



# Director's Rule 6-2015

<b>Applicant:</b>  City of Seattle Department of Planning & Development	<b>Page:</b>  1 of 3	<b>Supersedes:</b>  11-2012
	<b>Publication:</b>  ____	<b>Effective:</b>  ____
<b>Subject:</b>  Parking Reductions Based On Frequent Transit Service	<b>Code and Section Reference:</b>  SMC 23.54.015.M and 23.54.020.F	
	<b>Type of Rule:</b>  Code Interpretation and Procedural Rule	
	<b>Ordinance Authority:</b>  SMC 3.06.040	
<b>Index:</b>  Land Use Code/Technical Standards and Procedural Requirements	<b>Approved</b>  _____ <b>Diane M. Sugimura, Director</b>	<b>Date</b>

## Purpose

The purpose of this rule is to define the Department's requirements for demonstrating that a development site is eligible to be developed without parking (pursuant to 23.54.015 Table A, Row J or Table B, Row M) or qualifies for a 50% reduction in amount of required parking (pursuant to 23.54.020.F) due to the site's location within walking distance of frequent transit service (FTS).

## Background

To promote environmental and transportation policies of the Comprehensive Plan and support alternatives to driving, either no parking is required, or a reduction in the required amount is allowed for residential uses in multifamily and commercial zones in areas of the city where transit service is adequate to serve commute and non-work related trips.

Seattle Municipal Code (SMC) Tables A, B, and C for 23.54.015, Required Parking for Uses (paraphrased):

*No parking is required for uses (except hospitals) in commercial and multifamily zones within urban villages if the use is located within 1,320 feet (a quarter mile) of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the use.*

SMC 23.54.020.F, Reductions to minimum parking requirements (paraphrased):

*...In multifamily and commercial zones, the minimum parking requirement for all uses (except hospitals, including those that are designated major institutions) is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service...*

SMC 23.84A.038 "T" includes the definition of "Transit service, frequent" (paraphrased):

*Transit service is available with headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and 30 minutes or less for at least 18 hours every day.*

**Rule**

To demonstrate that a site is within walking distance of Frequent Transit Service (FTS) follow these steps:

- 1) Identify on plans submitted with the permit application the location of the development site and the location of transit stop(s) with the 1,320 foot walking distance clearly marked. The distance shall be measured as the walking distance (along sidewalks or other legal walking routes and legal street crossings) from the nearest portion of the property line(s) to the transit stop(s) main sign, transit shelter or the yellow and red painted curb (painted by the Seattle Department of Transportation). Only one transit stop need be identified and it may be on the same side of the street or the opposite side as the development site. Multiple routes and multiple transit stops may be identified to demonstrate transit at FTS levels as follows:
  - a. Multiple routes at the same stop may be included; and
  - b. Multiple transit stops within 1,320 feet walking distance may be included provided the transit is going in the same direction.
- 2) Identify on the plans submitted with the permit application, copies of the transit schedules indicating the service headways ("headways" are the amounts of time between scheduled bus service at a given location) for the transit stop(s) identified in Step 1:
  - a. For a minimum of 12 hours, 6 days per week, transit service headways must be 15 minutes or less; and

- b. For a minimum of 18 hours per each day of the week, headways must be 30 minutes or less.

The time periods during each day that the above headways are provided need not be consecutive. For example, the first requirement is met if transit service headways are 15 minutes or less for a *total* of 12 hours during an individual day, even if that 12 hours is broken into two or more periods during which the 15-minute headway standard is met, separated by periods during which that standard is not met.

The following is an example:

### **West Seattle Junction Neighborhood Example at 35<sup>th</sup> Ave SW/SW Avalon Way**

- 1) Identify the transit route(s) that serve a stop within 1,320 feet (1/4 mile) from the development site to the bus stop sign. This will vary according to where the development site is located within an urban village.

**INFO SOURCES:** <http://metro.kingcounty.gov/schedules/> or <http://pugetsound.onebusaway.org/where/standard/>

**Routes for the vicinity of 35<sup>th</sup> Ave SW/SW Avalon Way are:**

#### **Rapid Ride C and Route 21**

- 2) For the selected routes, using the attached worksheet or similar, count the number of buses that stop to pick up passengers within each hour for the following time periods: 12 hours, 6 days/week (use the weekday and Saturday schedules); and 18 hours, each day of the week (which means schedules for Sunday must also be checked).
- 3) Review the combined list of service times. Are there any gaps between pickups that are more than 15 minutes? If yes, those periods of time may not be counted toward meeting the required 12-hour or 18-hours of transit service. Does the total time when frequent transit service is available still exceed 12 hours or 18 hours of the day?