

ORDINANCE No. 114489

COUNCIL BILL No. 107249

The City of

AN ORDINANCE relating to land use and zoning, enacting interim controls imposing traffic mitigation requirements pending the adoption of permanent controls for zoning the downtown area, and amending Section 23.49.016 to the Seattle Municipal Code.

Honorable President:

Your Committee on Urban Re-

to which was referred the within Council report that we have considered the same

4/19/89 Do Pass

5/1/89 Motion

vote 9-0

COMPTROLLER FILE No.

Introduced: <u>APR 3 1989</u>	By: <u>Sibonga</u>
Referred: <u>APR 5 1989</u>	To: <u>Urban Re-</u>
Referred:	To:
Referred:	To:
Reported: <u>MAY 4 1989</u>	Second Reading: <u>MAY 4 1989</u>
Third Reading: <u>MAY 8 1989</u>	Signed: <u>MAY 1 1989</u>
Presented to Mayor: <u>MAY 9 1989</u>	Approved: <u>MAY 1 1989</u>
Returned to City Clerk: <u>MAY 1 1989</u>	Published:
Vetoed by Mayor:	Veto Published:
Passed over Veto:	Veto Sustained:

# The City of Seattle—Legislative Department

Date Reported  
and Adopted

## REPORT OF COMMITTEE

President:

Committee on Urban Redevelopment

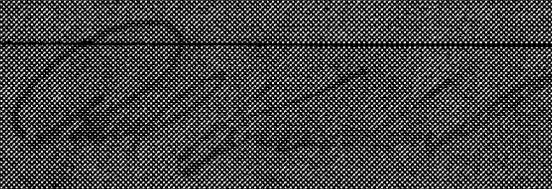
was referred the within Council Bill No. 107249

we have considered the same and respectfully recommend that the same:

89 Do Pass as Amended (2-0; PK, JK)

7/1/89 Motion by Williams to hold one week

**vote 9-0**



\_\_\_\_\_  
Committee Chair

# 5  
CB.107249

ORDINANCE 114484

AN ORDINANCE relating to land use and zoning, enacting interim controls imposing traffic mitigation requirements pending the adoption of permanent controls for zoning the downtown area, and amending Section 23.49.016 to the Seattle Municipal Code.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 23.49.016 of the Seattle Municipal Code, as last amended by Ordinance 113279, is amended to read as follows:

**Section 23.49.016 Parking quantity and traffic management requirements.**

...

**B. Parking Requirements**

1. The long-term and short-term parking requirement for offices, retail sales and service uses, and other non-residential uses shall be as established on Chart 23.49.016 A. The unrestricted long-term parking requirement for all uses except lodging may be reduced by providing additional carpool spaces, vanpools, or subsidized transit passes, according to subsection B3.

2. Carpool spaces provided to meet the requirements of subsection B1 shall either be:

a. Physically set aside and designated for exclusive carpool use between six a.m. (6:00 a.m.) and nine-thirty a.m. (9:30 a.m.) and shall not be leased to tenants for long-term parking, except as parking for carpools and vanpools. Required carpool spaces not used by carpool vehicles by nine-thirty a.m. (9:30 a.m.) shall be used as public short-term parking with appropriate signage provided; or

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- b. Subsidized, provided that the subsidy shall be equal to at least thirty percent (30%) of the monthly market rate charged the general public for a parking space. Subsidized spaces shall be provided at the rate that carpools are formed.
  
- 3. The following substitution rates shall be used to reduce the long-term parking requirement for all nonresidential uses, except lodging:
  - a. One (1) vanpool may be substituted for six (6) parking spaces. The unrestricted long-term parking requirement may be reduced not more than ten percent (10%) for vanpool substitutions. If the proponent elects to use the vanpool option, the necessary number of vans meeting the standards of the Commuter Pool Division of Metro shall be acquired, or a surety instrument acceptable to the Director shall be posted; and, vanpools shall be organized for employees in the structure. Before a certificate of occupancy may be issued, details of the vanpool program shall be spelled out in a Memorandum of Agreement executed between the proponent, his or her transportation coordinator, the Director, and the Seattle Rideshare office.
  
  - b. Each carpool space in excess of those required by subsection B1, which is physically reserved or subsidized according to the provisions of subsection B2, may be substituted for one and nine-tenths (1.9) parking spaces. No more than fifty percent (50%) of the total number of long-term parking spaces provided shall be set aside or discounted for carpools.

1 c. A fifteen percent (15%) reduction in the unrestricted  
2 long-term parking requirement may be achieved by pro-  
3 viding free transit passes to all employees in the  
4 structure for at least five (5) years.

5 4. In lieu of providing long-term parking spaces on the lot or  
6 within eight hundred feet (800') of the lot, long-term spa-  
7 ces may be provided by a payment to the Downtown Parking  
8 Fund, if the Director determines that the parking impacts of  
9 the development can be met by other means. The Director's  
10 determination shall be based on any relevant factors  
11 including but not limited to the following:

12 a. Proximity of the site to public parking;

13 b. The level of transit service to the lot;

14 c. Proposals by the applicant to encourage building tenants  
15 to use alternatives to single occupancy vehicles.

16 5. The following requirements shall apply to all structures con-  
17 taining more than ten thousand (10,000) square feet of nonre-  
18 sidential use:

19 a. All building employees shall be given the opportunity to  
20 buy transit passes at a subsidy of at least fifty per-  
21 cent (50%) provided by the owner of the building.

22 b. Improvements to pedestrian and vehicular traffic opera-  
23 tions, signalization, turn channelization, right-of-way  
24 dedication, street widening, traffic signage or other  
25 improvements proportionate to the impact of the project,  
26 upon a determination by the director that the proposed  
27 project would directly impact the operation of streets  
28 in the vicinity of the project.

1 ((a-))c. A transportation coordinator position shall be  
2 established and maintained within the proposed structure  
3 to devise and implement alternative means for employee  
4 commuting. The coordinator shall be trained by the  
5 Seattle Rideshare office or by an alternative organiza-  
6 tion with ridesharing experience, and shall work with  
7 the Seattle Rideshare office, Metro Commuter Pool  
8 staff, building tenants, and other building lessors.  
9 The coordinator shall disseminate ridesharing infor-  
10 mation to building occupants to encourage use of public  
11 transit, carpools, vanpools and flextime; administer the  
12 in-house ridesharing program; and aid in evaluation and  
13 monitoring of the ridesharing program. The transpor-  
14 tation coordinator in addition shall survey all  
15 employees once a year to determine commute mode percen-  
16 tages.

16 ((b-))d. The Seattle Rideshare office, in conjunction with the  
17 transportation coordinator, shall monitor the effec-  
18 tiveness of the ridesharing/transit incentive program on  
19 a quarterly basis. The owner or operator of the struc-  
20 ture shall grant a designated Seattle Rideshare office  
21 representative right of entry to the parking facility to  
22 periodically review operation of the carpool set aside  
23 program.

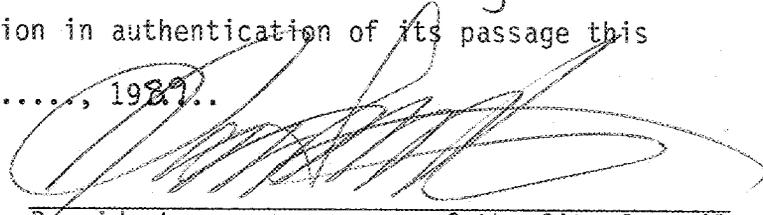
23 ((e-))e. A transportation information center shall be provided  
24 and maintained, which has transit information displays  
25 including transit route maps and schedules and Seattle  
26 ridesharing program information. The transportation  
27 display shall be located in the lobby or other location  
28 highly visible to employees within the structure prior  
to issuance of a certificate of occupancy.

1       6. The following requirement shall apply to all structures con-  
2       taining more than fifty thousand (50,000) square feet of  
3       nonresidential use: A transportation management program as  
4       defined by Director's rule shall be developed and maintained.

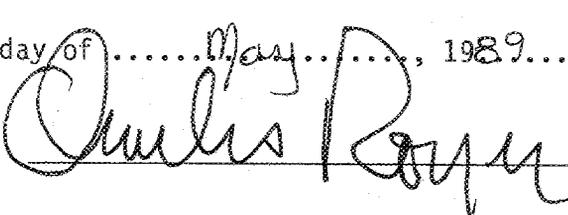
5       Section 2. SEPA Emergency Exemption. Pursuant to SMC 25.05.880,  
6       the City Council finds that an exemption under SEPA for this action is  
7       necessary to prevent an imminent threat of serious environmental  
8       degradation through continued development under the existing regula-  
9       tions. SEPA review of any permanent regulations proposed for replace-  
10      ment of the existing zoning and the interim controls shall be  
11      conducted.

12      Section 3. This ordinance shall not take effect if Initiative 31  
13      is approved by the voters, unless the development standards in  
14      Initiative 31 are successfully challenged in court, in which event  
15      this ordinance shall become effective on the date that City enfor-  
16      cement of that portion of Initiative 31 is prohibited by court order.  
17      If Initiative 31 is not approved by the voters, this ordinance shall  
18      take effect on May 16, 1989. If this ordinance becomes effective, it  
19      shall terminate on April 30, 1990.

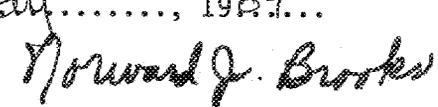
20      Passed by the City Council the 8<sup>th</sup> day of May, 1989,  
21      and signed by me in open session in authentication of its passage this  
22      8<sup>th</sup> day of May, 1989.

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

23      Approved by me this 18<sup>th</sup> day of May, 1989...

  
\_\_\_\_\_  
Mayor

24      Filed by me this 18<sup>th</sup> day of May, 1989...

25      Attest:   
\_\_\_\_\_  
City Comptroller and City Clerk

(SEAL)

26      Published \_\_\_\_\_ By  <sup>CS 192</sup>  
\_\_\_\_\_  
Deputy Clerk



# Seattle City Council

## Memorandum

Date: April 18, 1989

To: Paul Kraabel, Chair  
Urban Redevelopment Committee

From: Dolores Sibonga

Subject: CB 107249 - Downtown Traffic Mitigation for Interim Controls

Item number 4 on the Urban Redevelopment Committee agenda for April 19 is CB 107249, my proposal to add traffic mitigation measures to the downtown interim controls.

Staff have recommended a number of amendments for this proposal, which I consider to be housekeeping changes. They are described in the attached memo of March 31 from Bob Morgan and Martha Lester. I would greatly appreciate your incorporating the staff amendments into the CB before passing it on to the full council. This action would allow an up-or-down vote without the need to make detailed amendments at the full council.



# Seattle City Council

## Memorandum

Date: March 31, 1989

To: Dolores Sibonga

From: *Bb* Bob Morgan and *ML* Martha Lester

Subject: Transportation Mitigation Provisions in Interim Controls.

We met with DCLU and Engineering Department staff to discuss the language in your council bill which would impose additional traffic mitigation requirements for new downtown buildings as part of interim controls.

We recommend some minor amendments based upon the comments of the departments. The suggested amendments and the department or staff rationale are described below:

1. Require transportation management programs only for buildings containing at least 50,000 square feet of nonresidential floor area, rather than 10,000 square feet as currently written.

DCLU staff indicate that the amount of traffic generated by buildings less than 50,000 square feet in size does not warrant the effort and expense of implementing or monitoring such programs. Parking requirements are an indication of the magnitude of traffic generated by such structures. A 50,000 square foot building is required to provide either 34 or 52 spaces, depending on transit availability. A 10,000 square foot building must provide either 6 or 10.

Buildings of 10,000 square feet or more would continue to be required to have a transportation coordinator position, to allow Metro entry to monitor ridesharing/transit incentive programs and to provide a transportation information center as is required under the current downtown plan.

2. Clarify that the 50% transit pass subsidy requirement is a minimum.

Adding language to indicate that transit pass subsidies are required to be a minimum of 50% will reduce the likelihood that the 50% requirement will be interpreted as a maximum. Additional subsidy might be required under a transportation management program or through SEPA authority.



# Seattle City Council

## Memorandum

Date: March 28, 1989

To: Paul Kraabel, Chair  
Urban Redevelopment Committee

From: Dolores Sibonga

A handwritten signature in cursive script, appearing to read "Dolores Sibonga", written over the typed name.

Subject: Interim Controls - Transportation Mitigation

I am concerned that the current provisions of the Downtown Plan do not adequately address the transportation impacts of development. SEPA allows mitigation of transportation impacts for buildings downtown, however, the imposition of mitigating measures is not required. Therefore, I recommend that provisions for reducing the transportation impacts of development be included in interim controls. These requirements are the same as the mitigating measures permitted under SEPA.

I recommend that the following be required for buildings containing more than ten thousand square feet of non-residential floor area:

1. Maintenance of a Transportation Management Program;
2. Provision of transit pass subsidies; and
3. Improvements to pedestrian and vehicular traffic operations, signalization, turn channelization, right-of-way dedication, street widening, traffic signage or other improvements proportionate to the impact of the project, upon a determination by the Director that the proposed project would directly impact the operation of streets in the vicinity of the project.

I recognize that the bulk of downtown traffic congestion is due to existing development, and that additional measures may be required to address that impact. Never-the-less, projects should not be allowed to vest without minimizing added traffic impacts during the interim before long-range amendments to the Downtown Plan are adopted.

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- c. A fifteen percent (15%) reduction in the unrestricted long-term parking requirement may be achieved by providing fee transit passes to all employees in the structure for at least five (5) years.
  
- 4. In lieu of providing long-term parking spaces on the lot or within eight hundred feet (800') of the lot, long-term spaces may be provided by a payment to the Downtown Parking Fund, if the Director determines that the parking impacts of the development can be met by other means. The Director's determination shall be based on any relevant factors including but not limited to the following:
  - a. Proximity of the site to public parking;
  - b. The level of transit service to the lot;
  - c. Proposals by the applicant to encourage building tenants to use alternatives to single occupancy vehicles.
  
- 5. The following requirements shall apply to all structures containing more than ten thousand (10,000) square feet of nonresidential use:
  - a. A transportation management plan as defined by Director's rule shall be developed and maintained;
  - b. All building employees shall be given the opportunity to buy transit passes at a fifty percent (50%) subsidy.
  - c. Improvements to pedestrian and vehicular traffic operations, signalization, turn channelization, right-of-way dedication, street widening, traffic signage or other improvements proportionate to the impact of the project, upon a determination by the director that the proposed project would directly impact the operation of streets in the vicinity of the project.

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~~((a-))~~d. A transportation coordinator position shall be established and maintained within the proposed structure to devise and implement alternative means for employee commuting. The coordinator shall be trained by the Seattle Rideshare office or by an alternative organization with ridesharing experience, and shall work with the Seattle Rideshare office, Metro Commuter Pool staff, building tenants, and other building lessors. The coordinator shall disseminate ridesharing information to building occupants to encourage use of public transit, carpools, vanpools and flextime; administer the in-house ridesharing program; and aid in evaluation and monitoring of the ridesharing program. The transportation coordinator in addition shall survey all employees once a year to determine commute mode percentages.

~~((b-))~~e. The Seattle Rideshare office, in conjunction with the transportation coordinator, shall monitor the effectiveness of the ridesharing/transit incentive program on a quarterly basis. The owner or operator of the structure shall grant a designated Seattle Rideshare office representative right of entry to the parking facility to periodically review operation of the carpool set aside program.

~~((c-))~~f. A transportation information center shall be provided and maintained, which has transit information displays including transit route maps and schedules and Seattle ridesharing program information. The transportation display shall be located in the lobby or other location highly visible to employees within the structure prior to issuance of a certificate of occupancy.

1 Section 2. SEPA Emergency Exemption. Pursuant to SMC 25.05.880,  
2 the City Council finds that an exemption under SEPA for this action is  
3 necessary to prevent an imminent threat of serious environmental  
4 degradation through continued development under the existing regula-  
5 tions. SEPA review of any permanent regulations proposed for replace-  
6 ment of the existing zoning and the interim controls shall be  
7 conducted.

8 Section 3. This ordinance shall not take effect if Initiative 31  
9 is approved by the voters, unless Initiative 31 is successfully  
10 challenged in court, in which event this ordinance shall become effec-  
11 tive on the date that City enforcement of Initiative 31 is prohibited  
12 by court order. If Initiative 31 is not approved by the voters, this  
13 ordinance shall take effect on May 15, 1989. If this ordinance  
14 becomes effective, it shall terminate on April 30, 1990.

15 Passed by the City Council the ..... day of ....., 19....,  
16 and signed by me in open session in authentication of its passage this  
17 ..... day of ....., 19....

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19 \_\_\_\_\_  
President.....of the City Council

20 Approved by me this..... day of ....., 19.....

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22 \_\_\_\_\_  
Mayor

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24 Filed by me this..... day of ....., 19.....

25  
26 Attest: \_\_\_\_\_  
City Comptroller and City Clerk

27  
28 (SEAL)

Published \_\_\_\_\_ By \_\_\_\_\_  
Deputy Clerk

TIME AND DATE STAMP

**SPONSORSHIP**

THE ATTACHED DOCUMENT IS SPONSORED FOR FILING WITH THE CITY COUNCIL BY  
THE MEMBER(S) OF THE CITY COUNCIL WHOSE SIGNATURE(S) ARE SHOWN BELOW:

*Salvador Sibonga*

_____	_____
_____	_____
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**CITY COUNCIL PRESIDENT USE ONLY**

COMMITTEE(S) REFERRED TO: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
PRESIDENT'S SIGNATURE

STATE OF WASHINGTON - KING COUNTY

15600  
City of Seattle, City Clerk

—ss.

No.

City of Seattle

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

ORD/14484

was published on

05/26/89

The amount of the fee charged for the foregoing publication is the sum of \$ \_\_\_\_\_, which amount has been paid in full.

*M. Spillinger*

Subscribed and sworn to before me on

*May 26 1989*

*D. O. Brown*

Notary Public for the State of Washington,  
residing in Seattle

AN ORDINANCE relating to land use and zoning, enacting interim controls imposing traffic mitigation requirements pending the adoption of permanent controls for zoning the downtown area, and amending Section 23.49.016 to the Seattle Municipal Code.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 23.49.016 of the Seattle Municipal Code, as last amended by Ordinance 113279, is amended to read as follows:

Section 23.49.016 Parking quantity and traffic management requirements.

---

B. Parking Requirements

1. The long-term and short-term parking requirement for offices, retail sales and service uses, and other non-residential uses

shall be as established on Chart 23.49.016 A. The unrestricted long-term parking requirement for all uses except lodging may be reduced by providing additional carpool spaces, vanpools, or subsidized transit passes, according to subsection B3.

2. Carpool spaces provided to meet the requirements of subsection B1 shall either be:
- Physically set aside and designated for exclusive carpool use between six a.m. (6:00 a.m.) and nine-thirty a.m. (9:30 a.m.) and shall not be leased to tenants for long-term parking, except as parking for carpools and vanpools. Required carpool spaces not used by carpool vehicles by nine-thirty a.m. (9:30 a.m.) shall be used as public short-term parking with appropriate signage provided; or
  - Subsidized, provided that the subsidy shall be equal to at least thirty percent (30%) of the monthly market rate charged the general public for a parking space. Subsidized spaces shall be provided at the rate that carpools are formed.
3. The following substitution rates shall be used to reduce the long-term parking requirement for all nonresidential uses, except lodging:
- One (1) vanpool may be substituted for six (6) parking spaces. The unrestricted long-term parking requirement may be reduced not more than ten percent (10%) for vanpool substitutions. If the proponent elects to use the vanpool option, the necessary number of vans meeting the standards of the Commuter Pool Division of Metro shall be acquired, or a surety instrument acceptable to the Director shall be posted; and, vanpools shall be organized for employees in the structure. Before a certificate of occupancy may be issued, details of the vanpool program shall be spelled out in a Memorandum of Agreement executed between the proponent, his or her transportation coordinator, the Director, and the Seattle Rideshare office.
  - Each carpool space in excess of those required by subsection B1, which is physically reserved or subsidized

... for at least five (5) years.

4. In lieu of providing long-term parking spaces on the lot or within eight hundred feet (800') of the lot, long-term spaces may be provided by a payment to the Downtown Parking Fund, if the Director determines that the parking impacts of the development can be met by other means. The Director's determination shall be based on any relevant factors including but not limited to the following:
- Proximity of the site to public parking;
  - The level of transit service to the lot;
  - Proposals by the applicant to encourage building tenants to use alternatives to single occupancy vehicles.
5. The following requirements shall apply to all structures containing more than ten thousand (10,000) square feet of nonresidential use:
- All building employees shall be given the opportunity to buy transit passes at a subsidy of at least fifty percent (50%) provided by the owner of the building.
  - Improvements to pedestrian and vehicular traffic operations, signalization, turn channelization, right-of-way dedication, street widening, traffic signage or other improvements proportionate to the impact of the project, upon a determination by the director that the proposed project would directly impact the operation of streets in the vicinity of the project.
- ((a-))c. A transportation coordinator position shall be established and maintained within the proposed structure to devise and implement alternative means for employee commuting. The coordinator shall be trained by the Seattle Rideshare office or by an alternative organization with ridesharing experience, and shall work with the Seattle Rideshare office, Metro Commuter Pool staff, building tenants, and other building lessors. The coordinator shall disseminate ridesharing information to building occupants to encourage use of public transit, carpools, vanpools and flextime; administer the in-house ridesharing program; and aid in evaluation and monitoring of the ridesharing program. The transportation coordinator in addition shall survey all employees once a year to determine commute mode percentages.
- ((b-))d. The Seattle Rideshare office, in conjunction with the transportation coordinator, shall monitor the effectiveness of the ridesharing/transit incentive program on a quarterly basis. The owner or operator of the structure shall grant a designated Seattle Rideshare office representative right of entry to the parking facility to periodically review operation of the carpool set aside program.

((e-))e. A transportation information center shall be provided