

ORDINANCE No. 117383

COUNCIL BILL No. 110439

San Department

The City of

AN ORDINANCE relating to land use and zoning; amending Section 23.40.020 and Section 23.69.020 of the Seattle Municipal Code; adding the following Sections to the Seattle Municipal Code: Section 23.22.060, Section 23.44.015, Section 23.45.007, Section 23.46.024, Section 23.47.033, Section 23.49.021, and Section 23.50.050; and adding a new Chapter 23.52, Transportation Concurrence Project Review System; to implement the City's Comprehensive Plan.

Honorable President:

Your Committee on _____

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

Pass

Full

COMPTROLLER FILE No. _____

Introduced: NOV 7 1994	By: CFOE
Referred: NOV 7 1994	To: TRANSPORTATION AND ECONOMIC DEVELOPMENT
Referred:	To:
Referred:	To:
Reported: NOV 21 1994	Second Reading: NOV 21 1994
Third Reading: NOV 21 1994	Signed: NOV 21 1994
Presented to Mayor: NOV 21 1994	Approved: NOV 22 1994
Returned to City Clerk: NOV 21 1994	Published:
Vetoed by Mayor:	Veto Published:
Passed over Veto:	Veto Sustained:

OK

The City of Seattle--Legislative Department

Date Reported
and Adopted

REPORT OF COMMITTEE

President:

Committee on

Transportation & Access

was referred the within Council Bill No.

10539

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

Pass 3-0

Full Council vote 8-0

Martha Choe

Committee Chair

1 conord1
2 October 31, 1994

3 **ORDINANCE** 117383

4 **AN ORDINANCE** relating to land use and zoning; amending Section 23.40.020 and Section
5 23.69.020 of the Seattle Municipal Code; adding the following Sections to the Seattle
6 Municipal Code: Section 23.22.060, Section 23.44.015, Section 23.45.007, Section
7 23.46.024, Section 23.47.033, Section 23.49.021, and Section 23.50.050; and adding a
8 new Chapter 23.52, Transportation Concurrency Project Review System; to implement
9 the City's Comprehensive Plan.

10 **WHEREAS**, the City of Seattle adopted a Comprehensive Plan in Ordinance 117221 pursuant
11 to the requirements of the State Growth Management Act, and level-of-service standards
12 are included in the Transportation Element of the Plan; and

13 **WHEREAS**, the Revised Code of Washington, Section 36.70A.070 requires the City of Seattle
14 to adopt an ordinance applying level-of-service standards established in the City's
15 Comprehensive Plan; **NOW, THEREFORE**,

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

17 **Section 1.** A new Seattle Municipal Code Section 23.22.060, *Transportation*
18 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

19 **23.22.060 Transportation concurrency level-of-service standards.**

20 Proposed subdivisions shall meet the Transportation Concurrency Level-of-Service
21 standards prescribed in Chapter 23.52.

22 **Section 2.** Seattle Municipal Code Section 23.40.020, *Variances*, as last amended by
23 Ordinance 113263, is hereby amended to read as follows:

24 **23.40.020 Variances.**

25 A. Variances may be sought from the provisions of Title 24 or the provisions of Subtitle
26 IV, Parts 2 and 3 of this Land Use Code, as applicable, except for the establishment of a use
27 which is otherwise not permitted in the zone in which it is proposed, for maximum height which
28 is shown on the Official Land Use Map, ((or)) from the provisions of Section 23.55.014 A, or
29 from the provisions of Chapter 23.52. Applications for prohibited variances shall not be
30 accepted for filing.

31 * * *

32 **Section 3.** A new Seattle Municipal Code Section 23.44.015, *Transportation*
33 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

1 **23.44.015 Transportation concurrency level-of-service standards.**

2 Proposed uses in single family zones shall meet the transportation concurrency level-of-
3 service standards prescribed in Chapter 23.52.

4 **Section 4.** A new Seattle Municipal Code Section 23.45.007, *Transportation*
5 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

6 **23.45.007 Transportation concurrency level-of-service standards.**

7 Proposed uses in lowrise, midrise and highrise multifamily zones shall meet the
8 transportation concurrency level-of-service standards prescribed in Chapter 23.52.

9 **Section 5.** A new Seattle Municipal Code Section 23.46.024, *Transportation*
10 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

11 **23.46.024 Transportation concurrency level-of-service standards.**

12 Proposed uses in residential-commercial zones shall meet the transportation concurrency
13 level-of-service standards prescribed in Chapter 23.52.

14 **Section 6.** A new Seattle Municipal Code Section 23.47.033, *Transportation*
15 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

16 **23.47.033 Transportation concurrency level-of-service standards.**

17 Proposed uses in commercial zones shall meet the transportation concurrency level-of-
18 service standards prescribed in Chapter 23.52.

19 **Section 7.** A new Seattle Municipal Code Section 23.49.021, *Transportation*
20 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

21 **23.49.021 Transportation concurrency level-of-service standards.**

22 Proposed uses in downtown zones shall meet the transportation concurrency level-of-
23 service standards prescribed in Chapter 23.52.

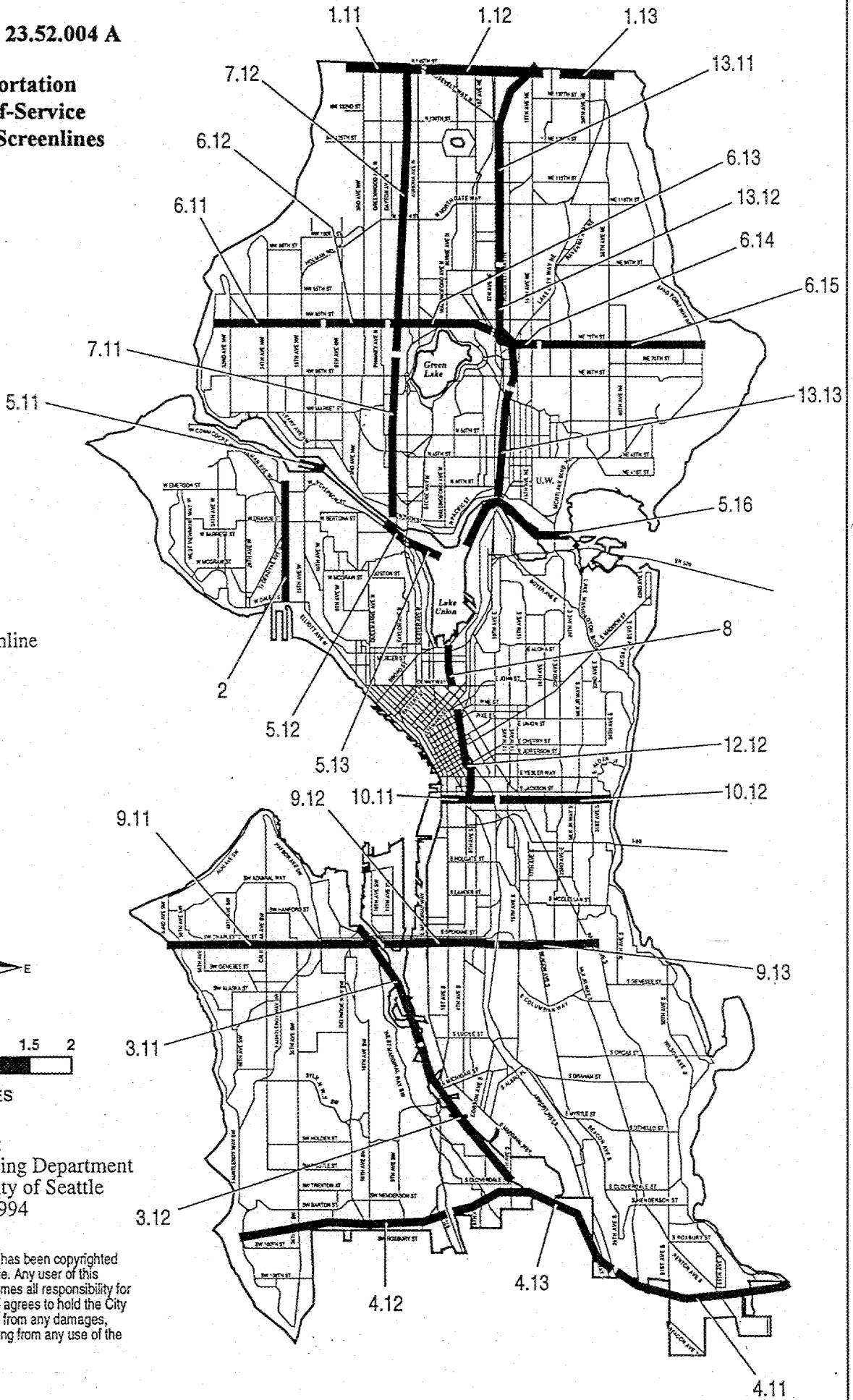
24 **Section 8.** A new Seattle Municipal Code Section 23.50.050, *Transportation*
25 *Concurrency Level-of-Service Standards*, is hereby added to read as follows:

26 **23.50.050 Transportation concurrency level-of-service standards.**

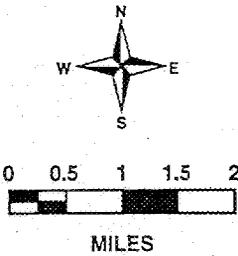
27 Proposed uses in industrial zones shall meet the transportation concurrency level-of-
28 service standards prescribed in Chapter 23.52.

1 **Exhibit 23.52.004 A**

2 **Transportation**
3 **Level-of-Service**
4 **(LOS) Screenlines**



Screenline



Prepared by:
The Planning Department
© 1994 City of Seattle
July 22, 1994

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Exhibit 23.52.004 B

Transportation Level-of-Service (LOS) Standards

Screenline Number	Screenline Location	Segment	Direction	1990 V/C Ratio	LOS Standard
1.11	North City Limit	3rd Ave NW to Aurora Av N	NB	0.88	1.20
			SB	0.47	
1.12	North City Limit	Meridian Av N to 15th Av NE	NB	0.76	1.20
			SB	0.31	
1.13	North City Limit	30th Av NE to Lake City Wy NE	NB	0.99	1.20
			SB	0.50	
2	Magnolia		EB	0.49	1.00
			WB	0.66	
3.11	Duwamish River	West Seattle Fwy and Spokane St	EB	0.51	1.20
			WB	0.97	
3.12	Duwamish River	1st Ave S and 16th Ave S	NB	0.95	1.20
			SB	1.01	
4.11	South City Limit	ML King Jr Wy to Rainier Av S	NB	0.29	1.00
			SB	0.53	
4.12	South City Limit	Marine Dr SW to Meyers Wy S	NB	0.24	1.00
			SB	0.31	
4.13	South City Limit	SR 99 to Airport Wy S	NB	0.41	1.00
			SB	0.54	
5.11	Ship Canal	Ballard Bridge	NB	1.06	1.20
			SB	0.58	
5.12	Ship Canal	Fremont Bridge	NB	0.97	1.20
			SB	0.58	
5.13	Ship Canal	Aurora Av N	NB	0.96	1.20
			SB	0.58	
5.16	Ship Canal	University and Montlake Bridges	NB	0.97	1.20
			SB	0.83	
6.11	South of NW 80th St	Seaview Av NW to 15th Av NW	NB	0.41	1.00
			SB	0.29	
6.12	South of N(W) 80th St	8th Av NW to Greenwood Av N	NB	0.41	1.00
			SB	0.20	
6.13	South of N(E) 80th St	Linden Av N to 1st Av NE	NB	0.51	1.00
			SB	0.39	
6.14	South of NE 80th St	5th Av NE to 15th Av NE	NB	0.75	1.00
			SB	0.60	
6.15	South of NE 80th St	20th Av NE to Sand Point Wy NE	NB	0.49	1.00
			SB	0.26	
7.11	West of Aurora Ave	Fremont Pl N to N 65th St	EB	0.39	1.00
			WB	0.56	
7.12	West of Aurora Ave	N 80th St to N 145th St	EB	0.41	1.00
			WB	0.51	
8	South of Lake Union		EB	0.96	1.20
			WB	0.97	
9.11	South of Spokane St	Beach Dr SW to W Marginal Wy SW	NB	0.37	1.00
			SB	0.58	
9.12	South of Spokane St	E Marginal Wy S to Airport Wy S	NB	0.34	1.00
			SB	0.71	
9.13	South of Spokane St	15th Av S to Rainier Av S	NB	0.34	1.00
			SB	0.62	
10.11	South of S Jackson St	Alaskan Wy S to 4th Av S	NB	0.62	1.00
			SB	0.83	
10.12	South of S Jackson St	12th Av S to Lakeside Av S	NB	0.37	1.00
			SB	0.71	
12.12	East of CBD		EB	0.63	1.20
			WB	0.70	
13.11	East of I-5	NE Northgate Wy to NE 145th St	EB	0.72	1.00
			WB	0.53	
13.12	East of I-5	NE 65th St to NE 80th St	EB	0.44	1.00
			WB	0.47	
13.13	East of I-5	NE Pacific St to NE Ravenna Blvd	EB	0.62	1.00
			WB	0.76	

RECEIVED OMB
NOV 01 1994

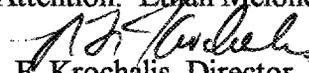


Seattle
Department of Construction and Land Use

R. F. Krochalis, Director
Norman B. Rice, Mayor

MEMORANDUM

TO: Jim Street, City Council President
Via Diana Gale, Director, Office of Management and Budget
Attention: Ethan Melone

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

DATE: October 31, 1994

SUBJECT: Proposed Land Use Code Amendments Implementing the Transportation
Concurrency Project Review System

INTRODUCTION:

The attached Report and Recommendation amend the City's Land Use Code establishing the Transportation Concurrency Project Review System to implement the City's Comprehensive Plan.

The Washington State Growth Management Act (GMA) requires counties and cities to include a transportation element in their comprehensive plan, which designates level of service (LOS) standards for arterials and transit routes "to serve as a gauge to judge performance of the system." Seattle's Comprehensive Plan, adopted on July 25, 1994, includes the LOS standards for the City. In addition, a regulatory ordinance is to be enacted after plan adoption to ensure that approval of projects is based on the LOS standards adopted in the Comprehensive Plan. The attached legislation would enact the "regulatory ordinance" to comply with GMA requirements.

DEVELOPMENT OF RECOMMENDATION

Draft Report and Ordinance, and Comprehensive Plan Implementation Public Meetings:

A draft transportation concurrency report and ordinance were published for public review on August 15, 1994. Three public informational meetings were held (on August 25th and 30th, and September 8th) in Seattle to explain proposed Comprehensive Plan implementation legislation, including transportation concurrency, to the public and gather

feedback on the proposals. The few written or verbal comments received about transportation concurrency concerned the Comprehensive Plan adopted LOS standards not the content of the proposed ordinance implementing the Transportation Concurrency Project Review System.

In late September 1994, the draft transportation concurrency report and ordinance were revised primarily to reflect minor, non-substantive changes to clarify the legislation. A revised draft report and ordinance were published for public review on October 10, 1994. At this time no written or verbal comments regarding the draft ordinance about the Transportation Concurrency Project Review System have been received.

Environmental Determination:

Environmental impacts of the proposal were originally disclosed and discussed in the Comprehensive Plan Final Environmental Impact Statement (FEIS), issued in March 1994. An addendum to the FEIS updating information about the Transportation Concurrency Project Review System was released on August 19, 1994.

Law Department Review:

The City of Seattle Law Department has reviewed and approved the ordinance implementing the Transportation Concurrency Project Review System. Any questions or confirmation of ordinance approval should be addressed to Bob Tobin, Law Department.

City Council Public Hearings and Decision Schedule:

The first public hearing on the proposed Comprehensive Plan implementation legislation, which included the Transportation Concurrency Project Review System, was held on September 13, 1994. No testimony was received regarding the transportation concurrency legislation. The second public hearing is scheduled for November 2, 1994.

REGULATORY APPROACH:

While developing the transportation concurrency legislation and focusing on how the Director's Rule would be designed to implement the Transportation Concurrency Project Review System, we have considered regulatory reform objectives to simplify and streamline project review while providing more predictability and ensuring that the intent of the regulations would be met.

Considering the complexities associated with transportation concurrency and devising a project review system that works, we have done our best to create a system that meets

citywide regulatory reform goals while meeting the GMA requirement to develop and implement a transportation concurrency regulatory ordinance.

The ordinance treats compliance with adopted transportation concurrency LOS standards as a development standard, fitting into the existing Land Use Code organization rather than creating a new approach inconsistent with our current way of conducting project review. We used the SEPA (State Environmental Policy Act) threshold, which is based on the size and impacts of a development, for the threshold for compliance with transportation concurrency review.

The Director's Rule would include clear and concise information to assist with implementation of the transportation concurrency legislation. Transportation concurrency project review would become a component of SEPA review, part of the Department of Construction and Land Use (DCLU) consolidated project review system; it would not be an independent or duplicative review requirement. The project review system envisioned would rely on transportation related information already required from the applicant when subject to SEPA review. The Director's Rule would provide background trip generation and distribution information to assist the applicant. Providing this information would also have the intended effect of producing a predictable and consistent application intake and review system. Project review would take place within DCLU; the system as devised would be closely monitored over the next year to make sure it works as envisioned.

COSTS OF IMPLEMENTATION:

DCLU's budget will be affected as a result of adopting and implementing a new regulation, the Transportation Concurrency Project Review System. Transportation concurrency review will take place at the Master Use Permit stage for all projects subject to SEPA. Additional staff time will be required to provide public assistance information, review project application intake requirements, provide project review and analysis, and monitor and track the review system. The following information provides an outline of future costs that would be incurred by DCLU to adequately administer and enforce the Transportation Concurrency Project Review System:

One-Time Only Costs:

- Development of Staff Procedures: Approximately two (2) staff procedures would need to be developed to assist with implementation of this legislation. A DCLU procedure would need to be produced to provide step-by-step guidance for DCLU staff about integrating the Transportation Concurrency Project Review System into our existing project review system. An interdepartmental procedure would also need to be prepared to describe how DCLU, SED and the Planning Department would work together to monitor and track the transportation concurrency review system and

update screenline counts annually. DCLU estimates approximately fifty (50) hours to complete each procedure at \$110 per hour. The anticipated total cost for development of staff procedures is \$11,000.

- Development of Staff Training Program: Staff training, which will take place during regularly scheduled staff meetings, will be very specialized and detailed for DCLU staff. It will require considerable preparation time and a number of hours of actual training. DCLU staff will be responsible for developing and conducting the training sessions. We anticipate training will be closely related to development of staff procedures; therefore, the cost is included in the staff procedures estimate above.
- Copying and Codification of the Ordinance: Copying the ordinance for staff will cost about \$50. Codification by Book Publishing will cost approximately \$42.
- Development of Public Outreach Documents: Much effort will be made to inform the public about the new Transportation Concurrency Project Review System through a Client Assistance Memo and Public Information Leaflet. We anticipate producing one Leaflet at a cost of \$6,600 for staff time and \$600 for production. We anticipate one Client Assistance Memo, costing \$2,200 for staff time and \$400 for production. The total estimated cost for development of public outreach documents is \$9,800. It is important to note that these documents are distributed free to the public, and will need to be reprinted in the future. Consequently, there are also on-going costs associated with the production and distribution of these documents.
- Development of Director's Rule: An interdepartmental team consisting of staff from DCLU, SED and the Planning Department have been meeting continuously since adoption of the Comprehensive Plan in July, working on both the Transportation Concurrency legislation and now the accompanying Director's Rule. The Director's Rule is significant in that it contains the methodology to be applied and the step-by-step process for conducting transportation concurrency project review. The Director's Rule would include critical information necessary to comply with ordinance requirements; and outlining the roles and responsibilities to implement the ordinance. DCLU's cost for developing a new Director's Rule is approximately \$4,400 for staff time and \$250 to produce. Our estimated total cost for developing this Director's Rule is \$4,650. Development of this rule would exceed the estimated costs included here for several reasons: (1) costs associated with time already spent since July to develop this rule have not been included; (2) costs associated with staff time required for interdepartmental review and processing have not been included; (3) future costs associated with updates and revisions to the Director's Rule have not been included; and (4) costs of other departments (Seattle Engineering Department, Planning Department, Law Department, and Council Central staff) working with DCLU to develop this rule have not been included.

- Total One-Time Only Implementation Costs: The one-time costs for implementing the regulations are estimated to total about \$25,542.

On-Going Annual Costs:

In addition to one-time costs, there are a number of on-going costs related to staffing requirements for implementing and monitoring this new regulatory framework. These are described below:

- Additional Staff Time for Screening, Review, Analysis and Decision of Projects Subject to Concurrency Review:

As required by the proposed Ordinance, projects subject to SEPA review will also be subject to transportation concurrency review. The Department anticipates that, given the proposed review process currently being developed by the same interdepartmental team developing the Director's Rule, an additional hour (1 hour) of review would be added to each project subject to transportation concurrency. Thus, additional staff time needed to implement the concurrency review is estimated at 16 FTE. Since DCLU has no previous experience administering a transportation concurrency project review system, it needs to be emphasized that this is an initial estimate of staffing costs. It may be necessary to re-evaluate our staffing costs in the future based on the actual performance of this proposed system.

- Additional Staff Time for Continuous Monitoring and Tracking System:

Implementation of the Concurrency Ordinance will require two levels of monitoring and tracking. One system would include an internal monitoring system intended to track general trip generation and assignment to the screenline network at the project level (This internal monitoring system has been suggested by Council). An Excel based system will be developed. A second system would include annual monitoring of volume-to-capacity (v/c) ratios based on annual counts prepared by the Seattle Engineering Department. A marginal increase of .07 FTE is anticipated for both systems. This does not include the staff costs of other departments, such as the Engineering Department and Planning Department, providing assistance with monitoring and updating of transportation concurrency traffic counts.

- Annual On-Going Staffing Costs: .23 FTE for DCLU Land Use Review
(.23 FTE of DCLU staff review time is equivalent to \$13,646)

Transportation Concurrency

October 31, 1994

Page 6 of 6

Staffing Assumptions used:

- *250 projects subject to SEPA = 250 hours = .16 FTE (based on 1500 hours).
One (1) additional hour per project.*
- *250 projects + 50 hours to update V/C = 125 hours = .07 FTE.
One-quarter (.25) hour per project.*

ADDITIONAL INFORMATION:

If you have any questions, please call Ken Davis at 233-3884 or Cristina Van Valkenburgh at 233-3854.

kd

con-omb

October 31, 1994

City of Seattle

Executive Department—Office of Management and Budget

Diana Gale, Director
Norman B. Rice, Mayor



November 1, 1994

The Honorable Mark Sidran
City Attorney
City of Seattle

Dear Mr. Sidran:

The Mayor is proposing to the City Council that the enclosed legislation be adopted.

REQUESTING
DEPARTMENT: Construction and Land Use

SUBJECT: AN ORDINANCE relating to land use and zoning; amending Section 23.40.020 and Section 23.69.020 of the Seattle Municipal Code; adding the following Sections to the Seattle Municipal Code: Section 23.22.060, Section 23.44.015, Section 23.45.007, Section 23.46.024, Section 23.47.033, Section 23.49.021, and Section 23.50.050; and adding a new Chapter 23.52, Transportation Concurrency Project Review System; to implement the City's Comprehensive Plan.

Pursuant to the City Council's S.O.P. 100-014, the Executive Department is forwarding this request for legislation to your office for review and drafting.

After reviewing this request and any necessary redrafting of the enclosed legislation, return the legislation to OMB. Any specific questions regarding the legislation can be directed to Ethan Melone at 684-8066.

Sincerely,

Norman B. Rice
Mayor

by

A handwritten signature in black ink, appearing to read "D. Gale", written over a horizontal line.

DIANA GALE
Budget Director

Handwritten initials "for." in black ink, positioned to the right of the typed name "DIANA GALE".

legis/melone7

Enclosure

cc: Director, Construction and Land Use

TIME AND DATE STAMP

SPONSORSHIP

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

Martha Chase

FOR CITY COUNCIL PRESIDENT USE ONLY

COMMITTEE(S) REFERRED TO: _____

PRESIDENT'S SIGNATURE

STATE OF WASHINGTON - KING COUNTY

49995
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

ORD: 117383

was published on
12/02/94

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

Subscribed and sworn to before me on
12/06/94

Notary Public for the State of Washington,
residing in Seattle

City of Seattle

ORDINANCE 117383

AN ORDINANCE relating to land use and zoning; amending Section 23.40.020 and Section 23.49.020 of the Seattle Municipal Code; adding the following Sections to the Seattle Municipal Code: Section 23.22.060, Section 23.44.015, Section 23.45.007, Section 23.46.024, Section 23.47.033, Section 23.49.021, and Section 23.50.050; and adding a new Chapter 23.52, Transportation Concurrency Project Review System, to implement the City's Comprehensive Plan.

WHEREAS, the City of Seattle adopted a Comprehensive Plan in Ordinance 117221 pursuant to the requirements of the State Growth Management Act, and level-of-service standards are included in the Transportation Element of the Plan; and

WHEREAS, the Revised Code of Washington, Section 36.70A.070 requires the City of Seattle to adopt an applicable level-of-service standards established in the City's Comprehensive Plan; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Seattle Municipal Code Section 23.22.060, *Transportation Concurrency Level-of-Service Standards*, is hereby added to read as follows:

23.22.060 Transportation concurrency level-of-service standards.

Proposed subdivisions shall meet the Transportation Concurrency Level-of-Service standards prescribed in Chapter 23.52.

Section 2. Seattle Municipal Code Section 23.40.020, *Variances*, as last amended by Ordinance 117353, is hereby amended to read as follows:

23.40.020 Variance.

A. Variance may be sought from the provisions of Title 24 or the provisions of Subtitle IV, Parts 2 and 3 of this Land Use Code, as applicable, except for the establishment of a use which is otherwise not permitted in the zone in which it is proposed, for maximum height which is shown on the Official Land Use Map, (or) from the provisions of Section 23.55.014 A, or from the provisions of Chapter 23.52. Applications for prohibited variances shall not be accepted for filing.

Section 3. A new Seattle Municipal Code Section 23.44.015, *Transportation Concurrency Level-of-Service Standards*, is hereby added to read as follows:

23.44.015 Transportation concurrency level-of-service standards.

Proposed uses in single family zones shall meet the transportation concurrency level-of-service standards prescribed in Chapter 23.52.

Section 4. A new Seattle Municipal Code Section 23.45.007, *Transportation Concurrency Level-of-Service Standards*, is hereby added to read as follows:

23.45.007 Transportation concurrency level-of-service standards.

Proposed uses in lowrise, midrise and highrise multifamily zones shall meet the transportation concurrency level-of-service standards prescribed in Chapter 23.52.

Section 5. A new Seattle Municipal Code Section 23.46.024, *Transportation Concurrency Level-of-Service Standards*, is hereby added to read as follows:

23.46.024 Transportation concurrency level-of-service standards.

Proposed uses in residential-commercial zones shall meet the transportation concurrency level-of-service standards prescribed in Chapter 23.52.

Section 6. A new Seattle Municipal Code Section 23.47.033, *Transportation Concurrency Level-of-Service Standards*, is hereby added to read as follows:

23.47.033 Transportation concurrency level-of-service standards.

Proposed uses in commercial zones shall meet the transportation concurrency level-of-service standards prescribed in Chapter 23.52.

Section 7. A new Seattle Municipal Code Section 23.49.021, *Transportation Concurrency Level-of-Service Standards*, is hereby added to read as follows:

23.49.021 Transportation concurrency level-of-service standards.