

Joint Director's Rule of Seattle Department of Construction and Inspections & Seattle Department of Transportation

Background

The state Growth Management Act requires new development projects to meet the City's level of service ("LOS") standards for transportation facilities.

In 2016, the City amended its Comprehensive Plan to establish a new approach to LOS standards and in 2018 the City amended the City's transportation concurrency ordinance (Seattle Municipal Code 23.52) to reflect that new approach. The new LOS standard is based on achieving a reduction in the proportion of vehicle trips that are made by single-occupant vehicles (SOVs).

Rule

This Rule applies to development projects that are subject to Subchapter I of SMC 23.52. An applicant for a permit is required to choose and implement one of the options listed in Table 1 of this Rule to show compliance with SMC 23.52. Meeting other development standards does not have the effect of meeting the LOS development standard.

The City has evaluated expected future growth and its transportation impacts, and based on that evaluation, has determined that projects located in Urban Centers, Hub Urban Villages, and within ½ mile walking distance of light rail stations generally produce fewer SOV trips than projects located outside those areas. As such, proposed development projects in those locations meet the City's LOS standards and do not need to choose options listed in this Rule.

As part of a Type I or Type II Master Use Permit application, the applicant must choose any of the mitigation options below or propose their own alternative as described below. The applicant must demonstrate full compliance with this rule prior to approval of the Certificate of Occupancy for the project or final inspection, if no Certificate of Occupancy is required.

Table 1. Menu of Mitigation Options

Mode and Option	Description
Pedestrians	
<p>New sidewalk^{1,2,3}</p>	<p>Construct new sidewalks according to SDOT standards (see <i>Streets Illustrated, the Right-of-Way Improvements Manual</i>). New sidewalks shall be constructed in locations where no sidewalk exists and where there is no pending or issued permit for the construction of sidewalks. Construction of new sidewalk shall include construction of curb and drainage, as well as landscape/furniture zone, and a pedestrian zone⁴. The location and design for the new sidewalk to be constructed must be approved by the SDOT Director. New sidewalks fronting the subject development site or constructed in fulfillment with other development requirements may not be credited towards the fulfillment of this Rule.</p> <p>Requirements for the length of new sidewalk to be constructed are as follows:</p> <ul style="list-style-type: none"> (a) A minimum of 150 linear feet of sidewalk, and (b) An additional one linear foot of sidewalk for every residential unit in excess of 30 units, and (c) An additional one linear foot of sidewalk for every 125 square feet of non-residential use in excess of 4,000 square feet of gross floor area, and <p>For proposed development located in IG1 or IG2 zones and having more than 30,000 square feet of gross floor area in uses categorized as agricultural, high impact, manufacturing, storage, transportation</p>

¹ The SDOT Director shall approve the proposed location for a sidewalk or curb ramp improvement to ensure the improvement is available and eligible to be used for compliance with LOS.

² Prior to accepting a complete building permit application, the applicant must have a Street Improvement Plan (SIP) with 60 percent design approval from SDOT. The applicant must either construct the improvements or post a bond to complete the improvements prior to issuance of a Certificate of Occupancy for the project, or prior to final inspection if no certificate of occupancy is required.

³ Details about the range of specific required features will depend on the contents of applicable Street Improvement Plans (SIPs).

⁴ The terms “landscape/furniture zone” and “pedestrian zone” are defined in SDOT’s Streets Illustrated at <http://streetsillustrated.seattle.gov/>

	<p>facilities, or utility uses, an additional one linear foot of sidewalk for every 1,000 square feet in excess of 30,000 square feet of gross floor area established in one of the above categories of industrial uses.</p>
<p>New curb ramps^{1,2,3}</p>	<p>Construct new curb ramps including landings, approaches, associated curb, and tie-in to existing sidewalk, such that the sidewalk within 5’ of each curb cut is compliant with SDOT standards (see <i>Streets Illustrated: the Right-of-Way Improvements Manual</i>). New curb ramps shall be constructed in locations where no curb ramps exist and where there is no pending or issued permit for the construction of curb ramps. The locations and design for the new curb ramps to be constructed must be approved by the SDOT Director. New curb ramps fronting the subject development site or constructed in fulfillment with other development requirements may not be credited towards the fulfillment of this Rule.</p> <p>The number of new curb ramps that must be constructed are as follows:</p> <ul style="list-style-type: none"> (a) A minimum of 12 new curb ramps must be constructed, and (b) An additional curb ramp for every 12 residential units in excess of 30 units, and (c) An additional curb ramp for every 1,600 square feet of non-residential use in excess of 4,000 square feet of gross floor area, and (d) For proposed development located in IG1 or IG2 zones and having more than 30,000 square feet of gross floor area in uses categorized as agricultural, high impact, manufacturing, storage, transportation facilities, or utility uses, an additional curb ramp for every 12,000 square feet in excess of 30,000 square feet of gross floor area established in one of the above categories of industrial uses.
<p>Auto</p>	
<p>Reduced parking⁵</p>	<p>For development in locations where at least one parking space is required (see SMC 23.54.015):</p> <ul style="list-style-type: none"> • Provide no more than the minimum number of required parking spaces listed for the proposed use in Table A, B, or C of SMC 23.54.015. <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> • In cases where proximity to frequent transit service (FTS) allows for a 50 percent reduction of the minimums stated in Tables A, B, or C of SMC 23.54.015, provide no more than 60 percent of the stated minimum number of parking spaces for the proposed use.

	<p>For development in locations where no parking spaces are required (see SMC 23.54.015): Provide no more than 60 percent of the minimum number of spaces stated for the proposed use in Table A, B, or C in SMC 23.54.015.</p>
Land Use	
Mix of land uses ⁶	<p>Applicant provides traffic analysis demonstrating to the satisfaction of the SDCI Director that the mix of uses to be contained in the development project will reduce the expected SOV trips by at least four percent due to internal trip capture. Traffic analysis shall utilize the internal trip capture methodology within the latest version of the <i>ITE Trip Generation Handbook</i> and the latest supplemental guidance from the National Cooperative Highway Research Program.</p>
Transit	
Bus passes ⁷	<p>For residential use exceeding the thresholds in SMC 23.52.004 (as a single use or more than 50 percent of the uses in a mixed-use development where the 50 percent is applied to gross floor area)</p> <ul style="list-style-type: none"> • For residents, building owner participates in King County’s Multifamily Development ORCA Passport program (or equivalent). <p>OR</p> <p>For non-residential use exceeding the thresholds in SMC 23.52.004 (per gross floor area)</p> <ul style="list-style-type: none"> • For non-residential use employees, building owner participates in King County’s ORCA Passport program (or equivalent).

⁵ Parking limits are for the life of the project; changes are subject to SDCI approval.

⁶ Compliance with mix-of-uses provisions are for the life of the project; changes in use that may substantially reduce internal trip capture are subject to SDCI review and approval. For example, such a change may entail replacing customer-oriented retail, sales, and service uses with non-customer oriented office uses.

⁷ Compliance with the bus pass option is for the life of the project. The ORCA Passport program is a subsidized transportation program for employers or building owners. Before SDCI issues a building permit for any development that will provide bus passes, the property owner must provide SDCI a copy of the recorded agreement between the owner and King County to participate in the relevant ORCA program. If the building owner intends to cease participation in the bus pass option contained in this Rule, the building owner must propose a replacement option from the menu in this Directors’ Rule to SDCI for approval within 60 days in advance of cessation of participation in the program.

Applicant may propose alternative mitigation measures.

An applicant may propose other mitigation measures that demonstrably reduce SOV trips for consideration and approval by the Director of SDCI, after consultation with the Director of SDOT. The applicant must provide calculations or other technical analysis to demonstrate that the proposed alternative mitigation measures will be effective in reducing SOV trips by at least four percent.

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