

## Herbold Amendment to Council Bill 119221: SEPA mitigation of off-street parking impacts

Councilmember Lisa Herbold

Amendment to Council Bill 119221:

SEPA mitigation of off-street parking impacts

This amendment would change the City's policies under the State Environmental Policy Act (SEPA) to allow the city to condition approval of development on parking for projects within an area with frequent transit service in an urban village and to allow mitigation of parking impacts through limits on RPZ permits.

The City's SEPA policies, pursuant to Washington State law, require analysis of impacts of development on parking. If impacts are identified, the City's SEPA policies provide a range of methods to mitigate those impacts, including:

- Transportation management programs;
- Parking management and allocation plans;
- Incentives for use of alternatives to single-occupancy vehicles;
- Increasing the amount of parking required for the development; or
- Reducing non-residential development densities.

However, the SEPA policies remove the authority to mitigate parking impacts from individual projects in areas where parking requirements have been removed. This includes the following areas:

- Most Urban Centers, such as Capitol Hill/First Hill, Downtown, South Lake Union, Uptown and parts of the University Community;
- Station Area Overlay districts (around light rail stations);
- Parts of urban villages within a frequent transit service area; and
- Areas where on-street parking is not at capacity and would not be at capacity after the development.

The proposed amendment would allow parking mitigation in frequent transit service areas in urban villages when parking is at or over 85% capacity.

The amendment would add restrictions on RPZ permits as a potential mitigation measure and would also clarify that the potential mitigation measures are listed in order of preference.

The amendment would add a new section to Council Bill 119221 requesting that the Director of the Seattle Department of Construction and Inspections promulgate a Director's Rule to guide the preparation of off-street parking studies and making the amendments to the SEPA policies effective after that Rule can be implemented.

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Notes:

A single underline indicates language proposed to be added to the Seattle Municipal Code by CB 119173

A double underline indicates language proposed to be added by the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code by the amendment

Section 63. Section 25.05.675 of the Seattle Municipal Code, last amended by Ordinance 125291, is amended as follows:

**25.05.675 Specific environmental policies**

\* \* \*

M. Parking

1. Policy background ((-))

a. It is the City's policy to encourage use of a broad range of transportation options and to reduce reliance on single-occupant vehicles.

((a)) b. Increased parking demand associated with development projects may adversely affect the availability of parking in an area, especially one that is not well served by transit or other transportation choices.

((b)) c. Parking regulations, ((to mitigate)) where appropriate, and other policies and regulations designating preferred land use patterns and promoting transportation choices, combine to alleviate most growth-related parking impacts ((and to accommodate most of the)) including cumulative ((effects of future projects on parking are implemented through the City's Land Use Code)) impacts. This policy recognizes that the City's land use and transportation planning policies encourage development patterns that support personal choices

Herbold Amendment to Council Bill 119221: SEPA mitigation of off-street parking impacts among many transportation modes and maximize the ability of the street network to function efficiently. This policy also recognizes the substantial costs imposed on housing by requiring construction of parking, which adversely affects the ability to provide housing, including affordable housing. City land use policies that encourage residential and commercial growth in the areas with the greatest availability of transportation choices promote efficiencies that may reduce or limit per capita parking demand. ((However, in some neighborhoods, due)) Due, however, to ((inadequate off-street)) shortfalls in available parking resulting from existing or projected demands, the City recognizes that in some neighborhoods ((streets are unable to absorb)) parking spillover impacts may occur. ((The City recognizes that the cost of providing additional parking may have an adverse effect on the affordability of housing.))

## 2. Policies

a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. This is achieved by requiring parking impact mitigation of development projects where appropriate as provided for in the Land Use Code or other codes. It is also achieved through implementing growth-management policies, transportation policies, and policies that support reducing or eliminating off-street parking requirements where residents and others may conveniently choose to use other forms of transportation instead of relying on automobiles.

b. Subject to the overview and cumulative effects policies set forth in Sections 25.05.665 and 25.05.670, the decision maker may condition a project to mitigate the effects of development in an area on parking; provided that:

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1) No SEPA authority is provided to mitigate the impact of individual developments on parking availability in the Downtown and South Lake Union Urban Centers;

2) No SEPA authority is provided for the decision maker to mitigate the impact of individual developments on parking availability for ~~((residential))~~ uses located within:

a) ~~((the))~~ The Capitol Hill/First Hill Urban Center, the Uptown Urban Center, and the University District Urban Center, except the portion of the Ravenna Urban Village that is not within one-quarter mile (1,320 feet) of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot;

b) ~~((the))~~ The Station Area Overlay District; and

c) ~~((portions))~~ Portions of urban villages within ~~one-quarter mile (1,320 feet) of a street with frequent transit service, measured as the walking distance from the nearest transit stop to ((the)) a lot line, ((of the lot)) which in the case of unit lots shall be made from the parent lot~~ frequent transit service areas, in which case parking impact mitigation pursuant to 25.05.675.M.2.d may be required only where on-street parking occupancy is at or above 85% or where the development itself would cause on-street parking occupancy to exceed 85%;

3) Outside of the areas listed in this subsection 25.05.675.M.2.b, parking impact mitigation for multifamily development, except in the Alki area, as described in subsection 25.05.675.M.2.c, may be required only where:

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a) on-street parking is at capacity, as defined by the Seattle Department of Transportation, or

b) where the development itself would cause on-street parking to reach capacity as so defined.

c. For the Alki area, as identified on Map B for 23.54.015, a higher number of spaces per unit than is required by Section 23.54.015 may be required to mitigate the adverse parking impacts of specific multifamily projects. Projects that generate a greater need for parking and that are located in places where the street cannot absorb that need—for example, because of proximity to ~~((the))~~ Alki Beach Park—may be required to provide additional parking spaces to meet the building’s actual need. In determining that need, the size of the development project, the size of the units, and the number of bedrooms in the units shall be considered.

d. If parking impact mitigation is authorized by this subsection 25.05.675.M, it may include but is not limited to the following mitigation measures in order of priority:

- 1) Transportation management programs;
- 2) Parking management and allocation plans; ~~or~~
- 3) Incentives for the use of alternatives to single-occupancy vehicles, such as transit pass subsidies, parking fees, subsidies for participation in car share or bike share programs or similar mobility choice programs, and provision of bicycle parking space;

4) Requirements for parking or increased ~~increased~~ parking ratios;

and

5) ~~((Reduced))~~ Reductions in non-residential development densities to the extent that it can be shown that reduced parking spillover is likely to result;

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provided, that parking impact mitigation for multifamily development may not include reduction in development density.

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Section 65. The Council requests that by October 1, 2018, the Director of the Seattle Department of Construction and Inspections promulgate a Director's Rule to guide assessment of parking impacts and mitigation of those parking impacts pursuant to SMC 25.05.675.M.

Section ~~6566~~. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance or any exhibit to this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of any other provisions of this ordinance or its exhibits, or the validity of their application to other persons or circumstances.

Section 67. Section 63 of this ordinance shall take effect and be in force on January 1, 2019.

Section ~~6668~~. Except as provided in Section 67, this ~~This~~ ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.