



# Director's Rule 11-2012

<b>Applicant:</b>  City of Seattle Department of Planning & Development	<b>Page:</b>  1 of 5	<b>Supersedes:</b>  DR 8-2011
	<b>Publication:</b>  8/9/2012	<b>Effective:</b>  9/28/2012
<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>Date</b>
	<b>(Signature on file)</b> <u>9/26/2012</u> <b>Diane M. Sugimura, Director, DPD</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 auto 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**

The DPD Geographic Information System (GIS) includes a map (labeled Frequent Transit Service Areas) that is used to identify lots that are within walking distance (1,320 feet) of frequent transit service (FTS). Development sites within the shaded areas on this map are presumed to be within walking distance of FTS.

DPD GIS is available at computer stations at the DPD Permit Intake Center, 20th floor, Seattle Municipal Tower, and may be accessed at this website:

<http://web1.seattle.gov/dpd/maps/dpdgis.aspx>

***See the attached sample worksheet.***

At the Director's discretion to confirm eligibility or settle a dispute, as an alternate to using the GIS map to identify whether a site is within walking distance of FTS, eligibility may be demonstrated following these steps:

- 1) Identify on plans submitted with the permit application the location of the development site and the location of the transit stop 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 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 provide the level of transit at frequent transit service levels.

- 2) Identify on the plans submitted with the permit application, copies of the Metro or other agency transit schedules indicating the service headways in one direction as follows for the stop identified in step #1:
  - a. For a minimum of 12 hours, 6 days per week, headways of 15 minutes or less (as headways may vary in a 12 hour period, the average headways in the 12 hour period, per day, shall be interpreted to meet the standard); and
  - b. For a minimum of 18 hours per each day of the week, headways of 30 minutes or less (as headways may vary in an 18 hour period, the average headways in the 18 hour period, per day, shall be interpreted to meet the standard).

For example, a site located within 1,320 feet of a bus stop for the following routes, headways and service duration would qualify for the transit reduction as shown in the example from the Greenwood Neighborhood, attached to this rule. Use the worksheet attached to this Rule.

### **Greenwood Neighborhood Example**

- 1) Identify the routes that serve a stop within the eligible walking distance from the development site. Select routes from the King County Metro Transit on which to perform the FTS test.

**SOURCE: King County Metro Transit Trip Planner  
Routes for N 85TH ST & GREENWOOD AVE N**

Metro transit schedules may be obtained from this website:

<http://tripplanner.kingcounty.gov/>

- 2) Identify the routes that serve the stop(s) within the eligible walking distance from the development site. Select routes on which to perform the FTS test.

Route(s) that service a stop at N 85th St & Greenwood Ave N:

[Route MT 5](#) to DOWNTOWN SEATTLE

[Route MT 48](#) to UNIVERSITY DISTRICT

- 3) For the selected routes, count the number of pick-ups that occur 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. The analysis may select the best consecutive 12-hour periods during the day to determine the service levels.

***See the attached sample worksheet.***

**Sample Frequent Transit Service\* calculation for a lot within ¼ mile of the intersection of N 85<sup>th</sup> St. and Greenwood Ave. N**

\*Frequent transit service means transit service 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:

- Four or more pick-ups per hour (15 minute headway) on average over 12 hours per day, 6 days per week; and
- Two or more pick-ups per hour (30 minute headway) on average for 18 hours every day.

**Weekdays**

Time of day		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	5 day 12 hr Avg.
<i>(all tables start at 4:AM)</i>																										
Route	Direction	Stop	Frequency																							
48	east				5	9	8	4	4	4	4	4	4	5	6	5	3	4	4	4	4	4				
5	south				4	9	8	4	4	4	4	4	4	4	4	4	4	4	2	2	2	2				
Total pick-ups per hour					9	18	16	8	8	8	8	8	8	9	10	9	7	8	6	6	6	6				
		18-hour average of total pickups:																								8.8

**Conclusion: 9.9 pick-ups exceeds the necessary minimum of 4 pickups**

**Saturday**

Time of day		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	Sat 12 hr Avg.
Route	Direction	Stop #	Frequency																							
48	east				2	4	4	4	4	4	4	4	4	4	4	4	4	2	2	2	2					
5	south				4	4	4	4	4	4	5	4	4	4	4	3	3	4	1	2	2	2				
Total pick-ups per hour					6	8	8	8	8	8	9	8	8	8	7	7	8	3	4	4	4					
		18-hour average of total pick-ups:																								6.9

**Conclusion: 7.9 pick-ups exceeds the necessary minimum of 4 pickups**

**Sunday**

Time of day		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	Sun 18 hr Avg.
Route	Direction	Stop #	Frequency																							
48	east				1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
5	south				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
Total pick-ups per hour					3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4					

**Conclusion: the Sunday pick-ups exceeds minimum of 2 pick-ups; the 7-day 18-hour average also exceeds 2 pick-ups**

This service level meets the 6-day 12-hour standard and 7-day 18-hour standard of a transit stop with frequent transit service.

**Sample Frequent Transit Service\* calculation for a lot within ¼ mile of the intersection of N 85<sup>th</sup> St. and Greenwood Ave. N**

\*Frequent transit service means transit service 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:

- Four or more pick-ups per hour (15 minute headway) on average over 12 hours per day, 6 days per week; and
- Two or more pick-ups per hour (30 minute headway) on average for 18 hours every day.

**Weekdays**

Time of day		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	5 day 12 hr Avg.	
<b>Route</b>	<b>Direction</b>	<b>Stop</b>	<b>Frequency</b>																								
Total pick-ups per hour																											
18-hour average of total pickups:																											

**Conclusion:** \_\_\_\_\_

**Saturday**

Time of day		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	Sat 12 hr Avg.	
<b>Route</b>	<b>Direction</b>	<b>Stop #</b>	<b>Frequency</b>																								
Total pick-ups per hour																											
18-hour average of total pick-ups:																											

**Conclusion:** \_\_\_\_\_

**Sunday**

Time of day		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	Sun 18 hr Avg.	
<b>Route</b>	<b>Direction</b>	<b>Stop #</b>	<b>Frequency</b>																								
Total pick-ups per hour																											

**Conclusion:** \_\_\_\_\_