

ORDINANCE No. 119715

*me*

*Law Department*

COUNCIL BILL No. 112832

The City

AN ORDINANCE relating to the South Lake Union Neighborhood Plan, amending Seattle Municipal Code Sections 23.48.032 and 23.54.015, relating to parking requirements in the Seattle Cascade Mixed zone.

Honorable President:

Your Committee on \_\_\_\_\_

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

COMPTROLLER FILE No. \_\_\_\_\_

Introduced: <u>AUG 27 1999</u>	By: <u>CONLIN</u>
Referred: <u>AUG 27 1999</u>	To: <u>Neighborhoods, Growth Planning and Civic Engagement Committee</u>
Referred: <u>AUG 27 1999</u>	To: <u>Business, Economic &amp; Community Development Committee</u>
Referred:	To:
Reported: <u>10-25-99</u>	Second Reading:
Third Reading: <u>10-25-99</u>	Signed: <u>10-25-99</u>
Presented to Mayor: <u>10-26-99</u>	Approved: <u>10/29/99</u>
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Vetoed by Mayor:	Veto Published:
Passed over Veto:	Veto Sustained:

10/25/99 BELOW DO

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CNO: D

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Department

# The City of Seattle--Legislative Department

## REPORT OF COMMITTEE

Date Reported  
and Adopted

able President:

committee on

h was referred the within Council Bill No.

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

99 BELO Do approve 2-1

For Donaldson  
Conlin

against Diago

25-99 Full Council: Passed ~~3-1~~ 5-3

(No: Diago, McIver, Steinbrueck)

Committee Chair

**ORDINANCE** 119715

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4 **AN ORDINANCE** relating to the South Lake Union Neighborhood Plan, amending Seattle  
5 Municipal Code Sections 23.48.032 and 23.54.015, relating to parking requirements  
6 in the Seattle Cascade Mixed zone.  
7

8 **WHEREAS**, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle  
9 Comprehensive Plan, which includes a neighborhood planning element; and  
10

11 **WHEREAS**, City Council Resolution 28966, adopted August 1, 1994, established a  
12 Neighborhood Planning Program for the City of Seattle; and  
13

14 **WHEREAS**, a coalition of South Lake Union neighborhood stakeholders came together to  
15 form a South Lake Union Planning Committee for the purpose of preparing a  
16 Neighborhood Plan as provided for in the City of Seattle Comprehensive Plan; and  
17

18 **WHEREAS**, the South Lake Union Planning Committee convened monthly meetings,  
19 special events and workshops open to the general public and regularly attended by  
20 dozens of citizens; and  
21

22 **WHEREAS**, the South Lake Union Planning Committee conducted an extensive Phase I  
23 outreach process featuring a citizen survey, presentations at community group  
24 meetings, displays at community events and a well-attended validation celebration,  
25 all of which led to creation of a generally recognized Vision and Scope of Work for  
26 Phase II that focuses on Parks and Open Space, Transportation and Neighborhood  
27 Character issues; and  
28

29 **WHEREAS**, the Phase I outreach process created a list of priority planning topics and  
30 resulted in the selection of members for a Planning Committee to lead Phase II  
31 planning; and  
32

33 **WHEREAS**, a final plan incorporating Key Strategies for the three focus areas, additional  
34 activities for implementation and activities for long term consideration was  
35 completed, reviewed and approved by the South Lake Union Planning Committee  
36 and validated by the community in response to a community-wide mailer and  
37 validation meeting; and  
38

39 **WHEREAS**, the South Lake Union neighborhood has developed the 1998 South Lake  
40 Union Plan; and  
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1 **WHEREAS**, the 1998 South Lake Union Plan recognizes the work done by the 1994-1996  
2 Cascade Neighborhood Planning effort which resulted in 1996 Seattle Cascade  
3 Mixed Zone code changes; and  
4

5 **WHEREAS**, a SEPA checklist has been prepared for the South Lake Union Neighborhood  
6 Plan and an addendum to the Comprehensive Plan Final Environmental Impact  
7 Statement was issued in October 15, 1998; and  
8

9 **WHEREAS**, the South Lake Union Neighborhood Plan recommends that parking  
10 requirements for residential use be reinstated in the Seattle Cascade Mixed zone;  
11 and  
12

13 **WHEREAS**, the City Council expects that the Executive will bring recommendations for  
14 possible changes to this provision following the completion of the City's 1999  
15 parking study; Now Therefore,  
16

17 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**  
18

19 **Section 1.** Section 23.48.032 of the Seattle Municipal Code, as adopted by  
20 Ordinance 118302, is further amended as follows:  
21

22 **23.48.032 Required parking and loading.**

23 A. Each use shall provide a minimum number of off-street parking spaces according to  
24 the requirements of Section 23.54.015, Required parking, except as modified by this section.

25 B. Residential uses shall be required to provide one off-street parking space per unit.  
26 ~~((No parking shall be required for residential uses.))~~

27 ~~C((B)).~~ Loading berth requirements shall be provided pursuant to Section 23.54.035,  
28 Loading berth requirements and space standards.

29 ~~D((C)).~~ Where access to a loading berth is from the alley, and truck loading is parallel to  
30 the alley, a setback of twelve feet (12') shall be required for the loading berth, measured  
31 from the centerline of the alley (Exhibit 23.47.014 E -- in Chapter 23.47). This setback shall  
32 be maintained up to a height of sixteen feet (16').

33 ~~E((D)).~~ Reduction in the Amount of Parking Required. Reductions to required  
34 parking shall be permitted according to the provisions of Section 23.54.020, Parking  
35 quantity exceptions. Further reductions or exceptions are permitted for street-level uses in  
36 structures on Class I Pedestrian Streets as follows:

37 1. In a new structure where a minimum of seven thousand five hundred (7,500)  
38 square feet of customer service office use, personal and household retail sales and service  
39 use or entertainment use, except motion picture theaters, is provided, parking may be waived  
40 for the first seven thousand five hundred (7,500) square feet of the structure in such use.

41 2. No parking shall be required for the first one hundred fifty (150) seats in a  
42 motion picture theater.

1 3. No parking shall be required for any gross floor area in human service or child  
2 care use.

3 4. No additional parking shall be required when an existing structure is expanded  
4 by up to two thousand five hundred (2,500) square feet, provided that this exemption may  
5 be applied only once to any individual structure.

6 F(~~E~~). Payment in Lieu. In lieu of providing all or a portion of the required parking, a  
7 development may make a payment to the Cascade Parking Fund if the Director determines  
8 that the payment will contribute to the purchase and/or development of an identified public  
9 parking garage that is consistent with City policy and priorities, that the parking will  
10 mitigate the impacts of the project; and that construction of the public parking  
11 garage (if applicable) is assured. The payment and use thereof shall be consistent with RCW  
12 82.02.020.

13 1. An in-lieu-of payment shall equal the assessed value of the land at the project  
14 site which would otherwise have been required to provide parking plus the estimated cost to  
15 develop such parking on the project site.

16 2. Funds received in-lieu-of providing parking shall be applied to acquisition or  
17 development of a new public parking garage(s) in the SCM, within eight hundred feet (800')  
18 of the contributing site(s), except that when a contributor(s) agrees with the City that a new  
19 parking garage, available to the public, within the SCM zone more than eight hundred feet  
20 (800') from the project site(s) would be an appropriate mitigation to the project's impacts, the  
21 in-lieu-of payment(s) from those projects may be used for that garage.

22 3. Limitations. Parking stalls within a shared parking garage(s), satisfying the  
23 requirements of this section for any project, shall not be used to satisfy the parking  
24 requirement for any other project.

25  
26 **Section 2.** Chart A for Section 23.54.015 of the Seattle Municipal Code, which  
27 Section was last amended by Ordinance 119239, is further amended as follows:  
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**PARKING**  
**Chart A**  
**for Section 23.54.015**

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Use	Parking Requirements
Adult care center <sup>1</sup>	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients).
Adult family home	1 for each dwelling unit.
Adult motion picture theater	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Adult panoram	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Airport, land-based (waiting area)	1 for each 100 square feet.
Airport, water-based (waiting area)	1 for each 100 square feet.
Animal services	1 for each 350 square feet.
Animal husbandry (retail area only)	1 for each 350 square feet.
Aquaculture (retail area only)	1 for each 350 square feet.
Artist's studio/dwelling	1 for each dwelling unit.
Assisted living facility <sup>2</sup>	1 for each 4 assisted living units plus 1 for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space; plus loading berth requirements per Section 23.54.035.
Automotive parts or accessory sales	1 for each 350 square feet.
Ball courts	1 per court.
Bed and breakfast	1 for each dwelling, plus 1 for each 2 guest rooms or suites.

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1	Bowling alley	5 for each lane.
2	Brewpub	1 for each 200 square feet.
3	Business support services	1 for each 2,000 square feet.
4	Business incubators	1 for each 1,000 square feet..
5	Carwash	1 for each 2,000 square feet.
6	Caretaker's quarters	1 for each dwelling unit.
7	Cargo terminal	1 for each 2,000 square feet.
8	Cemetery	None.
9	Child care center <sup>1,9</sup>	1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children.
10	Colleges <sup>1</sup>	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 for each 100 square feet of spectator assembly area in outdoor spectator sports facilities.
11	Commercial laundries	1 for each 2,000 square feet.
12	Commercial moorage	1 for each 140 lineal feet of moorage.
13	Communication utilities	1 for each 2,000 square feet.
14	Community centers <sup>1,2</sup> and community clubs <sup>1,2</sup>	1 for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 for each 350 square feet, excluding ball courts.
15	Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) <sup>1,2,3</sup>	1 for each 555 square feet
16	Congregate residences	1 for each 4 residents.
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1	Construction services	1 for each 2,000 square feet.
2	Custom and craft work	1 for each 1,000 square feet.
3	Dance halls (dance floor and table area)	1 for each 100 square feet.
4	Dry storage of boats	1 for each 2,000 square feet.
5	Family support centers located in community centers owned and operated by the Seattle DOPAR <sup>3</sup>	1 for each 100 square feet.
6	Floating homes	1 for each dwelling unit.
7	Food processing for human consumption	1 for each 1,000 square feet.
8	Gas station	1 for each 2,000 square feet.
9	General retail sales and services	1 for each 350 square feet.
10	Ground-floor businesses in multi-family zones	None, maximum of 10.
11	Heavy commercial services	1 for each 2,000 square feet.
12	Heliports (waiting area)	1 for each 100 square feet.
13	High-impact uses.	1 for each 1,500 square feet or as determined by the Director
14	Horticultural uses (retail area only)	1 for each 350 square feet.
15	Hospitals <sup>1</sup>	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; plus 1 for each 6 beds.
16	Hotels	1 for each 4 sleeping rooms or suites.
17	Institute for advanced study <sup>1</sup>	1 for each 1,000 square feet of administrative offices and similar spaces; plus 1 for each 10 fixed seats in all auditoria and public assembly rooms; or 1 for each 100 square feet of public assembly area not containing fixed seats
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1	Institutes for advanced study in single-family zones (existing)	3.5 for each 1,000 square feet of office space; plus 10 for each 1,000 square feet of additional building footprint to house and support conference center activities, or 37 for each 1,000 square feet of actual conference rooms to be constructed, whichever is greater
2		
3	Kennel	1 for each 2,000 square feet
4	Lecture and meeting hall	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
5	Major durables, sales, service, and rental	1 for each 2,000 square feet.
6	Manufacturing, general	1 for each 1,500 square feet.
7	Manufacturing, heavy	1 for each 1,500 square feet.
8	Manufacturing, light	1 for each 1,500 square feet.
9	Marine service station	1 for each 2,000 square feet.
10	Medical services	1 for each 350 square feet.
11	Miniature golf	1 for each 2 holes.
12	Mini-warehouse	1 for each 30 storage units.
13	Mobile home park	1 for each mobile home.
14	Mortuary services	1 for each 350 square feet.
15	Motels	1 for each sleeping room or suite.
16	Motion picture Studio	1 for each 1,500 square feet
17	Motion picture theater	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.

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Multi-family structures<sup>4</sup> except those listed below

Lots containing 2--10 dwelling units:

1.1 for each dwelling unit.

Lots containing 11--30 dwelling units:

1.15 for each dwelling unit.

Lots containing 31--60 dwelling units:

1.2 for each dwelling unit.

Lots containing more than 60 dwelling units:

1.25 for each dwelling unit.

In addition, for all multi-family structures whose average gross floor area per dwelling unit, excluding decks and all portions of a structure shared by multiple dwelling units, exceeds 500 square feet, an additional .0002 spaces per square foot in excess of 500 shall be required up to a maximum additional .15 spaces per dwelling unit; and

When at least 50 percent of the dwelling units in a multi-family structure have 3 bedrooms, an additional .25 spaces per bedroom for each unit with 3 bedrooms shall be required; and

Any multi-family structure which contains a dwelling unit with 4 or more bedrooms shall be required to provide an additional .25 spaces per bedroom for each unit with 4 or more bedrooms.<sup>5</sup>

Multi-family structures containing dwelling units with 2 or more bedrooms, when within the area impacted by the University of Washington as shown on Map A following this section.

1.5 spaces per unit with 2 or more bedrooms. The requirement for units with 3 or more bedrooms contained above shall also apply. All other requirements for units with fewer than 2 bedrooms shall be as contained above.<sup>5</sup>

Multi-family structures, when within the Alki area as shown on Map B following this section.

1.5 spaces per unit.

Multi-family structures development, for those ground-related structures within the development with 10 units or fewer

1 for each dwelling unit.

Multi-family structures for low-income elderly

1 for each 6 dwelling units

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1	Multi-family structures for low-income disabled	1 for each 4 dwelling units.
2	Multi-family structures: low-income elderly/low-income disabled	1 for each 5 dwelling units.
3	<u>Multi-family structures, when within the Seattle Cascade Mixed zone</u>	<u>1 for each dwelling unit.</u>
4	Multi-purpose convenience store	1 for each 350 square feet.
5	Museum <sup>1</sup>	1 for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; or 1 for every 10 fixed seats for floor area containing fixed seats; plus 1 space for each 250 square feet of other gross floor area open to the public.
6	Non-household sales and services, except sales, service and rental of office equipment	1 for each 2,000 square feet.
7	Nursing homes <sup>6</sup>	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 for each 6 beds.
8	Office, administrative	1 for each 1,000 square feet.
9	Office, customer service	1 for each 350 square feet.
10	Outdoor storage	1 for each 2,000 square feet.
11	Parks	None.
12	Participant sports and recreation, indoor, unless otherwise specified	1 for each 350 square feet.
13	Participant sports and recreation, outdoor, unless otherwise specified	1 for each 350 square feet.
14	Passenger terminals (waiting area)	1 for each 100 square feet.
15	Performing arts theater	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
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1	Personal transportation services	1 for each 2,000 square feet.
2	Playgrounds	None.
3	Power plants	1 for each 2,000 square feet.
4	Private club <sup>1</sup>	1 for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 for each 350 square feet, excluding ball courts.
5	Railroad rights-of-way	None.
6	Railroad switchyard	1 for each 2,000 square feet.
7	Railroad switchyard with mechanized hump	1 for each 2,000 square feet.
8	Recreational marinas	1 for each 75 lineal feet of moorage.
9	Recycling center	1 for each 2,000 square feet.
10	Recycling collection station	None.
11	Religious facility <sup>1</sup>	1 for each 80 square feet of all auditoria and public assembly rooms.
12	Research and development laboratory	1 for each 1,000 square feet.
13	Restaurant	1 for each 200 square feet.
14	Restaurant, fast-food	1 for each 100 square feet.
15	Sale and rental of large boats	1 for each 2,000 square feet.
16	Sale and rental of motorized vehicles	1 for each 2,000 square feet.
17	Sale of boat parts or accessories	1 for each 350 square feet.
18	Sale of heating fuel	1 for each 2,000 square feet.
19	Sales, service and rental of commercial equipment	1 for each 2,000 square feet.
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1	Sales, service and rental of office equipment	1 for each 350 square feet.
2	Salvage yard	1 for each 2,000 square feet.
3	School, private elementary and secondary <sup>1,2</sup>	1 for each 80 square feet of all auditoria and public assembly rooms, or if no auditorium or assembly room, 1 for each staff member.
4	School, public elementary and secondary <sup>1,2,7</sup>	1 for each 80 square feet of all auditorium or public assembly rooms, or 1 for every 8 fixed seats in auditoria or public assembly rooms, containing fixed seats, for new public schools on a new or existing public school site.
5	Sewage treatment plant	1 for each 2,000 square feet.
6	Single-family dwelling units	1 for each dwelling unit
7	Skating rink (rink area)	1 for each 100 square feet.
8	Solid waste transfer station	1 for each 2,000 square feet.
9	Specialty food stores	1 for each 350 square feet.
10	Spectator sports facility	1 for each 10 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats
11	Sport range	1 for each 2 stations.
12	Swimming pool (water area)	1 for each 150 square feet.
13	Taverns	1 for each 200 square feet.
14	Transit vehicle base	1 for each 2,000 square feet.
15	Universities <sup>8</sup>	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 for each 100 square feet of spectator assembly area in outdoor spectator sports facilities.
16	Utility service uses	1 for each 2,000 square feet.
17	Vehicle repair, major	1 for each 2,000 square feet.

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1	Vehicle repair, minor	1 for each 2,000 square feet.
2	Vessel repair, major	1 for each 2,000 square feet.
3	Vessel repair, minor	1 for each 2,000 square feet.
4	Vocational or fine arts school	1 for each 2 faculty and full-time employees; plus 1 for each 5 students (based on the maximum number of students in attendance at any one time).
5	Warehouse	1 for each 1,500 square feet.
6	Wholesale showroom	1 for each 1,500 square feet.
7	Work-release centers	1 for each 2 full-time staff members; plus 1 for each 5 residents; plus 1 for each vehicle operated in connection with the work-release center.

8  
<sup>1</sup>When permitted in single-family zones as conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when permitted in multi-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director of Seattle Transportation, may allow adult care and childcare centers locating in existing structures to provide loading and unloading spaces on-street when no other alternative exists.

9  
<sup>2</sup>Indoor gymnasiums shall not be considered ball courts, nor shall they be considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the entire gymnasium shall be one (1) parking space for every eight (8) fixed seats. Each twenty inches (20") of width of bleachers shall be counted as one (1) fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement shall be one (1) space for each 350 square feet. If the gymnasium does not contain bleachers and is in a community center owned and operated by the Department of Parks and Recreation (DOPAR), the parking requirement shall be one (1) space for each five hundred fifty-five (555) square feet.

10  
<sup>3</sup>When family support centers are located within community centers owned and operated by DOPAR, the Director may lower the combined parking requirement by up to a maximum of fifteen percent (15%), pursuant to Section 23.54.020 I.

11  
<sup>4</sup>Parking spaces required for multi-family structures may be provided as tandem spaces according to subsection B of Section 23.54.020.

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<sup>5</sup>Bedroom--Any habitable room as defined by the Building Code which, in the determination of the Director, is capable of being used as a bedroom.

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6When specified in single-family zones, Section 23.44.015, the Director may waive some or all of the parking requirements.

7For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements shall be determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Chart A for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ten percent (10%) or less than that for the existing auditorium or other place of assembly, then no additional parking shall be required.

8 Development standards departure may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.

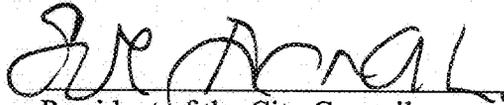
9 Child care facilities, when co-located with assisted living facilities, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload parking spaces.

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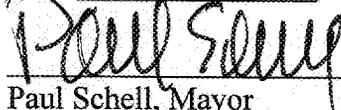
1           **Section 3.** The provisions of this ordinance are declared to be separate and  
2 severable. The invalidity of any particular provision shall not affect the validity of any other  
3 provision.  
4

5           **Section 4.** This ordinance shall take effect and be in force thirty (30) days from  
6 and after its approval by the Mayor, but if not approved and returned by the Mayor within  
7 ten (10) days after presentation, it shall take effect as provided by Municipal Code Section  
8 1.04.020.  
9

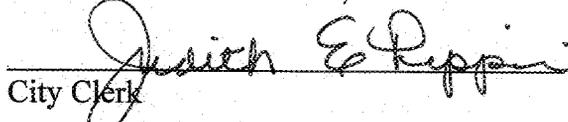
10 Passed by the City Council the 25<sup>th</sup> day of October, 1999, and signed by  
11 me in open session in authentication of its passage this 25<sup>th</sup> day of October,  
12 1999.

13   
14 \_\_\_\_\_  
15 President of the City Council

16 Approved by me this 29<sup>th</sup> day of October, 1999.

17   
18 \_\_\_\_\_  
19 Paul Schell, Mayor

20  
21 Filed by me this 15<sup>th</sup> day of November, 1999.

22   
23 \_\_\_\_\_  
24 City Clerk  
25

(SEAL)



# City of Seattle

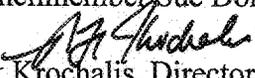
Paul Schell, Mayor

## Department of Design, Construction and Land Use

R. F. Krochalis, Director

### MEMORANDUM

TO: Councilmember Sue Donaldson, President

FROM:   
Rick Krochalis, Director

DATE: July 19, 1999

SUBJECT: Proposed Amendments Relating to the South Lake Union Urban Village and to the Seattle Cascade Mixed (SCM) Zone

I am pleased to submit to you the attached ordinance relating to single purpose residential structures in the South Lake Union Urban Village. This proposal would prohibit single purpose residential structures in commercial zones with height limits up to 85 feet in the South Lake Union Urban Village. Currently, single purpose residential structures are permitted by administrative conditional use.

Also attached is a report for Council consideration involving off-street parking requirements for residential uses in the Seattle Cascade Mixed (SCM) zone. Currently, parking is not required for residential use in the SCM zone. However, the South Lake Union Neighborhood Plan calls for adding an off-street parking requirement of one space per unit. In examining the complex issues more closely, the Department of Design, Construction and Land Use (DCLU) concluded that residential uses, built since the new SCM zoning became effective, do not appear to be a contributing factor to parking problems in the neighborhood. We also concluded that re-instating the residential parking requirement is not necessarily the solution to the current parking problems. We have, however, prepared the legislation, which is also attached, if the Council decides to re-instate the residential parking requirement.

The Department has conducted environmental review on the proposed legislation and issued a Determination of Non-Significance on July 15, 1999. The appeal period on this decision will end on July 29, 1999. The public hearing on the proposed legislation is scheduled on Wednesday, August 4, 1999 at 5:30 PM. Implementation costs will be minor, and can be accommodated within existing resources. If you have any questions, please call Pierre Rowen at (206) 615-1256 or John Skelton at (206) 233-3883.

# Director's Report and Recommendation 1999 Land Use Code Omnibus Amendments

July 12, 1999

The Department of Design, Construction, and Land Use proposes a number of omnibus or maintenance amendments to the Land Use Code. These amendments range from correcting oversights to clarifying the interpretation of certain terms. In addition, a number of amendments are proposed that would have minor substantive impact, and do not warrant separate ordinances. The following is a section-by-section description of each of the proposed amendments:

## **Sections 23.22.062 and 23.24.045. Unit Subdivision**

These two amendments would add tandem housing (i.e., two single family dwelling units on single lot with a minimum lot size of 5,000 square feet) to the list of housing types eligible for unit subdivision. This proposal would make tandem housing eligible for unit subdivision in zones in which it is already a permitted use (i.e., Residential Small Lot and Lowrise zones). In addition, these amendments would remove the current zone designations eligible for unit subdivision, since the unit subdivision provisions only allow eligible housing types to be subdivided in zones in which they are already permitted uses. It is important to note that these amendments do not change the housing types permitted in any zones.

The removal of the zone restrictions is expected to have little impact, given that the "parent" or original lot must meet all applicable development and density standards. Under these amendments, the permitted housing types would become eligible for unit subdivision in Midrise and Highrise zones, but only for those housing types that are already permitted uses in these zones. Currently, unit subdivisions are not permitted in Midrise and Highrise zones. The impact of this change is expected to be minor. Since the type of housing development that would use this provision is low density development, it is likely to be used infrequently in Midrise and Highrise zones. However, the amendment would provide flexibility for such an option.

## **Section 23.44.016. Parking Location and Access in Single Family Zones**

This amendment is proposed to preserve the aesthetic quality of Single Family neighborhoods. This proposed amendment clarifies the distinction between permitted parking and outdoor storage of vehicles in Single Family zones. When more than five vehicles are parked outdoors on a Single Family lot, the Director will presume that the lot is being used for auto storage. An auto storage lot is not permitted as either a principal or accessory use in a Single Family zone.

## **Section 23.44.080. Nonconforming uses**

The purpose of this proposed amendment is to include a restriction previously approved by Council in Ordinance 119242, to limit additions to nonconforming multifamily residential uses in Single Family residential zones to existing structures on lots less than 10,000 square feet.

Ordinance 119242 added provisions for permitted additions to nonconforming residential uses in Single Family zones, but inadvertently did not indicate the previously approved lot size restriction. This amendment is proposed to limit when the expansion of a non-conforming structure will be allowed, and to protect the character of Single Family zones.

**Sections 23.49.212 and 23.84.024 "L." IDM, Transfer of Development Rights**

This amendment would add flexibility for low-income housing providers for meeting the eligibility requirements for transferring development rights to other Downtown zones. Currently, low-income housing providers are required to dedicate at least 50 percent of their total gross floor area to housing for low-income households. This amendment would allow a second option for meeting the eligibility criteria for transfer of development rights for sending sites in the IDM zone only. A minimum of 40 percent of the gross floor area may be dedicated to housing low-income households, when an additional 1,000 square feet of supportive human services are also provided.

**Section 23.53.035 Structural Building Overhangs (new section)**

This proposed amendment would complete the transfer of provisions for structural building overhangs from the Seattle Building Code to the Land Use Code. These provisions were removed from the Seattle Building Code in 1998, at which time it was determined that the appropriate location for provisions for these aesthetic features was the Land Use Code. A more detailed discussion on the provisions for structural building overhangs is attached.

**Sections 23.76.004 and 23.76.006 Master Use Permits Required**

This amendment proposes to change the land use review of structural building overhangs, sidewalk cafés, and areaways from Type II to Type I decisions.

# Structural Building Overhangs, Sidewalk Cafes, and Areaways

## Summary

The Department of Design, Construction, and Land Use is proposing amendments to the City's Land Use Code to change the review procedures for three different street uses: structural building overhangs, sidewalk cafes, and areaways. Until 1998, structural building overhangs were regulated by the Seattle Building Code. However, due to the aesthetic nature of these features, it was determined to be inappropriately addressed in the Building Code and were subsequently eliminated. By this proposed amendment to the Land Use Code, structural building overhangs would be added to the Land Use Code and they, along with areaways and sidewalk cafes, would become Type I Master Use Permit decisions made by the Director for which there would be no discretionary review and no appeal of the Director's decision.

## Background and Analysis

Master Use Permits are required for three types of street use decisions: structural building overhangs, areaways, and sidewalk cafes. Typically, street use decisions involve those activities or portions of structures that occur within the public right-of-way or encroach upon the public right-of-way, such as a sidewalk or a street. Seattle Transportation (SEATRAN) would normally be responsible for regulating activities or encroachments in the public right-of-way. However, due to the relationship of these aspects of private structures or uses closely related to private structures, these decisions are made in the context of a Master Use Permit associated with private development proposals.

## Structural Building Overhangs

Structural building overhangs are those portions of a structure's facade that may, by design, encroach upon the public right-of-way, above the pedestrian or traveled path. These extensions of the structure are usually in the form of an architectural feature, such as cornices, eaves, sills, belt courses, bay windows, balconies, or other facade treatments and are generally incorporated into a structure's design for aesthetic purposes and not part of the basic structural framework. Until 1998, structural building overhangs were regulated by the Seattle Building Code. However, due to the limited relationship between these features and public fire and life safety issues, it was determined that the appropriate location for these features was the Land Use Code. The 1997 edition of the Seattle Building Code (effective August 15, 1998) no longer contains regulations covering structural building overhangs.

In accordance with Director's Rule 26-83, structural building overhangs are not permitted unless all of the following facts and conditions are found to exist:

1. *The encroachment must be reasonable and minor, in conformance with the design standards set forth in Director's Rule 26-83.*

2. *The encroachment is an architectural attachment to the building which is not part of its basic structural framework and is removable.*
3. *A determination is made that a public benefit will accrue based on adopted City Policy including the Land Use Code and Land Use Policies, the Historic Preservation and Landmark Ordinances, the SEPA policies including view corridors, the Downtown Guidelines and other applicable policies.*
4. *The encroachment is consistent with the concept that the City acts as trustee for the benefit of the general public and is subordinate to and not inconsistent with the primary object of the street, the convenience of public travel.*

### **Sidewalk Cafes**

Sidewalk cafes are use of public right-of-way, usually a pedestrian walkway or sidewalk for the extension of food and beverage service outdoors from an adjoining eating and drinking establishment.

A Street Use Permit issued by SEATRAN is required before an applicant may occupy any part of the public right-of-way.

The Street Use Division of SEATRAN must determine that the plan for the sidewalk café is acceptable and send the applicant a "Public Place Indemnity Agreement" for signature. This document is a security or protective agreement against damage of the public space being used for the sidewalk café. A representative of SEATRAN visits the proposed sidewalk café to determine that sufficient, unobstructed sidewalk width for wheelchairs and for sidewalk users generally will remain when the proposed sidewalk café is in operation. The Seattle-King County Department of Public Health must also review the proposed sidewalk café to determine if health regulations have been adequately addressed.

Under the City's Street Use Ordinance, SMC 15.16, Sidewalk Cafés, DCLU reviews proposals and issues Master Use Permits for sidewalk cafés. DCLU review criteria for sidewalk cafés are provided in SMC Section 15.16.040, Street and Sidewalk Use, Sidewalk Cafes, Terms & Conditions. These criteria generally provide circumstances upon which the Director may authorize the specific placement of furniture, limit the amount of furniture, limit noise and/or impacts of lighting and illumination, require the removal of furniture when café is not in operation, and ensure that the operation would not unnecessarily or unreasonably impede the progress of pedestrians.

Sidewalk café decisions made as part of a Master Use Permit application are classified as Type II, discretionary decisions, requiring public notification of the application and decision, and subject to public comment and appeal. In reality, sidewalk cafés average only 8 permit applications per year with no appeals of a sidewalk café decisions among the last 24 applications dating back to 1996.

## Areaways

Areaways are useable areas, generally in the street right-of-way, constructed under the sidewalk between the building foundation and the street wall. Access to areaways is generally gained through the basement of adjoining buildings. The street wall retains the earth below the road surface and provides the support for the structural sidewalk which spans between the street wall and building wall.

Areaways may be used by adjoining property owners for locating mechanical equipment, storing materials or using as an accessory space. Permits are issued for areaways as floor area appurtenant to a use in the adjoining building. New areaways are allowed only in the downtown historic districts and existing areaways are generally required to be demolished or filled in when demolition of adjoining structures occurs.

## All Cases - Number of Applications/Appeals

Since 1995 DCLU and SEATRAN made 34 Structural Building Overhang (SBO) decisions, 24 Sidewalk Café (SC) decisions, and no Areaway decisions. A total of 58 projects over a three year period, about 19 per year. In this time frame there was one appeal challenging the granting of a SBO. The appeal was arguably due to the overall controversy surrounding the project rather than the concern for the specific SBO proposed. The Hearing Examiner upheld the SBO decision. Prior to this decision, no earlier appeals of an SBO could be confirmed.

### Structural Building Overhangs:

<b>Total Projects</b>	<b>34</b>
1996	15
1997	11
1998	8
<b>Average Per Year</b>	<b>11.3</b>

### Sidewalk Cafes:

<b>Total Projects</b>	<b>24</b>
1996	7
1997	9
1998	8
<b>Average per year</b>	<b>8</b>

## Recommendation

DCLU recommends that the review of structural building overhangs, sidewalk cafés, and areaways be changed from a Type II Master Use Permit decision to a Type I, non-discretionary Master Use Permit decision. This recommendation is based on three factors. First, these actions have proven to be capable of being completed in a manner whereby the public interest is served by the consistent review in the presence of verifiable standards and conditioning of the street use permit approval. Second, the limited number of applications and absence of appeals in the historical record suggests that public notice and an appealable process for these permit decisions is unnecessary. Finally, recognizing the ministerial nature of these decisions, this would further City policy objectives to minimize time and cost associated with the permit process.

In order to effect the department's recommendation, the criteria for structural building overhangs must be moved from the Seattle Building Code to the Land Use Code. The remainder of the amendment entails changing the Master Use Permit Procedures Chapter 23.76, to move these certain street use decisions into the appropriate decision type, in this case, from Type II, discretionary to Type I, nondiscretionary.

A change in review process for structural building overhangs, sidewalk cafés, and areaways from Type II decisions subject to appeal, into Type I decisions would maximize efficiency, minimize the delay and expense involved in the decision and permitting process, and maintain the public interest in the right-of-way and public safety. The amendment would be consistent with the Land Use Code and City Policy to establish appropriate process and procedures for the effective administration of the City's land use regulations.

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## Director's Report

# Recommendations on Parking Requirements for Residential Uses in the Seattle Cascade Mixed Zone

July 12, 1999

### Summary

During the approval and adoption process for the South Lake Union Neighborhood Plan, Councilmembers on the Neighborhoods, Growth Planning and Civic Engagement Committee directed DCLU to prepare legislation to re-instate the parking requirement for residential development in the Seattle Cascade Mixed (SCM) zone, per the recommendation of the Plan. Subsequently, Councilmember Drago, chair of the Business, Economic and Community Development Committee, requested that DCLU prepare an analysis and Director's Report, to accompany proposed amendments to the Land Use Code. This report includes an analysis of the parking impacts associated with residential development constructed prior to and since the SCM zoning became effective on November 7, 1996.

### Background<sup>1</sup>

The Cascade Neighborhood is identified as one of five subareas of the South Lake Union Urban Village. Most of the Cascade Neighborhood is zoned Seattle Cascade Mixed (SCM).

The original goal of the SCM zone was to create a neighborhood where people could live, work, and play, all without a car (see SMC Section 23.34.126, Designation of the Seattle Cascade Mixed Zone). In 1995, the City worked closely with the Cascade Neighborhood on a variety of planning issues. At the time, Council recognized that allowing flexibility by not requiring parking was a viable way to decrease the cost of residential development, particularly given the neighborhood's existing characteristics and future goals. When Council adopted the SCM zone in September 1996, research data indicated that compared to the city as a whole, the Cascade Neighborhood had a smaller household size and a higher percentage of people using non-SOV travel modes, such as walking and riding the bus. The SCM zone permits a wide range of uses, allows flexibility, while also ensuring a proper balance between housing and commercial activities--both critical components of a successful urban neighborhood. Council also determined that a flexible approach to parking in the SCM zone, both for residential and commercial uses, met the intent of the Comprehensive Plan.

The SCM zone is not the only zone with flexible residential and non-residential parking requirements. Similar to downtown zones, including Belltown and the Denny Triangle, the SMC

<sup>1</sup> The South Lake Union Neighborhood Plan, December 1998.

zone features: mixed uses; proximity to large employment centers, retail, services, and entertainment areas; and public transit. Moreover, residential developers in other downtown neighborhoods like Belltown and the Denny Triangle are providing off-street parking, even when it isn't required.

Subsequent to Cascade Neighborhood planning efforts, the South Lake Union Neighborhood Plan antithetically recommends off-street parking requirements for residential uses in the SCM zone. The Plan reports that during the day on-street parking in the Cascade Neighborhood is currently at over 90 percent capacity<sup>2</sup> and additional reductions in on-street parking capacity are expected as surface parking lots throughout the South Lake Union Neighborhood are redeveloped. The new direction proposed for the Cascade Neighborhood represents a departure from the original goal of the SCM zone. Furthermore, a number of Cascade residents who were key participants in the earlier planning process now state that they do not support the new direction or were unaware of it.

Key distinctions between the Seattle Cascade Mixed zoning regulations and the previous commercial zoning are provided in Appendix A.

## Analysis

DCLU supports the neighborhood goal of planning for sufficient parking in the South Lake Union area. It also strongly supports the Cascade Neighborhood goal of creating a mixed-use community where one can live, work and play without reliance on an automobile. The latter goal is consistent with policies G15 and G16 of the Seattle Comprehensive Plan<sup>3</sup>:

- G15: Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle.
- G16: Reduce use of cars over time, particularly for commute trips.

In examining the complex issues involved more closely, DCLU concludes that restoring parking requirements for residential uses is not the best approach to alleviating parking congestion; nor is it the best approach for achieving neighborhood and City goals related to housing, transportation and the environment. This conclusion is based on the fact that residential parking requirements do not appear to be the cause or the solution to the parking problems that currently exist in the area.

More detailed analysis of issues follows.

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<sup>2</sup> The South Lake Union Neighborhood Plan, December 1998.

<sup>3</sup> Seattle's Comprehensive Plan, Toward a Sustainable Seattle, A plan for Managing Growth, 1994-2014, last amended on November 25, 1997.

## 1. Parking Production Trends Before and After the Creation of the SCM Zone

Data supporting the position that residential developers are still providing parking under the new SCM zoning requirements is provided in Appendix B. Based on the information provided in Tables 1 and 2 in Appendix B, new market rate housing developments produced under the new SCM zone regulations provide approximately the same amount of parking as was required under the previous commercial designation. Under the new SCM zoning regulations, market rate housing developers provided an average of 1.1 parking spaces per unit, even though none were required. Under the previous zoning regulations, market rate residential providers were required to provide between 1.1 and 1.5 parking spaces per unit, depending on the number and size of units constructed. Since adoption of the SCM zone, no market rate housing project (including new construction or renovation) has been constructed without providing a minimum of one parking space per housing unit. Although subsidized housing providers report providing less parking under the new SCM zoning, they report providing sufficient off-street parking to meet parking demand, based on their residents' current car ownership data, as shown in Appendix B. **Thus, it would appear that concerns about inadequate parking in the Cascade Neighborhood are not significantly attributable to housing developed under the new SCM zoning.**

Tables 3 and 4 in Appendix B list subsidized residential projects vested under the current SCM zoning and under previous zoning regulations. Under both zoning regulations, parking is provided at significantly lower ratios compared to market rate residential developments. Though the parking ratios appear to be somewhat lower under the new SCM zoning, it is important to note that both of these projects are currently under construction and are therefore unoccupied. Consequently, these projects are not contributing to the current parking problem. Furthermore, the two new projects shown in Table 4 were built to serve persons with disabilities, most of whom do not own cars. Required parking for multifamily developments serving low-income persons with disabilities are significantly lower (one parking space for every four units) compared to market rate developments. The parking requirement is even lower for multifamily developments serving low-income elderly persons (one parking space for every 6 units).

It is also worth noting that two existing buildings (Jensen Block and the Brewster) were renovated while the old commercial zoning was in place. These buildings provide less than 1:1 parking, due to existing nonconformities that were grandfathered under the previous zoning. Therefore, the elimination of parking requirements did not affect the number of parking spaces provided with these renovations.

High land costs in the SCM zone will likely serve as a disincentive to additional low-income housing development. Representatives contacted at the Low-Income Housing Institute (LIHI) and AIDS Housing of Washington (AHW) indicate that they can no longer afford to develop in the SCM zone. Others from the Plymouth Housing Group report that the cost of development in the SCM zone have risen to levels similar to those in other downtown neighborhoods. Some non-profit housing developers are now considering looking elsewhere to find affordable parcels. Consequently, future low-income housing development with minimal parking is not anticipated to be an issue.

## 2. Travel Behavior Among Low-income Households: Car Ownership Rates and Transit Use

The Seattle Cascade Neighborhood has a disproportionately high percentage of low-income households compared to the city as a whole<sup>4</sup>. Nationwide studies report that compared to the general population, low-income households are much less likely to own a vehicle, largely because a greater proportion of their income is spent on food and shelter<sup>5</sup>. The 1995 Nationwide Personal Transit Study (NPTS)<sup>6</sup>, concluded that about a quarter of low-income households (26%) do not own a vehicle, compared to just four percent of non low-income households. Among low-income adults, the vehicle ownership rate is on average only 0.7 per adult, significantly lower than the rate of 1.0 for non low-income households.

The study further reports that people in low-income households are more likely to use transit to get to work compared to people in other income categories<sup>7</sup>. They are also twice as likely to walk to work compared to those in other income groups<sup>8</sup>. Those who lived in metropolitan areas with a population of three million or more are even more likely to use alternatives to single-occupancy vehicle (SOV) modes of travel to reach their destinations. Approximately three quarters (75%) of their trips were made by walk, bike, or public transit.

Locally, Metro Transit's 1998 Rider/Non-Rider Survey reported that the car ownership rate for households with incomes less \$35,000 was approximately half that of households with incomes greater than or equal to \$35,000.

The results of these studies suggest that the demand for parking in the Cascade Neighborhood may be lower compared to the city as a whole, given the number of low-income households. Local non-profit developers support this conclusion. Plymouth Housing, a non-profit housing developer that owns or manages approximately 600 units throughout the downtown area, reports only a very small percentage of the parking spaces they provide are actually needed. The Seattle Housing Resources Group (SHRG), recommends lower parking requirements for low-income housing projects that are based on actual parking need. SHRG maintains that an appropriate parking ratio for low-income housing should consider the population being served as well as the surrounding density and other land use characteristics.

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<sup>4</sup> Puget Sound Regional Council and US Census Department, 1990 and 1996.

<sup>5</sup> Daily Travel of by Persons with Low Income, Paper for NPTS Symposium, Bethesda, MD, October 29-31, 1997.

<sup>6</sup> Based on these income thresholds, of the 42,633 households surveyed in the 1995 NPTS study, 721 households were classified as low-income and another 639 were classified as single-parent low-income.

<sup>7</sup> Daily Travel of by Persons with Low Income, Paper for NPTS Symposium, Bethesda, MD, October 29-31, 1997.

<sup>8</sup> Daily Travel of by Persons with Low Income, Paper for NPTS Symposium, Bethesda, MD, October 29-31, 1997.

### 3. The Cost of Providing Parking

Required parking for residential uses could significantly increase the cost of housing in the Cascade Neighborhood. Parking is extremely expensive to provide, which in turn drives up the cost of housing. The University of California Transportation Center recently conducted a study on the impact of parking requirements on housing affordability<sup>9</sup>. The study concludes that code-required off-street parking adds more than ten percent to the cost of single-family houses and condominiums. The author adds that an off-street parking requirement of one parking space per unit may add 12.5% to the cost of a unit; a requirement of two parking spaces per unit generally adds 25% to the cost of a unit. Based on the selling prices of houses in and distribution of incomes of San Francisco residents, it was estimated that tens of thousands of additional households would qualify for home mortgages/leases for units if they did not include off-street parking.

A more recent study conducted by the San Francisco Planning and Urban Research Association (SPUR) also concludes that an off-street requirement of two spaces per unit adds approximately 25 percent (or \$30,000) to the cost of a multifamily housing unit in San Francisco. In Seattle, developers generally report that structured parking costs between \$20,000 and \$30,000 per space. Typically, parking costs are passed on to tenants and condominium owners in the form of higher cost housing<sup>10</sup>.

Parking requirements can be particularly problematic for those non-profit housing providers with funding restrictions that prohibit them from renting the unused parking spaces they are required to provide. The requirements also serve as a barrier to private developers seeking to provide affordable housing options for those who prefer to live with less reliance on an automobile. Although the Land Use Code currently allows lower parking ratios for multifamily developments for low-income disabled and low-income elderly populations, other low-income populations may have reduced parking demands that are not yet reflected in reduced parking ratios. The current SCM zoning requirements allows the kind of flexibility needed to support the production of affordable housing necessary to support the right type of mixed uses.

It is important to note that the flexibility resulting from having no parking requirements allows developers to secure less costly parking options, which in turn may result in lower housing costs.

The restoration of parking requirements in the Cascade Neighborhood would likely mean higher housing costs.

### 4. The Role of Public Transit

The elimination of parking requirements in the Cascade Neighborhood was deemed necessary to support increased transit service to and from the neighborhood. Although the Cascade Neighborhood does need some improvements in public transit service, there have been recent service improvements, and others will be provided over time.

<sup>9</sup> Parking Requirements and Housing Affordability: A Case Study of San Francisco, UCTC No. 380, July 1998.

<sup>10</sup> The San Francisco Planning and Urban Research Association (SPUR), April 1999.

Metro Transit officials have expressed interest in continued discussions with the City on service improvements to the Cascade Neighborhood<sup>11</sup>. Most recently, Metro Transit officials announced service improvements on Route 8 during peak hours from 7:00 AM to 8:40 AM. Service frequency along Route 8 was increased from 30 to 15 minute intervals on May 31, 1999. Route 8 links the Cascade Neighborhood to Lower Queen Anne and Capitol Hill via Denny Way and Olive Way. Route 8 provides north/south connections to bus routes along Queen Avenue North, First Avenue North, Fifth Avenue North, Aurora Avenue North, Dexter Avenue North, and Westlake Avenue North. Connections to Eastlake are also available on routes 25 and 66. Service to and from North Seattle (the University District, Ravenna, Maple Leaf, and Lake City) is available on routes #70, #71, #72, and #73.

Compared to other downtown neighborhoods in Seattle, the Cascade Neighborhood is not as well served by transit, particularly during peak hours. However, Metro Transit is committed to working with the neighborhood to discuss additional service improvements.

Parts of the Cascade Neighborhood are within walking distance (five blocks) of the Metro Ride Free zone. The proximity to free transit service makes it easier for neighborhood residents to choose alternatives to SOV travel and automobile ownership. Furthermore, the City is working with large employers in the vicinity to implement stronger transportation demand management programs. **DCLU maintains that, compared to adding off-street parking requirements for residential uses, these combined efforts may be a better approach to meeting the neighborhood's goal of creating a community where one can live, work, and play, without needing a car.**

## 5. Increased Residential Densities and New Housing Options

The Cascade Neighborhood is expected to attract more residents who are employed at the Fred Hutchinson Cancer Research Center, the Seattle Times, Pemco, Zymogenetics, and other surrounding employers. The original purpose of eliminating residential parking requirements was to increase residential densities and provide more housing options for these new residents, who may not want or need a car to travel to work.

## Conclusion

As stated above, on-street parking capacity problems in the Cascade Neighborhood are not significantly attributable to recent residential development vested under the SCM zoning requirements. *Only one new market rate residential project has been constructed under the new SCM zoning, which provided about 1.1 parking spaces per unit. This is approximately the same amount of parking required under the previous commercial zoning. Although subsidized housing developers have provided less than one parking space per unit, they report that they have provided sufficient parking to meet demand. In addition, no new low-income housing has been completed or occupied under the new SCM zoning, therefore these developments are not*

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<sup>11</sup> The contact person at Metro Transit is Pat Cleary at 684-1142.

*contributing to the area's current parking problems. Furthermore, little to no future subsidized housing is expected in the SCM zone.* The cause of on-street parking problems is, therefore, more likely to be attributable to the other causes, which remain to be determined. A parking study that the City is currently undertaking is expected to help identify the underlying causes of parking congestion in the Cascade Neighborhood.

SPO, as part of an interdepartmental team with the Department of Design, Construction and Land Use (DCLU), SEATRAN, and other departments, is preparing a parking study this year. Existing trends related to the provision of parking are likely to continue. For this reason, no immediate action on this proposal is recommended. DCLU instead recommends that Council wait for the results of the Strategic Planning Office (SPO) parking study before taking action on this proposal. The results of this study will be used to develop effective parking management strategies aimed to alleviate parking congestion in a number of neighborhoods, including the Cascade Neighborhood.

A number of options are currently available to help alleviate parking congestion in the neighborhood, without resorting to required parking for residential uses. SEATRAN is currently exploring on-street signed limitations to discourage hide-and-ride commuters from parking in the neighborhood to access Metro Transit in the Ride Free zone. Other strategies for expanding on-street parking capacity may be considered as well, such as on-street parking reconfiguration. In addition, the City is also working with neighborhood employers to help them develop stronger transportation demand management programs, and with Metro Transit to discuss strategies for continued service improvements to the neighborhood.

## **Recommendation**

The Director recommends that Council give further consideration before amending the parking requirements for residential uses in the Seattle Cascade Mixed zone. City staff members from various departments will be working with consultants to conduct a parking study, which among other things will analyze and address key parking recommendations made during the neighborhood planning process. Recommendations from the study are expected by early 2000.

As an alternative to adopting the South Lake Union Neighborhood Plan recommendation, DCLU recommends that housing providers continue to have flexibility recommended by the Cascade Neighborhood to meet the parking demands of its tenants, at least until the interdepartmental team parking study has been completed.

## **ATTACHMENTS:**

- Appendix A: Comparison of Zoning Characteristics: Previous Commercial Zoning Versus New Seattle Cascade Mixed Zoning
- Appendix B: Comparison of Parking Provided for Residential Uses Before and After the Adoption of the SCM Zoning Regulations, Market Rate and Subsidized
- Appendix C: Map of SCM zone and vicinity

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## APPENDIX A

### Comparison of Zoning Characteristics: Previous Commercial Zoning Versus New Seattle Cascade Mixed Zoning

Zoning Prior to 1996	Zoning After 1996
<ul style="list-style-type: none"> <li>• Neighborhood Commercial (NC)</li> <li>• Commercial (C1, C2)</li> </ul>	<ul style="list-style-type: none"> <li>• Seattle Cascade Mixed (SCM)</li> </ul>
<ul style="list-style-type: none"> <li>• Largely commercial in nature</li> <li>• Single purpose residential structures permitted by conditional uses only in C1, C2</li> </ul>	<ul style="list-style-type: none"> <li>• Planning conducted by the Cascade community resulted in the Seattle Cascade Mixed, which is a mixed use zone.</li> <li>• The SCM/R is a subarea of the SCM zone with an emphasis on residential use.</li> </ul>
<ul style="list-style-type: none"> <li>• Residential parking requirement similar to zoning outside of Downtown (ranging from 1 to 1.5 spaces per unit).</li> <li>• No required parking for the first 2,500 sf. per non-residential structure.</li> <li>• Parking waivers for pedestrian designated commercial zones, for commercial zones located within 800 feet of a street with midday transit service, for provision of alternative transportation, shared parking, and cooperative parking.</li> <li>• Surface parking is commonly found in this zone</li> </ul>	<ul style="list-style-type: none"> <li>• There is no parking requirement for residential use</li> <li>• No parking required for the first 2,500 sf. of nonresidential use, where neighborhood-serving uses are permitted.</li> <li>• The parking requirement is waived for the first 7,500 sf. of each neighborhood serving business establishment on mapped pedestrian streets.</li> <li>• The zone has built-in flexibility to share parking including allowing parking off-site for both residential and commercial development.</li> <li>• Off-street surface parking is strictly controlled through use and development standards. This means required parking must be provided in structures to a greater degree than required in other zones.</li> </ul>

## APPENDIX B

### Comparison of Parking Provided for Residential Uses Before and After the Adoption of the SCM Zoning For Market Rate and Subsidized Developments

*Table 1*

Market Rate Residential Developments Permitted Under the New SMC Zone

Project Address/ DCLU project #	Project Description	#Residential Units	Parking Ratio Provided	Car Ownership Information	Status
301 Minor Ave. N. #9805083	Apartments	143 units	173 spaces (apprx 1.2:1)	(114 cars anticipated)	MUP issued; no building application
513 Minor Ave. N. #9703353	Apartments and live/work spaces (single-purpose res.)	74 units	75 spaces (apprx 1:1)	59 cars	MUP issued; has been constructed
1200 Mercer St. #9801582	Multifamily (single-purpose res.)	Approx. 72 units	68 spaces (apprx 1:1)	Not available	No MUP decision; design review pre- design meeting held

*Table 2*

Market Rate Residential Developments Permitted Under the Previous Commercial Zoning

Project Address/ DCLU project #	Project Description	#Residential Units	Parking Ratio Provided	Car Ownership Information	Status
526 Yale Ave. N. #9305627	Union Bay. Mixed-use: apartments above 8,500 sf. Retail.	61 units	123 spaces (for both retail and residential); provides a minimum of 1:1 parking for residential units	Not available	Final building permit issued; has been constructed

**Table 3**  
**Subsidized Residential Developments Permitted Under the New SMC Zone**

<b>Project Address/ DCLU project #</b>	<b>Project Description</b>	<b>#Residential Units</b>	<b>Parking Ratio Provided</b>	<b>Car Ownership Information</b>	<b>Status</b>
1300 Stewart St. #9705108	Plymouth Housing Group – “David Colwell Building.” Mixed-use (apartments above 4,000 sf. commercial) -- serves some low-income disabled (30% of total ) and some at 17% median income	126 units	20 spaces (apprx.1 space for every 10 units)	(35 cars anticipated)	MUP issued; building permit granted; currently under construction
409 Minor Ave. N. #9807738	LJHI – New Lakeview. Multifamily/single purpose residential (population being served is at 20-50% of median income; 30% at incomes levels below 30% median income—5 homeless transitional units for 2 years, 15 SHA project based Section 8/Holly Park replacement units	59 units	12 spaces (apprx.1 space for every 5 units)	(12 cars anticipated)	MUP issued; building permit currently under review.

*Table 4*  
**Subsidized Residential Developments Permitted Under the Previous Commercial Zoning**

Project Address/ DCLU project #	Project Description	#Residential Units	Parking Ratio Provided	Car Ownership Information	Status
512 Minor Ave. N. #9505279	DESC. Kerner Scott SRO. Residents do not drive. Mixed-use (apartments over 2,600 sf. office). 25 units set-aside for persons with mental illnesses; 15 units of clean and sober for persons in recovery maximum income allowed is 13,000/year	40 units	12 spaces (apprx. 1 space for every 3 units)	0 cars	Building permit issued; already constructed
1167 Republican St. #9404094	SHRG – Casa Pacifica. Apartments/ Mixed-use. Serves low-income residents. Currently, Apprx. 6 have disabilities with Section 8 certificates and one is elderly	65 units	84 spaces (apprx. 1.25:1)	46 cars	Building permit issued; already constructed
601 Eastlake Ave. No MUP required for remodel	LIHL, Jensen Block. Renovated existing building. SRO.	28 units	13 spaces (apprx. 1 space for every 2 units)	5 cars	Building permit issued; renovation completed.
133 Pontius Ave. N. No MUP required for remodel	CHHIP – Brewster. SRO renovation	35 units	no parking provided	18 cars	Building permit issued; renovation completed.

APPENDIX C



# SCM Zoning Districts

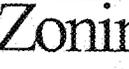


Scale: 1" = 727'

Prepared by DCLU, July 15, 1999

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

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 Parcels  
 Zoning Shades  
 SCM

8/7/99

*Done - copy*

TO: Councilmember Jan Drago  
Seattle Municipal Building 600 Fourth Avenue, Suite 1100  
Seattle, WA 98104

RE: Reinstating off-street parking for residential uses in the SCM zone

Honorable Mayor Schell and all Councilmembers,

It was a shock to learn that the parking issue is still undecided. We in Cascade believed that parking would be reinstated after the South Lake Union Plan was adopted. As we understood it, the Plan was adopted on March 15, 1999 (including reinstating parking) and the Cascade Neighborhood Council has released this information to the community.

As the President of the Cascade Neighborhood Council, it falls on my shoulders to be accountable to the neighborhood. I have the responsibility of representing Cascade. You, as a City Council, have agreed through the Comp Plan to listen to and think through the priorities of each Neighborhood Plan. It's safe to say that our roles are difficult. I would be hard-pressed to face the stakeholders if reinstating residential parking is refuted and dismissed.

The Cascade Neighborhood Council has done tremendous outreach in Cascade. Reinstating parking is the highest priority. Using the City's stakeholder designation list, we employed tactics to extend that outreach as thoroughly as humanly possible. We then followed up with the "why" and our studies showed the reasons were exceptionally valid. We turned everything over to South Lake Union Planning Organization. An accompanying letter signed by the Executive Officers of the CNC stated that parking should be reinstated.

Giving affordable housing a top billing is commendable. Providing one parking space per unit gives developers that chance in Cascade, as can be seen by parking requirements for other Multifamily Residential Zones. Cascade has fulfilled the lowest income affordable housing Comp Plan targets for South Lake Union - most without sufficient parking. This adds to the many that were here pre-Comp Plan. Cascade has taken in additional social service agencies in an effort to relieve homelessness. We in Cascade would like to see other communities bear their share of responsibilities for the homeless and poorer populations.

Cascade is a complex area. Many factors need to be addressed. We are bound by heavily traveled arterials. Transit is inadequate. Most of the 93+ businesses are light manufacturing/regional/freight. Most of the businesses have been here thirty years or more and provide mostly lower income jobs. Some of the larger businesses have shifts that start at 4 a.m. or at 3 p.m. Transit is nonexistent for these start and/or finish times. Most businesses depend on some curbside parking. It seems counterproductive to replace lower income job curbside parking for lower income housing curbside parking. If Cascade is to be a sustainable neighborhood where people live and work, it must meet the needs of all and be desirable for all.

Sincerely,

*James W. Suter*

James W. Suter, President



Amendment to the City's Land Use Code, adding 1:1 residential parking requirement in the SCM Zone

Dear Ms. Drago and all other Councilmembers,

On a personal note,

No one is fighting to reinstate the old C-2 zoning although 1/3 of the polled stakeholders would like to. (1/3 didn't even know it existed.) Cascade is accepting the SCM zoning. Cascade has accepted the entire 20 year Comp Plan quota of lowest-income housing for all of South Lake Union. Cascade has embraced many social services for the homeless and poor populations. We have worked to reconcile Neighborhood Character (light manufacturing/regional business) with the Comp Plan goals on housing densities. Over 90% of Cascade stakeholders want parking reinstated - and for good reasons. We are compromising on the parking ratio, since Cascade previously had 1.5:1. (The adjacent Pike/Pine Neighborhood has a 1.2:1 and has boundless retail amenities.) It seems unreasonable to me that DCLU can't meet Cascade half-way on this one point.

Sincerely,

*Patricia S. Lowry* 8-4-99

Patricia S. Lowry, Cascade Neighborhood Council Secretary  
In an unofficial capacity

cc: Mr. Pierre Rowen, DCLU



TO: Councilmember Jan Drago  
Seattle Municipal Building 600 Fourth Avenue, Suite 1100  
Seattle, WA 98104

---

Amendment to the City's Land Use Code, adding 1:1 residential parking requirement in the SCM Zone

---

A 1:1 ratio is a compromise between curb congestion and affordable housing developers if you believe SEPA.  
Attached parking demand analysis are based on SEPA percentages of market rate and low-income housing.



Patricia S. Lowry, Cascade Neighborhood Council Secretary  
In an unofficial capacity

cc: Mr. Pierre Rowen, DCLU

8/4/99



**Parking demand analysis of market rate housing in Cascade (unofficial)**

Based on SEPA percentages from (attached) 301 Minor N. #9805083 market rate housing:

**Conclusion:** A 1:1 parking ratio will spillover except between the hours of 12 p.m. to 4 p.m. (providing those who leave were parked on the street, not in a garage).  
 The market rates are planning less than a 1:1  
 Also, drivers who walk or transit to work leave cars behind.

---

**1200 Mercer St. #9801582 (market rate)**

Number of Residential Units	72 with 68 parking spaces
Peak Residential Demand	108

	6 AM	8 AM	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM	10 PM
Parking Demand	108	85	73	65	65	71	92	104	107

**414 Yale Ave. N. #? (Fortune Group market rate)**

Number of Residential Units	101 with 98 parking spaces
Peak Residential Demand	151

	6 AM	8 AM	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM	10 PM
Parking Demand	151	119	103	91	91	100	128	145	148

**Corner of Thomas and Pontius N. #? (Polygon market rate)**

Number of Residential Units	250 with 212 to 250 parking spaces
Peak Residential Demand	375

	6 AM	8 AM	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM	10 PM
Parking Demand	375	296	255	225	225	247	319	360	371

513 Minor N. - private med housing/school - not open yet, no specs available  
 Union Bay Apartments - no specs available



**Parking demand analysis of low-income housing in Cascade (unofficial)**

Based on SEPA percentages from (attached) 301 Minor N. #9805083 market rate housing and adjusted parking amounts to reflect low-income car ownership (30-80% median income bracket)\*.

**Conclusion:** Cascade's affordable housing does and will spillover unto the street.  
Also, drivers who walk or transit to work leave cars behind.

\*This analysis is reasonably based on 50% car ownership in 30-80% median income brackets although it is known some residents in the 30% and below do own vehicles.

\*The analysis does not include Cascade's 157 units in the 0-30% median income bracket.

\*The analysis does include Cascade's 425 built/scheduled units in the 30-80% median income brackets.

\*The ratio leaves 64% in the 30-50% income bracket, 36% in the 50-80% income bracket.

The following are known factors:

1167 Republican St	65 units 46 cars	income bracket: 24 units 50% and 41 units 60%
133 Pontius	35 units 18 cars	income bracket: 35 units 50% or less
601 Eastlake Ave	30 units 5 cars	income bracket: 4 units 30% or less
(but manager says 14 have cars)		26 units 40% or less

\*The analysis deducts 1167 Republican Street #9404094 Casa Pacifica because this development has 50 parking spaces for 65 units and is reported to have 46 spaces of car use. Since no overlay is permitted from development to development, this housing will not spillover onto the street and is therefore not part of the adverse impact mix.

**Overall in Cascade (30-80% median income range)**

Number of Residential Units	360 with 45 parking spaces
Peak Residential Demand	180

	6 AM	8 AM	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM	10 PM
Parking Demand	180	143	122	108	108	121	154	173	179



Parking

It is the City's policy (SMC 25.05.675 M) to minimize or prevent adverse parking impacts associated with development projects. The amount of spaces used during peak residential parking demand is 215 for the number of residential units proposed, determined using the City-wide demand ratio of 1.5 spaces per unit. The number of spaces at the peak demand would most likely occur between 11:00 p.m. and 6:00 a.m.

**Parking Demand for Proposed Multifamily Project**

Number of Residential Units	143
Peak Residential Demand	215

	6 AM	8 AM	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM	10 PM
Parking Demand	215	170	146	129	129	142	183	206	213

The proposed building would provide a total of 173 parking spaces. They are arranged in a below and at-grade parking structure accessed from the alley. Based on the above parking demand estimates, a spillover would likely occur from 6:00 p.m. to 6:00 a.m. The maximum potential number of spillover parking spaces generated by the proposed project is forty-two (42). This number is substantial, and requires further analysis to address the parking related impacts of the proposed apartment building.

The Department requested the project proponent to submit a parking impact analysis. A report was prepared by William Popp Associates, Transportation Engineers/Planners, and received on December 21, 1998.

Roadways serving the site were inventoried in the traffic report. Fairview Avenue N. has conditional parking on both sides of the street. For the northbound curb lane, 2-hour parking is allowed from 8 AM to 4 PM. The southbound curb lane allows 2-hour parking from 9 AM to 6PM. Minor Avenue North in the vicinity of the site also has conditional parking on both sides of the street, with parking restricted to a 2-hour period between 7 AM and 6PM. Thomas Street in the vicinity has conditional parking on both sides of the street, with restricted 2-hour parking between 7 AM and 6PM. Harrison Street in the vicinity has conditional parking on both sides of the street, with 2-hour restricted parking between 7 AM and 6 PM.

As indicated in the foregoing parking demand analysis, a maximum spillover of 42 spaces could occur between approximately 11:00 PM and 6:00 AM. During this period, there appears to be an adequate supply of non-restricted on-street parking in the surrounding area to accommodate such a spillover. Thus, no further mitigation under SEPA policies is warranted.



**From:** Richard Conlin  
**To:** Sea-Leg.Council & Central Staff(DENZELM, DRAGOJ, L...  
**Date:** 7/20/99 2:58pm  
**Subject:** Cascade Parking Ordinance -Reply -Reply

The discussion was clear that this was to be a temporary measure, pending the outcome of the study that Martha mentions. Also, the discussion in committee was not necessarily reinstating the citywide parking requirement, but of putting into effect a temporary policy pending the study outcome.

So, I believe that the DCLU legislation for one space per unit is consistent with that discussion, and certainly worth considering (I would be inclined to support it in preference to reinstating the code requirements). I also think that using the one space/unit emphasizes that this is a temporary action.

Question: should there be an expiration date in the legislation? Partly this depends on what the current status of the study is and if we have a fairly firm date on when it will come back to us.

Richard C

>>> Martha Choe 07/20/99 02:25pm >>>

mary - as i recall, the discussion at council on reinstating the parking requirements was contingent on the results of a parking study. some of us who voted for it indicated quite clearly that it may be reversed once again if the parking study underway were to justify it. maybe someone could update us on the progress of that study. i thought we were going to get the results of that study before we were going to be asked to make a final determination of the parking issue in cascade/south lake union  
martha

>>> Mary Denzel 07/20/99 11:56am >>>

DCLU is ready to send over the ordinance re-instating parking requirements for apartments constructed in the Cascade Neighborhood, (part of the South Lake Union Planning Area). DCLU is also sending a separate ordinance addressing single purpose residential in South Lake Union.

There are some complications, which I will lay out here, because I am leaving town next week and will be gone for a month. LaShawn Warren of Central Staff will be staffing this legislation. (4-8154)



Council voted to reinstate standard parking requirements for Cascade. Bob Morgan drafted this legislation, and it was introduced March 8, 1999, (Ord. 112603). DCLU agreed to do the SEPA checklist, 30 day notice etc). This ordinance also makes the changes Council directed to prohibit single purpose residential in South Lake Union.

The legislation DCLU is bringing actually proposes a parking standard for Cascade that is less than the citywide standard. It is unclear to me whether the DCLU ordinance varies from Council's version (112603) with respect to single purpose residential development. LaShawn will have to check for that.

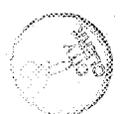
In March 99, when Council voted on the South Lake Union Plan, Councilmember Drago voted to oppose any change to Cascade parking requirements. A majority of the Council voted to change the requirement to impose parking requirements. DCLU is presenting a report with their legislation, still opposed to re-instating parking requirements in Cascade.

So, for parking in Cascade, there are now 3 options on the table:

1. Status quo. No parking requirements in Cascade for apartment development.
2. DCLU's proposed ordinance requiring 1 space for each apartment.
3. Council's proposed ordinance (112603) subjecting Cascade to the standard parking requirements found in SMC 23.54, (which is generally more than 1 space per unit).

The notice and SEPA review for all these options have been completed. The public hearing is scheduled for August 4th.

CC: dom13.p1303(PODOWSKI, SKELTON, SUGIMURA), Sea-Leg....



slup.com  
South Lake Union Planning Committee  
601 Westlake Avenue North  
Seattle, WA 98109  
206.623.9427

Honorable Jan Drago  
Seattle City Council  
600 Fourth Avenue, Suite 1100  
Seattle, WA 98104

July 30, 1999

Re: DCLU Director's Report "Recommendations on Parking Requirements for Residential Uses on the Seattle Cascade Mixed Zone" dated July 12, 1999

Dear Councilmember Drago:

Participants in our Neighborhood Planning Process were pleased when Council approved the South Lake Union Neighborhood Plan last December. Council's approval of the reinstatement of parking requirements for new residential development was particularly gratifying, when you voted to support the neighborhood's desires over the last minute objections of DCLU. However, after reading the Director's Report, the debate with DCLU isn't over.

Our recommendation to reinstate a parking requirement was the result of two years of discussions, special meetings, and review of data, and included participation by numerous stakeholders from the Cascade area and leaders of the Cascade Neighborhood Council. After this issue was identified during our Phase I scoping and included in our work plan, a special meeting was held in Cascade to discuss parking requirements, attended by approximately 50 Cascade area stakeholders. Less than a handful at the meeting supported retention of the current code. For your information, a large number of those in attendance indicated that they had not been aware of the no parking required provision in the SCM zoning, and would have voiced their opposition, had they been included in the process leading up to its approval. I can assure you that reinstating the parking requirement is strongly supported in the neighborhood. Implications by DCLU to the contrary is a slap in the face to the hundreds of hours of volunteer work by stakeholders to produce our plan.

The South Lake Union Plan does not suggest the current parking situation is the result of housing developed over the last five years, claimed by the Director. While the statistics presented in the appendix may be interesting as a historical footnote, the



Councilmember Jan Drago

July 30, 1999

Page 2

intention of the plan is to address future development, and to impose reasonable regulations that enhance the neighborhood, or at a minimum, prevent making matters worse. Using their example of the one market rate project completed under the SCM zoning, we don't understand the DCLU objection to requiring a one to one parking ratio.

Two characteristics of the South Lake Union area, which are imbedded in the plan, are (1) it is auto oriented and (2) is poorly served by public transit, especially for regional service. An auto oriented area requires an adequate parking supply to function efficiently for all interests. With the Sound Transit alignment decision for light rail under Capitol Hill, South Lake Union is left out of the regional equation of regional service. Therefore it is a high priority for us, to require adequate parking for all new development.

Very truly yours,

A handwritten signature in black ink, appearing to read "Roy Nelson", with a large, sweeping flourish extending to the left.

Roy Nelson, Chair  
slup.com





Seattle City Council

5:30 PM



PUBLIC HEARING SIGN-UP SHEET  
South Lake Union (Cascade) Parking Requirements and Single Purpose Residential

INFORMATION ON THIS SIGN-UP SHEET IS PUBLIC RECORD

#	(PLEASE PRINT) NAME	ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	(OPTIONAL) PHONE/FAX
1.	Scott Noland	prop owner	1100 Virginia St, Ste 215, Seattle	98101	447-0303 X-14
2.	Shee Tarka	SCUDPA	409 Maynard	98104	624-8927 X233
3.	George Flood	CASCADE AREA Bldg. Nightriders	325 - Eastlake Ave E	98109	206-628 4005
	1. owner 43 unit apt in Belltown w no parking requirement - an example				
	• housing crisis				
	• dev - parking costs get transferred to renter or owner				
	• cost dependent on site, digging, shoring, dewatering/drainage, sprinkling				
	extra elevator \$10-25,000 per space				
	• housing in Cascade \$90,000 per unit, 15-20% of costs are parking costs				
	Montro A self parking spaces \$15,000 \$69-79,000 studio units				
	2. Cascade doesn't all agree - don't agree w DCU report, issue is parking, fault with				
	low income housing or commercial, not enough parking				
	• employees with 8-10 kids - need transit access - 7 minibuses, under covered by transit				
	• by not acting results in more cars on street				
	• supports requiring parking				

Mike Jolley - Trans ex in, SCU

- parking is an immediate challenge
- all new uses need to require parking
- new dev on surface parking reduces parking

Patty Boorman -

- action in zoning change 5 yrs ago, they dev more dev, now more residential
- all mkt rate has put in parking
- keep to some work & evaluate parking

Scott Species

- opposed, delay to other study
- concerned

Due Taoka

- omnibus bill





*Cascade area*

City Council Information  
PEMCO Parking Summary  
August 1999

Number of persons who work at PEMCO's building in Cascade neighborhood (6:30 a.m. to 5 p.m.)	
Employees:	933
Non-employees, agents & contractors:	<u>62</u>
	Total 995
Number of PEMCO staff parking spaces owned by PEMCO in Cascade neighborhood	
	460
	(249 garage 211 open lots)
Number of PEMCO employees presently on waiting list for company parking	
	273
Number of PEMCO employees parking on adjacent Cascade streets (some of this total could be unreported ride-sharing persons)	
	273
Number of PEMCO employees using company transit subsidy	
	158
Number of PEMCO employees driving/riding in carpools	
	55





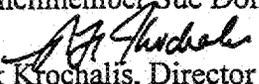
# City of Seattle

Paul Schell, Mayor

Department of Design, Construction and Land Use  
R. F. Krochalis, Director

## MEMORANDUM

TO: Councilmember Sue Donaldson, President

FROM:   
Rick Krochalis, Director

DATE: July 19, 1999

SUBJECT: Proposed Amendments Relating to the South Lake Union Urban Village and to the Seattle Cascade Mixed (SCM) Zone

I am pleased to submit to you the attached ordinance relating to single purpose residential structures in the South Lake Union Urban Village. This proposal would prohibit single purpose residential structures in commercial zones with height limits up to 85 feet in the South Lake Union Urban Village. Currently, single purpose residential structures are permitted by administrative conditional use.

Also attached is a report for Council consideration involving off-street parking requirements for residential uses in the Seattle Cascade Mixed (SCM) zone. Currently, parking is not required for residential use in the SCM zone. However, the South Lake Union Neighborhood Plan calls for adding an off-street parking requirement of one space per unit. In examining the complex issues more closely, the Department of Design, Construction and Land Use (DCLU) concluded that residential uses, built since the new SCM zoning became effective, do not appear to be a contributing factor to parking problems in the neighborhood. We also concluded that re-instating the residential parking requirement is not necessarily the solution to the current parking problems. We have, however, prepared the legislation, which is also attached, if the Council decides to re-instate the residential parking requirement.

The Department has conducted environmental review on the proposed legislation and issued a Determination of Non-Significance on July 15, 1999. The appeal period on this decision will end on July 29, 1999. The public hearing on the proposed legislation is scheduled on Wednesday, August 4, 1999 at 5:30 PM. Implementation costs will be minor, and can be accommodated within existing resources. If you have any questions, please call Pierre Rowen at (206) 615-1256 or John Skelton at (206) 233-3883.



## Director's Report

# Recommendations on Single-purpose Residential Use in the South Lake Union Urban Village

July 12, 1999

### Background

The South Lake Union Neighborhood Plan calls for prohibiting single purpose residential structures in all commercial zones, where currently they are permitted by administrative conditional use in commercial zones with height limits up to 85 feet (i.e., C1-65', C2-40', C2-65', and NC3-65'). This recommendation supports the neighborhood goal of promoting a functional mix of commercial and light industrial uses with small areas of residential uses. The key neighborhood character recommendations put forward in the South Lake Union Neighborhood Plan are aimed at perpetuating and emphasizing the dynamic quality of the neighborhood and continued vitality as a commercial and light industrial area.

It is worth noting, however, that the Cascade Neighborhood, one of five subareas comprising the South Lake Union Urban Village, is recognized as having residential goals that differ from those for the South Lake Union Village as a whole. When the Seattle Cascade Mixed zone was adopted, the neighborhood envisioned a community where one could live, work, and play without reliance on an automobile. The City and the Cascade Neighborhood residents both recognized at the time that residential development played a key role in effectuating this vision.

During the neighborhood planning process, neighborhoods had the opportunity to decide where single-purpose residential development in commercial zones would be allowed outright, as a conditional use or prohibited. The South Lake Union Neighborhood Plan recommends prohibiting single-purpose residential structures in all commercial areas. Since single-purpose residential structures are already not permitted in commercial zones with height limits of 85 feet or higher, the implementation of this proposal would affect only those commercial areas with height limits of less than 85 feet. (see Map 23.47.004 attached).

### Analysis

The proposed amendment implements the South Lake Union neighborhood vision of creating a concentrated mixed-use, though commercially-oriented, core. New residential uses would only be allowed when part of a mixed-use development. Due to the character of the current development of and the anticipated demand for commercial space, the goal of the neighborhood for mixed-use projects would likely be appropriate and viable.

Only a very small number of uses would become nonconforming as a result of implementing this proposed amendment. These nonconforming uses may continue to exist, but may not be expanded, unless the required commercial component is provided.



## **Conclusion and Recommendation**

The Director recommends that Council adopt legislation supported by the South Lake Union Neighborhood Plan to prohibit single-purpose residential structures in commercial zones with height limits of less than 85 feet in the South Lake Union Urban Village.

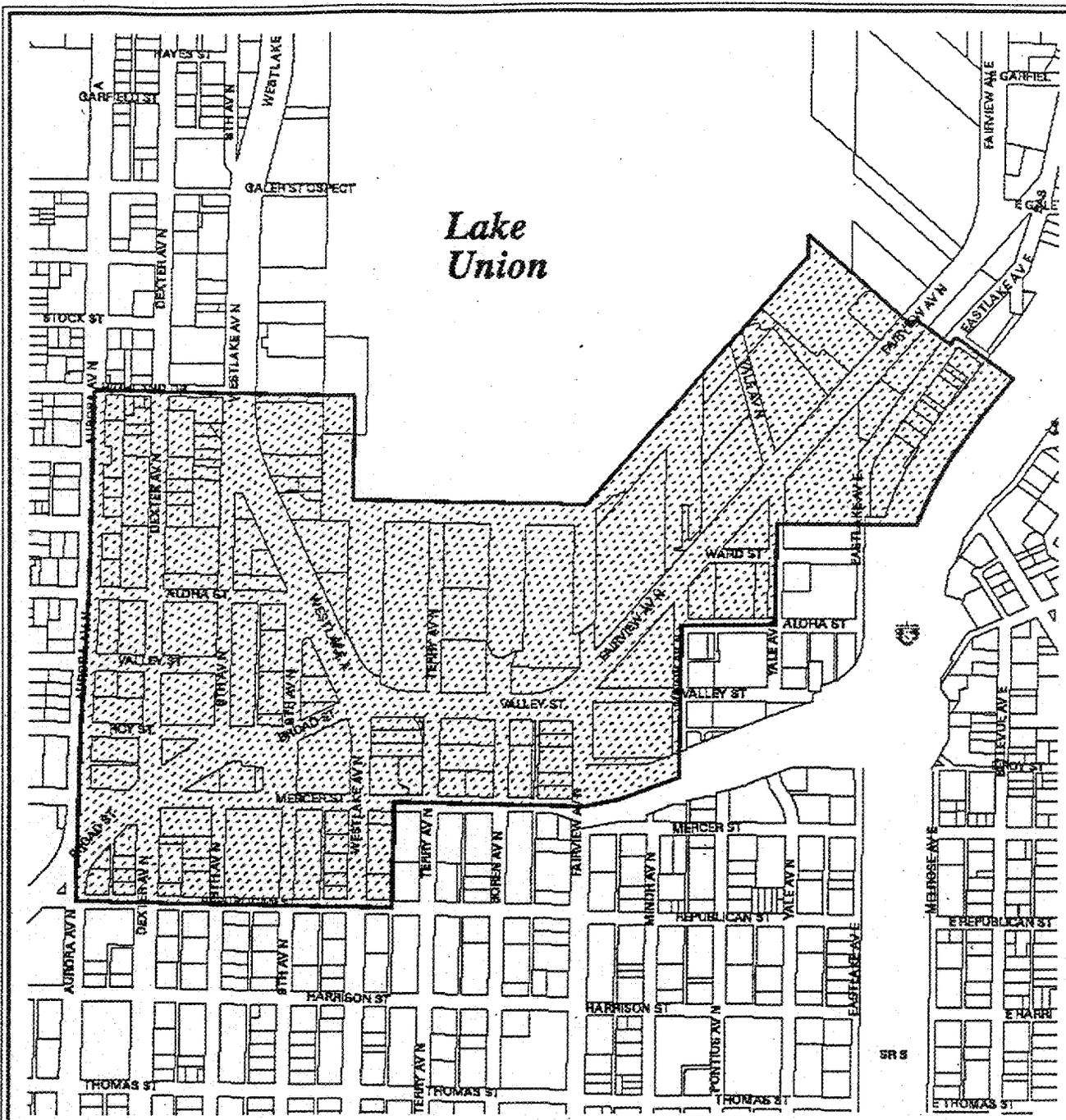
Attachment:

Exhibit A: Single Purpose Residential Development Prohibited

07/09/1999 4:19 PM



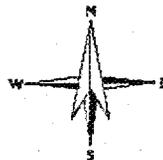
EXHIBIT A



**South Lake Union Urban Village**

 *Single-purpose residential development prohibited.*

**Section 23.47.004**  
*Map 23.47.004 E*



*No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.*

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**ORDINANCE**

1  
2  
3  
4       **AN ORDINANCE** relating to the South Lake Union Neighborhood Plan, amending  
5 Seattle Municipal Code Chapter 23.47.004 relating to single-purpose residential  
6 development.

7  
8       **WHEREAS**, on July 25, 1994, by Ordinance 117221, the City Council adopted the  
9 Seattle Comprehensive Plan, which includes a neighborhood planning element; and

10  
11       **WHEREAS**, City Council Resolution 28966, adopted August 1, 1994, established a  
12 Neighborhood Planning Program for the City of Seattle; and

13  
14       **WHEREAS**, a coalition of South Lake Union neighborhood stakeholders came  
15 together to form a South Lake Union Planning Committee for the purpose of preparing a  
16 Neighborhood Plan as provided for in the City of Seattle Comprehensive Plan; and

17  
18       **WHEREAS**, the South Lake Union Planning Committee convened monthly  
19 meetings, special events and workshops open to the general public and regularly attended by  
20 dozens of citizens; and

21  
22       **WHEREAS**, the South Lake Union Planning Committee conducted an extensive  
23 Phase I outreach process featuring a citizen survey, presentations at community group  
24 meetings, displays at community events and a well-attended validation celebration, all of  
25 which led to creation of a generally recognized Vision and Scope of Work for Phase II that  
26 focuses on Parks and Open Space, Transportation and Neighborhood Character issues; and

27  
28       **WHEREAS**, the South Lake Union neighborhood has developed the 1998 South  
29 Lake Union Plan; and

30  
31       **WHEREAS**, a SEPA checklist has been prepared for the South Lake Union  
32 Neighborhood Plan and an addendum to the Comprehensive Plan Final Environmental  
33 Impact Statement was issued in October 15, 1998; and

34  
35       **WHEREAS**, the South Lake Union Neighborhood Plan calls for adjusting the  
36 balance between commercial and housing uses in commercial zones, by requiring  
37 commercial use in certain zones, thus prohibiting single-purpose residential structures; Now  
38 Therefore,

39  
40 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**  
41

PR - SLU SPR  
07/15/99  
1:37 PM  
VI

1           **Section 1.** Section 23.47.004, Subsection E of the Seattle Municipal Code, which  
2 Section was last amended by Ordinance 119506, is further amended as follows:

3  
4 **23.47.004 Permitted and prohibited uses.**

5  
6  
7 \*\*\*

8  
9 **E. Residential Uses.**

10           1. Residential Use in Single-purpose Residential Structures. Residential use in single-  
11 purpose residential structures is permitted as an administrative conditional use, unless:

12           a. The structure is located within an area in which the use is either permitted  
13 outright or prohibited, as shown on Maps 23.47.004 A, B ~~((and))~~ C, D, and E; or

14           b. The structure is located in a Pedestrian-Designated zone, in which case  
15 residential use is prohibited at street level; or

16           c. The structure is located within a zone which has a height limit of eighty-five  
17 feet (85') or higher, in which case single-purpose residential structures are prohibited.

18           2. Residential Use in Mixed Use Development. Residential use in mixed-use  
19 development is permitted outright in NC1, NC2, NC2/R, NC3, NC3/R and C1 zones, subject  
20 to the following limitations ((Where non-residential use is required to occupy the street level  
21 of a mixed use development, as provided in 23.47.008, Mixed use development, or as  
22 provided in 23.47.042, Uses in pedestrian designated zones, the following residential uses  
23 are permitted at the street level of a mixed use development)):

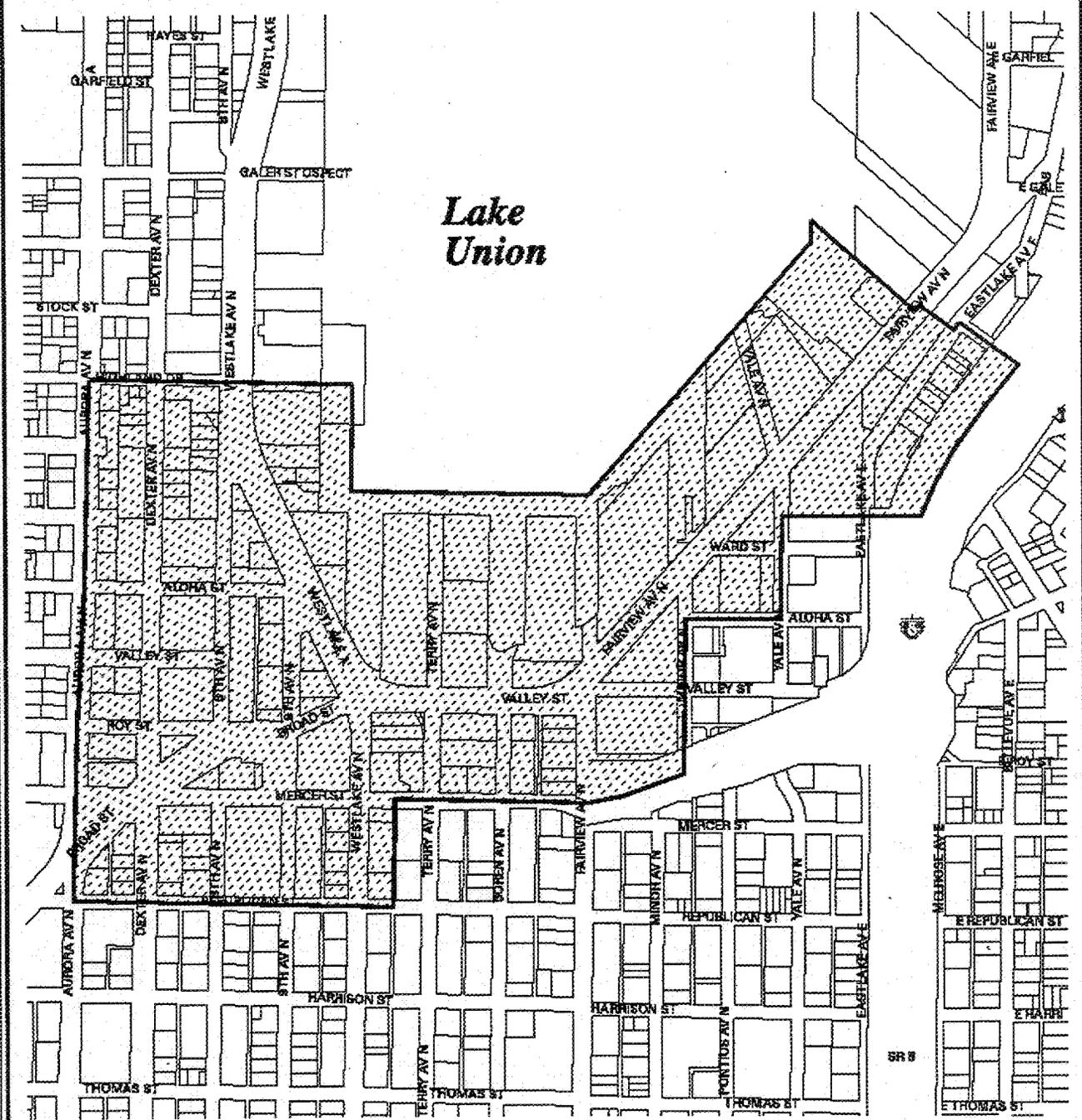
24           a. Nursing homes ((;and)) are permitted outright in all commercial zones and  
25 qualify as mixed-use development as characterized in Section 23.47.008, except in  
26 Pedestrian-Designated zones at street level, where the provisions of Subchapter IV of  
27 Chapter 23.47 shall apply.

28           b. ((Assisted Living facilities, limited to the)) The following uses qualify as the non-  
29 residential component of a mixed use structure, in accordance with the provisions of Section  
30 23.47.008, when provided at street level and when associated with assisted living facilities:  
31 activity rooms, administrative offices, lounges, mail room, dining area, or lobby, or other  
32 similar uses. Private living units and their accessory parking are not permitted at the street  
33 level of a mixed-use development.

34  
35  
36 \*\*\*

37  
38           **Section 2.** The provisions of this ordinance are declared to be separate and  
39 severable. The invalidity of any particular provision shall not affect the validity of any other  
40 provision.  
41

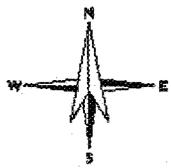




**South Lake Union Urban Village**

 *Single-purpose residential development prohibited.*

**Section 23.47.004**  
**Map 23.47.004 E**



*No warranty of any sort, including accuracy, fitness, or merchantability, accompany this product.*

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City Council Information  
PEMCO Parking Summary  
August 1999

Number of persons who work at PEMCO's building in Cascade neighborhood (6:30 a.m. to 5 p.m.)	
Employees:	933
Non-employees, agents & contractors:	<u>62</u>
	Total 995
Number of PEMCO staff parking spaces owned by PEMCO in Cascade neighborhood	460
	(249 garage 211 open lots)
Number of PEMCO employees presently on waiting list for company parking	273
Number of PEMCO employees parking on adjacent Cascade streets (some of this total could be unreported ride-sharing persons)	273
Number of PEMCO employees using company transit subsidy	158
Number of PEMCO employees driving/riding in carpools	55



City Council  
CNC CASCADE NEIGHBORHOOD COUNCIL

514 MINOR AVENUE NORTH SEA, WA 98109

206-521

### Meeting September 15 at 514 Minor Ave. North

Agenda: 5:30 p.m. Jim Compton: Candidate for City Council Position No. 9  
5:50 p.m. Update on Mercer Street Clean-Up Proposal by CNC President  
6:00 p.m. Fortune Group: Residential Development Project at 414 Yale Ave. N.

If you wish to get on any agenda, contact Jim Suer, President at (206) 240-9525 by the first Wed. of that month

Special thanks goes to Ed Geiger at Frontier Geosciences for his thoughtful and generous donation to the Council.

#### THE DECISION TO REINSTATE CASCADE (SCM) RESIDENTIAL PARKING MAY BE OVERTURNED

Parking in Cascade's residential was reinstated along with South Lake Union's Plan on March 15. Since then, the City Council Neighborhoods, Growth Planning and Civic Committee is voting to reverse this decision - based on a Report from DCLU. The Committee says that business is what causes street congestion, but future housing won't (according to Dan McGrady, assistant to the Committee Chairperson Jan Drago). The Committee wants to wait until a Strategic Planning Office/Department of Design, Construction and Land Use Study is complete in 2000.

But, the DCLU Report clearly maintains that parking shouldn't be required at all for residential and says that developers will put in adequate amounts of parking. The DCLU Report claims previous planning for Cascade is now being usurped. The Report failed to say that all Cascade planning efforts were contingent on the moot Commons Plan w/superb transit amenities. The DCLU Report overstated residential parking stats by adding leased business/staff parking as residential parking and drastically undercut the number of residential parking spaces needed as is listed in the City's routine parking impact analysis on file per each development. DCLU relied on two low-income developers to predict the future climate of Cascade's housing market. In addition, SPO/DCLU's Study outline doesn't pertain to Cascade's regional business base and shift work hours, and the Study's financial feasibility explorations can't apply to Cascade due to SCM codes.

Instead of reinstating 1.5 spaces per unit, a compromise of 1 space per unit was requested by South Lake Union Planning. In response to the DCLU Report, the CNC Secretary sent the Council Committee parking impact analysis of the new developments (using the City formula) that showed new market rate housing with 1 space per unit will still spill into the streets except between the hours of noon and 4 p.m. The new market rate aren't even putting in 1 space per unit. For example, housing at the New Richmond Laundry site is considering a possible 212 spaces for 250 units. Using the City formula, the impact analysis of present and future affordable housing showed that residents (except for one building) will use curb parking at all hours (based on 50% car ownership and deleting the lowest income residents).

South Lake Union Planning considers reinstating parking one of the highest priorities. It is deeply concerned that the very essence of Comprehensive Planning Process has been undermined. The CNC President sent a letter to the Mayor and Councilmembers that he is shocked at these events and considers one space per unit an opportunity for affordable housing. The City Council Neighborhood Planning Committee was unaware of the Neighborhoods, Growth Planning and Civic Committee's decision and will respond next week. The full City Council will vote sometime in September.

The City states in the files of each of the development's parking impact analysis: "It is the City's policy (SMC 25.05.675M) to minimize or prevent adverse parking impacts associated with development projects." It's safe to say that over 90% of Cascade stakeholders would like the City to adhere to its own written policy. Copies of reports are available by writing Patricia Lowry, CNC Secretary at P.O. Box 8747, Tacoma, WA 98418.

#### MERCER STREET ON AND OFF-RAMP CLEAN-UP PROPOSAL Spearheaded by Pemco's Fete Worsley

Envisioned is an all community process. The entire South Lake Union would jointly "clean up its own backyard". In the idea stage now - three proposed phases, the first being the entire west 1/3 area. Landscaping envisioned as easy maintenance such as meadow grass (to replace blackberry vines) with an endowment maintenance fund. Discussion suggested the following: Contact possibilities could include Tom Fannon, Seattle Adopt-A-Street Program; Pete Marshall, Parks Dept.; Katherine Clays, SEATRAN; Ron Sharf, Landscape Architect; Terry Posner, Pemco Landscapes; Sea. Public Health, rodent control re blackberry vines and WA State Dept. of Ecology, contamination clean-up. Volunteer labor for work would require a safety net. For further info contact Peter Worsley at Pemco: 628-5639

**NEW COMMERCIAL DEVELOPMENT ON EASTLAKE AND REPUBLICAN - FISHING AND HUNTING NEWS SITE**  
110' x 200' lot size, 75' height limit, top floor visible from 1-5, 3 levels of parking (twice what code requires), upper floors office for Wright Runstad (a long-time Cascade construction co.) retail or small offices on main. Receptive to neighborhood ambience, the main floor spaces and landscaping will face Republican not Eastlake, facade will contain some brick to relate to adjacent building. Receptive to neighborhood concerns of size impacts, ecology on-site and the grant related parking strip planting, the developer was meeting with DCLU August 19 to try to mesh distinctions.

**THE WOMEN'S COMPASS CENTER** in Cascade is beautifully private and secure with first floor offices facing interior courtyard landscaping. Numerous trees on both exterior sidewalks are ornamental pears per DCLU specs.

#### COMMUNITY CLASSROOM PROJECT PROPOSED AT THE CASCADE PARK BUILDING (Bldg. must stay says Parks)

Two proactive groups - The Alliance for Cascade Park and the Cascade Family Center - have teamed together to seek money and permission from the Sea. Parks Dept. to create a community classroom as an interim use in part of the Cascade Park Bldg. The CNC has signed an endorsement of support for the Environmental Works Community Design Center in able for them to seek funding to begin researching the classroom project's financial and feasible merits.

The Alliance for Cascade Park and Ecology Committee, an Executive Branch of the CNC, has been instrumental in giving a green look to this small area of downtown. Their efforts have created a unique oasis in the City in the way of trees, waterflow projects, personal gathering areas, etc. Many school children and adults have worked on these projects as a learning tool to protect the environment. Their funding sources are grants and private donations. The Ecology Committee plans classes conducted by organizations such as local schools, Master Gardeners and Composters, King County Naturescaping, Sustainable Seattle, P-Patch Volunteers, etc. and the activities would include projects for Cascade that create a hands-on approach and commitment to ecology in the urban setting. The Cascade Family Center, with the help of grants, community businesses and volunteers, plans activities and workshops for children and adults, holds meetings for various community groups and organizes events for and serves as a nucleus for the entire community. It's been a highly successful place where residents and employees can learn and have fun. The Family Center classroom use would include the Ujima After-School program for youth, Parenting workshops, Community dinners and other family support projects planned for this year. For info contact Amie Siebenaler @ (206) 694-5774



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** August 19, 1999  
**To:** Councilmember Jan Drago; other interested Councilmembers  
**From:** LaShawn Y. Warren, Central Staff *LW*  
**Subject:** Parking Study

As you requested, I have contacted the Strategic Planning Office to inquire about the City of Seattle's Parking study. The study was commissioned as a part of the Seattle Light Rail Station Area Planning process, the implementation of Neighborhood Planning, and the Transportation Strategic Plan (TSP). It should be completed by January or February of 2000.

The purpose of the parking study is two-fold: (a) to provide background information for determining whether changes to the City's parking requirements are warranted to respond to current conditions; and (b) if necessary, to recommend effective parking management strategies.<sup>1</sup> Attached is a copy of an Executive Summary which provides further details about the parking study.

If you would like to discuss this further or desire additional information, please let me know.

Attachment

---

<sup>1</sup> *City of Seattle's Study for Parking Management Strategies for Seattle Light Rail Station Areas and Other Seattle Neighborhoods*, Executive Summary (August 17, 1999).  
H:\PARKING2.DOC



City of Seattle  
Strategic Planning Office

Lizanne Lyons, Director  
Paul Schell, Mayor



August 17, 1999

**City of Seattle's Study for Parking Management Strategies for Seattle Light Rail Station Areas and Other Seattle Neighborhoods**

Executive Summary

The Strategic Planning Office, as part of an interdepartmental team with DCLU, SEATRAN, and other departments, is conducting a comprehensive parking study this year as part of the Seattle Light Rail Station Area Planning process and implementation of the *Transportation Strategic Plan (TSP)*. Recommendations will be developed for the Seattle City Council's review of Light Rail Station Area Planning efforts or as part of TSP implementation in early 2000.

The purposes of the parking study are to:

- 1) Recommend effective parking management strategies that support transit use and vital neighborhood business and residential areas; and
- 2) Provide background information for determining whether changes to the City's parking requirements are warranted to respond to current conditions or to further the City's current transportation, economic development, environmental, and affordable housing goals.

SPO has prepared five tasks to address in this study, including some that emerged during the Neighborhood Planning process. Parking utilization and demand data for a variety of neighborhood commercial and multi-family developments will be analyzed as the basis for proposals to amend parking requirements in the City's Land Use Code. The study will also develop different parking management strategies that support transit-oriented development. The study *will not* include development of strategies to minimize "hide-and-ride" impacts around light rail stations, since that is part of separate work with Sound Transit.

**Consultant Services**

Prospective Consultants are asked to respond to the following recommendations.

1. *Flexible parking requirements and maximum parking requirements:* Prospective Consultants should propose how to develop flexible and maximum parking requirements. Flexible parking requirements would allow a developer to build less parking because the specific development's characteristics or the area's characteristics have less parking demand (e.g., proximity to a Sound Transit light rail station). The City is interested in looking at multi-family and neighborhood commercial land uses, schools, libraries, community centers, parks, and museums.
2. *Locations for shared parking:* Sharing existing parking spaces has many benefits, including reducing the pressure for building costly additional parking. Prospective Consultants should propose how to identify several feasible locations or opportunities for shared parking between various existing and future businesses, residential and other developments. The data



collected could be the same as that used to develop recommendations to change the parking requirements.

3. *Marketing programs:* Marketing and publicity programs for off-street parking, including education programs, signage, maps, and the potential roles of a Parking Business Improvement Area, could help neighborhood business districts use their existing parking resources more effectively. Prospective Consultants should propose how to develop these programs for Light Rail Station Areas. The City is interested in using these as models for other Seattle neighborhoods.
4. *Bicycle parking requirements:* On-site bicycle parking, through bicycle parking requirements, is one of the major incentives to encourage people to bike to their destination. Prospective Consultants should propose how to develop bicycle parking requirements that expand the City's existing requirements to additional land uses and/or zones as appropriate and evaluate other issues related to bicycle parking that encourage its use as a commuting alternative. The Crown Hill/ Ballard, Broadview-Bitter Lake-Haller Lake, and Seattle Light Rail Station Areas should be considered, as well as other neighborhoods as the Consultant deems appropriate.
5. *Financial feasibility of centralized parking structures:* Prospective Consultants should propose how to develop financial feasibility analysis of hypothetical centralized parking facilities for short-term neighborhood commercial (parking for business customers and visitors) and long-term residential car storage with and without possible co-located Metro transit bus layover at certain station areas. Any work should not be seen as an endorsement of specific parking structure proposals. The Consultants should develop financial analysis for the Capitol Hill, McClellan, and Henderson light rail stations.

#### **Budget**

The City has \$200,000 budgeted for completing this parking study. Of the total funding allocated for data collection, approximately fifty-five percent should be spent collecting data and developing and evaluating recommendations for the neighborhoods with the Seattle Light Rail Station Areas. The primary focus of the parking study is data collection, development, and analysis of parking management strategies (as described in the Parking Study Tasks).

#### **For More Information**

For more information about the parking study, please contact Mary Catherine Snyder with SPO at 206-684-8110.



August 10, 1999

Jan Drago, Chair  
Seattle City Council Member  
600 4th Ave., 11th Floor  
Seattle WA 98104

RECEIVED

AUG 19 1999

JAN DRAGO  
COUNCILMEMBER

Other Members  
Received Similar  
Appearing Material

Dear Committee Chair Drago,

In response to the Council's consideration relating to off-street parking requirements for residential uses in the Seattle Cascade Mixed (SCM) zone Section 23.48.032 of the Land Use Code, the undersigned strongly urge Council to immediately reinstate parking requirements where currently there are none. We ask that the parking requirement be at a realistic level of 1-1/2 to 2 spaces per unit.

Respectfully,

*Victor Kovalsky*  
\_\_\_\_\_  
*Barbara De Hall*  
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Seattle City Council Member  
600 4th Ave., 11th Floor  
Seattle WA 98104

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Respectfully,

George K. Haloulakos

Sharon L. Haloulakos

George Wanashi

John A. Hark +

Lillian Collins

John J. ...

Marie Christad

Walter ...

John Kacur

John Butterfield

Mary P. Dietrich

Yelena Popenko

Anna A. Popoff Lee

Joseph Williams

Fr. Michael Dumban

Janis F. Garcia

St. Spiridon Cathedral Member

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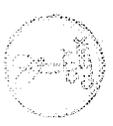
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Church Supporter



August 10, 1999

Jan Drago, Chair  
Seattle City Council Member  
600 4th Ave., 11th Floor  
Seattle WA 98104

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Respectfully,

Kimberly King  
John Cole  
John Neumast  
Sandra Neumada  
Maria Yakovenko  
Vadim YAKOVENKO  
Rosa Benofentsov  
Quinty A. Nowich  
Janel H. Koutunovich  
Kathi Mershe  
Michael Zestentis  
Marina PORONINA  
And. Lundborg  
Julie Goldman  
Nick E. Nowik  
Dema Pogrebniak

St. Spiridon Cathedral members  
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August 10, 1999

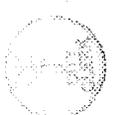
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Seattle City Council Member  
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Seattle WA 98104

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Respectfully,

<u>THOMAS RUPCHENKO</u>	<u>Church member</u>
<u>Cynthia M DIKES</u>	<u>"</u>
<u>William H. Wawash</u>	<u>"</u>
<u>Joseph Mercurio</u>	<u>"</u>
<u>Eugene Nowik</u>	<u>"</u>
<u>Alex C. Miller</u>	<u>"</u>
<u>Ray Fowler</u>	<u>"</u>
<u>Takalike</u>	<u>"</u>
<u>Marilyn Jager</u>	<u>"</u>
<u>Rachel Langhead</u>	<u>"</u>
<u>Denise Devine</u>	<u>"</u>
<u>Jim Tolbert</u>	<u>"</u>
<u>Ruth Saha</u>	<u>"</u>
<u>Pauline Roberts</u>	<u>"</u>
<u>Yvonne Sturgeon</u>	<u>"</u>
<u>Natalea Shiri</u>	<u>"</u>



August 10, 1999

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Seattle City Council Member  
600 4th Ave., 11th Floor  
Seattle WA 98104

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Respectfully,

Mary E. [Signature] Resident

Craig Phillips

Cheryl D. Jones Resident

Carla Miller employee

M. Whisnart Resident

Dr. David [Signature] Resident

Christopher Kelly Resident

Robert J. [Signature] Resident

(David) [Signature] RESIDENT

Jeffrey [Signature] Resident

Jason [Signature] other

[Signature] Resident

Felix Howard [Signature] Resident

Christ P. [Signature] RESIDENT

Christine [Signature] Resident

[Signature]

[Signature]

[Signature]

[Signature]

Susan Clancy Resident

[Signature]

Amy Rushny Resident

DAVID ROGAL Resident

L. Storm Resident

[Signature] Resident

[Signature] Resident

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August 10, 1999

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Seattle City Council Member  
600 4th Ave., 11th Floor  
Seattle WA 98104

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Respectfully,

- ~~William Smith~~ Foreign Auto Rebuild
- Steve Park " " "
- John McCormick EASTRACE CLASS
- Michael Elson mgr. Yale St. Deli
- John Sun Eastlake Glass
- Johnny V. Collins <sup>ambulance</sup> <sup>CASTLES</sup> <sup>WORK</sup>
- ~~Robert~~ S&A - ACCOUNTANT
- Brad Hornfield S&A
- Wanda C. Allen Spitzer - Foreign Auto Rebuild
- Van C. Hill - Foreign Auto Rebuild
- Joseph R. Papp Foreign Auto
- Tom Dwyer Foreign Auto Rebuild
- Jonathan T.H. Paul Foreign Auto
- Raymond C. Wright Foreign Auto
- Chas - FAR
- John Dwyer 3100 MARVANA AVE SE
- Wingell GRAPHICA
- Christa R Fleming graphica
- John Walker GRAPHICA
- Debra Ross Goss Goss
- Erica Korea Times
- Hooker
- John
- Blair D. Marsh
- J. Keenan EWR



8/3

TO: Councilmember Jan Drago  
Seattle Municipal Building 600 Fourth Avenue, Suite 1100  
Seattle, WA 98104

---

Amendment to the City's Land Use Code, adding 1:1 residential parking requirement in the SCM Zone

---

THE PLAN WAS ADOPTED BY THE CITY COUNCIL ON MARCH 15 INCLUDING REINSTATING SCM PARKING

The Cascade Neighborhood Council's newsletter passed this on to the community.

The new guard of the Cascade Neighborhood Council, on a wide scale, polled stakeholders on many subjects. After this intensive outreach, the Cascade Neighborhood Council Executive Officers confirmed in writing the priority of an overwhelming majority of Cascade stakeholders is to *one space per unit?* reinstate residential parking. South Lake Union Planning has represented Cascade properly. Who better to know what this failed-Commons Neighborhood is about than the people who live and work here?

The attached two pages (summary and data) are required once again.

Sincerely,



Patricia S. Lowry, Secretary of the Cascade Neighborhood Council  
In an unofficial capacity

7/30/99



Amendment to the City's Land Use Code, adding 1:1 residential parking requirement in the SCM Zone

*"The South Lake Union Plan was adopted on March 15, 1999 after vote by the City Council including reinstating the parking requirement for the new residential development in Cascade....."*

4/19/99 slup.com

Summary

1. Cascade is mostly low-income (70.3% of housing) and met Comp Plan targets for lowest income housing. The goals of the Comp Plan don't adhere to low-income housing centered neighborhoods. And it isn't known if subsidized housing would look to Cascade in the future.
2. One important strategy to relieve curb congestion is for developers to have some responsibility for adverse parking impacts. The day spillover will exacerbate curb congestion. The Comp Plan doesn't benefit or protect particular groups. The Comp Plan's goal is to replace some of the trips we now make alone in our cars by providing alternatives, none of which coerce a pedestrian base. The City recognizes that auto access will continue to be a key element in accommodating growth in villages.
3. Many other strategies are also needed to relieve curb congestion. Cascade looks forward to DCLU discussion on other strategies as well, and has actually been contemplating some on a local level.

I won't spend time to clarify the errors in the Directors Report or incorrect figures and lapses in Appendix B. I will mention, however, that the Comp Plan is a plan for managed growth and balanced policies.



## Cascade Neighborhood data (updated)

### Housing

The Cascade Neighborhood has met the 20 year target for lowest-income units for South Lake Union.  
(348 units in the 50% or less median income range)

Cascade has a disproportionately high percentage of low-income housing compared to the city as a whole.

### Neighborhood Character - since SCM zone/Comp Plan

389 low-income housing units - preserved/built/scheduled	(582 total)
173 market rate housing units - scheduled	(246 total)*
3 social service facilities - 1 w/8 separate services - built	( 15 total)
1 private med facility 70 unit housing/school - built	
1 Family Center	
0 local retail	
0 pedestrian oriented shops	
1 cafe	
1 tavern	

Public parking garages prohibited

Five pay parking lots demolished for housing, price increase of 40%

Lot acquisition for Cascade Park/p-patch

### Parking

508 low-income housing units will have 95 total parking spaces\*\*

50-60% of Cascade's very-low-income residents have cars

The two scheduled market rate housing projects are putting in less than 1:1 parking

Cascade's 4000 employees depend on 750 street spaces

### Previous planning efforts

Connected with the Commons which promised an influx of transportation and pedestrian amenities.

The SCM zone was proposed and implemented without sufficient outreach or community consensus.

The city SCM hearing notice was not wide spread.

### Recent planning efforts

Sincere efforts were made to reach every stakeholder in Cascade including door-to-door.

Cascade's highest priority by an overwhelming majority is to reinstate residential parking.

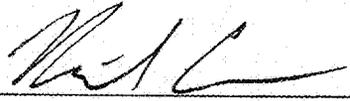
\* Paul Allen's Group bought 143 unit property at 301 Minor N. and surrounding properties. All construction on hold

\*\* excludes housing for mentally ill and new housing for chemically addicted women (open 7/99)



**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:

  
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**FOR CITY COUNCIL PRESIDENT USE ONLY**

COMMITTEE(S) REFERRED TO: \_\_\_\_\_  
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PRESIDENT'S SIGNATURE

STATE OF WASHINGTON - KING COUNTY

112102  
City of Seattle, City Clerk

—ss.

No. ORDINANCE IN

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

CT:119715 ORD. IN FUL

was published on

11/23/99

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

*H. Patterson*

Subscribed and sworn to before me on

11/24/99

*McLivaney*

Notary Public for the State of Washington,  
residing in Seattle

STATE OF WASHINGTON - KING COUNTY

112102  
CITY OF SEATTLE, CITY CLERK

-ss.

No. ORD IN FULL

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*McQuinn*

Notary Public for the State of Washington,  
residing in Seattle

# City of Seattle

## City of Seattle ORDINANCE 119715

AN ORDINANCE relating to the South Lake Union Neighborhood Plan, amending Seattle Municipal Code Sections 23.48.032 and 23.54.015, relating to parking requirements in the Seattle Cascade Mixed zone.

WHEREAS, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle Comprehensive Plan, which includes a neighborhood planning element; and

WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a Neighborhood Planning Program for the City of Seattle; and

WHEREAS, a coalition of South Lake Union neighborhood stakeholders came together to form a South Lake Union Planning Committee for the purpose of preparing a Neighborhood Plan as provided for in the City of Seattle Comprehensive Plan; and

WHEREAS, the South Lake Union Planning Committee convened monthly meetings, special events and workshops open to the general public and regularly attended by dozens of citizens; and

WHEREAS, the South Lake Union Planning Committee conducted an extensive Phase I outreach process featuring a citizen survey, presentations at community group meetings, displays at community events and a well-attended validation celebration, all of which led to creation of a generally recognized Vision and Scope of Work for Phase II that focuses on Parks and Open Space, Transportation and Neighborhood Character issues; and

WHEREAS, the Phase I outreach process created a list of priority planning topics and resulted in the selection of members for a Planning Committee to lead Phase II planning; and

WHEREAS, a final plan incorporating Key Strategies for the three focus areas, additional activities for implementation and activities for long term consideration was completed, reviewed and approved by the South Lake Union Planning Committee and validated by the Community in response to a community-wide mailer and validation meeting; and

WHEREAS, the South Lake Union neighborhood has developed the 1998 South Lake Union Plan; and

WHEREAS, the 1998 South Lake Union Plan recognizes the work done by the 1994-1996 Cascade Neighborhood Planning effort which resulted in 1996 Seattle Cascade Mixed Zone code changes; and

WHEREAS, a SEPA checklist has been prepared for the South Lake Union Neighborhood Plan and an addendum to the Comprehensive Plan Final Environmental Impact Statement was issued in October

public parking garage (if applicable) is assessed. The payment and use thereof shall be consistent with RCW 82.02.020.

1. An in-lieu-of payment shall equal the assessed value of the land at the project site which would otherwise have been required to provide parking plus the estimated cost to develop such parking on the project site.

2. Funds received in-lieu-of providing parking shall be applied to acquisition or development of a new public parking garage(s) in the SCM, within eight hundred feet (800') of the contributing site(s), except that when a contributor(s) agrees with the City that a new parking garage available to the public within the SCM zone more than eight hundred feet (800') from the project site(s) would be an appropriate mitigation to the project's impacts, the in-lieu-of payment(s) from those projects may be used for that garage.

3. Limitations. Parking stalls within a shared parking garage(s), satisfying the requirements of this section for any project, shall not be used to satisfy the parking requirement for any other project.

SECTION 2. Chart A for Section 23.54.015 of the Seattle Municipal Code, which Section was last amended by Ordinance 119239, is further amended as follows:

### PARKING

#### Chart A for Section 23.54.015

#### USE - PARKING REQUIREMENTS

- Adult Care Center<sup>1</sup> - 1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients).
- Adult family home - 1 for each dwelling unit.
- Adult motion picture theater - 1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
- Adult panoram - 1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
- Airport, land-based (waiting area) - 1 for each 100 square feet.
- Airport, water-based (waiting area) - 1 for each 100 square feet.
- Animal services - 1 for each 350 square feet.
- Animal husbandry (retail area only) - 1 for each 350 square feet.
- Aquaculture (retail area only) - 1 for each 350 square feet.
- Artist's studio/dwelling - 1 for each dwelling unit.
- Assisted living facility<sup>2</sup> - 1 for each 4 assisted living units plus 1 for each 2 staff

- Ground-floor business multi-family zones - None.
- Heavy commercial services (retail area only) - 1 for each 2,000 square feet.
- Heliports (waiting area) - 1 for each 100 square feet.
- High-rise (retail area only) - 1 for each 1,500 square feet or as determined by the Director.
- Horticultural uses (retail area only) - 1 for each 350 square feet.
- Hospitals<sup>1</sup> - 1 space for each 2 staff doctors, plus 1 additional space for each 5 employees; plus 1 for each 8 beds.
- Hotels - 1 for each 4 sleeping rooms or suites.
- Institute for advanced study<sup>1</sup> - 1 for each 1,000 square feet of administrative offices and similar spaces; plus 1 for each 10 fixed seats in all auditoria and public assembly rooms; or 1 for each 100 square feet of public assembly area not containing fixed seats.
- Institutes for advanced study in single-family zones (existing) - 3.5 for each 1,000 square feet of office space; plus 10 for each 1,000 square feet of additional building footprint to house and support conference center activities; or 37 for each 1,000 square feet of actual conference rooms to be constructed, whichever is greater.
- kennel - 1 for each 2,000 square feet.
- Lecture and meeting hall - 1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
- Major durables, sales, service and rental - 1 for each 2,000 square feet.
- Manufacturing, general - 1 for each 1,500 square feet.
- Manufacturing, heavy - 1 for each 1,500 square feet.
- Manufacturing, light - 1 for each 1,500 square feet.
- Marine service station - 1 for each 2,000 square feet.
- Medical service - 1 for each 350 square feet.
- Miniature golf - 1 for each 2 holes.
- Mini-warehouse - 1 for each 20 storage units.
- Mobile home park - 1 for each mobile home.
- Mortuary services - 1 for each 350 square feet.
- Hotels - 1 for each sleeping room or suite.
- Motion picture Studio - 1 for each 1,500 square feet.
- Motion picture theater - 1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
- Multi-family structures<sup>4</sup> except those listed below - Lots containing 2 - 10 dwelling units: 1.1 for each dwelling unit. Lots containing 11 - 30 dwelling units: 1.15 for each dwelling unit. Lots containing 31 - 60 dwelling units: 1.2 for each dwelling unit.
- Lots containing more than 60 dwelling units: 1.25 for each dwelling unit.
- In addition, for all multi-family struc-

- spectator assembly area not containing fixed seats.
- Personal transportation services - 1 for each 2,000 square feet.
- Playgrounds - None.
- Power plants - 1 for each 2,000 square feet.
- Private club<sup>1</sup> - 1 for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 for each 350 square feet, excluding ball courts.
- Railroad rights-of-way - None.
- Railroad switchyard - 1 for each 2,000 square feet.
- Railroad switchyard with mechanized hump - 1 for each 2,000 square feet.
- Recreational marinas - 1 for each 75 lineal feet of moorage.
- Recycling center - 1 for each 2,000 square feet.
- Recycling collection station - None.
- Religious facility<sup>1</sup> - 1 for each 80 square feet of all auditoria and public assembly rooms.
- Research and development laboratory - 1 for each 1,000 square feet.
- Restaurant - 1 for each 200 square feet.
- Restaurant, fast-food - 1 for each 100 square feet.
- Sale and rental of large boats - 1 for each 2,000 square feet.
- Sale and rental of motorized vehicles - 1 for each 2,000 square feet.
- Sale of boat parts or accessories - 1 for each 350 square feet.
- Sale of heating fuel - 1 for each 2,000 square feet.
- Sales, service and rental of commercial equipment - 1 for each 2,000 square feet.
- Sales, service and rental of office equipment - 1 for each 350 square feet.
- Salvage yard - 1 for each 2,000 square feet.
- School, private elementary and secondary<sup>1,2</sup> - 1 for each 80 square feet of all auditoria and public assembly rooms, or if no auditorium or assembly room, 1 for each staff member.
- School, public elementary and secondary<sup>1,2</sup> - 1 for each 80 square feet of all auditorium or public assembly rooms, or 1 for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public school site.
- Sewage treatment plant - 1 for each 2,000 square feet.
- Single-family dwelling units - 1 for each dwelling unit.
- Skating rink (rink area) - 1 for each 100 square feet.
- Solid waste transfer station - 1 for each 2,000 square feet.
- Specialty food stores - 1 for each 350 square feet.
- Spectator sports facility - 1 for each 10 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.

City of Seattle  
Real Estate Development  
Advisory Services  
Submission Date: Dec. 8  
1994  
Date of second publication in the Seattle  
Daily Journal of Commerce, November 23,  
1994  
11/23/1994

1998  
Date of official publication in Daily Jour-  
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(Boldface denotes deletion.)  
(See City Clerk for attachments.)  
City Clerk  
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City Clerk  
(Seal) JUDITH E. PIPPIN  
Filed by me this 5th day of November,  
1998

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Filed by me this 5th day of November,  
1998

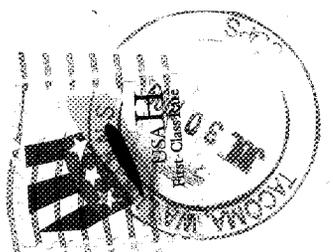
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1998

"Parking spaces  
family structures  
tandem spaces accord-  
Section 23.54.020.  
"Bedroom - Any  
defined by the Building  
determination of the  
being used as a bedroom.  
"When specified in  
Section 23.44.015, the  
some or all of the park-  
"For public schools,  
or other place of assem-  
and a new one built in  
requirements shall be  
the new construction  
public school on an  
site is remodeled, ad-  
quired if any auditorium  
assembly is expanded.  
seats are added. Ad-  
quired as shown on  
crease in floor area of  
of seats only. If the  
for the increased area  
cent (10%) or less than  
auditorium or other pub-  
no additional parking  
"Development stan-  
be granted or requires  
cedures and criteria  
23.79 to reduce the  
number of parking spaces.  
"Child care facility  
with assisted living  
the passenger load/ur  
for the assisted living  
quired passenger liv-  
spaces.  
SECTION 3. The p-  
dinance are declared  
severable. The invali-  
provision shall not aff-  
other provision.  
SECTION 4. This  
effect and be in force  
and after its approval  
not approved and re-  
within ten (10) days  
shall take effect as per  
Code Section 1.04.020.  
Passed by the City  
of October, 1999, and  
session in authenticat-  
25th day of October, 19  
SUE DONALDSON,  
President of the City  
Approved by me this  
1999.  
PAUL SCHELL,  
Mayor.  
Filed by me this 1  
1999.  
(Seal) JUDITH E. PIP  
City Clerk.  
Publication ordered  
City Clerk.  
(Boldface denotes  
Date of official publi-  
nal of Commerce, Sea-  
1999

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SEATTLE MUNICIPAL BLDG.  
600 - FOURTH AVE. - SUITE 1100  
SEATTLE, WA 98104

RETURN RECEIPT  
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RE SAME ZONE FRG. REQUIREMENT