit facilities Type I permit as described in subsection 23.76.006.B.

2. Within 14 days after the Director determines that an application is complete, for the following types of applications, the Director shall provide notice of the application and an opportunity for public comment as described in this Section 23.76.012:

a. An application for a Type I permit with an interim design review exemption as described in subsection 23.41.004.E.3;

b. An application for a light rail transit facilities Type I permit as described in subsection 23.76.006.B;

~~((b))~~ c. Type II Master Use Permits;

~~((e-))~~ d. Type III Master Use Permits;

~~((d-))~~ e. Type IV Council land use decisions, provided that for amendments to property use and development agreements, additional notice shall be given pursuant to subsection 23.76.058.C; and

~~((e-))~~ f. The following Type V Council land use decisions:

1) Major Institution designations and revocation of Major Institution designations;

2) Concept approvals for the location or expansion of City facilities requiring Council land use approval; and

3) Waivers or modification of development standards for City facilities.

3. Other (~~(Agencies with Jurisdiction)~~) agencies with jurisdiction. The Director shall provide notice to other agencies of local, state, or federal governments that may have jurisdiction over some aspect of the project to the extent known by the Director.

4. Early (~~(Review Determination of Nonsignificance)~~) review determination of nonsignificance (DNS). In addition to the requirements of subsection (~~(A.3 of this Section 23.76.012)~~) 23.76.012.A.3, the Director shall provide a copy of the early review DNS notice of application and environmental checklist to the following:

- a. State Department of Ecology;
- b. Affected tribes;
- c. Each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal; and
- d. Persons who submit a written request for this information and who provide an address for notice.

#### B. Types of notice required

1. For projects subject to a Type II environmental determination pursuant to Section 23.76.006 or design review pursuant to Section 23.41.004, a Type I permit with an interim design review exemption as described in subsection 23.41.004.E.3, or (~~(an application for a Type II environmental determination pursuant to Section 23.76.006 or design review pursuant to Section 23.41.004)~~) light rail transit facilities Type I permits described in subsection 23.76.006.B, the Department shall direct the installation of a large notice sign on the site, unless an exemption or alternative posting as set forth in this subsection 23.76.012.B is applicable. The large notice sign shall be located so as to be clearly visible from the adjacent street or sidewalk, and shall be removed by the applicant at the direction of the Department after final City action on the application is completed.

a. In the case of submerged land, the large notice sign shall be posted on adjacent dry land, if any, owned or controlled by the applicant. If there is no adjacent dry land owned or controlled by the applicant, notice shall be provided according to subsection 23.76.012.B.1.c.

b. Projects limited to interior remodeling, or that are subject to a Type II environmental determination pursuant to Section 23.76.006 only because of location over water or location in an environmentally critical area, are exempt from the large notice sign requirement.

c. If use of a large notice sign is neither feasible nor practicable to ~~((assure))~~ ensure that notice is clearly visible to the public, the Department shall post ten placards within 300 feet of the site.

d. The Director may require both a large notice sign and the alternative posting measures described in subsection 23.76.012.B.1.c, or may require that more than one large notice sign be posted, if necessary to ~~((assure))~~ ensure that notice is clearly visible to the public.

2. For projects that are categorically exempt from environmental review, the Director shall post one land use sign 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 post more than one sign and/or use an alternative posting location so that notice is clearly visible to the public. The land use sign shall be removed by the applicant after final action on the application is completed.

3. For all projects requiring notice of application, the Director shall provide notice in the Land Use Information Bulletin. For projects requiring installation of a large notice sign or subject to design review pursuant to Section 23.41.014, notice in the Land Use Information Bulletin shall be published after installation of the large notice sign required in subsection 23.76.012.B.1.

4. The Director shall provide mailed notice of:

a. Applications for variances, administrative conditional uses, special exceptions, temporary uses for more than four weeks, light rail transit facilities that are Type I and Type II decisions, shoreline variances, shoreline conditional uses, short plats that do not exclusively create unit lots, early design

guidance process for administrative design review and streamlined administrative design review, subdivisions, Type IV Council land use decisions, amendments to property use and development agreements, Major Institution designations and revocation of Major Institution designations, concept approvals for the location or expansion of City facilities requiring Council land use approval, and waivers or modification of development standards for City facilities, and applications receiving an exemption from design review pursuant to temporary provisions in subsection 23.41.004.E.3; and

b. The first early design guidance meeting for a project subject to design review pursuant to Section 23.76.014.

5. For a project subject to design review, except streamlined design review pursuant to Section 23.41.018 for which no development standard departure pursuant to Section 23.41.012 is requested, notice of application shall be provided to all persons who provided an address for notice and either attended an early design guidance public meeting for the project or wrote to the Department about the proposed project before the date that the notice of application is distributed in the Land Use Information Bulletin.

6. For a project that is subject to both Type I decisions and Master Planned Community design review under Section 23.41.020, notice shall be provided as follows:

a. The Director shall provide notice of application in the Land Use Information Bulletin.

b. The Director shall post one land use sign 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 post more than one sign and/or use an alternative posting location so that notice is clearly visible to the public. The land use sign(s) shall be posted prior to publication of notice of application in the Land Use Information Bulletin, and shall be removed by the applicant after final action on the Master Use Permit application is completed.

c. For a project that includes a highrise structure as defined in Section 23.75.020, the Director shall also post ten placards within the right-of-way within 300 feet of the site. The land use placards

shall be posted prior to publication of notice of application in the Land Use Information Bulletin, and shall be removed by the applicant after final action on the Master Use Permit application is completed.

d. Mailed notice shall be provided consistent with subsection 23.76.012.B.5.

7. No notice is required of a Type I determination whether a project is consistent with a planned action ordinance, except that if that determination has been made when notice of application is otherwise required for the project, then the notice shall include notice of the planned action consistency determination.

C. Contents of notice

1. The City's official notice of application is the notice placed in the Land Use Information Bulletin, which shall include the following required elements as specified in RCW 36.70B.110:

- a. Date of application, date of notice of completion for the application, and the date of the notice of application;
- b. A description of the proposed project action and a list of the project permits included in the application, including if applicable:
  - 1) A list of any studies requested by the Director;
  - 2) A statement that the project relies on the adoption of a Type V Council land use decision to amend the text of Title 23;
- c. The identification of other permits not included in the application to the extent known by the Director;
- d. The identification of existing environmental documents that evaluate the proposed project, and the location where the application and any studies can be reviewed;
- e. A statement of the public comment period and the right of any person to comment on the application, request an extension of the comment period, receive notice of and participate in any hearings, and request a copy of the decision once made, and a statement of any administrative appeal rights;
- f. The date, time, location, virtual location if applicable, and type of hearing, if applicable

and if scheduled at the date of notice of the application;

g. A statement of the preliminary determination, if one has been made at the time of notice, of those development regulations that will be used for project mitigation and the proposed project's consistency with development regulations;

h. A statement that an advisory committee is to be formed as provided in Section 23.69.032, for notices of intent to file a Major Institution master plan application;

i. Any other information determined appropriate by the Director; and

j. The following additional information if the early review DNS process is used:

1) A statement that the early review DNS process is being used and the Director expects to issue a DNS for the proposal;

2) A statement that this is the only opportunity to comment on the environment impacts of the proposal;

3) A statement that the proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared; and

4) A statement that a copy of the subsequent threshold determination for the proposal may be obtained upon written request.

2. All other forms of notice, including but not limited to large notice and land use signs, placards, and mailed notice, shall include the following information: the project description, location of the project, date of application, location where the complete application file may be reviewed, and a statement that persons who desire to submit comments on the application or who request notification of the decision may so inform the Director in writing within the comment period specified in subsection 23.76.012.D. The Director may, but need not, include other information to the extent known at the time of notice of application. Except for the large notice sign, each notice shall also include a list of the land use decisions sought. The Director shall

specify detailed requirements for large notice and land use signs.

D. Comment period. The Director shall provide a 14-day public comment period prior to making a threshold ((~~determination of nonsignificance~~) DNS ((+)) or publishing a decision on the project; provided that the comment period shall be extended by 14 days if a written request for extension is submitted within the initial 14-day comment period; provided further that the comment period shall be 30 days for applications requiring shoreline decisions except that for limited utility extensions and bulkheads subject to Section 23.60A.064, the comment period shall be 20 days as specified in Section 23.60A.064. The comment period shall begin on the date notice is published in the Land Use Information Bulletin. Comments shall be filed with the Director by 5 p.m. of the last day of the comment period. If the last day of the comment period is a Saturday, Sunday, or federal or City holiday, the comment period shall run until 5 p.m. the next day that is not a Saturday, Sunday, or federal or City holiday. Any comments received after the end of the official comment period may be considered if the comment is material to review yet to be conducted.

E. If a Master Use Permit application includes more than one decision component, notice requirements shall be consolidated and the broadest applicable notice requirements imposed.

F. The mailing list used for the Land Use Information Bulletin shall be updated annually in consultation with the Director of the Department of Neighborhoods.

Section 26. Section 23.76.015 of the Seattle Municipal Code, last amended by Ordinance 126684, is amended as follows:

**23.76.015 Public meetings for Type I light rail transit facilities, Type II, and Type III Master Use Permits**

A. The Director may hold a public meeting on Master Use Permit applications requiring Type II or III decisions if:

1. The meeting is otherwise provided for in this Title 23, including meetings for projects subject to design review;
2. The proposed development is of broad public significance;

3. Fifty or more persons file a written request for a meeting not later than the 14<sup>th</sup> day after notice of the application is provided; or

4. The proposed development will require a shoreline conditional use or a shoreline variance.

B. The Director may combine a public meeting on a project application with any other public meetings that may be held on the project by another local, state, regional, federal or other agency, and shall do so if requested by the applicant, provided that:

1. The meeting if convened in-person shall be held within ~~((the city of))~~ Seattle; and

2. The joint meeting can be held within the time periods specified in Section 23.76.005, or the applicant agrees in writing to additional time, if needed, to combine the meetings.

C. The Director shall provide notice of all public meetings by:

1. Inclusion in the Land Use Information Bulletin;

2. Posting of at least four placards within 300 feet of the site; and

3. Provision of notice to all persons who provided an address for notice and either attended an early design guidance public meeting for the project or wrote to the Department about the proposed project before the date that notice of the meeting is distributed in the Land Use Information Bulletin.

D. The Director may hold a public meeting on all Master Use Permit applications for light rail transit facilities and temporary use for light rail transit facility construction applications. Public meetings held for light rail transit facilities applications pursuant to this subsection 23.76.015.D shall be subject to the public notice requirements of subsection 23.76.015.C.

Section 27. Section 23.76.020 of the Seattle Municipal Code, last amended by Ordinance 124378, is amended as follows:

**23.76.020 Director's decisions on Type I and Type II Master Use Permits**

A. Master Use Permit ~~((Review Criteria))~~ review criteria. The Director shall grant, deny, or conditionally grant approval of a Type II decision, or Type I decision for a light rail transit facility if applicable,

based on the applicant's compliance with the applicable SEPA policies pursuant to Section 25.05.660, and with the applicable substantive requirements of the Seattle Municipal Code pursuant to Section 23.76.026. If an EIS is required, the application shall be subject to only those SEPA policies in effect when the draft EIS is issued. The Director may also impose conditions in order to mitigate adverse environmental impacts associated with the construction process. The Director shall not issue a light rail transit facilities Type I decision until the alignment, transit station locations, and maintenance base location of the light rail transit system have been approved by the Council by ordinance or resolution.

B. Timing of ~~((Decisions Subject to Environmental Review))~~ decisions subject to environmental review  
~~((:))~~

1. If an EIS is required, the Director's decision shall not be issued until at least seven days after publication of the final EIS, as provided by Chapter 25.05.

2. If no EIS is required, the Director's decision shall include issuance of a ~~((Determination of Nonsignificance))~~ determination of nonsignificance (DNS) for the project if not previously issued pursuant to subsection 25.05.310.C.2.

C. Notice of decisions

1. Type I. No notice of decision is required for Type I decisions, except for Type I decisions for light rail transit facilities, which shall provide notice as described in subsection 23.76.020.C.2.

2. Type II. The Director shall provide notice of all Type II decisions by:

- a. Inclusion in the Land Use Information Bulletin;
- b. Publication in the City official newspaper;
- c. Notice provided to the applicant and to persons who provided an address for notice and either submitted written comments on the application, or made a written request for notice; ~~((and))~~
- d. Filing of DNSs with the SEPA Public Information Center and distribution of DNSs as required by Section 25.05.340; and

e. Filing of any shoreline decision in a Master Use Permit with the Department of Ecology according to the requirements in WAC 173-27-130.

D. Contents of notice

1. The notice of the Director's Type I decision for a light rail transit facility shall state the nature of the applicant's proposal, a description sufficient to locate the property, and the decision of the Director. The notice shall also state that the decision is not subject to administrative appeal and identify that there may be an opportunity for judicial appeal.

~~((1-))~~ 2. The notice of the Director's Type II decision shall state the nature of the applicant's proposal, a description sufficient to locate the property, and the decision of the Director. The notice shall also state that the decision is subject to administrative appeal or administrative review and shall describe the appropriate administrative appeal procedure.

~~((2-))~~ 3. If the Director's decision includes a mitigated DNS or other DNS requiring a 14-day comment period pursuant to Chapter 25.05(~~(-Environmental Policies and Procedures)~~), the notice of decision shall include notice of the comment period.

Section 28. Section 23.76.026 of the Seattle Municipal Code, last amended by Ordinance 127100, is amended as follows:

**23.76.026 Vesting**

A. Master Use Permit components other than subdivisions and short subdivisions. Except as otherwise provided in this Section 23.76.026 or otherwise required by law, applications for all Master Use Permit components other than subdivisions and short subdivisions shall be considered vested under the Land Use Code and other land use control ordinances in effect on the date:

1. That notice of the Director's decision on the application is published, if the decision is appealable to the Hearing Examiner;

2. Of the Director's decision, if the decision is not appealable to the Hearing Examiner;

3. A valid and fully complete building permit application is filed, as determined under Section 106 of the Seattle Building Code or Section R105 of the Seattle Residential Code, if it is filed prior to the date established in subsections 23.76.026.A.1 or 23.76.026.A.2; or

4. Of the filing of a letter of eligibility for exemption from design review pursuant to subsection 23.41.004.E.3, provided that a valid and complete Type I or Type II Master Use Permit application pursuant to Section 23.76.010 is filed within 90 days. If a complete Type I or Type II Master Use Permit application pursuant to Section 23.76.010 has not been filed within 90 days for a proposal associated with a filed letter of eligibility for exemption from design review, the filed letter of eligibility for exemption from design review and its relevance to establishing vesting under Title 23 shall be void. A filed letter of eligibility may be withdrawn by the applicant. A new letter of eligibility may be filed, that defines a new 90-day timeframe for providing a valid and complete Type I or Type II Master Use Permit application.

B. Subdivision and short subdivision components of Master Use Permits. An application for approval of a subdivision or short subdivision of land shall be considered under the Land Use Code and other land use control ordinances in effect when a fully complete application for such approval that satisfies the requirements of Section 23.22.020 (subdivision) or Sections 23.24.020 and 23.24.030 (short subdivision) is submitted to the Director.

C. Design review component of Master Use Permits

1. If a complete application for a Master Use Permit is filed prior to the date design review becomes required for that type of project, design review is not required.

2. Except as otherwise provided by law, a complete application for a Master Use Permit that includes a design review component other than an application described in subsection 23.76.026.C.3 shall be considered under the Land Use Code and other land use control ordinances in effect on:

a. The date a complete application for the early design guidance process or streamlined design review guidance process is submitted to the Director, provided that such Master Use Permit application

is filed within 90 days of the date of the early design guidance public meeting if an early design guidance public meeting is required, or within 90 days of the date the Director provided guidance if no early design guidance public meeting is required. If more than one early design guidance public meeting is held, then a complete application for a Master Use Permit that includes a design review component shall be considered under the Land Use Code and other land use control ordinances in effect on the date a complete application for the early design guidance process is submitted to the Director, provided that such Master Use Permit application is filed within 150 days of the first meeting. If a complete application for a Master Use Permit that includes a design review component is filed more than 150 days after the first early design guidance public meeting, then such Master Use Permit application shall be considered under the Land Use Code and other land use control ordinances in effect at the time of the early design guidance public meeting that occurred most recently before the date on which a complete Master Use Permit application was filed, provided that such Master Use Permit application is filed within 90 days of the most recent meeting; or

b. A date elected by the applicant that is later than the date established in subsection 23.76.026.C.2.a and not later than the dates established in subsections 23.76.026.A.1 through 23.76.026.A.3.

3. A complete application for a Master Use Permit that includes a Master Planned Community design review component, but that pursuant to subsection 23.41.020.C does not include an early design guidance process, shall be considered under the Land Use Code and other land use control ordinances in effect on the date the complete application is submitted.

D. Master Use Permit components for light rail transit facilities. Applications for all Master Use Permit components for light rail transit facilities shall be considered vested under the Land Use Code and other land use control ordinances in effect on the date a valid and fully complete Master Use Permit application is filed, as determined by Section 23.76.010.

~~(D-)~~ E. If an applicant elects a date for consideration of an application for Master Use Permit components pursuant to subsection 23.76.026.C.2.b after notice of the application required by Section

23.76.012 has been given, notice of the application and an opportunity to comment shall be repeated according to Section 23.76.012.

~~((E-))~~ F. Notwithstanding any other provision of this Section 23.76.026 or this Chapter 23.76, an applicant may elect, at such time and in such manner as the Director may permit, that specific Land Use Code provisions that became effective after the applicant's application vested may nonetheless be applied to the application, pursuant to authorization for such election set forth elsewhere in this Title 23.

Section 29. Section 23.76.028 of the Seattle Municipal Code, last amended by Ordinance 125603, is amended as follows:

**23.76.028 Type I and II Master Use Permit issuance**

A. The Director shall notify the applicant when a Type I or II Master Use Permit is approved for issuance.

B. Type I Master Use Permits. A Type I Master Use Permit is approved for issuance at the time of the Director's decision that the application conforms to all applicable laws, except that for a project that requires both a Master Use Permit and a Council land use decision, the Master Use Permit is approved for issuance only after the Council land use decision is made. A Type I Master Use Permit for a light rail transit facility shall not be approved for issuance until the alignment, transit station locations, and maintenance base location of the light rail transit system have been approved by the Council by ordinance or resolution.

C. Type II Master Use Permits

1. Except as provided in subsections 23.76.028.C.2 and 23.76.028.C.3, a Type II Master Use Permit is approved for issuance on the day following expiration of the applicable City of Seattle administrative appeal period or, if appealed, on the fourth day following a final City of Seattle administrative appeal decision or the day after an appeal is dismissed.

2. A Type II Master Use Permit containing a shoreline component as defined in subsection 23.76.006.C.2.g is approved for issuance pursuant to Section 23.60A.072, except that a shoreline decision on

limited utility extensions and bulkheads subject to Section 23.60A.064 is approved for issuance within 21 days of the last day of the comment period as specified in that Section 23.60A.064.

3. For a Type II Master Use Permit that requires a Council land use decision, the Master Use Permit is approved for issuance only after the Council land use decision is made.

D. Master Use Permits shall not be issued to the applicant until all outstanding fees are paid.

Section 30. Section 23.76.029 of the Seattle Municipal Code, last amended by Ordinance 126979, is amended as follows:

**23.76.029 Type I and II Master Use Permit duration and expiration date**

An issued Type I or II Master Use Permit expires three years from the date a permit is approved for issuance as described in Section 23.76.028, except as follows:

A. A Master Use Permit with a shoreline component expires pursuant to WAC 173-27-090.

B. A variance component of a Master Use Permit expires as follows:

1. Variances for access, yards, setback, open space, or lot area minimums granted as part of a short plat or lot boundary adjustment run with the land in perpetuity as recorded with the King County Recorder.

2. Variances granted as separate Master Use Permits pursuant to subsection 23.76.004.G expire three years from the date the permit is approved for issuance as described in Section 23.76.028 or on the effective date of any text amendment making more stringent the development standard from which the variance was granted, whichever is sooner. If a Master Use Permit to establish the use is issued prior to the earlier of the dates specified in the preceding sentence, the variance expires on the expiration date of the Master Use Permit.

C. The time during which pending litigation related to the Master Use Permit or the property subject to the permit made it reasonable not to submit an application for a building permit, or to establish a use if a building permit is not required, is not included in determining the expiration date of the Master Use Permit.

D. Master Use Permits with a Major Phased Development or Planned Community Development

component under Sections 23.45.600, 23.47A.007, 23.48.007, 23.49.036, 23.50.015, or 23.50.030 expire as follows:

1. For the first phase, the expiration date shall be three years from the date the permit is approved for issuance;
2. For subsequent phases, the expiration date shall be determined at the time of permit issuance for each phase, and the date shall be stated in the permit.

E. Permits for uses allowed under Section 23.42.038, temporary or intermittent use permits issued pursuant to Section 23.42.040, and transitional encampment interim use permits issued under Section 23.42.056 expire on the date stated in the permit.

F. Except as otherwise provided in this subsection 23.76.029.F, Master Use Permits for development pursuant to Section 23.49.180 expire on the date set by the Director in the Master Use Permit decision, which date may be a maximum of 15 years from the date the Master Use Permit is approved for issuance. The Director shall consider the complexity of the project, economic conditions of the area in which the project is located, and the construction schedule proposed by the applicant in setting the expiration date. If no expiration date is set in the Master Use Permit decision, the expiration date is three years from the date a permit is approved for issuance.

1. In order for the Director to set the Master Use Permit expiration date, the applicant shall:
  - a. Submit with the application a site plan showing a level of detail sufficient to assess anticipated impacts of the completed project; and
  - b. Submit a proposed schedule for complying with the conditions necessary to gain the amount of extra floor area and the extra height sought for the project.
2. The expiration date of the Master Use Permit may be extended past the expiration date set in the Master Use Permit decision or the date established in this subsection 23.76.029.F if:
  - a. On the expiration date stated in the Master Use Permit decision, a building permit for

the entire development has been issued, in which case the Master Use Permit is extended for the life of the building permit if the Master Use Permit would otherwise expire earlier~~((,))~~; or

b. A complete application for a building permit that either is for the entire development proposed pursuant to Section 23.49.180, or is for construction to complete the entire development proposed pursuant to Section 23.49.180, is:

1) Submitted before the expiration date of the Master Use Permit; and

2) Made sufficiently complete to constitute a fully complete building permit application as defined in the Seattle Building Code, or for a highrise structure regulated under Section 403 of the Seattle Building Code, made to include the complete structural frame of the building and schematic plans for the exterior shell of the building, in either case before the expiration date of the Master Use Permit, in which case the Master Use Permit is extended for the life of the building permit issued pursuant to the application if the Master Use Permit would otherwise expire earlier.

G. The permit expires earlier pursuant to Section 22.800.100.

H. The time during which the property subject to the Master Use Permit is used for a transitional encampment interim use is not included in determining the expiration date of the Master Use Permit.

I. A Master Use Permit subject to this subsection 23.76.029.I approved for issuance after September 1, 2019, and before December 31, 2026, and that is not subject to subsections 23.76.029.A or 23.76.029.E, shall expire as follows:

1. A Master Use Permit that has not been granted a renewal under subsection 23.76.032.A by ~~(( the effective date of Ordinance \_\_\_\_\_))~~ January 29, 2024 expires six years from the date the permit was approved for issuance as described in Section 23.76.028. A Master Use Permit with a six-year expiration period is not eligible for a two-year extension described in Section 23.76.032. A variance component of a Master Use Permit subject to this subsection 23.76.029.I shall expire in accordance with subsection 23.76.029.B. A Master Use Permit with a Major Phased Development or Planned Community Development component under Section

23.45.600, 23.47A.007, 23.48.007, 23.49.036, 23.50.015, or 23.50A.030 that is subject to this subsection 23.76.029.I shall expire as follows:

- a. For the first phase, six years from the date the permit is approved for issuance;
- b. For subsequent phases, expiration shall be stated in the permit.

2. A Master Use Permit that has been granted a renewal under subsection 23.76.032.A by ~~((the effective date of Ordinance \_\_\_\_\_))~~ January 29, 2024 expires three years from the date of the renewal. A Master Use Permit extended through this subsection 23.76.029.I.2 shall not be renewed beyond a period of six years from the original date the permit was approved for issuance.

J. An issued Master Use Permit for a light rail transit facility expires six years from the date the permit was approved for issuance as described in Section 23.76.028.

Section 31. Section 23.80.002 of the Seattle Municipal Code, enacted by Ordinance 117430, is amended as follows:

**23.80.002 Application submittal requirements((-))**

A. In addition to the application submittal requirements specified in other chapters and codes, applicants for essential public facilities shall address each ~~((of the))~~ applicable review criteria of this ~~((chapter))~~ Chapter 23.80 in their application materials, and provide additional information as required by the Director to complete review of the project.

B. For light rail transit facility applications that include light rail stations, maintenance bases, and temporary uses for light rail transit facility construction, the applicant shall submit a Community Outreach Report (COR). The COR shall include a list of impacted stakeholders previously targeted for public outreach in advance of permitting; methods of communication (including print, digital, and in person); purpose and objectives for the outreach; and a summary of public comments.

Section 32. Section 23.80.004 of the Seattle Municipal Code, last amended by Ordinance 124105, is amended as follows:

**23.80.004 Review criteria**

A. In reviewing an application for a proposed essential public facility, except for light rail transit facilities, the decisionmaker shall consider the following:

1. Interjurisdictional (~~(Analysis)~~) analysis. A review to determine the extent to which an interjurisdictional approach may be appropriate, including consideration of possible alternative sites for the facility in other jurisdictions and an analysis of the extent to which the proposed facility is of a county-wide, regional, or state-wide nature, and whether uniformity among jurisdictions should be considered.

2. Financial (~~(Analysis)~~) analysis. A review to determine if the financial impact upon The City of Seattle can be reduced or avoided by intergovernmental agreement.

3. Special (~~(Purpose Districts)~~) purpose districts. When the public facility is being proposed by a special purpose district, the City should consider the facility in the context of the district's overall plan and the extent to which the plan and facility are consistent with the Comprehensive Plan.

4. Measures to (~~(Facilitate Siting)~~) facilitate siting. The factors that make a particular facility difficult to site should be considered when a facility is proposed, and measures should be taken to facilitate siting of the facility in light of those factors (such as the availability of land, access to transportation, compatibility with neighboring uses, and the impact on the physical environment).

B. If the decisionmaker determines that attaching conditions to the permit approval will facilitate project siting in light of the considerations identified above, the decisionmaker may establish conditions for the project for that purpose.

C. Light rail transit facilities. Proposed light rail facility development shall comply with the development standards and permit processes in this subsection 23.80.004.C and Sections 23.80.006 and 23.80.008.

1. Light rail transit facilities necessary to support the operation and maintenance of a light rail

transit system are permitted in all zones and shoreline environments within ~~((the City of))~~ Seattle, except the CP Environment; such facilities are allowed in the CP Environment if in or on existing bridges, existing tunnels, or existing infrastructure related to a bridge or tunnel, or if other locations are infeasible under regulations of Chapter 23.60A~~((, Shoreline District))~~.

2. The Director may approve a light rail transit facility pursuant to Chapter 23.76~~((, Master Use Permits and Council Land Use Decisions))~~ only if the alignment, transit station locations, and maintenance base location of the light rail transit system have been approved by the ~~((City))~~ Council by ordinance or resolution.

3. When approving light rail transit facilities, the Director may impose reasonable conditions in order to lessen identified impacts on surrounding properties. A Master Use Permit is not required for the following, unless required by Chapter 23.60A or Chapter 25.09:

- a. ~~((at-grade))~~ At-grade, below-grade, or above-grade tracks and their supporting structures;
- b. ~~((below-grade))~~ Below-grade facilities;
- c. ~~((minor))~~ Minor alteration of light rail transit facilities involving no material expansion or change of use; ~~((and))~~ or
- d. ~~((other minor))~~ Minor new construction that, ~~((it))~~ according to the determination of the Director, is not likely to have significant adverse impacts on surrounding properties.

4. When approving light rail transit facilities, the Director may impose conditions to ensure consistency with ~~((design guidelines))~~ adopted City of Seattle Light Rail Design Guidelines developed for the light rail system by the City and the applicant.

5. The Director may waive or modify development standards applicable to a light rail transit facility if the applicant demonstrates that waiver or modification of a development standard:

- a. ~~((is))~~ Is reasonably necessary to allow the siting or proper functioning of a light rail transit facility; or
- b. ~~((will))~~ Will lessen the environmental impacts of a light rail transit facility on site or on surrounding properties; or
- c. ~~((will))~~ Will accommodate future development that will comply with development standards better than if the development standard waiver or modification were not granted~~((:))~~ ; or
- d. Will fulfill the intent of adopted City of Seattle Light Rail Design Guidelines better than if the development standard waiver or modification were not granted.

6. The Director may impose reasonable conditions on any waiver or modification of development standards to ensure consistency with design guidelines developed for the light rail system by the City and the applicant, and to lessen, to the extent feasible, environmental impacts of a light rail transit facility on site or on surrounding properties.

~~((7. A master use permit for light rail transit facilities shall not be issued until the Director has received satisfactory evidence that the applicant has obtained sufficient funding (which might include a Full Funding Grant Agreement with a federal agency) to complete the work described in the master use permit application.))~~

7. Notwithstanding any contrary language in subsection 23.80.004.C.5, the Director shall not waive or modify a development standard in Chapter 25.09 for a light rail transit facility unless the applicant has applied for and been denied an environmentally critical areas exception according to subsection 25.09.300.A.2.

Section 33. A new Section 23.80.006 is added to the Seattle Municipal Code as follows:

**23.80.006 Seattle Design Commission review of proposed light rail transit facilities**

A. The Seattle Design Commission shall advise on the following elements of a proposed light rail

transit facility development:

1. Architectural, aesthetic, and urban design qualities relating to the design of facilities, including but not limited to: building materials; appearance of massing; facade design; modulation; glazing; relationship to area character and context; and relationship to sidewalks and other public spaces;

2. Transportation, pedestrian accessibility, and circulation sufficiency;

3. Quality and type of public amenity features and spaces;

4. Wayfinding signage and features including visibility and legibility of portals/entry points;

and

5. Integration of public art into the facilities.

B. The Seattle Design Commission shall consider the adopted City of Seattle Light Rail Design Guidelines; City code requirements; information from City staff; and public comments in its advisory process.

C. The Seattle Design Commission shall provide recommendations to the Director on modifications to the design of the proposed development to better meet the intent of adopted City of Seattle Light Rail Design Guidelines. The Director shall consider the recommendations of the Seattle Design Commission when making a decision on a proposed light rail facility development, including a decision to impose conditions of approval pursuant to subsection 23.80.004.C.4.

D. When the proposed light rail transit facility is located in a special review district, the special review district board shall review the development in accordance with the authority granted to them. The Seattle Design Commission shall not review the aspects of the development that are within the special review district board's authority.

Section 34. A new Section 23.80.008 is added to the Seattle Municipal Code as follows:

**23.80.008 Development standards for light rail transit facilities**

In the event there is a conflict between the development standards of this Chapter 23.80 and provisions of

Chapter 23.66, Chapter 25.12, or Chapter 25.16, the provisions of Chapter 23.66, Chapter 25.12, or Chapter 25.16 shall apply.

A. Blank facades. Street-facing facades and facades facing publicly accessible spaces, blank segments between 2 feet and 8 feet above the sidewalk, may not exceed 20 feet in width. For purposes of this subsection 23.80.008.A, facade segments are considered blank if they do not include at least one of the following: windows, publicly accessible doorways or entryways, porticos, architectural detailing or treatments that provide visual interest and variety, screening, public art, murals, landscaping, or green walls.

B. Transparency. At least 60 percent transparency between 2 feet and 8 feet above the sidewalk shall be provided for all facades of publicly accessible enclosed spaces facing a street or other publicly accessible exterior spaces. Transparent areas of facades shall be designed and maintained to provide views into and out of the structure. Entryways and doorways to publicly accessible areas may be excluded from the transparency requirement if open during operation and perforated metal, or similar material allowing visibility into and out of a structure, is provided when temporarily closed.

C. Screening. Freestanding fences, walls, or retaining walls that are accessory to a light rail transit facility, exceeding 4 feet in height and facing a publicly accessible area, shall include:

1. A minimum 5-foot depth of landscaped area adjacent to the wall or fence where site dimensions and site conditions allow; and
2. Aesthetic treatment consisting of architectural detailing, artwork, trellises, decorative fencing, or similar features to provide visual interest.

D. Maximum unmodulated facade length. The maximum length of a facade without modulation is 50 feet. The Director may allow unmodulated facades to exceed 50 feet if the facades include architectural detailing, artistic features, materials, textures, transparency, or similar features to effectively modulate the building facade.

E. Entry structures and entry plazas. Entry or portal structures or portions of structures with entries to underground light rail transit stations shall be designed with building form, signage, colors, and related features and characteristics that support visibility and wayfinding at system entry points.

F. Overhead weather protection. Continuous overhead weather protection shall be provided on all light rail transit station structures that abut public pathways, at station entries, at bus loading locations, and outdoor platform waiting areas.

1. Overhead weather protection shall have a minimum depth dimension of 8 feet measured horizontally.

2. The installation of overhead weather protection shall not result in any obstructions in the sidewalk area. At ground level, the lower edge of the overhead weather protection must be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

3. Overhead weather protection at designated outdoor platform waiting areas shall protect platform waiting areas to the platform edge, or to the maximum feasible extent without interfering with the movement of trains, to minimize effects of weather on passengers at train doors.

4. Overhead weather protection in the rights-of-way shall be subject to review and approval by the Director of Transportation. Overhead weather protection for bus loading locations shall be determined by the bus service provider in coordination with the Director of Transportation.

G. Height. Light rail transit facilities, including stations and guideways, are not subject to zoned height limits except for the height limits in Chapter 23.64.

#### H. Landscaping

1. Green Factor. Light rail transit stations with above-grade, at-grade, or retained cut platforms, and ancillary facilities, including but not limited to venting structures and traction power substations, shall provide landscaping that achieves a Green Factor score of 0.3 or greater.

2. Street trees are required at light rail transit stations and ancillary facilities, including but not limited to venting structures and traction power substations. The Director of Transportation will determine the number, type, and placement of street trees to be provided.

I. Light and glare. Adequate lighting for pedestrians shall be provided. Exterior lighting shall be shielded and directed away from adjacent uses.

J. Odor. The venting of odors, fumes, vapors, smoke, cinders, dust, and gas shall be at least 10 feet above finished sidewalk grade and directed away from uses located within 50 feet of the vent.

K. Access, street improvements, and motor vehicle parking.

1. The Director shall consult with the Director of Transportation to determine the required location for motor vehicle access from a right-of-way to a light rail transit facility. The access location shall enhance pedestrian safety and comfort, facilitate transit operations and maintenance, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, and minimize hazards.

2. Light rail transit stations and ancillary facilities, including but not limited to venting structures and traction power substations, shall be subject to Chapter 23.53. Light rail transit stations and ancillary facilities may not utilize the street and alley improvement exceptions in Chapter 23.53 that are based on minimum gross floor area thresholds for non-residential uses and expansions of outdoor storage or parking supply.

3. Light rail transit facilities, including motor vehicle, transit, pedestrian, bicycle, and shared micromobility facilities for operation of new light rail transit facilities, shall demonstrate a right-of-way design consistent with Chapter 23.53 and the Streets Illustrated Right-of-Way Improvements Manual or successor rule unless otherwise allowed by the Director of Transportation. Where such facilities cannot be accommodated in the right-of-way, they shall be provided on the station site. Site and right-of-way design shall be reviewed in consultation with the Director of Transportation.

4. Pedestrian lighting shall be provided in the right-of-way adjacent to light rail transit facilities.

5. Light rail transit facilities' vehicle and pedestrian access outside of the rights-of-way shall meet the following requirements unless the requirements are waived or modified by the Director to enhance pedestrian safety and comfort, facilitate transit operations and maintenance, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards:

a. A maximum of two vehicle travel lanes may be provided to connect light rail transit facilities to the right-of-way. Vehicle travel lanes have a maximum width of 9 feet, except vehicle travel lanes used by buses or freight vehicles have a maximum width of 11 feet. Lanes for bus loading and unloading and bus layover are not considered travel lanes.

b. Curb cuts for one-way traffic shall be a minimum of 12 feet and a maximum of 15 feet, and curb cuts for two-way traffic shall be a minimum of 22 feet and a maximum of 25 feet.

c. Vehicle travel lanes shall meet sight triangle requirements of subsection 23.54.030.G.

d. Pedestrian walkways shall be provided adjacent to vehicle travel lanes and have a minimum unobstructed width of 8 feet except that the minimum pedestrian walkway width shall be 18 feet adjacent to station entries and the minimum unobstructed multiuse path width shall be 12 feet where the pedestrian walkway is shared with bicycles and other mobility devices. Where pedestrian walkways and paths for bicycles and other mobility devices are separated, the paths for bicycles and other mobility devices shall comply with the minimum requirements of the Streets Illustrated Right-of-Way Improvements Manual or successor rule.

e. Pedestrian walkways shall include a horizontal or vertical separation between the walkway and a vehicle travel lane.

f. Curb ramps are required where a pedestrian walkway crosses a vehicle travel lane or

right-of-way.

g. Lighting shall be provided along all travel lanes, pedestrian walkways, multiuse pathways, and bicycle facilities.

6. Vehicle parking provided at light rail transit facilities shall comply with Section 23.54.030.

L. Bicycle parking and shared micromobility device parking for light rail transit stations.

1. Definitions. For the purposes of this subsection 23.80.008.L:

“Bicycles-on-board ratio” is the assumed proportion of bicycle riders that will take their bicycles with them on a train trip, which is 50 percent.

“Central stations” are stations located within the Downtown Urban Center with greater than 10,000 projected daily boardings.

“Daily total boardings” is the projected horizon year daily passenger boarding volume at a station, as defined in a final EIS for a link extension, or other subsequent documentation if prepared for a future system expansion.

“Horizon year” means the year used in projecting the highest analyzed level of future ridership.

“Local stations” are those stations located in intermediate vicinities that are not served by central stations, mid-center stations, or terminus stations.

“Mid-center stations” are those located within one-half mile of the Downtown Urban Center or stations within the Downtown Urban Center with less than 10,000 projected daily boardings.

“Morning peak passenger ridership” is assumed as one-third of daily total boardings at a station projected for the horizon year, based on boarding volumes documented in a final EIS for a link extension, or other subsequent documentation if prepared for a future system expansion. Daily boardings generated by riders transferring to and from trains on other light rail link segments shall not be included in the daily total

boardings.

“Planned bicycle mode share” is defined as an estimated proportion of a station’s total boardings that will be made by persons using bicycles as their primary means of accessing a light rail station.

“Shared micromobility” refers to fleets of small, low-speed vehicles designed for personal transport, including but not limited to bicycles and scooters, and operated as a network by for-profit, non-profit, or government entity. They are available for membership to the general public on a pay-per-use or pass basis.

“Terminus stations” are those stations located at the end of a light rail system route in the City of Seattle.

2. Bicycle parking demand “D” is calculated as the morning peak passenger ridership multiplied by the planned bicycle mode share percentages in Table A for 23.80.008, which is then multiplied by 0.5 (the bicycles-on-board ratio).

3. To serve the bicycle parking demand “D” for opening day of service, the required minimum number of bicycle parking spaces shall be provided as follows:

a. The minimum bicycle parking amount required at opening day of service at a light rail station shall be calculated using the “day-of-opening” planned bicycle travel mode share percentages in Table A for 23.80.008;

b. Two-thirds of the minimum bicycle parking shall be long-term bicycle parking;

c. One-third of the minimum bicycle parking shall be short-term bicycle parking;

d. If the bicycle parking demand “D” is less than 54 total spaces, a minimum number of 54 bicycle parking spaces shall be provided, which shall be allocated two-thirds to long-term spaces and one-third to short-term spaces;

e. Bicycle parking to meet day-of-opening requirements shall be provided on the light

rail transit station site, or may be located within the right-of-way if approved by the Director of Transportation.

<b>Station type</b>	<b>Day-of-opening</b>	<b>In-reserve</b>
Terminus	5.5%	1.5%
Local	4%	3%
Mid-center	2%	2%
Central	1%	1%

4. If average use of the bicycle parking at a light rail transit facility exceeds 85 percent of capacity at a future date, measured using methods that the Director shall adopt by rule, additional bicycle parking shall be required. The amount of additional required bicycle parking, described as the “in-reserve requirement,” shall be calculated using the planned bicycle travel mode shares for the “in-reserve requirement” in Table A for 23.80.008. In-reserve required bicycle parking may be provided on the light rail transit station site, or within 200 feet of the site, or in right-of-way if approved by the Director of Transportation.

5. The Director may require more or fewer than the minimum number of bicycle parking spaces and micromobility space requirements based on the following: area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information. Prior to adjusting the minimum number of parking spaces for bicycles, the Director shall consult with the Director of Transportation.

6. The minimum space for shared micromobility device parking shall be: 240 square feet for terminus stations and 120 square feet for other station types.

7. Bicycle and micromobility device parking locations shall be located as close to station

entrances as feasible and may be located within the right-of-way if approved by the Director of Transportation.

8. Bicycle parking shall meet the following performance standards: subsections 23.54.015.K.2.a, 23.54.015.K.2.c, 23.54.015.K.2.d, 23.54.015.K.2.e, 23.54.015.K.2.h, and 23.54.015.K.2.i.

9. Parking locations shall be provided with level-entry routes, and, if bicycle parking is located above or below the surface level, it shall be served by features such as elevators sized to accommodate bicycles and runnels on stairs to aid bicycle movement.

10. The applicant shall demonstrate bicycle parking design will accommodate a variety of bicycle types, including but not limited to, electric bikes and cargo bikes.

11. Shared micromobility device parking shall be clearly delineated, located at ground level, be without access obstructions and not encroach on pedestrian access paths, include adequate lighting, and include directional signage to promote easy wayfinding.

M. Solid waste. Solid waste and recyclable storage space shall be provided for light rail transit stations. Requirements for solid waste and recyclable storage space shall be determined by the Director in consultation with the Director of Seattle Public Utilities.

Section 35. Section 23.84A.026 of the Seattle Municipal Code, enacted by Ordinance 122311, is amended as follows:

**23.84A.026 “N((=))”**

\* \* \*

"Nonconforming to development standards" means a structure, site, or development that met applicable development standards at the time it was built or established, but that does not now conform to one or more of the applicable development standards. A nonconformity to development standards may also be created by the division of land due to condemnation or sale under threat of condemnation by an agency or

division of government vested with the power of condemnation. If a sale is made under threat of condemnation, such threat must be evidenced by the government agency filing an affidavit so stating with the King County Auditor. Development standards include, but are not limited to height, setbacks, lot coverage, lot area, number and location of parking spaces, open space, density, screening and landscaping, lighting, maximum size of nonresidential uses, maximum size of non-industrial use, view corridors, sidewalk width, amenity features, street-level use requirements, street facade requirements, and floor area ratios.

\* \* \*

Section 36. Section 23.84A.038 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**23.84A.038 “T”**

\* \* \*

"Transportation facility" means a use that supports or provides a means of transporting people or goods from one location to another. Transportation facilities include but are not limited to the following:

\* \* \*

3. "Passenger terminal" means a transportation facility where passengers embark on or disembark from carriers such as ferries, trains, buses, or planes that provide transportation to passengers for hire by land, sea, or air. Passenger terminals typically include some or all of the following: ticket counters, waiting areas, management offices, baggage handling facilities, restroom facilities, shops, and restaurants. A passenger terminal use on the waterfront may include moorage for cruise ships and/or vessels engaged in transporting passengers for hire. Activities commonly found aboard such vessels, whether moored or under way, that are incidental to the transport of passengers shall be considered part of the passenger terminal use and shall not be treated as separate uses. Metro street bus stops, monorail transit stations, and light rail transit stations are not included in this definition. Also excluded is the use of sites where passengers occasionally embark on or

disembark from transportation in a manner that is incidental to a different established principal use of the site.

4. "Rail transit facility" means a transportation facility that supports or is used for public transit by rail. Rail transit facilities include but are not limited to the following:

a. "Light rail transit facility" means a structure, rail track, equipment, maintenance base, or other improvement ~~((ef))~~ necessary to support a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations and related passenger amenities, bus layover and intermodal passenger transfer facilities, ~~((and))~~ transit station access facilities located on or off a light rail transit station site, and structures accessory to the development of a light rail transit system.

b. "Light rail transit station" means a light rail transit facility whether at grade, above grade, or below grade that provides pedestrian access to light rail transit vehicles and facilitates transfer from light rail to other modes of transportation. A light rail transit station may include mechanical devices such as elevators and escalators to move passengers and may also include such passenger amenities as informational signage, seating, weather protection, fountains, artwork, or concessions.

c. "Light rail transit system" means a public rail transit line that operates at grade level, above grade level, or in a tunnel and that provides high-capacity, regional transit service, owned or operated by a regional transit authority authorized under ~~((Chapter))~~ chapter 81.112 RCW. A light rail transit system may be designed to share a street right-of-way although it may also use a separate right-of-way. Commuter rail, and low capacity, or excursion rail transit service ~~((, such as the Waterfront Streetcar,))~~ are not included.

\* \* \*

Section 37. Section 23.88.020 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

**23.88.020 Land use interpretations**

A. Interpretations generally. A decision by the Director as to the meaning, application, or intent of any development regulation in this Title 23 or in Chapter 25.09 ~~((, Regulations for Environmentally Critical Areas,))~~

as it relates to a specific property, or a decision by the Director upon review of a determination of consistency of a proposed project with a planned action ordinance, is known as an "interpretation." An interpretation may be requested in writing by any person or may be initiated by the Director. Procedural provisions and statements of policy are not subject to the interpretation process. A decision by the Director that an issue is not subject to an interpretation request is final and not subject to administrative appeal. A request for an interpretation and a subsequent appeal to the Hearing Examiner, if available, are not administrative remedies that must be exhausted before judicial review of a decision subject to interpretation may be sought. An interpretation decision by the Director may affirm, reverse, or modify all or any portion of a Type I or Type II land use decision.

B. Filing and ~~((Fees))~~ fees. Any request for interpretation shall be filed with the Director accompanied by the required fee. If a request for interpretation is included in an appeal to the Hearing Examiner of a related project decision, a copy shall be filed with the Director, accompanied by the applicable fee.

C. Timing of request

1. An interpretation that is not related to any pending project application may be requested at any time, by any person.

2. If an interpretation relates to a project application requiring no public notice pursuant to the provisions of Chapter 23.76, the following rules govern the deadline by which the request for interpretation shall be received by the Department in order for the interpretation to be applied to the pending permit application:

a. Any person may request an interpretation within 14 days after the date the project application is determined to be complete, provided that the interpretation will not apply to the project if the permit is ready to issue before or on the same day the interpretation request and fee are submitted to the Department.

b. The project applicant may request an interpretation more than 14 days after the project application is determined to be complete if ~~((he or she))~~ the project applicant agrees in writing that the time

limits required by Section 23.76.005 shall be calculated from the day the interpretation is requested.

3. If an interpretation relates to a project application requiring public notice pursuant to the provisions of Chapter 23.76, the following rules govern the deadline by which the request for interpretation shall be received by the Department in order for the interpretation to be applied to the pending permit application:

a. Any person may request an interpretation prior to the end of the public comment period, including any extension, for the project application.

b. The project applicant may request an interpretation after the end of the public comment period and prior to publication of a land use decision or recommendation, if ~~((he or she))~~ the project applicant agrees in writing that the time limits required by Section 23.76.005 shall be calculated from the day the interpretation is requested.

c. Notwithstanding the above deadlines, an appeal of a Type II decision to the Hearing Examiner or a request for further consideration of a Type III recommendation may include a request that the Director issue in writing an interpretation of specified code sections, combined with an appeal of such interpretation, provided that an interpretation regarding whether a use proposed under the related project application has been correctly classified may not be requested pursuant to this subsection 23.88.020.C.3.c. A request for interpretation made pursuant to this subsection 23.88.020.C.3.c shall state with specificity:

1) How the Director's construction or application of the specified code sections is in error; and

2) How the requester believes those sections should be construed or applied.

The provisions of subsections 23.88.020.D, 23.88.020.E, and 23.88.020.F shall not apply to interpretations requested pursuant to this subsection 23.88.020.C.3.c. The Director shall respond to the request by issuing an interpretation in the form of a memorandum to be filed with the Hearing Examiner at least five calendar days before the hearing.

D. Notice of request for interpretation. If an interpretation relates to a project application under consideration, and is requested by a person other than the applicant for that project, notice of the request for interpretation shall be provided to the permit applicant. If an interpretation relates to the provisions of Chapter 23.60A, notice of the request shall be provided to the Washington State Department of Ecology. If an interpretation is requested by a Major Institution as to whether a proposal constitutes a major or minor amendment to an adopted Major Institution Master Plan, notice of the request shall be provided to all members of the Development Advisory Committee for that Major Institution.

E. Notice of interpretation. Notice of an interpretation shall be provided to the person requesting the interpretation, and to the applicant(s) for the specific project or projects to which the interpretation relates. If the interpretation relates to provisions of Chapter 23.60A, notice shall be provided to the Washington State Department of Ecology. If the interpretation is related to a project requiring public notice, the interpretation shall be published concurrently with other land use decisions relating to that project. Notice of any interpretation subject to appeal before the Hearing Examiner shall be provided by Land Use Information Bulletin.

F. Availability and venue of appeals

1. An interpretation that is unrelated to any specific project application, or is related to a Type III or IV decision, may be appealed by any person to the Hearing Examiner. Such an appeal shall be filed with the Hearing Examiner by 5 p.m. on the ~~((14<sup>th</sup>))~~ 14<sup>th</sup> calendar day following publication of the notice of the interpretation. If the last day of the appeal period so computed is a Saturday, Sunday, or federal or City holiday, the period shall run until 5 p.m. on the next business day. The appeal hearing on an interpretation related to a Type III Master Use Permit shall be consolidated with the open record hearing on the project application and the appeal hearing for any related environmental determination. Interpretations related to Type IV decisions shall be appealable to the Hearing Examiner in accordance with Section 23.76.052.

2. An interpretation relating to a project application that does not require public notice shall not

be subject to administrative appeal.

3. An interpretation relating to a Type II Master Use Permit decision that is appealable to the Hearing Examiner shall be subject to the same appeal deadline as the related project decision, and may be appealed only if that project decision is appealed. The appeal of an interpretation shall be consolidated with the appeal of the related project decision.

4. An interpretation relating to a Type I Master Use Permit for light rail transit facilities issued pursuant to Chapters 23.42, 23.76, or 23.80 shall not be subject to administrative appeal.

\* \* \*

Section 38. Section 25.08.655 of the Seattle Municipal Code, last amended by Ordinance 124843, is amended as follows:

**25.08.655 Major public project construction variance**

A. The Administrator may grant a major public project construction variance to provide relief from the exterior sound level limits established by this Chapter 25.08 during the construction periods of major public projects. A major public project construction variance shall provide relief from the exterior sound level limits during the construction or reconstruction of a major public project only to the extent the applicant demonstrates that compliance with the levels would:

1. Be unreasonable in light of public or worker safety or cause the applicant to violate other applicable regulations, including but not limited to regulations that reduce impacts on transportation infrastructure or natural resources; or
2. Render the project economically or functionally unreasonable due to factors such as the financial cost of compliance or the impact of complying for the duration of the construction or reconstruction of the major public project.

B. A major public project construction variance shall set forth the period or periods during which the

variance is effective, which period or periods shall be the minimum reasonably necessary in light of the standard set forth in subsection 25.08.655.A, and the exterior sound level limits that will be in effect during the period of the variance. Different major public project construction variances may be issued for distinct phases of a construction project, or one major public project construction variance may be issued for the entire major public project. The period or periods during which a major public project construction variance is effective may be stated in terms of calendar dates or in terms of the duration of a construction project or a phase or phases of a construction project.

C. The Administrator shall condition a major public project construction variance as necessary to provide reasonable control or mitigation of the construction noise that may be expected to occur pursuant to the variance.

D. One-year review and decision

1. No later than one year after the start of construction to which a major public project construction variance applies, the Administrator shall review, and provide opportunity for public comment on, the operation of the variance during the first year, including the provisions of the Noise Management and Mitigation Plan, and the conditions of the variance. For purposes of determining the date of the start of the project's construction work, site exploration work is excluded.

2. After considering the public comments received, the Administrator may modify the terms and conditions of the variance or the Noise Management and Mitigation Plan as needed, or revoke the variance, if the Administrator determines that the current variance, the conditions of the variance, or the Noise Management and Mitigation Plan are not adequately protecting the public health and safety or reasonably controlling or mitigating the construction noise, or that there are more reasonable methods of doing so.

3. The Administrator shall make a decision whether to modify or revoke a variance pursuant to this review within one ((-)) year and 90 days after the start of construction work as provided in subsection

25.08.655.D.1.

4. Appeal. Any person aggrieved by the decision of the Administrator whether to modify a variance pursuant to this subsection 25.08.655.D may appeal such decision by filing an appeal in writing with the Hearing Examiner by 5 p.m. of the tenth day following the date of the issuance of the decision. A one-year review and decision for a Noise Management and Mitigation Plan for a light rail transit facility is not administratively appealable to the Hearing Examiner. When the last day of the appeal period is a Saturday, Sunday, or federal or City holiday, the appeal may be filed until 5 p.m. on the next business day. The Hearing Examiner appeal shall be conducted pursuant to Section 25.08.610.

5. Effective date. The decision of the Administrator whether to modify a variance pursuant to this subsection 25.08.655.D is effective 30 days following the decision unless it is appealed to the Hearing Examiner. If the Administrator's decision is appealed to the Hearing Examiner, the Administrator's decision does not take effect and the original terms and conditions of the variance remain in effect until the effective date of the Hearing Examiner decision. The Hearing Examiner decision is a final decision of the City for purposes of chapter 36.70C RCW, and is effective 30 days from the date of the decision, unless otherwise ordered by a court. If a court stays the effective date of the decision, the original unmodified variance shall remain in effect during the stay.

Section 39. Section 25.09.300 of the Seattle Municipal Code, last amended by Ordinance 125292, is amended as follows:

**25.09.300 Environmentally critical area exception**

A. Types of exceptions

1. General. An applicant for a City permit to develop real property that is located in an environmentally critical area or buffer may apply to the Director for an exception to modify environmentally critical area development standards, provided that an applicant cannot apply for an exception to allow

development or to obtain development credit under subsection 25.09.240.G or to relocate lot lines under Section 23.28.030. An applicant seeking relief under this Section 25.09.300 shall demonstrate that no other applicable administrative remedies in this Chapter 25.09 or Title 23 will provide sufficient relief.

2. Public projects. If development in an environmentally critical area or buffer is necessary to accommodate a public facility or public utility, the Director may grant an exception permitting the public facility or public utility using the following criteria in lieu of subsections 25.09.300.C and 25.09.300.D:

- a. No reasonable alternative location will accommodate the facility or utility, as demonstrated by an analysis of appropriate alternative locations provided by the applicant or the Director;
- b. Mitigation sequencing under Section 25.09.065 is applied to the siting, design, and construction of the facility or utility;
- c. All requirements of subsections 25.09.300.A.1, 25.09.300.B, 25.09.300.E, and 25.09.300.F apply; ~~((and))~~
- d. In granting an exception to the development standards in Sections 25.09.090, 25.09.160, and 25.09.200 the Director shall apply the mitigation standards in Section 25.09.065 when imposing any conditions~~((-))~~; and
- e. A light rail transit facility within a light rail transit system with the alignment, transit station locations, and maintenance base locations approved by the Council by ordinance or resolution is exempt from subsection 25.09.300.A.2.a. For mitigation sequencing under Section 25.09.065, the light rail transit facility is exempt from subsection 25.09.065.B.1.a and the Director shall consider subsection 25.09.065.B.1.b, prioritize subsections 25.09.065.B.1.c, 25.09.065.B.1.e, and 25.09.065.B.1.f, and prioritize the extent to which the proposal creates improved ecological function. If mitigation for a light rail transit facility will change the location of a wetland and wetland buffer and/or riparian management area, the wetland buffer and riparian management area shall not extend into or past an improved right-of-way unless that portion

of the riparian management area provides significant biological or hydrological function in relation to the wetland or riparian watercourse. The light rail transit facility is exempt from the submittal requirements of subsections 25.09.300.B.1.d and 25.09.300.B.1.e.

\* \* \*

Section 40. Section 25.11.020 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

**25.11.020 Exemptions**

The following trees and tree activities are exempt from the provisions of this Chapter 25.11:

\* \* \*

L. Actions undertaken to implement an approved Light Rail Transit Facility Tree and Vegetation Management Plan.

Section 41. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Scheereen Dedman, City Clerk

(Seal)

## SUMMARY and FISCAL NOTE

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
SDCI	Lindsay King	Christie Parker

### **1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to land use and zoning; addressing signage; clarifying requirements and supporting efficient permitting processes for light rail transit facilities; adding new Sections 23.55.070, 23.80.006, and 23.80.008 to the Seattle Municipal Code; and amending Sections 3.58.010, 3.58.080, 23.40.006, 23.40.080, 23.42.040, 23.42.055, 23.47A.004, 23.48.005, 23.49.002, 23.49.042, 23.49.090, 23.49.142, 23.49.300, 23.49.318, 23.50A.040, 23.51A.002, 23.51A.004, 23.52.004, 23.54.015, 23.55.056, 23.76.004, 23.76.006, 23.76.010, 23.76.012, 23.76.015, 23.76.020, 23.76.026, 23.76.028, 23.76.029, 23.80.002, 23.80.004, 23.84A.026, 23.84A.038, 23.88.020, 25.08.655, 25.09.300, and 25.11.020 of the Seattle Municipal Code.

#### **Summary and Background of the Legislation:**

This legislation updates the City’s codes to support efficient permitting processes for the construction of light rail transit facilities. This legislation fulfills the permit process improvement goals identified by the City and Sound Transit (ST) in 2019. These prior discussions identified priority subjects to explore for process reforms, including identifying, modifying and removing code and process barriers to achieve faster permitting, clarifying development standards for light rail, refining the advisory process for review of facility design, and reducing the need for multiple rounds of plan review.

This legislation amends existing code standards and provides new standards for several topics. These include: new development standards; amending permit process procedural details; requiring a tree and vegetation management plan addressing construction and post-construction periods in project subareas; clarifying environmentally critical areas permitting; clarifying a procedural detail for a major public project construction noise variance; and updating minimum bicycle and micro-mobility device parking requirements at light rail transit facilities.

The amended code will support the timely construction of the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects. In October 2024, the Sound Transit Board selected the route and station locations for the West Seattle Link Extension. This action authorizes the project to move forward into the final design phase. In 2025, the Seattle City Council will approve the alignment, transit station locations, and maintenance base location of the light rail transit system by ordinance or resolution.

Permitting for WSLE is expected to start in Q2 2025, construction is expected to begin in 2027, and service is anticipated to begin in 2032. The Ballard Link Extension is still in the planning stages and opening of the extension is scheduled for 2039. The areas most affected by the future light rail transit construction projects include Downtown (including the Chinatown International District); the South Lake Union and Uptown Urban Centers; the Greater Duwamish Manufacturing and Industrial Center; and the Delridge, West Seattle Junction, Ballard, and Interbay neighborhoods. The wide variety of zoning in these areas underscores the need to provide more tailored guidance for light rail transit facility projects.

### *Projects Eligible Under the Proposal*

Light rail code amendments will be applied to future Light Rail Transit Facilities as part of the West Seattle Link Extension, Ballard Link Extension, and associated projects. In total both link extensions include 14 light rail stations and 12 miles of light rail track. Light Rail Code Amendments will also be applied to any future light rail transit facilities including the Graham Street station.

This legislation includes the following types of code amendments:

1. Creates new development standards for light rail transit facilities. These standards address the design quality of buildings, landscaping, accessibility, and other functional qualities like lighting, weather protection, signage, and street and sidewalk sizing.
2. Establishes an advisory review process by the Seattle Design Commission (SDC) to evaluate light rail transit facility design proposals and make recommendations to Sound Transit and City Departments about the proposals' aesthetic, urban design, and functional qualities.
3. Clarifies and improves permit processes for specificity and efficiency, including:
  - a. Light rail transit facility permits are defined as "Type I" Master Use Permit reviews and will maintain public notice and comment periods. These permits can be appealed to Superior Court. Changes to temporary uses and station proposals will streamline permitting and construction and avoid procedural delays.
  - b. Permit decisions will be more focused and efficient to issue by eliminating many types of reviews and clarifying the City's authority to grant flexibility from codes and define the conditions of approval. Edits in Chapter 23.80 of the Land Use Code will allow permit decisions to focus on the most relevant topics of design and access. This legislation exempts light rail transit facilities from many development standards and permits light rail transit facilities in all downtown zones.
4. Clarifies and streamlines the content of reviews for Sound Transit (ST) projects to receive an Environmentally Critical Areas (ECA) light rail exception permit. ST will provide only the most relevant application information and analyses for the City to review permits and focus on how environmentally protective outcomes may occur even if exceptions to meeting details of the ECA codes are allowed.

5. Defines a “tree and vegetation management plan” requirement for project segments of the light rail system development. A project-wide tree and vegetation management plan will account for tree management before, during, and after construction and requires that each tree removed be replaced by one or more new trees. The tree and vegetation management plan will utilize existing tree replacement policies in environmentally critical areas, shoreline environments, and on City property or right-of-way. Street tree requirements at light rail stations will be determined by the Director of the Seattle Department of Transportation.
6. Clarifies a one-year review step for a construction noise variance for light rail transit facilities’ construction. This would maintain a single appeal opportunity for the initial decision on the construction noise variance.
7. Amends existing minimum bicycle parking requirements and adds new shared micromobility device minimum parking requirements. This defines both opening day and future parking requirements, according to different types of stations: terminus, local, mid-center, and center types. A new provision requires a variety of parking spaces to account for various types of bicycles.
8. Defines specific standards for light rail transit facility signage and includes exemptions for rules concerning signage over the right-of-way and off-premise advertising.
9. Amends the definition of “nonconforming to development standards” to include cases when land is divided due to condemnation.

These code amendments update, clarify, and revise the codes that will be applied to future Light Rail Transit Facility permits. These changes provide greater specificity in the codes and are intended to streamline, clarify, and increase the efficiency of permit reviews.

## **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

This legislation streamlines the review criteria for Light Rail Transit Facilities permits but does not directly change appropriations, revenues, the number of permits required, or the fees obtained through permit reviews. It is not anticipated that the legislation will have financial impacts to the City; however, a more detailed discussion is provided below.

The City and Sound Transit have financial agreements (Task Orders) to bill and collect fees on bodies of work that are necessary to advance permitting but that are not billable through permit fees. It is anticipated that any staff time required to implement the light rail code amendments to

facilities' streamlined permitting will be resourced through City of Seattle and Sound Transit Task Orders.

In addition to City of Seattle and Sound Transit Task Orders, the City budget includes a staffing reserve of \$5.2 million in 2025 and \$6.8 million in 2026. This funding is currently held in Finance General, pending the development of a detailed resource plan. The detailed plan will identify up to 50 additional staff in various City departments who will collaborate with Sound Transit on project design and engineering, environmental review and project permitting, and construction management and project impact mitigation, as well as lead on station area planning and access projects.

It is not anticipated that these light rail transit facility code amendments will have financial impacts to the City beyond what has already been considered through previous legislative processes, what will be reimbursed through Sound Transit Task Orders, and/or what the City will collect in permitting fees.

### ***Estimated project volumes***

Permit packaging discussions are ongoing with Sound Transit. Currently, we anticipate approximately 89 Master Use Permits for the West Seattle Link Extension. Since a project has not been selected for the Ballard Link Extension, we do not know the total number of permits at this time. It is anticipated that the Ballard Link Extension will have more Master Use Permits than the West Seattle Link Extension.

### **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.**

None are identified to date. Sound Transit and City of Seattle have financial agreements to cover costs of project implementation to support streamlined permitting. It is anticipated that any costs required to implement the light rail code amendments will be covered by existing or future task orders with Sound Transit.

**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 see the "Summary of Financial Implications" section above.

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

If we do not implement the legislation, permit reviews will be more complicated and take more time which in turn will require more resources for both the City of Seattle and Sound Transit, and add time to the entire permitting and system construction process. By extension, lengthening the construction period would also add to the burdens experienced by others in the city whose business and economic activities would be disrupted by construction-related impediments.

**Please describe how this legislation may affect any City departments other than the originating department.**

Other departments' review responsibilities for light rail proposals would not be affected by the legislation.

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

- a. Is a public hearing required for this legislation? Yes**
- b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation? Yes**
- c. Does this legislation affect a piece of property?** The legislation does not directly affect a specific piece of property; however, it does indirectly affect property around future light rail transit facilities.
- d. 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 is not likely to generate significant or disproportionate burdens on communities of color or households with lower incomes.

Right-sizing bike parking requirements ensures equitable bike parking amenities at all stations and geographies.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**  
Attached.
- iii. What is the Language Access Plan for any communications to the public?**  
SDCI provides language access by making translation services available upon request. We have developed translated FAQ documents for public distribution and offer translation on SDCI's "changes to codes" page for light rail expansion code updates.

#### **e. Climate Change Implications**

- i. 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.**

The legislation does not increase or decrease carbon emissions in a material way; however, the construction and operation of future light rail facilities should reduce carbon emissions by providing an alternative to driving motor vehicles.

- ii. 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.**

N/A

- f. 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 legislation does not include a major initiative or programmatic expansion.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

This legislation does not create a non-utility CIP project.

## 5. ATTACHMENTS

### **Summary Attachments:**

Summary Attachment 1 – Map of West Seattle Link Extension and Ballard Link Extension

Summary Attachment 2 – RSJI Summary Analysis – SDCI Light Rail Code Amendment

Proposal Deliberative



West Seattle Link Extension



Ballard Link Extension



## INTRODUCTION

The following is a draft summary memo discussing race and social justice (RSJ) topics, written about a Land Use Code amendment proposal. It relates to a mutual effort by the City of Seattle and Sound Transit (ST) to support efficiency in the upcoming permitting and development of ST's Link light rail expansion projects to serve West Seattle Link Extension and Ballard Link Extension. The need for amendments was identified in discussions between the City about how better coordination in permitting could lead to overall benefits in light rail system development to all parties, including the public.

ST is also collaborating with the City in public engagement and facilitation to gather public input about the entire range of the City's work with ST to develop the Link light rail expansion. These efforts include seeking input from a broad and diverse range of community stakeholders. This RSJ summary is a stand-alone evaluation of the code and process reform concepts based on a Racial Equity Toolkit (RET) approach.

## CODE AMENDMENT PROPOSAL

The proposal consists of several targeted amendments to the City's Land Use Code and environmental codes. These will provide more specific regulations for the light rail system, and update or clarify how codes for topics like bicycle parking and tree protection should relate to light rail system development.

The major elements of the code and process reform proposal are:

1. **Create new development standards for light rail systems.** Proposed new development standards in Chapter 23.80 of the Land Use Code would set minimum performance levels and influence the quality of design outcomes for light rail transit facilities. This will help in the City's permit review process by addressing design details related to size, shape, aesthetic qualities and details about access, parking, and signs. These new standards will substitute for the general development standards of each zone's regulations, many of which do not relate to a light rail transit facility use.

### *Minimum development standards for aesthetic qualities*

- Blank facade limits
- Facade transparency and modulation
- Landscaping and screening features
- Entry features designed for visibility and wayfinding
- Relationship to zoned height limits

### *Minimum development standards for functional qualities*

- Overhead weather protection
- Access and street improvements (and provisions for transit-supporting features to be off-site, such as bus layover spaces)
- Bicycle parking and shared micromobility device parking requirements
- Pedestrian lighting
- Signage and wayfinding
- Light/glare and odor control
- Solid waste disposal

2. **Establish a review process by the Seattle Design Commission (SDC) to evaluate system design proposals and make recommendations.** The SDC will conduct a review of light rail development proposals and make recommendations to Sound Transit and City departments about their aesthetic and urban design qualities. City departments will consider the SDC recommendations as they prepare permit decisions on light rail developments.
3. **Clarify and improve permit processes, for specificity and efficiency.** The City proposes to make certain permits more time-efficient to obtain, by changing the “decision type” to Type I, for permits including: temporary use (where construction equipment and materials will be stored, and related activities will occur), and station design approvals. The City’s Type I permit reviews could include requiring conditions of approval.
  - A Type I decision could not be appealed to the Hearing Examiner, but could still be appealed to Superior Court.
  - Permits would be evaluated more efficiently, by eliminating unnecessary analyses in each permit decision, such as proving adequate funding for light rail.
  - Updates to procedural details such as the contents of public notices, expectations for public meetings, and the duration and timing of permits, applications, and permit reviews.
4. **Clarify and streamline the content of review for an ECA exception permit.** The proposal clarifies requirements for an environmentally critical areas “ECA exception” permit, for light rail facilities. This would streamline application materials to not require showing irrelevant scenarios about what other land uses might be possible on an affected site. Also, it would give more flexibility to approve environmental impact mitigation designs even if they are not the “minimized impact” alternative. The objective is to maximize the overall positive qualities of impact mitigation outcomes by giving more flexibility to weigh and balance “restoration” and “compensation” values along with impact “minimizing” values.
5. **Define and clarify tree requirements for light rail transit system development.** The proposal defines a new requirement for Sound Transit to create a project-wide tree protection plan. The plan would describe the system construction impacts to trees in affected properties and streets, and define how mitigation strategies will be used to protect trees and replace trees lost. The City would review and approve the plan before permit approval and construction of light rail facilities.
6. **Clarify a one-year review step for a construction noise variance for light rail transit facilities construction.** A major public project construction noise variance is likely needed to allow for certain night-time construction activities. The proposal clarifies that: a permit decision for this noise variance can be appealed to the Hearing Examiner just one time, at the permit’s time of approval. The City noise enforcement program would continue to evaluate performance and could require adjustments by ST to meet the terms of the construction noise variance.

## **SUMMARY ANALYSIS**

The following discussion summarizes the results of SDCI’s inquiry into race and social justice subjects using the Racial Equity Toolkit as a basis. This is organized to specifically address the potential RSJ implications for the current code amendment proposal under consideration. It does not address the entire light rail system development project’s implications, for which public outreach efforts have been and continue to be conducted jointly by City of Seattle and ST.

This summary is the best expression of the draft findings of the analysis. To the extent that additional public discussion could inform a need to discuss other related subjects that have RSJ implications, this analysis should be considered a draft.

### **Overall Desired RSJ Outcomes for ST3 Light Rail Project Developments in Seattle**

At the broad system-wide level for development of the light rail system to West Seattle and Ballard, a variety of past discussion efforts led to the following expressions of desired racial equity outcomes:

- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that benefit communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Meaningfully involve communities of color and low-income populations in the project.

Regarding desirable outcomes for station design, the priorities were identified as:

- Ensure a sense of belonging for communities of color at all stations, making sure that stations are not “white spaces,” but spaces where everyone sees themselves as belonging, feeling safe, and welcome.
- Create opportunities for community identity at each station, in ways that authentically represent community involvement in the project, such as community-driven station programming, community-driven station design, and community-driven housing options.

These cover a broad cross-section of interests related to equitable provision of service and mobility improvements that are accessible to communities of color. The desired outcomes are to avoid disproportionate impacts, and result in system facility designs that express and support community identity, are culturally sensitive, and lead to overall benefits to the people and communities served.

### **Desired RSJ Outcomes and Themes for the Code Amendment Proposal**

The code amendment proposal has been written with an intent to achieve equitable facility and service outcomes across the city as the light rail system is expanded. This includes:

- Defining fair development standards that will be applied consistently across the city for light rail facilities during permit reviews, to support equitable design outcomes.
- Considering and avoiding the potential for regulatory approaches to be biased in treating certain parts of the city (and their resident communities) differently than others.
- Weighing the regulations and public processes about their value in giving opportunities for public comment and input during the permitting process.

- Ensuring that public values continue to be represented for topics like environmental protection and equitable provision of public amenities and transportation service.
- Identifying opportunities for permit review processes to proceed in efficient ways, and focus on the right tasks, to deliver light rail service as soon as possible with efficient use of public funds.
- Seeking to achieve community outcomes that will fully and equitably support the community’s objectives and be a net benefit to the community.

## **Relationship to Potential RSJ Burdens and Benefits of the Code Amendment Proposal**

### ***Benefits***

The code amendment proposal is intended to provide overall benefits to the public while avoiding creating disproportionate burdens of negative impacts on any given community or individual.

This includes:

- Defining development standards that are more responsive than existing codes to design quality of light rail facilities. This should aid equity in design outcomes.
- Right-sizing bike parking requirements to ensure equitable bike parking amenities at all stations and geographies.
- Defining a continuing public forum (the Seattle Design Commission’s public meetings) to comment on and influence project design. This is where expression of community identity and values should be discussed and evaluated, to help directly influence outcomes through participation in this public advisory body.
- Maintaining public processes for notice and public comment, even where permit types may be streamlined to occur more efficiently.
- Maintaining City policy and approaches to tree protection and allocation of tree mitigation outcomes, while achieving a tree plan approach that will be better coordinated. The proposed tree and vegetation management plan requirement would offer more public access to information on broader tree management through a project-wide plan that will account for tree management before, during, and after construction
- Giving modest additional flexibility to environmental protection requirements to allow future mitigation designs that will achieve a higher amount of total public and environmental benefits while overcoming the impacts of the light rail system development (such as at Longfellow Creek crossing).
- Narrowly targeting adjustments and clarifications to permit reviews to focus on addressing the project details that matter and reducing the need to write about unnecessary topics in permit decisions.
- Defining abilities for permit processes to be concluded faster so that unnecessary delay does not contribute to longer timeframes and mounting public cost burdens as a result.

### ***Burdens***

Our review of the proposal did not identify particular likelihoods of inequities or systemic problems (“burdens”) that would be created by the contents of the code amendments. This finding is related to our interpretations of the benefits of the effort to define development standards applying across the city, with preservation of public notice and comment opportunities and venues to influence the

future light permit reviews, and preserving City policies and values for environmental protection that are shared by the public.

Examples of the questions we asked ourselves included:

- *Are there other development standards that would be more inclusive or reflective of community, or address systemic disparities?*
- *Will applicants and City reviewers fairly consider input about equity in design? How will they consciously make recommendations that reflect a diversity of perspectives and preferences, about aesthetics, equity, and community identity?*
- *Would the code proposal systemically result in “less” to certain communities in design quality, amenity, functionality, or cause more impacts?*
- *Will there be any tradeoffs or “winners and losers” caused by this proposal?*

### **Avoiding Bias, Disproportionate Harms, and Unintended Consequences**

Our review of the code amendment proposal did not identify particular likelihoods of inequities or systemic problems related to race and social biases, disproportionate harms, or unintended consequences. The objectives of the amendments are to provide development standards that apply throughout the city equitably, with preserved opportunities for public notice and comment and have input into the City’s evaluation of design proposals as they happen. They also intend to preserve shared public values and priorities for environmental protection and enhancement. The proposal also investigates how permitting processes can be reasonably streamlined and clarified so that they focus on the most relevant topics and be completed in a time-efficient manner.

One of the most relevant subjects to disclose here is the proposal to define several permit decisions for light rail development as not appealable to the Hearing Examiner, but instead directly appealable to the Superior Court-level. The Superior Court is currently the second layer of appeal, after a Hearing Examiner process has occurred. This proposal comes along with code amendments that would preserve the public notice and comment opportunities despite the change in the public appeal opportunities. This is a unique element of this code amendment proposal.

The change in appealability is prompted for City decision-making in light of a public interest in the light rail system being buildable in a timely manner. This topic essentially asks whether a permit process with two layers of legal appeals for all permits (of which approximately 89 are anticipated for just the West Seattle Link Extension) is economically worthwhile in terms of use of public funds if the result could be a substantial extension of system development time and escalation of system development costs. Such delays are foreseeable if multiple permits for the system’s construction are challenged over time.

This proposal means that an appellant would need to go directly to Superior Court, which suggests a possible need for more legal preparation to present a case. This could dissuade some people from appealing a specific permit decision, which could be interpreted as disproportionately affecting people with lesser economic resources to make an appeal.

It should also be noted, however, that the entirety of the code amendment proposal seeks to retain public comment and participation opportunities in the permitting process. It would be preferable and

free for interested parties to attend venues such as future Seattle Design Commission public advisory review meetings (in-person or virtual) and state their specific interests in system design details. This would be the most direct and potentially successful manner for an interested party to influence future system facility designs and achieve community-specific outcomes.

This leads to a final point about the entire process that is to come regarding the light rail system design and permitting. The process for actual design of the light rail facilities is just beginning, and there will be many opportunities to participate and influence design of light rail system facilities going forward. The code amendment proposal in review here is aiming to support an equitable and consistent future permit process with suitable processes and code standards. Therefore, the code amendment proposal as a whole is written to align with and support the “Overall Desired RSJ Outcomes for ST3 Light Rail Project Developments in Seattle” as summarized earlier in this memorandum.

## Amendment A Version #1 to CB 120975 - Light Rail Essential Public Facility Permitting

**Sponsor:** Councilmember Moore

Community Outreach Report Requirements

Effect: This amendment would add to information required in a Community Outreach Report (COR) that would be submitted by SoundTransit at the time of permit application. Added information would include information about the project, for which the permit is sought, that was shared during outreach.

Council Bill (CB) 120975 would modify notice requirements and public comment opportunities from what is currently required for land use decisions that are non-discretionary and have no opportunity for administrative appeal. Specifically, the bill would require that SDCI post a large sign and provide mailed notice to near neighbors for applications for light rail transit facilities that require a Master Use Permit, authorize the SDCI Director to hold a public hearing on light rail transit facility applications, and establish the Design Commission as the review body, which would deliberate publicly and make recommendations to the SDCI and Seattle Department of Transportation Directors on light rail transit facility permit applications.

Amend Section 31 of CB 120975, as follows:

Section 31. Section 23.34.011 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

### **23.80.002 Application submittal requirements((-))**

A. In addition to the application submittal requirements specified in other chapters and codes, applicants for essential public facilities shall address each ~~((of the))~~ applicable review criteria of this ~~((chapter))~~ Chapter 23.80 in their application materials, and provide additional information as required by the Director to complete review of the project.

Ketil Freeman  
City Council  
June 5, 2025  
D#1

B. For light rail transit facility applications that include light rail stations, maintenance bases, and temporary uses for light rail transit facility construction, the applicant shall submit a Community Outreach Report (COR). The COR shall include a list of impacted stakeholders previously targeted for public outreach in advance of permitting; methods of communication (including print, digital, and in person); purpose and objectives for the outreach; [project information shared during the outreach as documented in the COR](#); and a summary of public comments.



Legislation Text

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**File #:** CB 120984, **Version:** 1

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**CITY OF SEATTLE**

**ORDINANCE \_\_\_\_\_**

**COUNCIL BILL \_\_\_\_\_**

AN ORDINANCE relating to Seattle’s Commute Trip Reduction (CTR) program; adopting an updated CTR Plan; updating references to state law; and amending Sections 25.02.020, 25.02.030, 25.02.040, 25.02.050, 25.02.090, and 25.02.100 of the Seattle Municipal Code.

WHEREAS, the Washington State Clean Air Act, codified as chapter 70A.15 of the Revised Code of Washington (RCW), requires certain local governments in those counties experiencing the greatest automobile-related pollution and traffic congestion to adopt and implement Commute Trip Reduction (CTR) plans and ordinances to reduce single-occupancy vehicle trips; and

WHEREAS, The City of Seattle (“City”) recognizes the importance of increasing individual citizens’ awareness of air quality, energy consumption, traffic congestion, and the contribution that employers and individuals can make towards addressing these issues; and

WHEREAS, the City’s 2023 Climate Change Response Framework specifically calls for emissions-reduction strategies related to Seattle’s transportation system, many of which relate to shifting transportation modes away from single-occupancy vehicle trips; and

WHEREAS, the City’s 2024 Seattle Transportation Plan identifies reduction in vehicle-miles traveled (VMT) as a key performance measure and aims to reduce VMT of all Seattle area trips by 37 percent by 2044 while advancing mobility management strategies - such as CTR - to encourage walking, bike, and transit trips; and

WHEREAS, since the last CTR Strategic Plan update in 2019, Seattle has continued to see residential and job growth but limited new roadway capacity, making efficient travel choices like transit, walking and

biking, carpooling, and vanpooling more crucial for efficient and equitable growth; and

WHEREAS, Seattle’s Center City area has seen significant growth and is a high-density neighborhood impacted by locally and regionally significant development and infrastructure projects, and thus is a designated Growth and Transportation Efficiency Center (GTEC) as defined by RCW 70A.15.4030; and WHEREAS, the City’s nationally renowned CTR program is seen as a model for holistic, employer-government partnership on Transportation Demand Management (TDM) and requires programmatic updates in keeping with the City’s aspirational transportation policy goals; NOW, THEREFORE,

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

Section 1. The City of Seattle Commute Trip Reduction Four-Year Plan Update: 2025-2029 (“Plan”), attached to this ordinance as Attachment A, is adopted as the Commute Trip Reduction Plan for The City of Seattle.

Section 2. Section 25.02.020 of the Seattle Municipal Code, last amended by Ordinance 119056, is amended as follows:

**25.02.020 Purpose(~~-~~)**

The purpose of this (~~chapter~~) Chapter 25.02 is to implement (~~the Washington State Clean Air Act, RCW 70.94.521 through 70.94.551~~) RCW 70A.15.4000 through 70A.15.4110.

Section 3. Section 25.02.030 of the Seattle Municipal Code, last amended by Ordinance 125885, is amended as follows:

**25.02.030 Definitions**

The following definitions apply throughout this (~~chapter~~) Chapter 25.02:

A. "Affected employee" means a full-time employee who begins (~~his or her~~) the regular work day at an affected employer's worksite between (~~six (6:00))~~ 6 a.m. and (~~nine (9:00))~~ 9 a.m. (inclusive) on two (~~(2)~~) or more weekdays for at least (~~twelve~~) 12 continuous months, who is not an independent contractor, and who is scheduled to be employed on a continuous basis for (~~fifty-two~~) 52 weeks for an average of at least ((

~~thirty-five~~) 35 hours per week. “Affected employee” includes employees who telework full-time, part-time, or occasionally, unless the employee: lives more than 150 miles from the employer’s worksite; goes to that worksite once per year or less; and works from home or a site near home.

B. "Affected employer" means a private or public employer, including a government ~~((agencies))~~ agency, that employs ~~((one hundred-))~~ 100 ~~(( ))~~ or more affected employees at a single worksite. ~~((This is equivalent to the term "major employer" used in RCW 70.94.521 through 70.94.551.))~~

\* \* \*

E. "CTR plan" means the City of Seattle ~~((2019-2023))~~ 2025-2029 Commute Trip Reduction ~~((Strategie))~~ Plan adopted by ordinance.

F. "CTR program" means the overarching program administered by the Department to implement ~~((chapter 70.94))~~ RCW 70A.15.4000 through 70A.15.4110, and it also means an affected employer's set of strategies to reduce affected employees' SOV use and VMT per employee.

G. "CTR program report" means a document~~((;))~~ approved by the Director ~~((pursuant to RCW 70.94.531 and Section 25.02.040, 25.02.055, or 25.02.065))~~, containing an employer's strategy to reduce affected employees' SOV use and VMT per employee.

\* \* \*

M. "Good faith effort" means that an employer has met ~~((the))~~ minimum compliance requirements ~~(( identified in RCW 70.94.534(2)))~~. Regardless of whether an employer has met its SOV or VMT goals, the Director shall consider the employer to be making a good faith effort if it complies with ~~((RCW 70.94.534(2)))~~ state law and works collaboratively with the City, in accordance with the requirements of this Chapter 25.02, to: (1) continue its existing CTR program; or (2) develop and implement an initial or revised CTR program consistent with the requirements of this Chapter 25.02.

\* \* \*

S. “Transportation demand management” means programs and policies to reduce congestion and

greenhouse gas emissions by reducing reliance on single occupancy vehicles and supporting transit, ridesharing, active transportation, shared or micromobility, and alternative work schedules.

\* \* \*

Section 4. Section 25.02.040 of the Seattle Municipal Code, last amended by Ordinance 125885, is amended as follows:

**25.02.040 Employer's baseline measurement and initial commute trip reduction program**

A. Baseline measurement. An affected employer shall complete a baseline survey of employee commuting patterns in accordance with the requirements of this subsection 25.02.040.A.

1. ~~((Preparation deadline a. After becoming an affected employer, an))~~ An affected employer that has not adopted an approved CTR program shall conduct its baseline measurements within 90 days after the Department confirms that the employer is affected.

~~((b.))~~ 2. An affected employer may request an extension of up to 180 days. The Director shall grant all or part of the extension request or shall deny the request within ten days of receipt of a written request for extension. If the Director fails to respond within ten days, the extension is automatically granted for 30 calendar days.

~~((2. Contents of Baseline Measurement.))~~ 3. An affected employer's baseline measurement shall consist of survey data of affected employee commuting patterns, which shall be the primary source of data for measuring CTR program performance and will be used in developing the employer's CTR program. The survey methodology used by the affected employer, including but not limited to sample size and response rates, shall conform to the guidelines and methodology approved by the Washington State Department of Transportation ~~(( pursuant to RCW 70.94.537(2)(b) and Chapter 468-63 of the Washington Administrative Code))~~. The Director will provide sample surveys for affected employers to use and will work collaboratively with affected employers to complete and process the surveys.

B. Initial CTR program report submittal

1. Timing of CTR program report submittal. An affected employer shall submit its initial CTR program report to the Director for review no later than 90 days after completing its baseline measurement pursuant to subsection 25.02.040.A.

2. Extension. An affected employer may request an extension of up to 90 days for submitting its initial CTR program report. The Director shall grant all or part of the extension request or shall deny the request within ten days of receipt of the written request. If the Director fails to respond within ten days, the extension is automatically granted for 30 calendar days. An extension will not excuse affected employers from developing a commute trip reduction program and submitting a program report to the Director for review not more than 90 days after the affected employer receives the results of the baseline measurement.

3. If the Director rejects an affected employer's initial CTR program report, the affected employer shall make the changes required by a Director's decision made pursuant to this Section 25.02.040 and resubmit its initial CTR program report within 30 days after receiving the Director's decision.

~~C. ((CTR program report content. Each employer CTR program report shall include the following: 1. Worksite Characteristics.))~~ A CTR program report shall include a description of worksite characteristics, including the total number of employees and number of affected employees at the worksite, transportation characteristics and surrounding services, and any unique conditions that may affect employee commute choices.

~~((2. Implementation of mandatory CTR program elements.))~~ D. An affected employer's CTR program shall address the following strategic areas known to influence travel behavior and thus demonstrate a program likely to achieve the commute trip reduction goals applicable to the affected employer under the City's CTR plan. Each affected employer must select at least two strategies from each category set out ~~((below))~~ in this subsection 25.02.040.D unless an affected employer has obtained an exemption by the Director under Section 25.02.070:

~~((a.))~~ 1. Category A, employee information and amenities: Implement strategies to ensure employees are well informed and that facilities and programs support non-drive-alone commutes. This may

include provision of:

~~((1))~~ a. Real time transportation information such as transit schedules and shared transportation information in a prominent space to ensure both employees and visitors are aware of their travel options to and from the site.

~~((2))~~ b. "Flexwork": Create policies to allow and/or encourage alternative work schedules and telework for employees with suitable positions. This may include:

~~((a))~~ 1) A policy allowing employees to work intermittently, part-time, or full-time at home or at a satellite center.

~~((b))~~ 2) Alternative work schedules such as a compressed workweek allowing a full-time employee to eliminate at least one workday every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee. Examples include 9/80, 4/40, or 3/36 schedules.

~~((e))~~ 3) Flexible scheduling to shift commute trips by employees outside of the period between 6 a.m. and 9 a.m.

~~((3))~~ c. Employee shuttles. This may be a circulator between employer locations, between park-and-ride facilities or transit hubs, or over a longer distance to provide a route for which there is no public transit alternative or capacity and along which there is a density of potential users.

~~((4))~~ d. Guaranteed ride home for employees who do not drive, whether via an area-wide program, company vehicle provision, emergency guaranteed ride, rental car guaranteed trip, or taxicab or TNC guaranteed trip.

~~((5))~~ e. Rideshare matching to connect employees and promote carpooling and vanpooling.

~~((6))~~ f. Bicycle parking facilities and other active commute facilities including but not limited to lockers, changing areas, electric bicycle charging infrastructure, and showers for employees who

walk or bicycle to work.

((b-)) 2. Category B, subsidies and modal support: Implement programs to ensure that non-drive-alone commutes are preferable options. This may include:

((1)) a. Subsidies for transit fares, such as ORCA business products.

((2)) b. Subsidy for carpool and vanpool participation.

((3)) c. Provision of employer vans or third-party vans for vanpooling.

((4)) d. Pre-tax transportation benefits allowing employees to use pre-tax pay for transit passes, bicycle share (or other emerging forms of micro-mobility) payments or passes, or vanpool use.

e. Provision of employee financial assistance or company-owned assets at hire for a hybrid or remote office setup (e.g., employer-paid home office internet or employer-paid office home office furniture).

f. Subsidies for scooter share, bike share, or other shared mobility employee memberships.

((e-)) 3. Category C, parking management: If parking is utilized at the site, implement strategies to appropriately price parking, and/or reserve parking space specifically for sustainable uses (e.g., secure bicycle parking). These include:

((1)) a. Institute or increase parking charges for SOVs. Omit any parking subsidy from employee benefits package and use onboarding processes and regular information sharing to discourage driving to and parking at an employment site; this strategy must apply to at least 90 percent of affected employees to count toward a compliance strategy.

((2)) b. Provide parking at a daily market rate only rather than a monthly or other subsidized rate.

((3)) c. Preferential parking and/or reduced parking charges for high-occupancy vehicles, bicycles, and other forms of emerging micro-mobility.

~~((4))~~ d. A parking cash out program, providing payment for employees who do not use the parking facilities.

~~((5))~~ e. Provide parking space for carshare vehicles or company-owned cars for employee use.

~~((3-Other measures.))~~ E. An affected employer may propose and implement other measures designed and demonstrated to facilitate the use of non-SOV commute modes or to reduce vehicle miles traveled, as agreed upon between the Director and the affected employer.

~~((4-CTR Implementation Plan.))~~ F. An affected employer's CTR program shall meet the requirements of subsection ~~((25.02.040.C.2))~~ 25.02.040.D and provide for:

~~((a.))~~ 1. Distribution of selected CTR program elements to affected employees at least twice a year and to each new affected employee when the new affected employee begins employment. Employers are additionally expected to include information and recommendations (but not requirements) on CTR program options, with or without financial incentives, for any independent contractors who report for a regular work day at an affected employer's worksite between 6 a.m. and 9 a.m. (inclusive) on two or more weekdays per week for at least 12 continuous months, and who are to work at that site on a continuous basis for 52 or more weeks for an average of at least 35 hours per week.

~~((b.))~~ 2. Designation of an employee transportation coordinator to administer the CTR program and to act as a liaison to the Director for one or more worksites of an affected employer. The coordinator's and/or designee's name, location, and telephone number must be displayed prominently at each worksite. The coordinator (or the coordinator's designee) shall participate in at least four events (such as trainings, meetings, etc.) offered through the Department's CTR program annually.

~~((c.))~~ 3. Appropriate resources to carry out the CTR program.

~~((d.))~~ 4. Retention of all records related to the affected employer's CTR compliance for at least 24 months.

~~((D.))~~ G. Initial CTR program review and approval

1. ~~((Director's decision a.))~~ Within 90 days of the date an affected employer submits its initial CTR program report, the Director shall provide a written decision approving or rejecting the program report based on the standards in ~~((this))~~ subsection ~~((25.02.040.D))~~ 25.02.040.G.2 and email a copy of the decision to the affected employer. ~~((b.))~~ If the Director approves an affected employer's initial CTR program, the Director's decision shall establish a date by which the affected employer is required to submit subsequent regular program reports pursuant to Section 25.02.050. The regular program reporting date shall be no sooner than one year and 90 days from the date of the Director's decision approving the initial CTR program. ~~((e.))~~ If the Director rejects an employer's initial CTR program, the Director's decision shall explain the reasons for the rejection and set forth changes that are required to obtain approval.

2. ~~((Review standards.))~~ An affected employer's CTR program shall be approved if the program: ~~((a. Satisfies))~~ satisfies the minimum requirements of this Chapter 25.02; and ~~((b. Is))~~ is likely to achieve the commute trip reduction goals applicable to the affected employer under the City's CTR plan.

~~((E. Initial CTR program implementation.))~~ H. An affected employer shall begin implementing its approved CTR program no later than 90 days after the program is approved pursuant to subsection 25.02.040.D.

~~((F. CTR Program Amendment.))~~ I. An affected employer may not alter or amend its approved CTR program without the approval of the Director.

Section 5. Section 25.02.050 of the Seattle Municipal Code, last amended by Ordinance 125885, is amended as follows:

**25.02.050 Regular program reports and biennial surveys**

\* \* \*

**B. Biennial survey of employees' commuting behavior**

1. At two-year intervals, an affected employer shall measure employee commuting behavior at

the affected employer's worksite consistent with the guidelines and methodology approved by the Washington State Department of Transportation ((as required by RCW 70.94.537(2)(b) and Chapter 468-63 of the Washington Administrative Code)), and in alignment with any guidance for local implementation made by the Department with the approval of the Director.

2. The most recent survey data will be the primary source of data for measuring an affected employer's progress towards meeting CTR plan goals and determining an employer's compliance with the requirements of this Chapter 25.02.

Section 6. Section 25.02.090 of the Seattle Municipal Code, last amended by Ordinance 125885, is amended as follows:

**25.02.090 Violation - Penalties**

\* \* \*

B. Violations

1. Violations subject to civil penalties include:

a. Failure to comply with the requirements of: Section 25.02.040 for initial CTR programs; the requirements of Section 25.02.050 for CTR program reports((;)) ; or the requirements of Section 25.02.055 for revised CTR programs.

b. Failure to make a good faith effort ((as defined in RCW 70.94.534(2) and this Chapter 25.02)).

2. Violations not subject to civil penalties include:

a. Violations resulting from an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by an employer and pursued in good faith. A unionized employer shall be presumed to act in good faith if it:

1) Proposes to a recognized union any provision of the employer's CTR program that is subject to bargaining as defined by the National Labor Relations Act; and

2) Advises the union that compliance with the CTR program approved by the City is required by ~~((the Washington Clean Air Act (RCW 70.94.521 through 70.94.555)))~~ RCW 70A.15.4000 through 70A.15.4110 and advises the union that the proposal being made is necessary for compliance with the CTR program.

b. Failure to achieve SOV or VMT reduction goals so long as an affected employer is working in good faith to meet such goals.

\* \* \*

Section 7. Section 25.02.100 of the Seattle Municipal Code, last amended by Ordinance 122825, is amended as follows:

**25.02.100 Administration and implementation~~(-)~~**

A. ~~((Responsible Agency-))~~ The Department is authorized to administer and implement this ~~((chapter))~~ Chapter 25.02.

B. The Director of the Department is authorized to:

1. Promulgate administrative rules to implement this ~~((chapter))~~ Chapter 25.02 and to implement the guidelines developed by the ~~((Washington CTR Board pursuant to RCW 70.94.537))~~ State Commute Trip Reduction Board.

2. Develop and recommend to the City Council proposed amendments to the City's CTR plan.

3. Coordinate with other jurisdictions required to adopt commute trip reduction plans to improve statewide consistency in ~~((the))~~ their development and implementation ~~((of CTR plans))~~.

4. Provide technical assistance to affected employers within the City of Seattle to assist them in complying with the requirements of this ~~((chapter))~~ Chapter 25.02 and to further their SOV and VMT reduction goals.

5. Implement a CTR ~~((plan))~~ program for City of Seattle employees.

6. Provide information on the ~~((City of Seattle))~~ CTR ~~((Plan))~~ plan, in addition to reports and

other required information, to the ~~((state-CTR board))~~ State Commute Trip Reduction Board.

7. Carry out all functions authorized by this ~~((chapter))~~ Chapter 25.02, including but not limited to reviewing affected employer CTR programs and reports and enforcing the requirements of this ~~((chapter))~~ Chapter 25.02.

Section 8. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

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Scheereen Dedman, City Clerk

(Seal)

**Attachments:**

Attachment A - City of Seattle Commute Trip Reduction Four-Year Plan Update: 2025-2029



# City of Seattle Commute Trip Reduction Four-Year Plan Update: 2025–2029

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## Benefits of CTR

### 1. Describe the local land use and transportation context and objectives.

#### *a. Describe the setting in the jurisdiction as it is today or will be in the near future.*

The City of Seattle is centrally located within the Puget Sound region, the metropolitan area whose growth is broadly guided by goals set by the Puget Sound Regional Council (PSRC). PSRC’s VISION 2050 Plan envisions the region’s growth occurring in centers and alongside our transit investments. VISION 2050 allocates especially large shares of growth to five “metropolitan cities”—Seattle, Bellevue, Everett, Tacoma, and Bremerton. The City of Seattle continues to be one of the fastest growing major cities in the country, having added more than 175,000 jobs and 60,000 net new homes between 2010 and 2020, and is forecast to exceed one million residents over the next 20 years (Draft One Seattle Plan, 2024). To aid cities in accommodating this growth, Washington State legislators have recently passed laws to require local governments to allow for more housing density with duplexes, triplexes, or accessory dwelling units where they were previously barred from construction (e.g., Washington State Legislature House Bills 1110 and 1337, passed in 2023, increase housing density by requiring local governments to allow for middle housing and accessory dwelling units).

The COVID-19 pandemic, subsequent stay-at home orders issued by cities and states, and the unprecedented shift towards telecommuting had a drastic impact on travel patterns across the U.S., with Seattle being no exception. In September 2020, the Census Bureau’s Household Pulse Survey estimated that 48% of Seattle workers were working remotely. According to the Puget Sound Area Return to Work Survey conducted by Commute Seattle in partnership with SDOT in April and May 2021, one-third of worksites surveyed did not anticipate 100% of employees ever returning to on site and 8% of sites planned to continue primarily with remote work and limited on site presence. The shift in travel patterns and working models caused by the pandemic has had a major impact on when, how, and how often people physically commute to work.

In response to these rapid changes and to accommodate evolving transportation needs, the region has made unprecedented investments over the several last decades, with PSRC’s VISION 2050 outlining how the region could leverage those investments to help future growth shape more compact, walkable, transit-served neighborhoods. The future of transportation in the region includes more extensive light rail transit, streetcar routes, and bus networks, with light rail serving new lines within the city while also providing connection to Bellevue, Redmond, Shoreline, Federal Way and Lynnwood. New technological innovations in transportation such as Seattle’s digital parking permits for freight vehicles, shared



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transportation options (such as bike or scooter share and car share services), and the possible use of driverless vehicles in the future will change the way people travel to and around Seattle.

To accommodate this continued growth, the City and regional agencies developed an extensive framework of plans and outlined significant investments that will shape its future transportation system.

- **City of Seattle:** the City adopted the 20-year Seattle Transportation Plan (STP) in 2024 which, along with the One Seattle Comprehensive Plan update, will guide how transportation investments will be made to align with the broader city goals of equity, housing affordability, access to economic opportunity and education, climate change, and more. A key goal is to provide reliable and affordable travel options that help people and goods get where they need to go. Our Climate Change Response Framework is another key document guiding the City’s approach to transportation and mode shift. By 2030, we estimate that we can almost double the share of zero emission trips in Seattle through implementing the CCRF. We can make progress now by scaling up, innovating, and accelerating work such as Commute Trip Reduction. A successful climate response means making it easier to walk, roll, bike or take transit for most trips, while electrifying as many remaining necessary car and freight trips as possible. The CCRF outlines strategies that we at the City of Seattle and our partners need to implement to effectively respond to climate change – while maximizing impact by creating significant community benefits. Some of this work is included in the Seattle Transportation Plan through specific ‘key moves’ including: “CA5: Advance mobility management strategies to encourage walking, biking, and transit trips”; and “PG2: Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips”. The City supports this work through the Seattle Transit Measure and the Seattle Transportation Levy. In 2014, Seattle voters approved funding for the Seattle Transportation Benefit District (STBD) within the City to specifically fund transit service through STBD Proposition 1. In 2020, a different replacement package of investments called the Seattle Transit Measure (STM) was approved by 80% of voters to fund additional transit service, transit programs, and transit infrastructure until 2027. While the Move Seattle Transportation Levy expired at the end of 2024 and represented 30% of SDOT’s budget, a new Transportation Levy proposal was approved by Seattle area voters in November 2024. The eight-year \$1.55 billion Transportation Levy provides funding to enhance the city’s transportation infrastructure including building sidewalks, paving streets, repairing bridges, and improving transit connections – all of which contribute to Seattle’s goals of reducing drive alone commutes through non-drive along trip options and improving transit operations and access.
- **Puget Sound Regional Council:** PSRC’s Regional Transportation Plan anticipates \$300 billion in investments in the region’s transportation network through 2050, 70% dedicated to investments in local and regional transit. Its VISION 2050 Plan lays the foundation for regional transportation investments to enhance connectivity within and between the region’s major centers and identifies goals to reduce vehicle miles traveled (VMT) (MPP-CC-12) and greenhouse gas (GHG) emissions (MPP-CC-3) by increasing alternatives to driving alone.



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- **Sound Transit:** Voters approved the nearly \$54 billion Sound Transit 3 measure which is expanding light rail during the next 20 years, adding 33.7 miles and 19 new stations to its Link light rail network in the near term, ultimately providing Link connections to Everett, Bellevue, Redmond, Tacoma, Seattle, Issaquah, Kirkland and communities in between at ST3 full buildout. Most recently, the agency extended light rail service from Westlake to Northgate in 2021 and will add new service across Lake Washington to Bellevue and Redmond with a planned launch of 2025 for cross-I-90 service.
- **King County Metro:** Metro is partnering with the City of Seattle to evaluate and make improvements to its RapidRide system. Metro plans to increase transit by 70 percent by 2050 as well as introducing new mobility services to support all types of travel. Recent innovations include Metro’s on-demand MetroFlex service. Metro’s long-range plan, Metro Connects, outlines this work. Metro is also pursuing full fleet electrification with a goal of zero emissions by 2035, making Metro one of the only large transit agencies in the country working toward a 100% zero-emissions fleet by 2035.
- **Community Transit:** Community Transit seeks to expand its services and is expanding its offerings of Swift, a service similar to Metro’s RapidRide service. Community Transit is also considering the introduction of new options such as micromobility, micro transit, and expansion of its on-demand services branded “Zip”. Prior to 2024’s Lynnwood Link expansion, Community Transit ran commuter services into downtown Seattle during peak hours. However, following Link expansion into Snohomish County, Community Transit significantly boosted local transit route frequency and availability, leading to enhanced connectivity between its service area and Seattle for commute and non-commute trips alike. Community Transit is also a partner in the Commute Trip Reduction program as it administers the CTR program on behalf of all affected Snohomish County municipalities except for the City of Everett.
- **Kitsap Transit:** Kitsap is investing in improvements to its routes that will attract and support higher ridership. Future growth will concentrate in core cities and around high-capacity transit (HCT) communities, including potential bus rapid transit (BRT) corridors. These communities include Bremerton, Silverdale, Bainbridge Island, Kingston, Port Orchard, and Poulsbo, all of which are home to many Seattle-bound commuters who use WSDOT ferries or Kitsap Fast Ferries to connect with Seattle worksites. Additionally, Kitsap Transit is introducing and expanding Sunday bus service for the first time in recent years.
- **Amtrak:** Amtrak is looking to improve its services in the Washington segment of the Cascades corridor over the next 20 years, including an integrated service-development plan for both Washington and Oregon. In addition, WSDOT is studying how high-speed ground rail might serve as a catalyst to transform the Pacific Northwest. This work represents an opportunity to build greater rail modeshare for regional travelers to Seattle.
- **WSDOT Ferries (WSF):** WSF’s long-range plan is focused on stabilizing an aging ferry fleet and needed investments in new, greener vessels through electrification. WSDOT is also exploring ways to modernize and enhance the customer experience through technology, transportation demand management solutions, and increased multimodal connections. This work represents a better and



easier connection for Seattle area commuters who must use WSF’s Fauntleroy Terminal in West Seattle or Colman Dock in Downtown Seattle to access the City and its transportation infrastructure.

***b. Describe features of land use and transportation facilities and services that affect commuters.***

Seattle has an established network of streets serving a highly urbanized land use pattern in addition to a lack of affordable housing that allows people to live near their workplaces due in part to local zoning regulations. Different land use strategies, such as more mixed-use developments where employees can live near where they work or Transit Oriented Development so people live near transit, will help to both reduce the number and length of commute trips as well as make alternative transportation options more feasible. As noted in the Seattle Transportation Plan: “City streets provide the essential functions of mobility, access, places for people, greening and landscaping, and storage for vehicles, bicycles, and more. The Seattle Transportation Plan (STP) represents the first time that we as a city have tackled these functions simultaneously, comprehensively, and at a citywide scale.” This approach represents a chance for Seattle to reconsider the use and allocation of its street space. Prioritizing street space so that it can be used by the most people, at most times of the day, and in a variety of ways will help the City solve the most urgent challenges today while also considering how the transportation system will evolve to meet the growing demands of tomorrow. While many people still rely on a personal car as their primary transportation option, the City supports providing high-quality travel options, making a variety of travel modes more efficient and predictable for all trips. It also means reimagining the way that people use the right-of-way to include multiple public uses and amenities that make its neighborhoods and the city more livable – this work also represents opportunities to reduce commuters’ vehicle trips during the workday by allowing for easily accessible workday needs such as grabbing lunch or coffee at sidewalk cafes versus driving to the previous nearest option.

Housing affordability and availability continues to be a challenge for Seattle, as in most urban areas in the U.S. Over the last 10 years, the average annual Zillow Home Value Index for a detached home in Seattle more than doubled from \$415K to \$946K, far beyond what most Seattle-area households can afford. The median monthly cost of rent and basic utilities increased by 75% from \$1,024 in 2011 to \$1,787 in 2021. This results in displacement, with many workers moving farther away from where they work, and putting additional strain on the transportation network during peak hours given the resulting increase in Vehicle Miles Traveled (VMT). Recent laws (House Bill (HB) 1110, HB 1337) passed by the Washington State legislature support the addition of housing capacity to help address these issues, beyond what municipalities had already allowed.

The One Seattle Plan aims to improve the supply, variety, and affordability of housing across the city. For nearly 30 years, Seattle’s Growth Strategy concentrated growth in Urban Centers and Villages. The



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updated plan outlines new and expanded opportunities for housing and growth near major transit investments and established centers and villages. In addition, new Neighborhood Centers will allow additional moderate-density housing around commercial nodes, bus rapid transit stops, and neighborhood amenities. This strategy for housing supply will provide greater opportunity for people to live within a short walk, bike, or transit ride to meet their commuting needs.

The One Seattle Plan aims to create more complete communities where Seattleites can gather with one another, meet their daily needs, and access what they love about their neighborhoods, all within an easy walk or bike ride, thus reducing reliance on automobiles. This Plan features new and expanded locations for growth, and focuses growth where residents can access transit, including light rail and high-quality bus service, close to home. It supports economically vibrant neighborhoods, strong business districts, and new opportunities for convenient amenities like neighborhood corner stores. Several elements include goals and policies to build more complete neighborhoods and a more connected city. However, local plans alone are not a guarantee that sufficient housing will be built, requiring additional strategies for transportation access including robust Commute Trip Reduction programs for people unable to live near work.

### ***c. Describe whether and how commuting patterns have changed in the past few years.***

The City's CTR Program saw significant progress on core program goals during the 2021/2022 survey cycle. However, many key metrics<sup>1</sup> performed worse for the first time in 2023/2024.

- **Citywide CTR worksite Drive Alone Rate (DAR)** fell from 28.4% in 2019/2020 to 20.5% in 2021/2022 (a 7.9 percentage point decrease), surpassing the 2035/36 DAR target of 25.5%. However, this number rebounded in 2023/2024 to 32.2% (a 13% increase from 2019/2020 and a 57% increase from 2021/2022), matching levels last seen in 2015/2016.
- **Citywide VMT per employee** fell from 3.9 in 2019/2020 to 3.2 in 2021/2022 (an 18% drop), surpassing the 2035/36 target of 3.5 VMT. However, this number rebounded in 2023/2024 to 5.09 (a 30% increase from 2019/2020 and 59% from 2021/2022), matching levels last seen in 2011/2012 (5.0).
- **Absolute VMT** fell from 894,039 in 2019/2020 to 721,229 in 2021/2022 (19% reduction) but saw a 57% increase from 2021/2022 to an all time high of 1,131,665 miles in 2023/24. However, had if Seattle still had an average VMT per employee at the level measured in 2007/2008, this number would have surpassed 1.3 million miles.

Two challenges for the CTR program are:

- **Average length of driving trips** increased from 13.9 miles in 2019/2020 to 15.6 miles in 2021/2022 with a large variance across CTR networks and industry. A network's average driving

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<sup>1</sup>Commute Trip Reduction Calculations, Last updated August 28, 2024: <https://tdmboard.com/wp-content/uploads/2024/08/Commute-Trip-Reduction-Calculations-Documentation.pdf>

trip length is influenced by other factors, such as high housing costs pushing workers away from employment in central cities as well as industry and where those jobs are located. While not the core metric, this is something the SDOT team will need to keep an eye on in the event more employees start working from worksites more often. As more people who opt to drive travel farther distances, the City will see negative impacts on its greenhouse gas emissions goals, increased air pollution and congestion along longer stretches of roadway.

- **Citywide mode share:** While driving alone continues a steady decline to 20.5% of all trips in 2021/2022, transit, carpool, and walk/bike have also experienced declines from 2019/2020. The only mode share which increased was telecommuting which rose from 6.4% in 2019/2020 to 50.3% in 2021/2022, largely due to the COVID-19 pandemic. These changes in travel patterns may impact the CTR program’s ability to reach employees who work hybrid schedules or telecommute and are no longer CTR-affected employees. Telecommuting has also introduced additional confusion into whether worksites should remain affected by the CTR law; while WSDOT has provided updated guidance to retain worksites in the program, pushback against participation is consistent. As defined in Seattle Municipal Code 25.02, "Affected employee" means a full-time employee who begins his or her regular work day at an affected employer's worksite between six (6:00) a.m. and nine (9:00) a.m. (inclusive) on two (2) or more weekdays for at least twelve continuous months, who is not an independent contractor, and who is scheduled to be employed on a continuous basis for fifty-two weeks for an average of at least thirty-five hours per week. Additional guidance was provided by the State’s TDM Technical Committee’s “POL-904 CTR TELEWORK AND REMOTE WORK POLICY” that defined how and when hybrid and remote workers affect a worksite’s CTR participation.

Due to the significant drop in VMT per employee as well as new hybrid work schedules during the period following 2020, in addition to continued expansion of transit service, DAR and VMT reductions are projected to continue. Even as some employers implement Return to Office initiatives, their employees will have better and more frequent transit service than before COVID-19 that can be leveraged to avoid an upward trend in VMT / DAR. In general, SDOT expects to see performance around these metrics to match more aggressive anticipated reductions even as post-COVID-19 trends continue to establish themselves.

***d. List the most important land use and transportation objectives from your city or county’s plans that commute trip reduction most directly affects.***

Seattle’s 2013 Climate Action Plan aimed to reduce transportation emissions by 82% by 2030 (from a 2008 baseline). Additionally, per the City’s Clean Transportation Electrification Blueprint (2021) integrated into the Climate Change Response Framework (released in 2023), Seattle’s goal is to have 90% of all personal trips and 30% of all freight trips to be zero emission by 2030.



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The Seattle Transportation Plan includes a goal to “Provide reliable and affordable travel options that help people and goods get where they need to go” via actions to:

- PG2: Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips
- PG3: Create world-class access to transit and support making service more frequent and reliable
- PG4: Support access to jobs, freight movement, and growth in deliveries

PSRC’s VISION 2050 Climate Change Action outlines several actions:

- T-Action-1 Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP continued updates to the regional integrated transit network (including high-capacity transit, local transit, auto and passenger ferries), the Active Transportation Plan, and other important system components.
- CC-Action-1 Greenhouse Gas Strategy: Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development. Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans.
- DP-Action-9 Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.

King County Metro’s Long-Range Plan “Metro Connects” outlines the following goals by 2050:

- 15-20% reduction in per capita VMT
- \$2,000 savings a year by commuting on transit for residents using Metro services
- 1.9M metric tons of GHG emissions reduced annually

***e. Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction’s contribution to the land use and transportation objectives you reference.***

Housing affordability and availability is an important factor in how people commute to work. As housing costs continue to rise and many employees move further outside of the city, transit trips become more challenging and auto-dependence increases. With 7 out of 10 new jobs in the region projected to be



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located within Seattle, the City will need to enable new housing to accommodate this growth. As housing in Seattle becomes denser, the transportation network must keep up with increased demand, providing mobility options and access for everyone who needs it. With a mature street network, Seattle has limited right of way and must make efficient use of its streets by investing in options that move more people more efficiently. Walking, rolling, biking, and riding transit provide that higher capacity within the available road space and the options support business and commercial needs, allowing necessary driving trips to occur and minimizing the environmental impacts of these trips.

Seattle’s Comprehensive Plan broadly envisions convenient neighborhoods where locating new homes, essential destinations, and transportation options closer together create a city where people can easily choose from multiple travel options. This results in less frequent driving, especially for short distances, and helps advance the City’s sustainability goals. The STP reflects the different urban forms or place types in the city—commercial and mixed use, residential, and manufacturing and industrial centers (MICs)—and how different transportation elements can support a variety of land uses and activities.

In addition, the region’s efforts to continue to build out the regional transportation network and provide a variety of transportation options will make the choice to use non-drive alone modes viable options in more geographies and for more types of trips. While the city met its overall DAR and VMT targets, several networks saw increases in DAR and/or VMT (i.e., East Seattle and Capitol Hill). While there may be multiple factors at play, the types of industries located in these neighborhoods (e.g., medical) or access to transportation options may also be affecting the ability for employers in those areas to meet their DAR/VMT targets. Therefore, further investment or support in those areas may be needed from SDOT and its regional partners.

In recent years, SDOT has emphasized extending the reach of the CTR program benefits to smaller employers (particularly in the Center City) and engaging more voluntary sites. In 2021/2022, there were 25 voluntary sites participating in the program with 1,972 employees. Voluntary sites are often worksites poised to eventually become CTR-affected or which were recently affected. By engaging these worksites early in their employee growth trajectory, SDOT and its partners can achieve DAR and VMT goals before they are a worksite requirement. This sets employers and their staff up for program success once they do become affected by CTR regulations. Furthermore, by partnering with Seattle’s Transportation Management Association, Commute Seattle, SDOT has supported a one-stop shop for businesses of all sizes to access information and programs related to better commutes.

## **2. Describe how the CTR program will help achieve the jurisdiction’s land use and transportation objectives.**

### ***a. Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.***

According to the latest 2022 data from the U.S. Census Bureau, 39% of all workers who live in Seattle drive alone for their commutes. This figure is higher than the DAR of 20.5% the CTR program recorded in



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2021/2022. These results demonstrate that Seattle’s Commute Trip Reduction program directly contributes to the City of Seattle’s goals around greenhouse gas emission reductions, lowered VMT, and the leveraging of new and future land use policies and transportation investments. When people can live closer to where they work and have non-drive alone options, it becomes easier for the City to reduce its transportation-generated negative impacts and also improve results through the Commute Trip Reduction program.

The city’s DAR and VMT targets, prior to this 2025-2029 plan, were determined based on analysis of past CTR survey data and a 2035 future DAR target of 25%, which was identified as the citywide commute trip goal by the 2015 Move Seattle Plan and as the citywide all trips goal by the Seattle 2035 Comprehensive Plan. Due to the performance from the 2023/2024 survey cycle, the City has updated its DAR and VMT targets to be even more ambitious to further help the city reach its goal of reducing carbon emissions by 82% from 2008 levels by 2030.

The CTR program also helps promote economic vitality by providing reliable and affordable travel options for employees to get them where they need to go while reducing congestion. Many of the CTR requirements are often viewed as benefits that help employers attract and retain workers as well as customers by freeing up parking spaces at worksites for temporary customer use.

### **1. Describe how the CTR program will help achieve the jurisdiction’s environmental objectives.**

#### ***a. Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.***

The Seattle Department of Transportation (SDOT) Climate Change Response Framework, and the Clean Transportation Electrification Blueprint, further outlines Seattle’s goals around transportation transformation by aiming to shift 90% of all personal trips and 30% of all freight trips in the city to be zero emission by 2030; these goals were originally outlined in the City’s 2021 Clean Transportation Electrification Blueprint. Beyond Seattle’s borders, King County identified a goal to reduce VMT per capita by 15-20% and GHG emissions by 1.9M metric tons annually. The CTR Program also supports the PSRC’s Greenhouse Gas Strategy (with its goal to reduce greenhouse gas emissions to 80% below 1990 levels by 2050) and King County’s VMT and GHG reduction goals by encouraging the use of more efficient transportation options, such as transit, carpool, vanpool, biking, and rolling.

The CTR program helps the region reach these goals by encouraging and supporting more sustainable alternatives to driving alone. For example, GHG emissions per CTR employee have fallen 51.0% between 2007/2008 and 2021/2022.

As SDOT updates its DAR and VMT projections, we anticipate significant associated reductions in GHG emissions. With the increased adoption of electric and hybrid vehicles, SDOT is also investigating how to



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reflect associated changes to GHG emissions in future CTR surveys. This will support more accurate GHG emissions profiles for worksites and employees.

### ***b. Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.***

In addition to GHG reductions, the CTR program helps improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options. The reduced reliance on driving alone helps the city remain resilient against climate change and its potential impacts. Transit, bicycling, walking, and shared transportation services reduce collisions, stress, noise, and air pollution, while increasing social contact, economic vitality, affordability, and overall health. They also help use right-of-way space more efficiently and at lower costs. Finally, encouraging more walking, biking, and shared mobility trips – as well as first mile / last mile options, means a more active and vibrant public realm.

## **4. Describe how your CTR program will help achieve regional and state objectives.**

### ***a. Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.***

- **Local:** The Seattle Transportation Plan and the Climate Change Response Framework both outline goals for the City of Seattle to achieve related to transportation. The CTR program can help the City achieve its mode split targets in reducing drive alone trips and VMT for employees working within city limits. The targets positively influence climate targets laid out in the Climate Change Response Framework in addition to the number of trips that are carbon neutral as outlined in the City's Clean Transportation Electrification Blueprint from 2021.
- **Regional:** Support a comprehensive transportation system for all modes of travel. This also aligns with the VISION 2050 goal to reduce GHG emissions to 80% below 1990 levels and calls for climate resilience and adaptation.
- **State:** directly supports the State's Commute Trip Reduction law to improve air quality, reduce congestion, and encourage alternatives to driving alone since the City's CTR program was developed in response to the state law.

### ***b. List adjacent CTR-affected cities and counties.***

- King County
- Bellevue
- Burien
- SeaTac
- Kirkland



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- Renton
- Tukwila

***c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.***

- **Cross-border commuting:** As the economic hub in the region, many Seattle employees live in other cities and commute into the city. While Seattle has a role in reaching these employees via their employers, Seattle must rely on regional partnerships to ensure connectivity and access to transportation options extending beyond city boundaries. Additionally, Seattle sits in the middle of the regional economic centers of Bremerton, Tacoma, Bellevue/Redmond, and Everett with many commuters passing through Seattle while on the way to another regional center – many of these employees do not have access to efficient non-drive alone transportation options, increasing Seattle area congestion.
- **Improved data-sharing:** It is important for Seattle to track, as much as possible, current transportation programs from peer organizations (primarily King County Metro but also Sound Transit; and those operating in jurisdictions like Pierce, Kitsap, and Snohomish counties that may touch Seattle commuters at their trip origins) to avoid duplicative services as well as share best practices and insights.

***d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.***

- **Multi-jurisdictional coordination:** Improved coordination at the regional level to ensure other jurisdictions are aware of each other’s programming and working together toward shared goals. Active participation in regional / state groups such as CTR Implementers group, TDM Technical Committee, and more supports sharing and coordination.
- **TDM Inventory:** Develop and maintain a living document to track current and future TDM programs in the region through PSRC.

## Performance targets

### 5. List your jurisdiction’s CTR performance target(s).

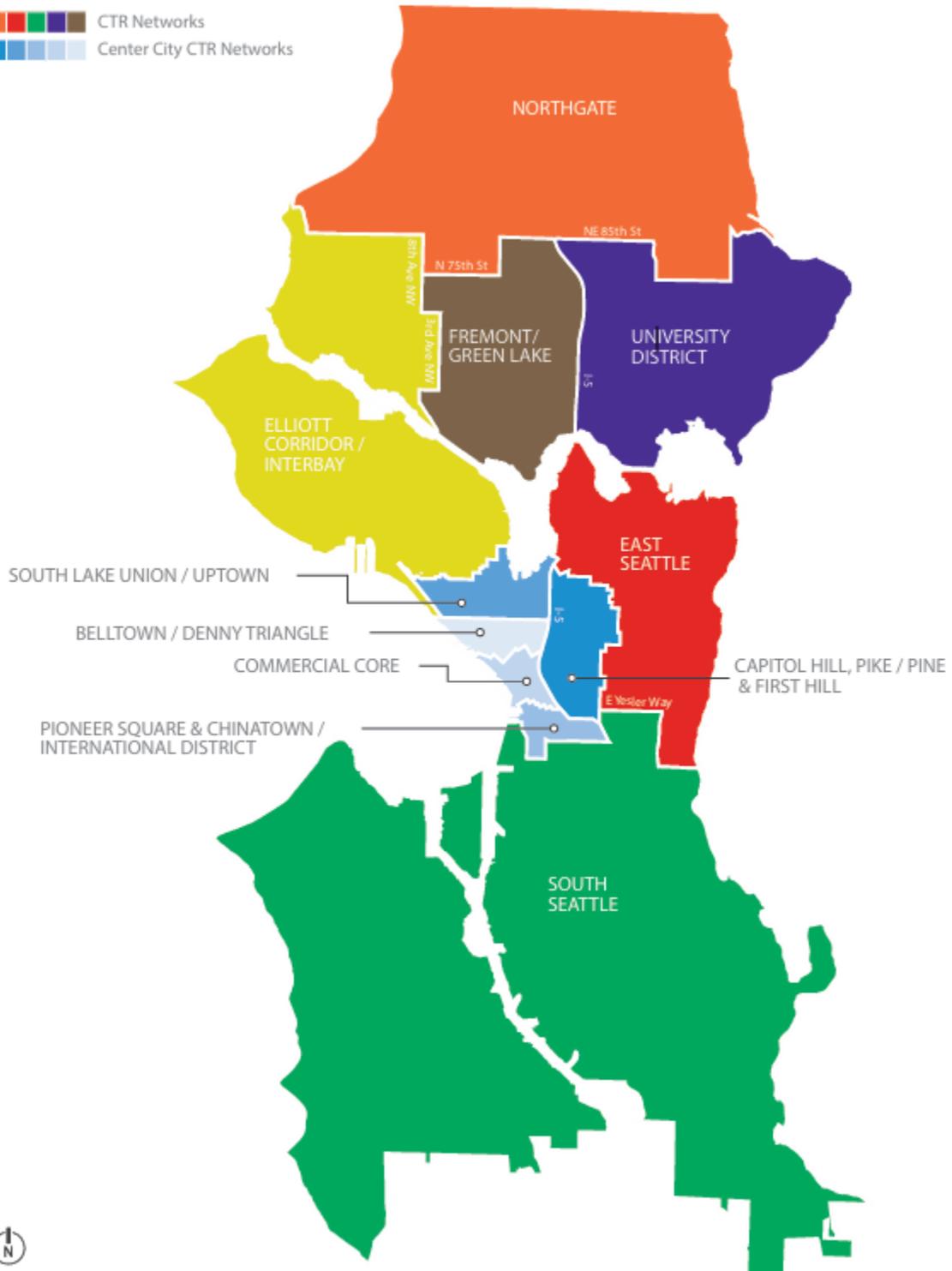
***a. List performance targets that reflect only CTR-affected worksites***

The following Drive Alone Rates represent Seattle’s Commute Trip Reduction goals through the 2029 CTR Four-Year Plan year. The CTR program used a modal trip-based calculator created as part of the Seattle Transportation Plan to determine updated targets. Seattle has 11 CTR “networks” or neighborhood groups, each of which will have individual targets in addition to the citywide target.



Network	2023/2024 DAR ACTUAL	2025/2026 DAR Target	2027/2028 DAR Target
Citywide	32.1%	26.2%	20.3%
Belltown & Denny Triangle	28.2%	22.3%	16.6%
Capitol Hill, Pike/Pine, & First Hill	43.1%	33.0%	29.1%
Commercial Core	18.7%	15.8%	12.8%
East Seattle	54.8%	48.2%	41.6%
Elliot Corridor/Interbay	29.2%	25.5%	21.7%
Fremont/Green Lake	34.6%	27.7%	20.7%
Northgate	61.8%	50.6%	39.5%
Pioneer Square & Chinatown/International District	21.2%	16.1%	11.0%
South Lake Union & Uptown	33.3%	26.7%	19.6%
South Seattle	58.9%	48.8%	38.7%
U District	38.7%	34.1%	29.5%

 CTR Networks  
 Center City CTR Networks



***b. List any additional numeric performance targets.***

Vehicle Miles Traveled (VMT) is tracked at a site and CTR network level with the goal of reducing VMT each CTR survey. The following VMT targets align with the City of Seattle’s proposed DAR reductions outlined above.

Network	2023/2024 VMT ACTUAL	2025/2026 VMT Target	2027/2028 VMT Target
Citywide	5.09	4.15	3.22
Belltown & Denny Triangle	4.33	3.42	2.55
Capitol Hill, Pike/Pine, & First Hill	6.88	5.27	4.65
Commercial Core	3.02	2.55	2.07
East Seattle	9.14	8.04	6.94
Elliot Corridor/Interbay	4.63	4.04	3.44
Fremont/Green Lake	4.00	3.20	2.39
Northgate	8.31	6.80	5.31
Pioneer Square & Chinatown/International District	3.44	2.61	1.78
South Lake Union & Uptown	4.88	3.91	2.87
South Seattle	11.35	9.40	7.46
U District	5.90	5.20	4.50

Greenhouse Gas Emissions (GHG) is tracked at a site and CTR network level with the goal of reducing GHG each CTR survey. **However, GHG is not currently used as a performance target for sites or CTR networks as part of the CTR program.**

**6. List the base value you’ll use for each performance target.**

***a. Provide the number you’ll use as the starting point for each performance target. you’ll measure the difference between this number and your target, to report performance.***

Performance targets will be tied to CTR survey results. We will establish a base value during the 2023-2025 survey cycle (Fall 2024) and measure progress using 2025-2027 (Fall 2026) and 2027-2029 (Fall 2028) survey results.



**7. Describe the method you used to determine the base value for each target.**

***a. Provide the source for each base value listed.***

Performance targets will be tied to CTR survey results. We will establish a base value during the 2023-2025 survey cycle (Fall 2024) and measure progress using 2025-2027 and 2027-2029 biennial survey results.

**8. Describe how you’ll measure progress toward each target.**

***a. List the method you’ll use to measure progress for each target.***

We will measure progress using the 2025-2027 and 2027-2029 biennial survey results.

**9. List your jurisdiction’s CTR-affected worksites.**

***a. List all your CTR-affected sites.***

The below list reflects the City of Seattle’s CTR-affected worksites listed as of August 27, 2024.

<b>Company Name</b>	<b>State ID C-Code</b>	<b>CTR neighborhood</b>
A Place for Rover, Inc.	C80197	Belltown & Denny Triangle Pioneer Square & Chinatown/International District
ABC Legal Services	C80198	East Seattle
Adaptive Biotechnologies	C80199	Fremont/Green Lake
Adobe Systems	C80200	Commercial Core
AECOM	C80201	Belltown & Denny Triangle
Airbnb	C80202	South Lake Union & Uptown
Allen Institute	C80540	South Lake Union & Uptown
Amazon North of Denny	C80203	Belltown & Denny Triangle
Amazon South of Denny	C80206	South Lake Union & Uptown
Apple	C80207	South Seattle
Asian Counseling and Referral Service (ACRS)	C80208	South Seattle
Avamere Rehabilitation	CXXXXX	Commercial Core
Avanade, Inc.	C80209	Belltown & Denny Triangle
Avvo	C80210	Belltown & Denny Triangle
Axon	C80211	Belltown & Denny Triangle



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Ballard Fred Meyer	CXXXXX	Elliott Corridor/Interbay
Bank of America	C80212	Commercial Core
BDO USA LLP	C80213	Commercial Core
Ben Bridge Jeweler, Inc	C80214	Belltown & Denny Triangle
Benaroya Research Institute at Virginia Mason	CXXXX7	Capitol Hill, Pike/Pine, & First Hill
Best Buy Technology Development Center	C80215	South Lake Union & Uptown
Bill & Melinda Gates Foundation	C80217	South Lake Union & Uptown
Blackrock	C80218	Commercial Core
BloodworksNW (Puget Sound Blood Center)	C80219	Capitol Hill, Pike/Pine, & First Hill
BMW Seattle	C80562	South Seattle
Boyd Corp	C80274	Elliott Corridor/Interbay
Brighton Jones LLC	C80564	Belltown & Denny Triangle
Bristol Myers Squibb	C80220	South Lake Union & Uptown
Brooks Sports	C80221	Fremont/Green Lake
Brown and Caldwell	C80222	Commercial Core
Bruker Spatial Biology, Inc.	C80327	South Lake Union & Uptown
CallisonRTKL	C80223	Commercial Core
Cascade Designs Inc	C80225	South Seattle
Casey Family Programs	C80226	Belltown & Denny Triangle
CenturyLink	C80229	Belltown & Denny Triangle
		Pioneer Square & Chinatown/International District
City of Seattle - Charles Street	C80232	District
City of Seattle - City Light North Service Center	C80236	Northgate
City of Seattle - City Light South Service Center	C80237	South Seattle
City of Seattle - Civic Center	C80231	Commercial Core
City of Seattle - Parks and Recreation Department	C80238	South Seattle
City of Seattle - Water Utilities Field Operation	C80235	South Seattle
City University of Seattle	C80239	Belltown & Denny Triangle
Committee for Children	C80242	Belltown & Denny Triangle
Community Health Plan of WA	C80243	Commercial Core
ComTech	C80244	Belltown & Denny Triangle
Convoy Inc	C80245	Commercial Core
Darigold, Inc.	C80248	South Seattle
Davis Wright Tremaine LLP	C80249	Commercial Core
		Pioneer Square & Chinatown/International District
Dell	C80250	District
Deloitte	C80251	Commercial Core
Delta Dental of Washington	C80252	South Lake Union & Uptown



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Delta Marine Industries Inc	C80471	Outside Seattle
DocuSign, Inc.	C80254	Commercial Core
DoorDash	C80563	South Lake Union & Uptown Pioneer Square & Chinatown/International District
Downtown Emergency Services Center	C80257	District
DSHS - Airport Way	C80438	South Seattle
DSHS - Cherry Street/Capitol Hill Community Service Office and Developmental Disabilities Administration	C80440	East Seattle
Edelman	C80259	Commercial Core
Elevate Outdoor Collective (formerly K2 Corporation)	C80261	Commercial Core Pioneer Square & Chinatown/International District
Evergreen Goodwill of Northwest Washington	C80275	District
Expedia	C80263	Elliott Corridor/Interbay
Expeditors International of Washington, Inc.	C80264	Commercial Core
ExtraHop Networks, Inc	C80265	Commercial Core
F5	C80266	Elliott Corridor/Interbay
First Choice Health, Inc.	C80267	Commercial Core
Foss Home	C80268	Northgate
Foster Garvey PC	C80545	Commercial Core
Four Seasons Hotel Seattle	C80557	Commercial Core
Fred Hutchinson Cancer Center	C80270	South Lake Union & Uptown Pioneer Square & Chinatown/International District
Getty Images	C80272	District
Gilead Sciences Inc.	C80273	East Seattle
Google Fremont	C80276	Fremont/Green Lake
Google SLU	C80277	South Lake Union & Uptown
Grand Hyatt Seattle	C80278	Belltown & Denny Triangle
Grange Insurance Association	C80279	Belltown & Denny Triangle
Greystar Management Services LP	C80281	Commercial Core
Harborview Medical Center	C80283	Capitol Hill, Pike/Pine, & First Hill
Hargis Engineers, Inc.	C80284	Commercial Core
HBO	C80285	Belltown & Denny Triangle
Holland America Group	C80286	South Lake Union & Uptown
HomeStreet Bank	C80287	Commercial Core
Horizon House	C80288	Capitol Hill, Pike/Pine, & First Hill
Impinj, Inc.	C80290	South Lake Union & Uptown
Indeed	C80291	Commercial Core



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Institute for Systems Biology	C80292	South Lake Union & Uptown
JPMorgan Chase	C80293	Commercial Core
K&L Gates LLP	C80294	Commercial Core
Kaiser Northgate	C80295	Northgate
Kaiser Permanente   Central Campus	C80296	Capitol Hill, Pike/Pine, & First Hill
Kaiser Permanente   Met Park	C80297	Belltown & Denny Triangle
Key Bank	C80299	Commercial Core
King County Government   Atlantic/Central Base	C80305	South Seattle
King County Government   Chinook Building	C80301	Commercial Core
King County Government   Correctional Facility	C80304	Commercial Core
King County Government   King County Courthouse	C80302	Commercial Core
King County Government   King Street Center	C80307	Pioneer Square & Chinatown/International District
King County Government   Youth Services Center	C80303	Capitol Hill, Pike/Pine, & First Hill
Kline Galland Home	C80565	South Seattle
KPFF Consulting Engineers	C80309	Commercial Core
KPMG LLP	C80310	Belltown & Denny Triangle
Labcorp	C80311	East Seattle
Lane Powell PC	C80312	Commercial Core
Liberty Mutual	C80313	Commercial Core
Lighthouse For The Blind Inc	C80314	South Seattle
LMN Architects	C80550	Commercial Core
Magnusson Klemencic Associates, Inc.	C80315	Commercial Core
Marchex	C80316	Commercial Core
MCG Health	C80317	Commercial Core
McKinstry	C80318	South Seattle
Mercer	C80319	Commercial Core
Meta - Arbor Blocks 300	C80561	South Lake Union & Uptown
Meta - Dexter	C80320	South Lake Union & Uptown
Meta - Stadium	C80321	South Seattle
MG2	C80322	Commercial Core
Miller Nash Graham & Dunn	C80323	Belltown & Denny Triangle
Milliman, Inc.	C80324	Commercial Core
Mithun	C80325	Commercial Core
Moss Adams LLP	C80326	Commercial Core



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NBBJ	C80328	South Lake Union & Uptown
NOAA   Montlake	C80330	East Seattle
NOAA   Sandpoint	C80329	U District
Nordstrom   Store 1 Downtown Seattle	C80331	Commercial Core
Nordstrom   Store 803/807 Employees and Product Group	C80332	Commercial Core
North Seattle College	C80333	Northgate
Northwest Administrators Inc	C80334	East Seattle
		Pioneer Square & Chinatown/International District
Northwest Justice Project	C80335	District
Oracle America, Inc	C80339	Commercial Core
Outdoor Research Inc	C80340	South Seattle
Pacific Northwest National Labs - PNNL	C80341	South Lake Union & Uptown
Pacific Research	C80472	Outside Seattle
PacMed Clinic   Beacon Hill	C80343	South Seattle
PacMed Clinic   Madison	C80344	Capitol Hill, Pike/Pine, & First Hill
Parametric	C80345	Belltown & Denny Triangle
PATH	C80346	Belltown & Denny Triangle
PCC Markets	C80348	Elliott Corridor/Interbay
PEMCO Insurance Company	C80349	South Lake Union & Uptown
Perkins Coie	C80351	Commercial Core
PitchBook	C80353	Commercial Core
PopCap (Electronic Arts)	C80260	Commercial Core
Port of Seattle	C80544	Belltown & Denny Triangle
PricewaterhouseCoopers	C80355	Commercial Core
Providence Mount St. Vincent	C80356	South Seattle
Publicis	C80357	South Lake Union & Uptown
Qualtrics	C80358	Commercial Core
Redfin	C80547	Belltown & Denny Triangle
Renaissance Seattle	C80361	Commercial Core
Russell Investments	C80362	Commercial Core
Salesforce	C80398	Fremont/Green Lake
Saltchuk	C80269	Elliott Corridor/Interbay
Sea Mar Community Health Centers	C80363	South Seattle
Seattle Aquarium	C80559	Commercial Core
Seattle Art Museum	C80364	Commercial Core
Seattle Central College	C80365	Capitol Hill, Pike/Pine, & First Hill
Seattle Children's 818 Stewart	C80372	Belltown & Denny Triangle



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Seattle Children's Building Cure/Olive Lab	C80371	Belltown & Denny Triangle
Seattle Children's Hospital	C80369	U District
Seattle Children's Jack MacDonald Building/West 8th	C80366	Belltown & Denny Triangle
Seattle Children's Magnuson (formerly 70th and Sand Point Way)	C80370	U District
Seattle Children's Research Institute 307 Westlake	C80368	South Lake Union & Uptown
Seattle Convention Center	C80560	Commercial Core
Seattle Housing Authority	C80374	South Lake Union & Uptown
Seattle Mariners	C80567	South Seattle
Seattle Metropolitan Credit Union (SMCU)	C80375	South Seattle
Seattle Pacific University	C80376	Elliott Corridor/Interbay
Seattle School District   Stanford Center	C80377	South Seattle
Seattle University	C80378	Capitol Hill, Pike/Pine, & First Hill
Security Properties	C80379	Commercial Core
Sellen Construction Company	C80381	South Lake Union & Uptown
Shannon and Wilson, Inc.	C80541	Fremont/Green Lake
Sheraton Seattle Hotel	C80542	Commercial Core
Sinclair Broadcast Group	C80382	South Lake Union & Uptown
Slalom LLC	C80383	Pioneer Square & Chinatown/International District
Snap Inc	C80546	Commercial Core
Sound Transit	C80384	Pioneer Square & Chinatown/International District
South Seattle College	C80385	South Seattle
SSA Marine	C80387	South Seattle
Starbucks Coffee Company	C80388	South Seattle
State of Washington   Attorney General's Office	C80436	Commercial Core
Stoel Rives LLP	C80389	Commercial Core
Swedish Medical Center   Ballard	C80396	Elliott Corridor/Interbay
Swedish Medical Center   Cherry Hill	C80394	East Seattle
Swedish Medical Center   First Hill	C80397	Capitol Hill, Pike/Pine, & First Hill
Swedish Medical Center   Met Park	C80391	Belltown & Denny Triangle
Swedish Medical Group   Bank of America	C80392	Commercial Core
Swedish Medical Group   Cherry Hill	C80393	East Seattle
Swedish Medical Group   Minor & James Medical Clinic	C80395	Capitol Hill, Pike/Pine, & First Hill



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TEGNA	C80300	South Seattle
The Boeing Company	C80399	South Seattle
The Fairmont Olympic Hotel	C80400	Commercial Core
The Polyclinic   Madison	C80401	Capitol Hill, Pike/Pine, & First Hill
The Seattle Times	C80403	South Lake Union & Uptown
The Westin Seattle	C80404	Belltown & Denny Triangle
Tommy Bahama Group, Inc	C80405	South Lake Union & Uptown
Transforming Age Associates   Skyline Branch	C80558	Capitol Hill, Pike/Pine, & First Hill
Trident Seafoods Corporation	C80407	Elliott Corridor/Interbay
Trupanion	C80566	South Seattle
U.S. Bank	C80417	Commercial Core
Uber Technologies Inc.	C80408	Commercial Core
UBS Financial Services Inc.	C80409	Commercial Core
United Parcel Service	C80410	South Seattle
United Way of King County	C80411	Commercial Core
University of Washington   Main Campus	C80415	U District
University of Washington Medical Center Northwest	C80414	Northgate
University of Washington SLU School of Medicine	C80413	South Lake Union & Uptown
US Army Corp of Engineers	C80543	South Seattle
US Coast Guard   Pier 36	C80418	South Seattle
US Govt. - Dept of Veterans Affairs	C80421	Commercial Core
US Govt. - EPA	C80423	Commercial Core
US Govt. - Federal Bureau of Investigation	C80424	Commercial Core
US Govt. - Health and Human Services	C80425	Commercial Core
US Govt. - Housing/Urban Development	C80419	Commercial Core
US Govt. - Internal Revenue Service	C80426	Commercial Core
US Govt. - US Attorney's Office	C80416	Belltown & Denny Triangle
USI Kibble & Prentice	C80428	Commercial Core
UW Physicians	C80429	Commercial Core
VA Hospital (Puget Sound Health Care)	C80420	South Seattle
Virginia Mason Medical Center First Hill	C80430	Capitol Hill, Pike/Pine, & First Hill Pioneer Square & Chinatown/International District
Vulcan LLC.	C80432	
Walt Disney Technology Solutions and Services	C80433	Commercial Core
Washington Athletic Club	C80434	Commercial Core
Washington Federal	C80435	Commercial Core
Washington State Bar Association	C80437	Commercial Core



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Washington State Ferries	C80441	Belltown & Denny Triangle Pioneer Square & Chinatown/International District
WatchGuard Technologies, Inc.	C80442	
Wells Fargo Bank	C80443	Commercial Core Pioneer Square & Chinatown/International District
Weyerhaeuser	C80444	
Williams Kastner	C80445	Commercial Core
Willis Towers Watson	C80539	Commercial Core
Woodland Park Zoo	C80446	Fremont/Green Lake
WSP USA	C80447	Commercial Core
YMCA Downtown	C80448	Commercial Core
ZGF Architects LLP	C80449	Commercial Core
Zillow, Inc.	C80450	Commercial Core

**10. List a performance target for each CTR-affected worksite.**

***a. For any performance targets tied to the CTR survey, indicate that you’ll establish performance targets during the 2023-2025 survey cycle.***

Each worksite is in 1 of 11 Seattle CTR networks. Each network has its own goal outlined in section **Performance Targets - 5. List your jurisdiction’s CTR performance target(s)** above. In the list of worksites above, the list includes each worksite’s CTR network. This can be compared with CTR network goals from 2024 through 2029 in section 5.

**11. List the base value you’ll use for each site.**

***a. For any performance targets tied to the CTR survey, indicate that you’ll establish a base value during the 2023-2025 survey cycle.***

Each site will use the Fall 2024 CTR survey for its base value.

**Services and Strategies**

**12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.**

**CTR Support:** SDOT, through a contract with Commute Seattle (our local Transportation Management Association (TMA)), provides support to CTR-affected employers in the city, including employers’ CTR program development, implementation, and surveying.

In addition, SDOT identified the following strategies to further support employers in achieving their CTR targets:



- **Update the CTR policy:** Redefine a CTR-affected employee to include employees who telecommute full-time, part-time, or occasionally to align with WSDOT guidance.
  - **Reach new employers:** Review employment data to identify newly established businesses that may be CTR-affected.
  - **Strategically expand the CTR survey:** Consider additional questions to understand PM commutes, multi-leg trips, program effectiveness, and even capturing all trips.
  - **Facilitate benchmarking and sharing of best practices:** Support a regional CTR dashboard and best practice to CTR-affected employers to help with benchmarking, sharing of knowledge and networking.
  - **Strengthen program marketing:** Adopt the Flip Your Trip brand consistently as the city’s TDM branding and develop a social media strategy to reach more people.
1. **Develop refreshed custom resources:** Develop new resources tailored to different audiences (e.g., shift workers, hospitality workers, etc.) to secure buy-in and engagement.
- **Build and maintain a TDM Inventory:** Track and promote all mobility initiatives and programs in the region.

### 13. Describe how jurisdiction services and strategies will support CTR-affected employers.

- **SDOT CTR requirements:** The City of Seattle’s CTR program requires employers to offer staff two strategies from three different categories that support non-drive alone trip use: Category A – Employee information and amenities; Category B – Subsidies and modal support ; Category C – Parking management. Adherence and provision of these strategies is confirmed through a site’s biennial CTR Program Report submission.
- **Commute Seattle:** SDOT is a funding partner of Commute Seattle, the city’s TMA, that provides compliance support, resources, and survey assistance to CTR-affected employers and the City’s Transportation Management Program-affected buildings. With Commute Seattle, CTR employers are able to get program support and have a one-stop-shop for questions and support.
- **ORCA Business Program:** Local transit agency King County Metro offers two transit benefit programs – ORCA Business Choice and ORCA Business Passport – to help employers comply with CTR requirements and provide transit benefits to employees. These programs are advertised through SDOT’s partner organization, Commute Seattle.
- **Seattle Ordinance 123397:** Established the Seattle Transportation Benefit District (STBD) to support transportation investments. These transportation investments allow CTR employees to choose among various non-drive alone options to commute.
- **Seattle Commuter Benefit Ordinance:** This 2020 ordinance requires for-profit employers with more than 20 employees worldwide to offer pre-tax payroll deduction for transit passes or to



achieve compliance through the purchase of transit passes for staff through the ORCA Business Program. This ordinance impacts a large number of CTR employers who must, at a minimum, allow their staff to pay for their own transit passes via pre-tax payroll deductions.

- **Flip Your Trip:** SDOT’s TDM marketing program that provides communications, education, and occasionally incentives to encourage the use of transportation options. CTR employers, along with Seattle residents and visitors, are provided tools through Flip Your Trip to advertise commute alternatives to their employees.
- **Transit GO Ticket app:** This app may be leveraged to provide rewards for non-driving trips in partnership with King County Metro and other regional agencies. In addition, Transit GO offers a digital ticketing option for many Puget Sound transit providers whose transit pass cards are not fully digitized as of Autumn 2024. CTR employers, employees, residents and visitors can all take advantage of this fare payment option to incentivize non-drive alone trips.
- **CTR Surveys:** CTR Surveys help SDOT collect and analyze data about employers and their employees’ commutes as it relates to the CTR program. This data is then shared with CTR employers who can track their progress at reducing DAR and VMT.
- **CTR Program Reports:** CTR Program Reports help SDOT collect and analyze data about employers and their commuter benefits as it relates to the CTR program and SDOT CTR requirements (described below).

#### 14. Describe barriers your jurisdiction must address to achieve CTR targets.

##### *a. Describe how you’ll address these barriers.*

- **Funding:** While CTR funding has increased significantly under a new funding formula launched in the most recent WSDOT 2023-2025 biennium, it is not certain that funding will continue at this level. Therefore, the uncertainty of future funding may impact SDOT’s ability to provide the same level of support to more CTR-affected employers and ongoing marketing efforts via Flip Your Trip.

*Proposed mitigation: Staff will reserve team capacity to pursue grant funding opportunities.*

- **Staff capacity:** While SDOT has a dedicated CTR & TDM Lead, the position’s bandwidth is already full managing existing program elements. Therefore, if SDOT seeks to expand the CTR program and reach new CTR-affected employers, additional capacity will be needed.

*Proposed mitigation: Explore scalable solutions to staff capacity issues including new or expanded partnerships with partner organizations.*

- **Shift-based employee schedules:** Employees working shift schedules have fewer transportation options, whether because transit schedules do not align with their commuting windows or there are fewer potential carpool/vanpool options. East Seattle and U District, for example, failed to meet their 2021/2022 Drive Alone Rate targets, potentially due to the large number of medical facilities located there.

*Proposed mitigation: Meet with employers and local organizations representing shift workers to co-create solutions.*

## 15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

- **Flip Your Trip Program:** The platform will serve as SDOT’s public-facing brand for regular, ongoing communications across all TDM programs. This could be amplified by leveraging Transit GO or another fares / incentives platform and capitalizing on the data collection opportunities via social media and digital advertising.
- **Seattle Climate Calculator:** This model enables users to test different combinations and intensities of strategies to gauge their potential impact. This helps the city with both planning transportation investments as well as tracking program impact against GHG and VMT reductions.
- **CTR Power BI Dashboard:** Commute Seattle hosts a dashboard to help CTR-affected employers benchmark against other employers in their neighborhood and industry using CTR survey data.

## 16. Transcribe or link to your local CTR ordinance.

[https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT25ENPRHIPR\\_CH25.02COTRRE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT25ENPRHIPR_CH25.02COTRRE)

## 17. Describe your financial plan.

### ***a. Describe the estimated average annual costs of your plan.***

In the past, SDOT has primarily planned its CTR program around available funding. As State funding had remained flat at \$897,500, the program had struggled to maintain the same level of benefits to CTR-affected employers.

SDOT is committed to supporting the City’s Climate Change Response Framework goals and has identified additional strategies to expand the CTR program (strategies listed in question 1 in the Services and Strategies section), which would cost an additional \$70,000-\$125,000 per year. Additional CTR funding that was provided in the WSDOT 2023-2025 biennium, if continued, will allow for additional new strategies and program expansion/extension to continue.

### ***B. Describe likely funding sources, public and private, to implement your plan.***

**City Funds:** support staff costs.

**State CTR:** for programming to support CTR-affected employers and our TMA partners at Commute Seattle.



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**Other grants:** SDOT will explore other local, state and federal grant opportunities which may support operational costs as well as new initiatives that will benefit CTR-affected employers, such as CMAQ grants that can leverage CTR programming in Downtown Seattle for additional reach.

### 18. Describe your implementation structure.

**a. Describe who will conduct the activities listed in your plan.**

**SDOT Transportation Options Group:** lead or oversee all activities

**Other City of Seattle departments:** partners in identifying and engaging with new employers

**Commute Seattle:** employer engagement, compliance, and communications support

**WSDOT/Metro/Sound Transit/PSRC:** partners on regional efforts such as the TDM inventory, CTR policy updates, or providing transit services marketed through CTR

**b. Indicate who will monitor progress on your plan. List job title, department, and name.**

**Matthew Trecha,** Transportation Demand Management Lead, Seattle Department of Transportation

**Sarah Spicer,** Transportation Options Manager, Seattle Department of Transportation

### 19. List your implementation schedule.

**a. Provide the timeline for anticipated projects.**

Most strategies will be initiated during this upcoming biennium (2025-2027) and continue work previously undertaken in the 2023-2025 biennium:

- Reach new employers
- Expand the CTR survey's data analysis
- Facilitate benchmarking and sharing of best practices
- Strengthen program marketing
- Develop custom resources
- Build and maintain a TDM Inventory

### 20. Describe the CTR plan for jurisdiction employees.

**a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.**



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The City of Seattle’s *MyTrips* program offers City employees:

- fully subsidized ORCA transit passes and vanpool + vanshare services
- fully subsidized Washington State Ferry passes
- a comprehensive Guaranteed Ride Home program
- bicycle commuter programs including showers and towel service
- occasional mode-based incentives to reward employees for their non-SOV commutes
- individualized commute plans for non-SOV commutes

### 21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.

#### *a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?*

The City is leading by example for what a robust, effective CTR program could look like in Seattle. With many CTR-affected worksites in Seattle, this program also helps the City understand the challenges and support required for a successful CTR Program which will inform the types of education, programming, and marketing needed. This is particularly important in the City’s efforts to provide more data for benchmarking and sharing best practices.

The *MyTrips* program also directly reinforces the success of the CTR Plan by contributing to the City’s DAR/VMT reduction goals. For example, 77% of all City employees use a commute options other than driving alone and, for downtown employees that number is 92%.

In addition, the City of Seattle is one of the largest employers in the City representing over 13,000 employees (or around 5% of the total CTR-affected worksite employee population) – the success of the CTR program in the City of Seattle could not happen without partnership from the implementing jurisdiction.

### Alignment with plans

### 22. List the transit agencies that provide service in your jurisdiction.

- King County Metro
- Sound Transit
- Community Transit
- Kitsap Transit
- Seattle Center Monorail
- WSDOT-supported Amtrak Cascades
- WSDOT Ferries
- Seattle Streetcar

### 23. List the transit plans you reviewed while developing this plan.

- Puget Sound Regional Council (PSRC) Vision 2050



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- Puget Sound Regional Council (PSRC) Regional Transportation Plan
- King County Metro: RapidRide Expansion
- King County Metro Connects Long-Range Plan
- Sound Transit: System Expansion
- Sound Transit: Transit Development Plan
- Community Transit – Long Range Plan (Journey 2050)
- Kitsap Transit Long Range Transit Plan (2022-2042)
- Amtrak Cascades WSDOT Service Plan
- WSDOT State Ferries Long Range Plan

### 24. Describe how this CTR plan supports the transit plans.

As Seattle was identified as a growth area in the region, each transit agency has at least one transit improvement in the city. For example, Metro is partnering with the City to identify potential improvements to existing and future RapidRide lines, Sound Transit partners with the City on light rail expansion, and WSDOT and King County / Kitsap Transit partner to provide ferry services and access.

The CTR plan supports all the transit plans listed above by making CTR-affected employers and their employees aware of the existing and upcoming transit improvements and programs available to them. The CTR plan also supports transit agencies reach their VMT and GHG goals by reaching over 250,000 employees who use the region’s transportation system and encouraging them to use transit or vanshare/vanpool services.

Lastly, the CTR plan may leverage or coordinate with other TDM programs managed by transit agencies, thus more efficiently using the region’s resources to reduce barriers to using transit, maximize the value of transit investments, reducing environmental pollution, and help the transportation system work better.

### 25. Describe any comprehensive plan updates that are needed and when they will be made.

The City of Seattle is in the process of updating its One Seattle Comprehensive Plan to lay the roadmap for where and how the City will grow and has recently adopted the Seattle Transportation Plan (STP) to guide SDOT’s priorities and transportation investments for the next 20 years. This Plan supports economically vibrant neighborhoods across the City with focused growth near transit, including light rail and high-quality bus service, and neighborhood business districts, so residents can meet their everyday needs nearby without needing a car. In addition, the City’s Transportation Options team, which oversees the CTR Program, is developing an internal workplan document for the City of Seattle’s TDM Program’s 5-Year Strategic Plan to guide internal team deliverables. This work will influence how the team will continue to support the CTR program as well as expand its TDM programs’ reach through 2030. Therefore, no additional comprehensive plan updates are currently needed.



## Engagement

### 26. Describe stakeholder engagement.

#### *a. Who did you talk to?*

SDOT engaged with CTR-affected employers and employees as part of the CTR Program through surveys and in-person conversations, including:

- Large employers
- Public health agencies (i.e. large hospitals)
- Government agencies such as King County Government and the US Government
- Employees of CTR-affected employers

SDOT also partnered with several community-based organizations (CBOs) to engage with vulnerable populations for their feedback as part of the Seattle Transportation Plan (STP) development (see question 2) which directly influences how the CTR program is run in the City of Seattle.

#### *b. When did you talk to them?*

- CTR-affected employers were engaged as part of the 2023 biennial survey period as well as at events hosted by Commute Seattle between 2018-2022.
- STP development, including Community-Based Organization (CBO) engagement, was finalized in late 2023.

#### *c. What did they have to say?*

CTR-affected employers shared that they wanted:

- More networking, in-person events, educational tours, and 1:1 support
- More information about events and transportation projects in Seattle
- More support for property managers in getting company buy-in and support and demonstrating the value of CTR strategies
- Hearing from other employers about their challenges/best practices, how they are navigating the hybrid work schedule
- More biking related events

#### *d. How did what they said influence the plan?*

Feedback from CTR-affected employers was taken into consideration in the development of the CTR Plan, including:

- **Networking and knowledge sharing:** creating more opportunities for employers to network, share best practices, and benchmark against one another through virtual and in-person events and technology.



- **Expanding the definition of an employee:** to take into consideration new work schedules to ensure that these employees are not only accounted for in surveys but supported through the CTR plan in alignment with WSDOT guidance.
- **Providing more information about local and regional programs:** Employers appreciated learning about upcoming transportation projects in Seattle as well as other programs available to their employees. Developing a TDM inventory will not only help SDOT keep track of all mobility and TDM programs available in the region, but also better market and connect employers to those resources.

## 27. Describe vulnerable populations considered.

The Commute Trip Reduction program’s 2025-2029 plan leveraged outreach conducted as part of the Seattle Transportation Plan’s Community Based Organization (CBO) conversations and engagement during the same project period. Using community input collected the first time, and not approaching community with the same questions for multiple projects is an important aspect of building community trust and our Commute Trip Reduction plan used feedback collected in real-time to inform the 2025-2029 CTR plan.

These CBOs work closely with the communities they serve, often providing educational and cultural services, gathering spaces, fostering community connections, and advocating on their behalf. The communities engaged as part of this CBO contracted engagement included:

- **BIPOC (Black, Indigenous, People of Color) communities:** In addition to possible cultural differences, these communities are more likely to have lower incomes than what is considered middle class in Seattle, work shift hours, and have longer commute times. This directly impacts their housing and transportation burden as well as their ability to access affordable, reliable public transportation options.
- **Elderly and youth:** The elderly and youth experience transportation differently. Elderly individuals are more likely to be non-English speaking, have limited income, and have less access to technology to help navigate the transportation system. Youth riders are new to the system and need age-appropriate information and training to get to school and other destinations.
- **Indigenous peoples:** there is a history of environmental injustice done to Seattle’s Native and Indigenous communities through redlining, pollution and contamination associated with the industrial uses surrounding their land, as well as displacement and the lack of access to safe and affordable transportation options.

## 28. Describe engagement focused on vulnerable populations.

### *a. Who did you talk to?*

As described above, SDOT, through several CBOs, spoke with:



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- **Asian Pacific American Labor Alliance:** surveyed and interviewed BIPOC residents and workers to learn about their experiences with access to affordable housing and transportation in the city.
- **Duwamish Valley Sustainability Association:** three POC youth leaders engaged with the South Park residents to understand the community's needs and challenges through lived experiences.
- **Estelita's Library:** had conversations with BIPOC community members to understand their current and future needs as it relates to housing, community development, and transportation.
- **Khmer Community of Seattle King County in partnership with Noio Pathways and KIMYUNITY:** a year-long, immersive civic engagement project focused on elders and youth and rooted in learning about Seattle histories and current issues, and creating space and opportunity for new voices to share their opinions on what an ideal city would look like for them.
- **sləp̩iləbəx<sup>w</sup> (Rising Tides) Indigenous Planning Group which includes the Pah-tu Pitt (Confederated Tribes of Warm Springs member) and Demarus Tevuk (Inupiaq, Nome Eskimo Community):** American Indian and Alaska Native community members who live and work in Seattle participated in a listening session facilitated by sləp̩iləbəx<sup>w</sup> (Rising Tides) to provide their input to the draft Seattle Transportation Plan (STP).

### ***b. When did you talk to them?***

Between March 2022 and October 2023

### ***c. What did they have to say?***

- **Increase access to public transportation:** not only by increasing bus frequency and routes but also through subsidies to ensure transit is affordable. This is particularly true for workers whose employers do not provide a benefit.
- **Increase safety on transit:** through direct communications about incidents as well as training and resources for how to use the system safely. Supportive infrastructure, such as lighting and protected walkways, goes a long way in making people feel safe.
- **Pursue local service transportation options to complement mobility gaps:** transportation programs should be specific to local conditions and needs.
- **Increase connectivity to key locations:** consider access to key destinations such as SeaTac International Airport, cultural centers, healthcare/childcare, or employment hubs. In addition, there should also be consideration to where people live and the options available to them (suburbs, edge of the city).
- **Collaborate with mobility apps to create affordable options:** where transit is unreliable or inaccessible, consider other transportation options to get people affordably where they need to go.
- **Provide subsidies for transportation options:** providing subsidies or discounts, such as for transit or e-bikes, will allow more people to use other transportation options.
- **Create resources in-language:** provide signage and resources in different languages.
- **Develop transit curriculum:** create transit education for youth, limited-English community members, and recent immigrants to explain how to use ORCA cards and public transit.



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- **Provide options for non-office workers:** consider options for those who do not work 9-5 jobs, such as those who work shift and off-peak schedules or the weekend.

### *d. How did what they said influence the plan?*

Due to the broader purview of the feedback received as part of this development process, feedback was used to inform the high-level goals and vision for the next CTR plan, such as:

- **Reaching new employers and employees:** this engagement pushed SDOT to think beyond the typical office-based commuters and the types of transportation options that would be applicable to them. For example, employees working shift and off-peak schedules may not have the same type and level of access to transportation. Therefore, the CTR plan aims to better tailor transportation options marketing and programming to their unique needs and challenges.
- **Support people walking, rolling, biking, and taking transit:** while the CTR Plan focuses on CTR-affected employees, general TDM marketing, outreach, and programming can be applied to non-commute trips as well. This also has indirect benefits for CTR-affected employees as there are fewer cars on the road and a critical mass taking transit, walking, rolling, or biking.
- **Develop inclusive resources:** ensuring resources and information is available in multiple languages and on multiple platforms to ensure a broad distribution of materials.

## 29. List employers' suggestions to make CTR more effective.

CTR-affected employers asked for more:

- Networking and connections to other employers and organizations
- Educational tours of commuter facilities and in-person events
- Information about upcoming transportation projects and Commute Seattle events
- More community engagement for biking in the city
- More access to transportation information from partners
- Positive reinforcement for current cyclists
- Better defined remote worker CTR policies
- Strong interest for in-person site consultation offering
- Fee-for-service offerings to additional TDM support, such as hosting a transportation fair  
*and*
- Supporting Employee Transportation Coordinators (ETC) with a 'sales pitch' for TDM investments.

This feedback went directly into the Work Plan for Commute Seattle, the organization supporting SDOT with the implementation of the CTR Plan. Changes included:

- Additional in-person events and presentations (networking, educational tours, information sessions)



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- More bike-related programming and engagement
- More guidance as it relates to how to support and survey remote and hybrid workers
- Adding and planning out Spring consultations prior to the survey period.

### 30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

As described above, engagement with vulnerable populations was conducted to inform the development of the STP, which has since been adopted, as well as the One Seattle Plan, which is in draft form. These two plans will then guide how the City will support vulnerable populations in the future.

## Regional transportation planning organization CTR plan review

### RTPO comments

As the Regional Transportation Planning Organization for King, Kitsap, Pierce, and Snohomish counties, PSRC is responsible for reviewing the local CTR plans for all CTR-affected jurisdictions in the four-county region for consistency with the regional plan. The Regional Transportation Plan (RTP) (2022-2050) implements the VISION 2050 regional growth strategy, outlines Transportation Demand Management (TDM) and other mobility priorities for the region and serves as PSRC's current regional plan.

PSRC finds the draft CTR plan to be consistent with the RTP based on its review, summarized in the attached document. PSRC will continue to engage with this jurisdiction on this local CTR plan and other TDM efforts as we develop the Regional Transportation Plan (2026-2050), which will serve as the regional CTR plan in addition to meeting other federal and state requirements. PSRC asks for continued engagement with them in the development of that plan.

## SUMMARY and FISCAL NOTE

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
SDOT	Bill LaBorde	Christie Parker

### **1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to Seattle’s Commute Trip Reduction (CTR) program; adopting an updated CTR Plan; updating references to state law; and amending Sections 25.02.020, 25.02.030, 25.02.040, 25.02.050, 25.02.090, and 25.02.100 of the Seattle Municipal Code.

#### **Summary and Background of the Legislation:**

This proposed legislation serves two purposes:

- 1) Adopts the City of Seattle’s 2025-2029 Commute Trip Reduction (CTR) Plan (“Plan”) as the local plan document guiding the program. The City of Seattle is required by the State of Washington to have an up-to-date local plan to govern its local CTR program (RCW 70A.15.4000 through 70A.15.4110). The previously adopted plan dates from 2019 (see Ordinance 125885).

The Plan adopted by this legislation includes:

- The summary of benefits derived from the CTR program
- Updated CTR performance targets for Seattle:
  - By 2029, the citywide Drive-Alone Rate target is 20.3%
  - Vehicle Miles Traveled (VMT) per employee target is 3.22 by 2029.
- Services and strategies used to achieve CTR targets
- The 2025-2029 CTR Plan’s alignment with local and regional plans
- Stakeholder engagement

- 2) Updates key definitions within Chapter 25.02 of the Seattle Municipal Code, including defining “affected employees” as employees who telework so long as certain conditions are met. These updates clarify existing program elements for the large employers affected by the CTR program. The legislation also adds subsidies for shared mobility memberships and the provision of assets for remote office setup as potential strategies to achieve CTR goals.

**Background:** SDOT has been an implementing agency of Washington’s statewide CTR program as defined by the state’s Clean Air Act since the Act’s passage in 1991. The CTR program was initially designed to reduce congestion, pollution, and consumption of resources – namely fossil fuels – in the most congested parts of the state by reducing the number of employees who commute in single occupancy vehicles (e.g. drive alone) to work at large worksites within affected jurisdiction. We now also note that reducing the use of fossil fuels and the number of single occupancy vehicles (SOVs) on the road contributes significantly to

Seattle’s success in reaching goals established in the Climate Change Response Framework (CCRF), which was unanimously adopted by City Council in 2023.

The State of Washington requires that implementing agencies have an up-to-date local plan to guide its local CTR program. This legislation adopts Seattle’s plan for the 2025-2029 biennia including updated drive alone rate targets; it also updates ordinance language to clarify program compliance elements for large employers impacted by state and local law.

## 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

### 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.**

No.

**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.**

N/A

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

Yes. This ordinance is a requirement for renewal of WSDOT’s biennial TDM / CTR Grant Program tied to implementation of the Washington State Clean Air Act, RCW 70A.15.4000 through 70A.15.4110. In 2023-2025, this biennial grant provided \$1,459,100 to the City of Seattle. For the City to continue receiving this funding for the 2025-2027 and 2027-2029 biennia, an updated plan is required and thus this legislation must be passed.

**Please describe how this legislation may affect any City departments other than the originating department.**

For Office of Sustainability and the Environment, the updated adopted plan lists key performance targets that are key to reaching climate and transportation goals expressed in the City of Seattle Climate Change Response Framework and the Seattle Transportation Plan that will also be reflected in the One Seattle Comprehensive Plan Major Update.

#### 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No

**c. Does this legislation affect a piece of property?**

No

**d. 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.**

The Commute Trip Reduction Plan is citywide, though it is most impactful in the Center City, University District, Northgate and other centers/neighborhoods with high concentrations of commercial development and large employers. The proposed changes to the Seattle Municipal Code do not change the populations or communities affected by the original legislation. The reductions in air contaminants that come with reducing drive alone rates do provide a greater benefit in parts of the city closer to state highways and other commute corridors, such as the I-5, I-90 and SR 99 corridors. Communities of color tend to be more concentrated along these corridors and, therefore, bear more of the brunt of air quality impacts that are shown to be alleviated by CTR programs

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

N/A

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

Outreach is directed through designated representatives of eligible employers (100+ employees).

**e. Climate Change Implications**

**i. 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 enables continued implementation of a program that has well documented support of reducing carbon emissions. While the city continues to add employees and employers, the CTR program has supported lower greenhouse gas (GHG) emissions on a per employee basis.

Employers participating in the program have seen their per employee MTCO<sub>2e</sub>\* decrease from 1.43/employee/year in 2007/2008 to 0.73/employee/year in 2021/2022 and 0.66 MTCO<sub>2e</sub> in 2023/2024 (note: WSDOT calculations integrated fuel source – e.g. electric vehicles – into surveys for the first time in 2023/2024). Not all of this change can be attributed specifically to the CTR program; however, the CTR program is what allows the City to measure this change at large affected employers who represent 225,000+ employees at 250+ worksites across the City. The CTR program’s regulatory framework and encouragement of sustainable trip making supports progress towards citywide climate targets.

*\* MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent emissions*

**ii. 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.**

This legislation will continue an existing program that is key to increasing Seattle’s resilience in the face of climate change by promoting sustainable commute options for workers within the City of Seattle. The CTR program has successfully measured and participated in the material reduction in drive alone commute rates at Seattle-located large worksites from 37% of commuters in 2007/2008 to 28.4% in 2019/2020 (note: data is from 2019) and to 20.5% in 2021/2022. Following a return to office for many large employers during the 2023/2024 period, the drive alone commute rate was 32.1%. The CTR program allows for the City to directly communicate with these employers and employees to influence a return to pre-pandemic drive alone rates of below 29%, support adoption of new transportation options built since 2020, and communicate worksite commute benefits through CTR communications channels.

The program also requires large employers to maintain compliance via a good-faith effort to achieve targets at worksites, ensuring buy-in and partnership between the City and key private sector stakeholders.

**f. 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 City of Seattle Commute Trip Reduction Four-Year Plan Update adopted via this legislation updates the long-term measurable targets for the Drive Alone Rate (DAR) and

Vehicle Miles Traveled (VMT) by employees at program worksites. Data modeling completed for the City’s Climate Change Response Framework ensured that these targets were feasible and recommended as part of the city’s overall climate strategy, and a subset of citywide targets were developed to apply to only commute trips at CTR affected worksites. These goals and targets are required by the state in a compliant four-year CTR plan and are fully explained in the Plan document attached to this legislation. Beyond these targets, the City’s CTR program also tracks a number of other key metrics related to its ongoing impacts, including: number of affected, engaged, and compliant worksites; number of employees at those worksites; industry type and worker demographics; Transportation Management Program compliance (requirements related to large building site Master Use Permits); qualitative data reflecting traveler and employer motivations; impact of transportation subsidies; equity impacts related to the program’s reach within the City’s Race and Social Equity (RSE) priority areas, and more. These metrics provide additional insight related to the programs ongoing impacts and efficacy beyond its core metrics (i.e., tracking drive alone rate and vehicle miles travelled).

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

N/A

## **5. ATTACHMENTS**

**Summary Attachments:** None.



Legislation Text

File #: CB 120979, Version: 1

CITY OF SEATTLE

ORDINANCE \_\_\_\_\_

COUNCIL BILL \_\_\_\_\_

AN ORDINANCE amending Ordinance 126955, which adopted the 2024 Budget, including the 2024-2029 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

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

Section 1. In order to pay for necessary costs and expenses incurred or to be incurred in 2024, but for which insufficient appropriations were made due to causes that could not reasonably have been foreseen at the time of making the 2024 Budget, appropriations for the following items in the 2024 Budget are increased from the funds shown, as follows:

Item	Department	Fund	Budget Summary Level/ BCL Code	Amount
1.1	Seattle Department of Human Resources	Industrial Insurance Fund (10110)	Industrial Insurance Services (10110-BO-HR-INDINS)	\$1,142,111
1.2	Law Department	General Fund (00100)	Civil (00100-BO-LW-J1300)	\$657,932
<b>Total</b>				<b>\$1,800,043</b>

Section 2. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by a 3/4 vote of all the members of the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Scheereen Dedman, City Clerk

(Seal)

## SUMMARY and FISCAL NOTE

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
City Budget Office	Caleb Wagenaar	Caleb Wagenaar

### 1. BILL SUMMARY

**Legislation Title:** AN ORDINANCE amending Ordinance 126955, which adopted the 2024 Budget, including the 2024-2029 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

**Summary and Background of the Legislation:** This legislation will implement various adjustments to the 2024 Adopted Budget that are needed to complete the City’s accounting process for the year.

The proposed legislation includes discrete actions that amend the 2024 Adopted Budget by adding budget authority to various departments to address unanticipated expenses which resulted in spending exceeding a budget control level’s budget authority:

**Item 1.1:** This item provides a retroactive appropriation increase of \$1,142,111 for the Seattle Human Resources Department to pay unanticipated expenses in the Industrial Insurance Services Budget Control Level (10110-BO-HR-INDINS) due to high volumes of pension payouts from the fund.

**Item 1.2:** This item provides a retroactive appropriation increase of \$657,932 for the Law Department to pay unanticipated costs in the Civil Budget Control Level (00100-BO-LW-J1300). These costs were driven by delays in the City's Criminal Case Management System (CCMS) project, equitable pay for law school interns and challenges related to the PeopleSoft – Workday connection. The Department will work more closely with City Budget Office (CBO) monthly to forecast and monitor expenditures to ensure this does not reoccur. Specifically, Law Department will launch the CCMS in March 2025 which will reduce the need for staff backfill and commit to adhering to the department’s budget appropriation.

### 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</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>
<b>General Fund</b>	<b>\$657,932</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Expenditure Change (\$);</b>	<b>2024</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>
<b>Other Funds</b>	<b>\$1,142,111</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Revenue Change (\$);</b>	<b>2024</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>
<b>General Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Revenue Change (\$);</b>	<b>2024</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>
<b>Other Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**3.a. Appropriations**

This legislation adds, changes, or deletes appropriations.

<b>Item</b>	<b>Department</b>	<b>Fund</b>	<b>Budget Summary Level/ BCL Code</b>	<b>Amount</b>
1.1	Seattle Department of Human Resources	Industrial Insurance Fund (10110)	Industrial Insurance Services (10110-BO-HR-INDINS)	\$1,142,111
1.2	Law Department	General Fund (00100)	Civil (00100-BO-LW-J1300)	\$657,932
<b>Total</b>				<b>\$1,800,043</b>

**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.**

No.

**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. The same objectives could not be achieved without this legislation.**

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation provides retroactive budget appropriations for the Seattle Department of Human Resources and Law Department to cover unanticipated spending above previously authorized 2024 appropriations.

#### 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No.

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No.

**c. Does this legislation affect a piece of property?**

No.

**d. 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.**

N/A

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

N/A

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

N/A

**e. Climate Change Implications**

- i. 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.**

N/A

- ii. 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.**

No.

- f. 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?**

N/A

**g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

## **5. ATTACHMENTS**

**Summary Attachments:** None.



Legislation Text

File #: CB 120988, Version: 1

CITY OF SEATTLE

ORDINANCE \_\_\_\_\_

COUNCIL BILL \_\_\_\_\_

AN ORDINANCE amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

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

Section 1. In order to pay for the redemption prior to maturity of certain currently outstanding limited tax general obligation bonds of the City, appropriations for the following items in the 2025 Budget are increased from the funds shown, as follows:

Item	Department	Fund	Budget Summary Level/ BCL Code	Amount
3.1	Finance General	2017 LTGO Taxable Bond Fund (36410)	Appropriation to Special Funds (36410-BO-FG-2QA00)	\$472,000
		2018 LTGO Taxable Bond Fund (36510)	Appropriation to Special Funds (36510-BO-FG-2QA00)	\$547,000
		2019 LTGO Taxable Bond Fund (36610)	Appropriation to Special Funds (36610-BO-FG-2QA00)	\$314,000
		2021 LTGO Taxable Bond Fund (36820)	Appropriation to Special Funds (36820-BO-FG-2QA00)	\$537,000
		Unrestricted Cumulative Reserve Fund (00164)	Appropriation to Special Funds (00164-BO-FG-2QA00)	\$1,345,000

		REET I Capital Fund (30010)	Appropriation to Special Funds (30010-BO-FG-2QA00)	\$285,000
<b>Total</b>				<b>\$3,500,000</b>

The funds appropriated in this section are to be applied to the call, payment, and redemption prior to maturity of the City’s remaining outstanding Limited Tax General Obligation Bonds, 2014, originally issued pursuant to Ordinance 124341, and to the payment of the costs of carrying out the foregoing plan of redemption, in order to permit a change in the use of certain bond financed property in accordance with federal tax law. The Director of Finance is authorized and directed to take all actions as the Director may deem necessary or convenient to carry out the foregoing plan of redemption, including without limitation, giving appropriate notices to bondholders and establishing a defeasance escrow, if necessary.

Section 2. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by a 3/4 vote of all the members of the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Scheereen Dedman, City Clerk

(Seal)

**SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
City Budget Office	Caleb Wagenaar	Caleb Wagenaar

**1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

**Summary and Background of the Legislation:** This legislation appropriates \$3.5 million to pay for the redemptions of outstanding 2014 Limited Tax General Obligation Bonds using residual interest earnings from various LTGO Taxable Bond Funds, additional revenue from 2024 in the Unrestricted Cumulative Reserve Fund, and revenue above forecast collected from Real Estate Excise Tax in 2024 in order to permit a change in the use of a bond-financed property in accordance with federal tax law. These appropriations will provide for the defeasance of the 2014 LTGO Bonds issued for the acquisition of the property located at the corner of Aurora Ave N. and N. 130th St.

**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>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>	\$0	\$0	\$0	\$0	\$0
<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>Other Funds</b>	\$3,500,000	(\$447,931)	(\$446,406)	(\$445,991)	(\$448,400)

<b>Revenue Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>	\$0	\$0	\$0	\$0	\$0
<b>Revenue Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>Other Funds</b>	\$0	\$0	\$0	\$0	\$0

**3.a. Appropriations**

This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
2017 LTGO Taxable Bond Fund (36410)	FG	Appropriation to Special Funds (BO-FG-2QA00)	\$472,000	\$0
2018 LTGO Taxable Bond Fund (36510)	FG	Appropriation to Special Funds (BO-FG-2QA00)	\$547,000	\$0
2019 LTGO Taxable Bond Fund (36610)	FG	Appropriation to Special Funds (BO-FG-2QA00)	\$314,000	\$0
2021 LTGO Taxable Bond Fund (36820)	FG	Appropriation to Special Funds (BO-FG-2QA00)	\$537,000	\$0
Unrestricted Cumulative Reserve Fund (00164)	FG	Appropriation to Special Funds (BO-FG-2QA00)	\$1,345,000	\$0
REET I Capital Fund (30010)	FG	Appropriation to Special Funds (BO-FG-2QA00)	\$285,000	\$0
<b>TOTAL</b>			<b>\$3,500,000</b>	<b>\$0</b>

**Appropriations Notes:** None.

**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.**

No.

**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.**

N/A

**Please describe any financial costs or other impacts of *not* implementing the legislation. The objectives supported by these resources could not be achieved without this legislation.**

**Please describe how this legislation may affect any City departments other than the originating department.**

N/A

#### 4. OTHER IMPLICATIONS

- a. **Is a public hearing required for this legislation?**  
No.
- b. **Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**  
No.
- c. **Does this legislation affect a piece of property?**  
No.
- d. **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.**  
N/A
  - ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**  
N/A
  - iii. **What is the Language Access Plan for any communications to the public?**  
N/A
- e. **Climate Change Implications**
- i. **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.**  
N/A
  - ii. **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.**  
N/A
- f. **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?**  
N/A

**g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

## **5. ATTACHMENTS**

**Summary Attachments:** None.