

**Chapter 23.50  
INDUSTRIAL**

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**23.50.002 Scope of provisions.**

A. There shall be four (4) industrial classifications: General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB), and Industrial Commercial (IC). This chapter describes the authorized uses and development standards for the Industrial zones.

B. Industrial zones which have a Manufacturing Center Overlay on the Official Land Use Map shall be subject to the use and development standards of Chapter 23.68 in addition to the use and development standards of this chapter.

C. In addition to the regulations in this chapter, certain industrial areas may be regulated by other chapters or titles of the Seattle Municipal Code, including but not limited to: Special Review Districts, Chapter 23.66; Landmark Districts, Chapter 25.12; or the Seattle Shoreline District, Chapter 23.60.

D. Communication utilities and accessory communication devices are regulated by Chapter 23.57. Requirements for streets, alleys and easements are provided in Chapter 23.53. Standards for parking access and design are provided in Chapter 23.54. Signs are regulated by Chapter 23.55. Methods for measurements are provided in Chapter 23.86. Definitions are in Chapter 23.84.

E. For the purposes of this chapter, the terms “existing structures or uses” mean those structures or uses which were established under permit, or for which a permit has been granted and has not expired, or are substantially underway in accordance with Section 23.04.010 D, on the effective date of the ordinance codified in this chapter.<sup>1</sup>

(Ord. 116295 § 20, 1992; Ord. 115326 § 20, 1990; Ord. 113658 § 4(part), 1987.)

1.Editor's Note: Ordinance 113658 was adopted by the City Council on October 5, 1987.

**Subchapter I General Provisions**

**23.50.004 Scope of general provisions.**

Unless otherwise specified, the regulations of this subchapter shall apply to all industrial zones. (Ord. 113658 § 4(part), 1987.)

**23.50.006 Water quality—Best management practices.**

A. The location, design, construction and management of all developments and uses shall protect the quality and quantity of surface and groundwater, and shall adhere to the guidelines, policies, standards and regulations of applicable water quality management programs and regulatory agencies. Best management practices such as paving and berming of drum storage areas, fugitive dust controls and other good housekeeping measures to prevent contamination of land or water may be required.

B. Solid and liquid wastes and untreated effluents shall not be allowed to enter any bodies of water or be discharged onto the land. (Ord. 113658 § 4(part), 1987.)

**23.50.008 Standards for nonconforming uses.**

**A. Continuation of Nonconforming Uses.**

1. Any legally established nonconforming uses may be continued subject to the provisions of this section.

2. Any nonconforming use which has been discontinued for more than twenty-four (24) consecutive months shall not be reestablished, recommenced, or changed to another use not otherwise permitted in the zone pursuant to Section 23.50.014 B14. A use shall be considered discontinued when:

a. A permit to change the use of the property or structure has been issued and acted upon; or

b. The structure, or that portion of the structure formerly occupied by the nonconforming use, is no longer used for the use authorized by the most recent permit; or

c. The structure is vacant, or the portion of the structure formerly occupied by the nonconforming use is vacant. The use of the structure shall be considered discontinued even if materials from the former use remain or are stored on the property. If a complete application for a permit which would allow the nonconforming use to continue, or which would authorize a use not otherwise permitted in the zone, has been submitted before the structure has been vacant for twenty-four (24) consecutive months, the nonconforming use shall not be considered discontinued unless the permit lapses, or the permit is denied, in which case the nonconforming use may be reestablished during the six (6) months following the denial.

**B. Extensions, Expansions, and Structural Alterations of Nonconforming Uses.**

1. A nonconforming use shall not be expanded or extended, nor shall a structure or portion of a structure containing a nonconforming use be expanded or extended except as otherwise required by law or as necessary to improve access for the elderly and disabled, or as provided in subsections B4 and B5 of this section.

2. A nonconforming use which is destroyed by fire, act of nature, or other causes beyond the control of the owners may be resumed. The structure containing the nonconforming use may be rebuilt to the same or smaller configurations existing immediately prior to the time the structure was destroyed.

3. A structure containing a nonconforming use may be structurally altered.

4. Surface parking areas which are nonconforming uses may be restriped according to the standards of Section 23.54.030, Parking space standards.

5. A nonconforming use with a nonconforming outdoor storage area may be structurally altered if the outdoor storage area is not expanded and is screened and landscaped according to the landscaping provisions of the applicable zone.

**C. Changes To and From Nonconforming Uses.**

1. A structure occupied by a nonconforming use may be converted to a conforming use even if in a nonconforming structure.

2. A nonconforming use may be converted by an administrative conditional use authorization to a use not

otherwise permitted in the zone, according to the provisions of Section 23.50.014, Conditional uses.

(Ord. 117430 § 74, 1994; Ord. 113658 § 4(part), 1987.)

**23.50.010 Standards for nonconforming structures.**

A. Nonconforming structures which are not in conformance with one (1) or more of the development standards for the Industrial zone in which they are located may be expanded, extended or structurally altered in any manner which does not increase the extent of nonconformity or create additional nonconformity, except that expansions, extensions or structural alterations otherwise required by law or necessary to improve access for the elderly and disabled shall be permitted.

B. A nonconforming structure which is destroyed by fire, act of nature, or other causes beyond the control of the owner may be rebuilt to the same or smaller configuration existing immediately prior to the time the structure was destroyed. Where replacement of a nonconforming structure or portion of a structure is permitted under this section, action toward that replacement must be commenced within twenty-four (24) months after the demolition or destruction of the structure. Action toward replacement shall include application for a building permit, commencement of construction, or other significant activity directed toward the replacement of the structure. If this action is not commenced within this time limit, any replacement must conform to the existing development standards.

C. Nonconforming parking areas or nonconforming parking garages may be restriped according to the standards of Section 23.54.030, Parking space standards.

D. The following standards apply to the Industrial Buffer (IB) zone and the Industrial Commercial (IC) Zone:

1. When nonconforming exterior lighting is replaced, new lighting shall conform to the requirements of Section 23.50.046, Light and glare standards.

2. Nonconforming outdoor storage areas shall be required at the time of any structural alteration or expansion of the outdoor storage area or of the structure with which it is associated, to be screened and landscaped according to the landscaping provisions of the applicable zone.

E. Uses existing as of the effective date of the ordinance codified in this chapter<sup>1</sup> which do not meet the performance standards for light and glare or odor shall not be required by this chapter to comply with these performance standards. If the use is proposed to be expanded or the structures are proposed to be structurally altered or expanded, the entire use including exterior lighting must be brought into compliance.

(Ord. 117430 § 75, 1994; Ord. 113658 § 4(part), 1987.)

**Subchapter II Uses in All Industrial Zones****23.50.012 Permitted and prohibited uses.**

A. All uses shall be either permitted outright, prohibited or permitted as a conditional use according to Chart A. (See Chart A for Section 23.50.012.)

B. All permitted uses shall be allowed as either a principal use or as an accessory use, unless otherwise indicated in Chart A.

C. Public Facilities.

1. Except as provided in subsections C2a and C2b below, uses in public facilities that are most similar to uses permitted outright or permitted by conditional use in this chapter shall also be permitted outright or by conditional use, subject to the same use regulations, development standards and administrative conditional use criteria that govern the similar uses.

2. Public Facilities Not Meeting Development Standards Requiring City Council Approval.

a. The City Council may waive or modify applicable development standards or conditional use criteria for those uses in public facilities that are similar to uses permitted outright or permitted by conditional use according to the provisions of Chapter 23.76, Subchapter III, Council Land Use Decisions, with public projects considered as Type IV quasi-judicial decisions and City facilities considered as Type V legislative decisions.

3. Other Uses Permitted in Public Facilities. Unless specifically prohibited, uses in public facilities that are not similar to uses permitted outright or permitted by a conditional use under this chapter may be permitted by the City Council. City Council may waive or modify development standards or conditional use criteria according to the provisions of Chapter 23.76, Subchapter III, Council Land Use Decisions, with public projects considered as Type IV quasi-judicial decisions and City facilities considered as Type V legislative decisions.

3. In all industrial zones, uses in public facilities not meeting development standards may be permitted by the Council if the following criteria are satisfied:

a. The project provides unique services which are not provided to the community by the private sector, such as police and fire stations; and

b. The proposed location is required to meet specific public service delivery needs; and

c. The waiver or modification to the development standards is necessary to meet specific public service delivery needs; and

d. The relationship of the project to the surrounding area has been considered in the design, siting, landscaping and screening of the facility.

4. Expansion of Uses in Public Facilities.

a. Major Expansion. Major expansions may be permitted to uses in public facilities allowed in subsections C1, C2a and C2b above according to the same provisions and procedural requirements as described in these subsections. A major expansion of a public facility use occurs when the expansion that is proposed would not meet development standards or exceed either seven

hundred fifty (750) square feet or ten (10) percent of its existing area, whichever is greater, including gross floor area and areas devoted to active outdoor uses other than parking.

b. Minor Expansion. When an expansion falls below the major expansion threshold level, it is a minor expansion. Minor expansions may be permitted to uses in public facilities allowed in subsections C1, C2a and C2b above according to the provisions of Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, for a Type I Master Use Permit when the development standards of the zone in which the public facility is located are met.

5. Essential Public Facilities. Permitted essential public facilities shall also be reviewed according to the provisions of Chapter 23.80, Essential Public Facilities. (Ord. 118794 § 38, 1997; Ord. 118672 § 22, 1997; Ord. 117430 § 76, 1994; Ord. 117263 § 48, 1994; Ord. 117202 § 9, 1994; Ord. 116907 § 7, 1993; Ord. 116596 § 3, 1993; Ord. 116295 § 21, 1992; Ord. 115043 § 11, 1990; Ord. 115002 § 10, 1990; Ord. 114875 § 12, 1989; Ord. 114623 § 14, 1989; Ord. 113658 § 4(part), 1987.)

**23.50.014 Conditional uses.**

A. Criteria For All Conditional Uses. All conditional uses shall be subject to the procedures set forth in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, and shall meet the following criteria:

1. The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

2. The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.

3. Landscaping and screening, vehicular access controls and other measures shall insure the compatibility of the use with the surrounding area and mitigate adverse impacts.

4. The conditional use shall be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. However, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.

5. In areas covered by Council-adopted Neighborhood Plans which were adopted after 1983, uses shall be consistent with the recommendations of the plans.

B. Administrative Conditional Uses. The following uses, identified as administrative conditional uses in Chart A, may be permitted by the Director when the provisions of this subsection and subsection A of this section are met.

1. Artist's studio/dwellings in an existing structure may be permitted as a conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones, except as provided in the Shoreline District, Chapter 23.60, upon showing that the occupant is a bona fide working artist, and subject to the following criteria:

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a. Artist's studio/dwellings shall generally be discouraged along arterials such as freeways, state routes and freight lines;

b. Artist's studio/dwellings shall not be allowed in areas where existing industrial uses may cause environmental or safety problems;

c. Artist's studio/dwellings shall not be located where they may restrict or disrupt industrial activity;

d. The nature of the artist's work shall be such that there is a genuine need for the space; and

e. The owner(s) of a building seeking a conditional use for artist's studio/dwellings must sign and record a covenant and equitable servitude, on a form acceptable to the Director, that acknowledges that the owner(s) and occupants of the building accept the industrial character of the neighborhood and agree that existing or permitted industrial uses do not constitute a nuisance or other inappropriate or unlawful use of land. Such covenant and equitable servitude must state that it is binding on the owner(s)' successors, heirs, and assigns, including any lessees of the artist's studio/dwellings.

2. Park-and-ride lots may be permitted as a conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones according to the following criteria:

a. The park-and-ride lot shall not create conflict with industrial activity by causing significant additional traffic to circulate through the area;

b. The park-and-ride lot has direct vehicular access to a designated arterial improved to City standards;

c. The park-and-ride lot shall be located on an existing parking area unless no reasonable alternative exists;

d. If the proposed park-and-ride lot is located on a lot containing accessory parking for other uses, there shall be no substantial conflict in the principal operating hours of the park-and-ride lot and the other uses; and

e. The park-and-ride lot is not located within three thousand (3,000) feet of downtown.

3. Lodging may be permitted as a conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones according to the following criteria:

a. The use is designed primarily to serve users in the industrial area; and

b. The use is designed and located to minimize conflicts with industrial uses in the area.

4. A residential use not otherwise permitted in the zone may be permitted as a conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones within a structure designated as a Landmark, pursuant to the Seattle Municipal Code, Chapter 25.12, Landmarks Preservation, or within a structure in a

**INDUSTRIAL USES**

**Chart A  
for Section 23.50.012**

Uses	Zones		
	IB	IC	IG1 and IG2
I. Manufacturing			
A. Light manufacturing	P	P	P
B. General manufacturing	P	P	P
C. Heavy manufacturing	CU	X or CU <sup>1</sup>	P or CU <sup>2</sup>
II. High-impact Uses	X	X or CU <sup>3</sup>	X or CU <sup>4</sup>
III. Commercial			
A. Retail sales and service			
1. Personal and household sales and services	P	P	P
2. Medical services	P/CU <sup>5</sup>	P/CU <sup>5</sup>	P/CU <sup>5</sup>
3. Animal services			
a. Animal health services	P	P	P
b. Kennel	X	P	P
c. Animal control shelter	P	P	P
4. Automotive retail sales and service	P	P	P
5. Marine retail sales and service	P	P	P
6. Eating and drinking establishment			
a. Fast-food restaurants over 750 square feet	CU	CU	CU
b. Fast-food restaurants under 750 square feet	P	P	P
c. Restaurants with or without cocktail lounges	P	P	P
d. Tavern	P	P	P
e. Brewpub	P	P	P
7. Lodging	P	P	P
8. Mortuary service	P	P	P
9. Existing cemeteries	P	P	P
10. New cemeteries	X	X	X
B. Principal use parking, surface area or garage	P	P	P
C. Nonhousehold sales and services	P	P	P
D. Office	P	P	P

**INDUSTRIAL USES**

**Chart A  
for Section 23.50.012 (Continued)**

Uses	Zones		
	IB	IC	IG1 and IG2
E. Entertainment			
1. Places of public assembly			
a. Performing arts theater	P	P	P
b. Spectator sports facility	P	P	P
c. Lecture and meeting halls	P	P	P
d. Motion picture theater	P	P	P
e. Motion picture theater, adult	X	X	X
f. Adult panorams	X	X	X
2. Participant sports and recreation			
a. Indoor	P	P	P
b. Outdoor	P	P	P
F. Wholesale showroom	P	P	P
G. Mini-warehouse	P	P	P
H. Warehouse	P	P	P
I. Outdoor storage	P	P	P
J. Transportation Facilities			
1. Personal transportation services	P	P	P
2. Passenger terminal	P	P	P
3. Cargo terminal	P	P	P
4. Transit vehicle base	CU	CU	CU
5. Helistop	CCU	CCU	CCU
6. Heliport	X	CCU	CCU
7. Airport, land-based	X	CCU	CCU
8. Airport, water-based	X	CCU	CCU
9. Railroad switchyard	P	P	P
10. Railroad switchyard with mechanized hump	X	X	CU
K. Food processing and craft work	P	P	P
L. Research and development laboratory	P	P	P

**INDUSTRIAL USES**  
**Chart A**  
**for Section 23.50.012 (Continued)**

Uses	Zones		
	IB	IC	IG1 and IG2
IV. Salvage and Recycling			
A. Recycling collection station	P	P	P
B. Recycling center	P	P	P
C. Salvage yard	X	X	P
V. Utilities			
A. Utility services use	P	P	P
B. Major communication utility <sup>6</sup>	CU	CU	CU
C. Minor communication utility <sup>6</sup>	P	P	P
D. Solid waste transfer station	X	CU	CU
E. Power plant	X	CCU	P
F. Sewage treatment plant	X	CCU	CCU
G. Solid waste incineration facility	X	CCU	CCU
H. Solid waste landfills	X	X	X
VI. Institutions			
A. Institute for advanced study	P	P	P
B. Private clubs	EB	EB	EB
C. Child care center	P	P	P
D. Museum	EB	EB	EB
E. School, elementary or secondary	EB	EB	EB
F. College EB	EB	EB	

**INDUSTRIAL USES**  
**Chart A**  
**for Section 23.50.012 (Continued)**

Uses	Zones		
	IB	IC	IG1 and IG2
G. Community center	EB	EB	EB
H. Community club	EB	EB	EB
I. Vocational or fine arts school	P	P	P
J. Hospital	EB	CU <sup>8</sup>	EB
K. Religious facility	EB	EB	EB
L. University	EB	EB	EB
M. Major Institutions, subject to the provisions of Chapter 23.69	EB	EB	EB
VII. Public Facilities			
A. Jails	X	X	X
B. Work-release centers	X	X	X
C. Other public facilities	CCU	CCU	CCU
VIII. Park and Pool/Ride Lots			
A. Park and pool lots	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>
B. Park and ride lots	CU	CU	CU
IX. Residential			
A. Single-family dwelling units	X	X	X
B. Multifamily structures	X	X	X
C. Congregate residences	X	X	X
D. Adult family homes	X	X	X
E. Floating homes	X	X	X



**INDUSTRIAL USES**  
**Chart A**  
**for Section 23.50.012 (Continued)**

Uses	Zones		
	IB	IC	IG1 and IG2
F. Mobile home park	X	X	X
G. Nursing homes	X	X	X
H. Artist's studio/dwelling	EB/CU	EB/CU	EB/CU
I. Caretaker's quarters	P	P	P
J. Residential use except artist's studio/ dwelling and caretaker's quarters in a landmark structure or landmark district	CU	CU	CU
X. Open Space			
A. Parks	P	P	P
B. Playgrounds	P	P	P
XI. Agricultural Uses			
A. Animal husbandry	X	X	X
B. Horticultural use	X	X	X
C. Aquaculture	P	P	P

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P = Permitted  
X = Prohibited  
CU = Administrative conditional use  
CCU = Council conditional use  
EB = Permitted only in a building existing on October 5, 1987

**INDUSTRIAL USES**  
**Chart A**  
**for Section 23.50.012 (Continued)**

1The heavy manufacturing uses listed in subsection B10 of Section 23.50.014 may be permitted as conditional uses. All other heavy manufacturing uses are prohibited.

2Heavy manufacturing uses may be permitted as a conditional use within the Queen Anne Interbay area as provided at subsection C of Section 23.50.014.

3The high-impact uses listed at subsection B10 of Section 23.50.014 may be permitted as conditional uses.

4High-impact 1 uses may be permitted as a conditional use as provided at subsection B5 of Section 23.50.014.

5Medical service uses over ten thousand (10,000) square feet, within two thousand five hundred (2,500) feet of medical Major Institution Overlay District boundary, shall require administrative conditional use approval, unless included in an adopted Major Institution master plan or located in a downtown zone. See Section 23.50.014.

6See Chapter 23.57 for regulation of major and minor communication utilities and accessory communication devices.

7 Park and pool lots are not permitted within three thousand (3,000) feet of downtown.

8Hospitals may be permitted as a conditional use where accessory to a research and development laboratory or an institute for advanced study as provided by subsection B15 of Section 23.50.014.

Landmark District, pursuant to the Seattle Municipal Code, Chapters 25.16, Ballard Avenue Landmark District, or Chapter 25.28, Pioneer Square Historical District, subject to the following criteria:

a. The use shall be compatible with the historic or landmark character of the structure. The Director shall request a determination regarding compatibility by the respective Board having jurisdiction over the structure or lot;

b. The residential use shall not restrict or disrupt industrial activity in the zone; and

c. The surrounding uses would not be detrimental to occupants of the Landmark structure.

5. High Impact I uses may be permitted as a conditional use in General Industrial 1 (IG1), and General Industrial 2 (IG2) zones, according to the following criteria:

a. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;

b. A management plan may be required. The Director may determine the level of detail to be disclosed in the plan based on the probable impacts and/or the scale of the effects. Discussion of materials handling and storage, odor control, transportation and other factors may be required.

6. A new railroad switchyard with a mechanized hump, or the expansion of such a use beyond the lot occupied at the date of adoption of the ordinance codified in this section,<sup>1</sup> may be permitted as a conditional use in General Industrial 1 (IG1) and General Industrial 2 (IG2) zones, according to the following criteria:

a. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;

b. Measures to minimize the impacts of noise, light and glare, and other measures to insure the compatibility of the use with the surrounding area and to mitigate adverse impacts shall be incorporated into the design and operation of the facility.

7. Solid waste transfer stations may be permitted as a conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2) and Industrial Commercial (IC) zones according to the following criteria:

a. Measures to minimize potential odor emissions and airborne pollutants shall be determined in consultation with the Puget Sound Air Pollution Control Agency (PSAPCA). These measures shall be incorporated into the design and operation of the facility;

b. Measures to maximize control of rodents, birds and other vectors shall be determined in consultation with the Seattle/King County Department of Public Health. These measures shall be incorporated into the design and operation of the facility;

c. A transportation plan may be required. The Director shall determine the level of detail to be disclosed in the plan such as estimated trip generation, access routes and surrounding area traffic counts, based on

the probable impacts and/or scale of the proposed facility; and

d. Measures to minimize other impacts are incorporated into the design and operation of the facility.

8. Heavy Manufacturing uses may be permitted in the Industrial Buffer (IB) zone as a conditional use according to the following criteria:

a. The use shall be located within an enclosed building except for shipbuilding;

b. The hours of operation for all processes creating any adverse impacts on residentially or commercially zoned land may be limited;

c. Truck and service traffic associated with the heavy manufacturing use shall be directed away from streets serving lots in nonindustrial zones;

d. The infrastructure of the area shall be capable of accommodating the traffic generated by the proposed use; and

e. The use shall not produce sustained or recurrent vibrations exceeding 0.002 g acceleration as measured on lots in nonindustrial zones.

9. The Heavy Manufacturing uses listed in subsection 9a below may be permitted in the Industrial Commercial (IC) zone as a conditional use according to criteria contained in subsection 9b.

a. Uses.

(1) Mass production of commercial or recreational vessels of any size and the production of vessels up to one hundred and twenty (120) feet in length, constructed to individual specifications; and

(2) Manufacturing of electrical components, such as semiconductors and circuit boards, using chemical processes such as etching or metal coating; and

(3) Production of industrial organic and inorganic chemicals, and soaps and detergents.

b. Criteria.

(1) Except for shipbuilding, the use shall be located within an enclosed building;

(2) The hours of operation for all processes creating any impacts on residentially or commercially zoned land may be limited;

(3) Truck and service traffic associated with the heavy manufacturing use shall be directed away from streets serving lots in nonindustrial zones;

(4) The infrastructure of the area shall be capable of accommodating the traffic generated by the proposed use;

(5) The use shall not produce sustained or recurrent vibrations exceeding 0.002g acceleration as measured on lots in nonindustrial zones;

(6) The finished product as packaged for sale or distribution shall be in such a form that product handling and shipment does not constitute a significant public health risk; and

(7) The nature of the materials produced and/or the scale of manufacturing operations may be limited in order to minimize the degree and severity of risks to public health and safety.

# Seattle Municipal Code

June, 1998 code update file

Text provided for historic reference only.

See ordinances creating and amending sections for complete text, graphics, and tables and to confirm accuracy of this source file.

(Seattle 3-98) For current SMC, contact  
the Office of the City Clerk

See ordinances creating amendments and tables and to conform to this source file.

10. The High Impact uses listed in subsection 10a below may be permitted as conditional uses in the Industrial Commercial (IC) zone according to the criteria contained in subsection 10b below.

a. Uses.

(1) The manufacture of Group A hazardous materials, except Class A or B explosives; and

(2) The manufacture of Group B hazardous materials, when the hazardous materials are present in quantities greater than two thousand five hundred (2,500) pounds of solids, two hundred seventy-five (275) gallons of liquids, or one thousand (1,000) cubic feet of gas at any time.

b. Criteria.

(1) The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;

(2) A management plan may be required. The Director may determine the level of detail to be disclosed in the plan based on the probable impacts and/or the scale of the effects. Discussion of materials handling and storage, odor control, transportation and other factors may be required;

(3) The finished product as packaged for sale or distribution shall be in such a form that product handling and shipment does not constitute a significant public health risk; and

(4) The nature of the materials produced and/or the scale of manufacturing operations may be limited in order to minimize the degree and severity of risks to public health and safety.

11. Fast-food restaurants which have a gross floor area greater than seven hundred fifty (750) square feet are identified as heavy traffic generators and may be permitted as a conditional use in the General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones according to the following criteria:

a. The Director may require that the applicant prepare an analysis of traffic, circulation, and parking impacts and demonstrate that the use will not:

(1) Cause significant additional traffic to circulate through nearby residential neighborhoods,

(2) Disrupt the pedestrian flow of an area by significantly increasing the potential for pedestrian-vehicle conflicts,

(3) Create traffic or access problems which may require the expenditure of City funds to mitigate,

(4) Interfere with peak-hour transit operations by causing auto traffic to cross a designated high-occupancy vehicle lane adjacent to the lot, or

(5) Cause cars waiting to use the facility to queue across the sidewalk or onto the street;

b. Appropriate litter-control measures are provided.

12. Transit vehicle bases may be permitted as a conditional use in the General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC) zones according to the following criteria:

a. The amount of industrial land occupied by the facility shall be minimized. To avoid disruption of the industrial function of the area, the presence of the

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facility shall not obstruct the operation or likely expansion of existing industrial uses;

b. The location of the facility shall not result in significant displacement of viable industrial uses or support activities;

c. The amount of land occupied by the facility that has access to industrial shorelines or major rail facilities shall be minimized; and

d. A transportation plan may be required to prevent conflicts with nearby industrial uses. The Director shall determine the level of detail to be disclosed in the plan based on the probable impacts and/or scale of the proposed facility.

13. Development of a medical service use over ten thousand (10,000) square feet, outside but within two thousand five hundred feet (2,500') of a medical Major Institution overlay district boundary, shall be subject to administrative conditional use approval, unless included in an adopted master plan. In making determination whether to approve or deny medical service use, the Director shall determine whether an adequate supply of industrially zoned land will continue to exist. The following factors shall be used in making this determination:

a. Whether the amount of medical service use development existing and proposed in the vicinity would reduce the current viability or significantly impact the longer-term potential of the manufacturing or heavy commercial character of the industrial area; and

b. Whether medical service use development would displace existing manufacturing or heavy commercial uses or usurp vacant land, in areas with parcels particularly suited for manufacturing or heavy commercial uses.

14. A nonconforming use may be converted by an administrative conditional use authorization to a use not otherwise permitted in the zone based on the following factors:

a. New uses shall be limited to those first permitted in the next more intensive zone;

b. The Director shall evaluate the relative impacts of size, parking, traffic, light, glare, noise, odor and similar impacts of the two (2) uses, and how these impacts could be mitigated;

c. The Director must find that the new nonconforming use is no more detrimental to property in the zone and vicinity than the existing nonconforming use.

15. An accessory hospital facility may be permitted as a conditional use according to the following criteria:

a. The hospital facility is an integral element of a research and development laboratory or an institute for advanced study to which it is accessory; and

b. The hospital use shall not be allowed in areas where industrial activity may adversely affect hospital activity.

C. Administrative Conditional Uses/Queen Anne Interbay Area. Within the area shown on Exhibit 23.50.014 A, the uses listed in subsection C1 and C2 of this section shall be administrative conditional uses and may be permitted by the Director when the provisions of

this section and subsection A of Section 23.50.014 are met (See Exhibit 23.50.014 A):

1. Heavy Manufacturing uses may be permitted as a conditional use according to the following criteria:

a. Except shipbuilding, the use shall be located within an enclosed building;

b. The hours of operation for all process creating any adverse impacts on residentially or commercially zoned land shall be limited;

c. Truck and service traffic associated with the heavy manufacturing use shall be directed away from streets serving lots in nonindustrial zones;

d. The infrastructure of the area shall be capable of accommodating the traffic generated by the proposed use; and

e. The use shall not produce sustained or recurrent vibrations exceeding 0.002 g acceleration as measured on lots in nonindustrial zones.

2. Power plants may be permitted as a conditional use according to the following criteria:

a. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;

b. A facility management and transportation plan may be required. The level and kind of detail to be disclosed in the plan shall be based on the probable impacts and/or scale of the proposed facility, and may include discussion of transportation, noise control, and hours of operation;

c. Measures to minimize potential odor emission and airborne pollution shall meet standards of and be consistent with the Puget Sound Air Pollution Control Agency (PSAPCA), and shall be incorporated into the design and operation of the facility; and

d. Landscaping and screening, separation from less-intensive zones, noise, light and glare controls, and other measures to insure the compatibility of the use with the surrounding area and to mitigate adverse impacts shall be incorporated into the design and operation of the facility.

D. Council Conditional Uses. The following uses are identified as Council conditional uses on Chart A of Section 23.50.012 and may be permitted by the Council when provisions of this subsection and subsection A are met:

1. Sewage treatment plants may be permitted as a Council conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2) and Industrial Commercial (IC) zones according to the following criteria:

a. The plant shall be located so that adverse impacts would not affect large concentrations of people, particularly in residential and commercial areas;

b. The negative impacts of the use can be satisfactorily mitigated by imposing conditions to protect other property in the zone or vicinity and to protect the environment. Appropriate mitigation measures shall include but are not limited to:

(1) A facility management and transportation plan shall be required. The level and kind of

detail to be disclosed in the plan shall be based on the probable impacts and/or scale of the proposed facility, and shall at a minimum include discussion of sludge transportation, noise control and hours of operation, and shall be incorporated into the design and operation of the facility.

(2) Measures to minimize potential odor emission and airborne pollutants including methane shall meet standards of and be consistent with best available technology as determined in consultation with the Puget Sound Air Pollution Control Agency (PSAPCA), and shall be incorporated into the design and operation of the facility.

(3) Methods of storing and transporting chlorine and other hazardous and potentially hazardous chemicals shall be determined in consultation with the Seattle Fire Department and incorporated into the design and operation of the facility.

(4) Vehicular access suitable for trucks shall be available or provided from the plant to a designated arterial improved to City standards;

(5) Landscaping and screening, separation from less-intensive zones, noise, light and glare controls, and other measures to insure the compatibility of the use with the surrounding area and to mitigate adverse impacts shall be incorporated into the design and operation of the facility.

2. Heliports may be permitted as a Council conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2) and Industrial Commercial (IC) Zones according to the following criteria:

a. The heliport is to be used for the takeoff and landing and servicing of helicopters which serve a public safety, news gathering or emergency medical care function; is part of a City and regional transportation plan approved by the City Council and is a public facility; or is part of a City and regional transportation plan approved by the City Council and is not within two thousand feet (2,000') of a residential zone;

b. A need shall be determined for the facility at the proposed location;

c. The heliport is located to minimize impacts, such as noise and dust impacts, on lots in the surrounding area;

d. The lot is of sufficient size that the operations of the heliport and the flight paths of helicopters are buffered from the surrounding area;

e. Open areas and landing pads are hard-surfaced; and

Exhibit 23.50.014 A Administrative Conditional Uses Queen Anne — Interbay Area

23.50.014 LAND USE CODE

f. The heliport meets all federal requirements including those for safety, glide angles and approach lanes.

3. Airports may be permitted as a Council conditional use in the General Industrial 1 (IG1), General Industrial 2 (IG2) and Industrial Commercial (IC) zones according to the following criteria:

a. A need shall be determined for the facility at the proposed location;

b. The impacts of the proposal shall be evaluated so that the negative impacts can be satisfactorily mitigated by imposing conditions to protect other property in the zone or vicinity and to protect the environment. Appropriate mitigation measures shall include, but are not limited to:

(1) The site shall be located so that adverse impacts associated with landing and takeoff activities, including noise levels and safety conditions, will not affect large numbers of people in the immediate vicinity as well as in the general landing path of the flight pattern,

(2) A facility management and transportation plan shall be required. At a minimum, the facility management and transportation plan shall demonstrate noise control, vehicle and service access, and hours of operation, and shall be incorporated into the design and operation of the facility, and

(3) Landscaping and screening, separation from less-intensive zones, noise, light and glare controls, and other measures to insure the compatibility of the use with the surrounding area and to mitigate adverse impacts shall be incorporated into the design and operation of the facility.

4. Solid waste incineration facilities may be permitted as a Council conditional use in the General Industrial 1 (IG1) and General Industrial 2 (IG2) zones according to the following criteria:

a. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;

b. Measures to minimize odor emission and airborne pollutants shall be determined in consultation with the Puget Sound Air Pollution Control Agency (PSAPCA). These measures shall be incorporated into the design and operation of the facility;

c. A transportation plan may be required. The Director shall determine the level of detail to be disclosed in the plan based on the probable impacts and/or scale of the proposed facility.

5. Power plants may be permitted as a Council conditional use in the Industrial Commercial (IC) zone according to the following criteria:

a. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;

b. A facility management and transportation plan may be required. The level and kind of detail to be disclosed in the plan shall be based on the probable impacts and/or scale of the proposed facility, and may

include discussion of transportation, noise control, and hours of operation;

c. Measures to minimize potential odor emission and airborne pollution shall meet standards of the Puget Sound Air Pollution Control Agency (PSAPCA), and shall be incorporated into the design and operation of the facility; and

d. Landscaping and screening, separation from less-intensive zones, noise, light and glare controls, and other measures to insure the compatibility of the use with the surrounding area and to mitigate adverse impacts shall be incorporated into the design and operation of the facility.

6. Helistops may be permitted as a Council conditional use in the General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB), and Industrial Commercial (IC) zones according to the following criteria:

a. The helistop is not within one thousand two hundred (1,200) feet of a residential zone;

b. The helistop is located to minimize impacts, such as noise and dust impacts, on lots in residential zones;

c. The lot is of sufficient size that the operations of the helistop and the flight paths of the helicopter are buffered from the surrounding area;

d. Open areas and landing pads are hard-surfaced; and

e. The helistop meets all federal requirements, including those for safety, glide angles and approach lanes.

(Ord. 118794 §§ 39, 40, 1997; Ord. 116907 § 8, 1993; Ord. 116616 § 7, 1993; Ord. 116232 § 1, 1992; Ord. 115135 § 1, 1990; Ord. 115002 § 11, 1990; Ord. 113658 § 4(part), 1987.)

1.Editor's Note: Ordinance 113658 was passed by the City Council on October 5, 1987, and was later amended by Ordinance 115002, passed by the Council on March 26, 1990, Ordinance 115135, passed by the Council on June 18, 1990, Ordinance 116232, passed by the Council on June 22, 1992, Ordinance 116616, passed by the Council on March 22, 1993 and Ordinance 116907, passed by the Council on October 18, 1993.

### Subchapter III Development Standards in All Zones

#### 23.50.015 Major Phased Development.

A. An applicant may seek approval of a Major Phased Development, as defined in Section 23.84.025. A Major Phased Development proposal is subject to the provisions of the zone in which it is located and shall meet the following thresholds:

1. A minimum site size of five (5) acres, where the site is composed of contiguous parcels or contains a right-of-way within;

2. The project, which at time of application shall be a single, functionally interrelated campus, contains more than one building, with a minimum total gross floor area of two hundred thousand (200,000) square feet;



3. The first phase of the development consists of at least one hundred thousand (100,000) square feet in gross building floor area; and

4. At the time of application, the project supports the land use policies for the zone in which it is proposed.

B. A Major Phased Development application shall contain and be submitted, evaluated, and approved according to the following:

1. The application shall contain a level of detail which is sufficient to reasonably assess anticipated impacts, including those associated with a maximum buildout, within the timeframe requested for Master Use Permit extension.

2. A Major Phased Development component shall not be approved unless the Director concludes that anticipated environmental impacts, such as traffic, open space, shadows, construction impacts and air quality, are not significant or can be effectively monitored and conditions imposed to mitigate impacts over the extended life of the permit.

3. Expiration or renewal of a permit for the first phase of a Major Phased Development is subject to the provisions of Chapter 23.76, Master Use Permits and Council Land Use Decisions. The Director shall determine the expiration date of a permit for subsequent phases of the Major Phased Development through the analysis provided for above; such expiration shall be no later than fifteen (15) years from the date of issuance.

C. Changes to the Approved Major Phased Development. When an amendment to an approved project is requested, the Director shall determine whether or not the amendment is minor.

1. A minor amendment meets the following criteria:

a. Substantial compliance with the approved site plan and conditions imposed in the existing Master Use Permit with the Major Phased Development component with no substantial change in the mix of uses and no major departure from the bulk and scale of structures originally proposed; and

b. Compliance with the requirements of the zone in effect at the time of the original Master Use Permit approval; and

c. No significantly greater impact would occur.

2. If the amendment is determined by the Director to be minor, the site plan may be revised and approved as a Type I Master Use Permit. The Master Use Permit expiration date of the original approval shall be retained, and shall not be extended through a minor revision.

3. If the Director determines that the amendment is not minor, the applicant may either continue under the existing MPD approval or may submit a revised MPD application. The revised application shall be a Type II decision. Only the portion of the site affected by the revision shall be subject to regulations in effect on the date of the revised MPD application. The decision may retain or

may extend the existing expiration date on the portion of the site affected by the revision.

(Ord. 117598 § 2, 1995.)

### **23.50.016 Landscaping standards on designated streets.**

Uses located on streets which have been designated on the Industrial Streets Landscaping Maps, Exhibits 23.50.016 A and B, shall provide landscaping as outlined in subsections A and B below. (See Exhibits 23.50.016 A and 23.50.016 B.)

A. Street Trees. Street trees shall be required along designated street frontages. Street trees shall be provided in the planting strip according to Seattle Transportation Tree Planting Standards.

B. Exceptions to Street Tree Requirements.

1. Street trees required by subsection A of this section may be located on the lot at least two feet (2') from the street lot line instead of in the planting strip when:

a. Existing trees and/or landscaping on the lot provide improvements substantially equivalent to those required in this section.

b. It is not feasible to plant street trees according to City standards. A five-foot (5') deep landscaped setback area shall be required along the street property lines and trees shall be planted there. If an on-site landscaped area is already required, the trees shall be planted there if they cannot be placed in the planting strip.

c. Continuity of landscaping on adjacent properties along the street front is desirable.

2. Street trees shall not be required for an expansion of less than two thousand five hundred (2,500) square feet. Two (2) street trees shall be required for each additional one thousand (1,000) square feet of expansion. The maximum number of street trees shall be controlled by Seattle Transportation standard. Rounding, per Section 23.86.002 B, shall not be permitted.

3. Street trees shall not be required when a change of use is the only permit requested.

4. Street trees shall not be required for an expansion of a surface parking area of less than twenty percent (20%) of parking area or number of parking spaces.

C. Screening. All outdoor storage, including off-street parking for two (2) or more fleet vehicles, outdoor storage for recyclable materials and outdoor manufacturing, repairing, refuse compacting or recycling activities, shall provide view-obscuring screening along street lot lines unless the storage or activity is fifteen feet (15') above or below the street. If the specific zone requires more extensive landscaping or screening provisions, the more extensive provisions shall apply.

(Ord. 118409 § 192, 1996; Ord. 116744 § 24, 1993; Ord. 115326 § 21, 1990; Ord. 115164 § 3, 1990; Ord. 113658 § 4(part), 1987.)

**Seattle Municipal Code  
June, 1998 code update file  
Text provided for historic reference only.**

Exhibit 23.50.016 A  
Industrial Streets Landscaping Plan

**See ordinances creating and amending  
sections for complete text, graphics,  
and tables and to confirm accuracy of  
this source file.**

**For current SMC, contact  
the Office of the City Clerk**

**Seattle Municipal Code  
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Exhibit 23.50.016 B  
Industrial Streets Landscaping Plan

**See ordinances creating and amending  
sections for complete text, graphics,  
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**23.50.018 View corridors.**

A. On lots which are partially within the Shoreline District, except those on the Duwamish Waterway, a view corridor shall be required for the non-shoreline portion, if the portion of the lot in the Shoreline District is required to provide a view corridor under the Seattle Shoreline Master Program.<sup>1</sup>

B. The required width of the view corridor or corridors shall be not more than one-half (1/2) of the required width of the view corridor required in the adjacent Shoreline District.

C. Measurement, modification or waiving of the view corridor requirement shall be according to the Shoreline District measurement regulations, Chapter 23.60. (Ord. 113658 § 4(part), 1987.)

1. Editor's Note: Shoreline district provisions are set out at Chapter 23.60 of this Code.

**23.50.020 All Industrial zones—Structure height exceptions and additional restrictions.**

A. Rooftop Features. Where height limits are otherwise applicable to a structure, and except as provided in subsections C4, D4, E4 and F3 of Section 23.50.024, the following conditions shall apply to rooftop features:

1. Radio and television receiving antennas, excluding dish antennas; amateur radio towers; smokestacks; chimneys and flagpoles and spires for religious institutions are exempt from height controls, except as regulated in Chapter 23.64, Airport District, provided they are a minimum of ten feet (10') from any side or rear lot line.

2. Open railings, planters, skylights, clerestories, greenhouses, parapets and firewalls may extend four feet (4') above the maximum height limit with unlimited rooftop coverage.

3. Solar collectors may extend up to seven feet (7') above the maximum height limit, with unlimited rooftop coverage.

4. The following rooftop features may extend up to fifteen feet (15') above the maximum height limit, as long as the combined total coverage of all features listed in this subsection does not exceed twenty percent (20%) of the roof area, or twenty-five percent (25%) of the roof area if the total includes screened mechanical equipment:

- a. Solar collectors;
- b. Stair and elevator penthouses;
- c. Mechanical equipment; and
- d. Dish antennas, according to the provisions of Chapter 23.57.

**B. Forty-five-foot (45') Height Limit Areas—Additional Height Restrictions for Certain Structures.**

1. Within those industrial areas designated as having a forty-five-foot (45') height limit, forty-five-foot (45') structure height is permitted only when a structure contains at least one (1) story at least fifteen feet (15') in height.

2. Structures with no story at least fifteen feet (15') in height shall be limited to a maximum height of forty feet (40').

(Ord. 116596 § 4, 1993; Ord. 116295 § 22, 1992; Ord. 113658 § 4(part), 1987.)

**23.50.022 General Industrial 1 and 2—Structure height.**

A. There shall be no maximum height limit in the General Industrial 1 (IG1) and General Industrial 2 (IG2) zones except for those specific uses listed in subsection B below and except as regulated in the Airport District regulations at Chapter 23.64.

B. Except for the provisions of Section 23.50.020, the maximum structure height for any portion of a structure which contains the following uses, whether they are principal or accessory, shall be thirty feet (30'), forty-five feet (45'), sixty-five feet (65') or eighty-five feet (85'), as designated on the Official Land Use Map, Chapter 23.32 (also see Exhibit 23.50.022 A):

- 1. Retail sales and services;
- 2. Nonhousehold sales and services;
- 3. Offices;
- 4. Entertainment uses, except spectator sports facilities;
- 5. Research and development laboratories; and
- 6. Institutions.

(Ord. 113658 § 4(part), 1987.)

**23.50.024 Industrial Buffer—Structure height.**

A. There shall be no maximum height limit in the Industrial Buffer (IB) zone except for those specific uses listed in subsection B of this section and except for those circumstances outlined in subsections C, D, E and F except as regulated in the Airport District Regulations at Chapter 23.64.

B. Except for the provisions of Section 23.50.020, and except for structures on lots subject to the provisions of subsections C, D, E and F below, the maximum height for any portion of a structure which contains the following uses, whether principal or accessory, shall be thirty feet (30'), forty-five feet (45'), sixty-five feet (65') or eighty-five feet (85'), as designated on the Official Land Use Map, Chapter 23.32:

- 1. Retail sales and services;
- 2. Nonhousehold sales and services;
- 3. Offices;
- 4. Entertainment uses, except spectator sports facilities;
- 5. Research and development laboratories; and
- 6. Institutions.

C. The following height limits shall apply to all uses, in addition to the maximum permitted heights for uses listed in subsection B, on lots directly across a street right-of-way eighty feet (80') or less in width from lots in a Single-family, Lowrise 1, Lowrise 2, or Lowrise 3 zone:

**Seattle Municipal Code  
June, 1998 code update file  
Text provided for public reference only.**

Exhibit 23.50.022 A  
Maximum Height Limit  
General Industrial 1 and 2 Zones

**See ordinances creating and amending  
sections for complete text, graphics,  
and tables and to confirm accuracy of  
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23.50.024 LAND USE CODE

1. All structures shall be set back five feet (5') from the street lot line opposite lots zoned Single-family, Lowrise 1, Lowrise 2, or Lowrise 3. A maximum height of twenty-six feet (26') shall be permitted at the setback line.

2. Beginning at the five-foot (5') setback line and continuing for thirty-five feet (35'), permitted height shall increase at a forty-five degree (45°) angle from the twenty-six foot (26') height allowed at the setback line. (See Exhibit 23.50.024 A.)

3. The height permitted beyond forty feet (40') from the street lot line shall be the same as the maximum height designated on the Official Land Use Map.

4. Exceptions for rooftop features, Section 23.50.020 A, shall not apply in the area within forty feet (40') of the street lot line.

D. The following height limits shall apply to all lots directly across an alley from lots in a Single-family, Lowrise 1, Lowrise 2, or Lowrise 3 zone:

1. A maximum height of twenty-six feet (26') shall be permitted on alley lot lines.

2. For the area within forty feet (40') of the lot line, permitted height shall increase at a forty-five degree (45°) angle from the twenty-six foot (26') height allowed at the alley lot line. (See Exhibit 23.50.024 B.)

3. The height permitted beyond forty feet (40') from the alley lot line shall be the same as the maximum height designated on the Official Land Use Map.

4. Exceptions for rooftop features, Section 23.50.020 A, shall not apply for the area within forty feet (40') of the alley lot line.

E. The following height limits shall apply to all lots abutting a lot in a Single-family, Lowrise 1, Lowrise 2, or Lowrise 3 zone:

1. A maximum height of eighteen feet (18') shall be permitted on abutting lot lines.

2. For the area within forty feet (40') of the lot line, permitted height shall increase at a forty-five degree (45°) angle from the eighteen-foot (18') height allowed at the abutting lot line. (See Exhibit 23.50.024 C.)

3. The height permitted beyond forty feet (40') from the abutting lot line shall be the same as the maximum height designated on the Official Land Use Map.

4. Exceptions for rooftop features, Section 23.50.020 A, shall not apply in the area within forty feet (40') of the abutting lot line.

F. The following height limit shall apply to lots which abut a lot in a Midrise, Highrise, or Commercial zone:

1. A maximum height of forty feet (40') shall apply for a depth of twenty feet (20') along the abutting lot lines. (See Exhibit 23.50.024 D.)

2. The height permitted beyond twenty feet (20') from the abutting lot lines shall be the same as the maximum height designated on the Official Land Use Map.

3. Exceptions for rooftop features, Section 23.50.020 A, shall not apply in the area within twenty feet (20') of the abutting lot line. (Ord. 113658 § 4(part), 1987.)

**23.50.026 Industrial Commercial—Structure height.**

A. Except for the provisions of Section 23.50.020, the maximum structure height for all uses shall be thirty feet (30'), forty-five feet (45'), sixty-five feet (65') or eighty-five feet (85'), as designated on the Official Land Use Map, Chapter 23.32.

B. Water-dependent uses within the Shoreline District shall only be subject to the height limits of the applicable shoreline environment, Chapter 23.60.

C. Within the area shown on Exhibit 23.50.026 A, areas zoned IC/45 shall be subject to the following height regulations (See Exhibit 23.50.026A):

1. A forty-five-foot (45') structure height is permitted only when a structure contains at least one (1) story at least fifteen (15') in height.

2. Structures with no story at least fifteen (15') in height shall be limited to a maximum height of forty feet (40').

3. A sixty-five-foot (65') structure height is permitted as a special exception provided that:

a. Provision is made for view corridor(s) looking from Elliott Avenue towards Puget Sound;

(1) The location of the view corridor(s) shall be determined by the Director upon consideration of such factors as existing view corridors, the location of street rights-of-way, and the configuration of the lot,

(2) The view corridor(s) shall have a width not less than thirty-five percent (35%) of the width of the lot,

(3) The minimum width of each required view corridor shall be thirty feet (30') measured at Elliott Avenue West,

(4) Measurement, modification or waiver of the view corridor(s) shall be according to the Seattle Shoreline Master Program measurement regulations, Chapter 23.60. Where a waiver under these provisions is granted, the sixty-five-foot (65') structure height shall still be permitted,

(5) Parking for motor vehicles shall not be located in the view corridor unless the area of the lot where the parking would be located is four (4) or more feet below the level of Elliott Avenue West;

b. Development shall be located so as to maximize opportunities for views of Puget Sound for residents and the general public; and

c. The structure contains at least two (2) stories at least fifteen feet (15') in height.

(Ord. 113658 § 4(part), 1987.)

**23.50.027 Maximum size of non-industrial use.**

A. Applicability.

1. Except as provided in subsection B, the maximum size of use limits specified in Chart A of this section shall apply to uses on a lot, and the total gross floor area occupied by uses limited under Chart A of this section shall not exceed an area equal to the area of the

Seattle Municipal Code  
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Exhibit 23.50.024 A  
Industrial Buffer Zone  
Height Limits for All Uses on Lots Directly Across a Street  
Right-of-way Eighty (80) Feet or Less in Width from Lots in  
a Single-family, Lowrise 1, Lowrise 2 or Lowrise 3 Zone

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sections for complete text, graphics,  
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Exhibit 23.50.024 B

Industrial Buffer Zone

Height Limits for All Lots Directly Across an Alley  
from Lots in a Single-family, Lowrise 1, Lowrise 2  
or Lowrise 3 Zone

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Exhibit 23.50.024 C  
Industrial Buffer Zone  
Height Limits for All Lots Abutting a Lot in a  
Single-family, Lowrise 1, Lowrise 2 or Lowrise 3 Zone

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Exhibit 23.50.024 D  
Industrial Buffer Zone  
Height Limits for Lots Which Abut a Lot in a  
Midrise, Highrise or Commercial Zone

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Exhibit 23.50.026 A  
Height Regulations in Areas Zoned Industrial Commercial/45

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sections for complete text, graphics,  
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lot in an IG1 zone, or two and one-half (2.5) times the area of the lot in an IG2, IB or IC zone, or three (3) times the lot area in IC zones in the South Lake Union Planning Area, as identified in Exhibit 23.50.028 A, with sixty-five-foot (65') or eighty-five-foot (85') height limits. The size of use limits apply to principal and accessory uses on a lot. The limits shall be applied separately to the two (2) categories of use listed in Chart A of this section.

2. The maximum size of use limits shall not apply to the area identified in Exhibit 23.50.027 A, provided that no single retail establishment shall exceed fifty thousand (50,000) square feet in size.

**CHART A  
INDUSTRIAL ZONES**

Categories of Uses Subject to Size of Use Limits	IG2		
	IG1	and IB	IC
Retail sales and service or Entertainment except spectator sports facilities	30,000 sq. ft.	75,000 sq. ft.	75,000 sq. ft.
Office	50,000 sq. ft.	100,000 sq. ft.	N.M.S.L.

N.M.S.L. = No Maximum Size Limits

B. The following exceptions to the maximum size of use limits are allowed for a structure existing as of April 3, 1995:

1. A use legally established as of April 3, 1995 which already exceeds the maximum size of use limits listed in Chart A may continue.

2. The gross floor area of a use listed in Chart A and legally established as of April 3, 1995 may be converted to another category of use listed in Chart A provided that the combined gross floor area devoted to uses listed in Chart A does not exceed the total gross floor area of such uses legally established as of April 3, 1995.

3. If fifty percent (50%) or more of the gross floor area of the structure has been legally established as of April 3, 1995 with a use or uses listed in Chart A, those categories of uses may exceed the size of use limits as follows:

a. Uses listed in Chart A may expand within and occupy the entire structure.

b. The structure may be expanded by up to the following amounts and the use or uses may be permitted to expand within and occupy the entire structure:

(1) IG1 Zone: Twenty percent (20%) of the existing structure gross floor area or ten thousand (10,000) square feet, whichever is less.

(2) IG2, IB and IC Zones: Twenty percent (20%) of the existing structure gross floor area or twenty thousand (20,000) square feet, whichever is less.

C. Special Exception for Office Use.

1. The Director may permit an office use to exceed the size of use limits as a special exception pursuant to Chapter 23.76, Master Use Permits and

Council Land Use Decisions provided that the total gross floor area devoted to the uses limited in Chart A shall not exceed an area equal to the area of the lot in an IG1 zone or two and one-half (2.5) times the area of the lot in an IG2 or IB zone. Such an exception may be considered only if:

a. The office is on the same lot as, and accessory to, a permitted use not listed in Chart A; or

b. The office is a principal use on the same or another lot within one (1) mile distance of a permitted use not listed in Chart A and is directly related to and supportive of that use.

2. The Director shall use the following characteristics to determine whether to approve, approve with conditions or deny a special exception:

a. Characteristics that make a lot more appropriate for office uses are:

(1) The presence of well-defined boundaries, buffers, edge conditions or circulation patterns which separate office uses from industrial activity;

(2) The likelihood that the proposed use will provide or encourage improvements that will directly support industrial activity in the area;

(3) The likelihood that the proposed use, because of its type, size and location, will operate without substantial conflicts with the industrial function of the area;

(4) A sufficiently large industrial area such that the proposed use would not undermine the area's industrial character.

b. Characteristics that make a lot less appropriate for office uses are:

(1) The presence of heavy industrial uses which would conflict with office use;

(2) The presence of any special features, such as access to the water, rail and the regional highway systems, which make the land especially well-suited to industrial use.

(Ord. 117570 § 17, 1995; Ord. 117430 § 77, 1994.)

**23.50.028 Floor area ratio.**

The floor area ratio (FAR), as provided below, shall determine the gross square footage permitted.

A. General Industrial 1, Floor Area Ratio. The total maximum FAR shall be two and one-half (2.5).

B. General Industrial 2 and Industrial Buffer, Floor Area Ratio. The maximum FAR for all General Industrial 2 (IG2) and Industrial Buffer (IB) uses shall be two and one-half (2.5).

C. Industrial Commercial, Floor Area Ratio. Except for the area shown in Exhibit 23.50.028 A, the maximum FAR for all Industrial Commercial (IC) uses shall be two and one-half (2.5). (See Exhibit 23.50.028 A.)

D. Industrial Commercial/South Lake Union, Floor Area Ratio. Within the area shown on Exhibit 23.50.028

**Seattle Municipal Code  
June, 1998 code update file  
Text provided for public reference only.**

Exhibit 23.50.027 A  
North Lake Union Areas

**See ordinances creating and amending  
sections for complete text, graphics,  
and tables and to confirm accuracy of  
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the Office of the City Clerk**

**Seattle Municipal Code  
June, 1998 code update file  
Text provided for historic reference only.**

Exhibit 23.50.028 A  
South Lake Union Planning Area

**See ordinances creating and amending  
sections for complete text, graphics,  
and tables and to confirm accuracy of  
this source file.**

**For current SMC, contact  
the Office of the City Clerk**

A, and described as the South Lake Union Planning Area, the FAR shall be as follows:

1. In areas with a thirty-foot (30') or forty-five-foot (45') height limit, the FAR shall be two and one-half (2.5); and
2. In areas with a sixty-five-foot (65') or eighty-five-foot (85') height limit, the FAR shall be three (3).

E. All Industrial Zones, Exemptions from FAR Calculations. The following areas shall be exempt from FAR calculations:

1. All gross floor area below grade;
2. All gross floor area used for accessory parking.  
(Ord. 117430 § 78, 1994; Ord. 113658 § 4(part), 1987.)

**23.50.029 General Industrial 1 and 2—Setback requirements.**

A setback may be required in order to meet the provisions of Section 23.53.015, Improvement requirements for existing streets in residential and commercial zones, and Section 23.53.030, Alley improvements in all zones.  
(Ord. 115326 § 22, 1990.)

**23.50.030 Industrial Buffer—Setback requirements.**

A. Setbacks shall be required in the Industrial Buffer (IB) zone according to the provisions of subsections B, C and D of this section. All required setbacks shall be landscaped according to the provisions of Section 23.50.036.

B. A five-foot (5') setback shall be required from all street lot lines which are across a street right-of-way eighty feet (80') or less in width from a lot in a Single-family, Lowrise 1, Lowrise 2 or Lowrise 3 zone.

C. When across a street right-of-way eighty feet (80') or less in width from a lot in a Midrise, Highrise or Residential Commercial zone, or across an alley from a lot in any residential zone, the following uses shall be required to provide a five-foot (5') setback from the street or alley lot line:

1. Surface parking areas for more than five (5) vehicles;
2. Parking structures unless enclosed by a solid wall;
3. Outdoor loading berths;
4. Outdoor recycling collection stations; and
5. Outdoor storage, except when the elevation of the outdoor storage area is at least fifteen feet (15') above the residential property.

D. The following uses or structures shall be set back five feet (5') from any lot line abutting a residentially zoned lot:

1. Surface parking areas for more than five (5) vehicles;
2. Parking structures unless enclosed by a solid wall; and
3. Drive-in businesses.

E. The following outdoor activities shall be set back fifteen feet (15') from all lot lines abutting a residentially zoned lot:

1. Outdoor recycling collection stations;
2. Outdoor loading berths; and
3. Outdoor storage.

F. Any outdoor manufacturing, repairing, refuse compacting or recycling activity shall be set back fifty feet (50') from any lot in a residential zone.

G. No entrance, window, or other opening shall be closer than five feet (5') to any abutting residentially zoned lot, except when:

1. Windows are of translucent glass; or
2. Windows are perpendicular to the lot line; or
3. View-obscuring screening is provided between the window and abutting residentially zoned lot.

H. A setback may be required in order to meet the provisions of Section 23.53.015, Improvement requirements for existing streets in residential and commercial zones, and Section 23.53.030, Alley improvements in all zones.  
(Ord. 115326 § 23, 1990; Ord. 113658 § 4(part), 1987.)

**23.50.032 Industrial Commercial—Setback requirements.**

A. Setbacks From Residential Zones.

1. A setback shall be required on lots which abut the intersection of a side and front lot line of a residentially zoned lot. The required setback shall be a triangular area. Two (2) sides of the triangle shall extend fifteen feet (15') from the intersection of the street property line and the property line abutting the residentially zoned lot. The third side shall connect these two (2) sides with a diagonal line across the lot. (See Exhibits 23.50.032 A and 23.50.032 B.

2. A setback shall be required along any lot line which abuts a side or rear lot line of a residentially zoned lot, or which is across an alley from a residentially zoned lot as follows:

- a. Zero feet (0') for portions of structures twelve feet (12') in height or lower; and
- b. Ten feet (10') for portions of structures above twelve feet (12') in height to a maximum of sixty-five feet (65'); and
- c. For portions of structures above sixty-five feet (65') in height, an additional one foot (1') of setback shall be required for every ten feet (10') in excess of sixty-five feet (65'), (see Exhibit 23.50.032 B).

3. Half (1/2) of an alley width may be counted as part of the required setback.

D. No entrance, window or other opening shall be permitted closer than five feet (5') to a residentially zoned lot.

E. A five-foot (5') setback shall be required from all street property lines where street trees are required and it is not feasible to plant them in accordance with City standards. The setback shall be landscaped according to Section 23.50.038, Screening and landscaping standards.

Exhibits 23.50.032 A and 23.50.032 B  
Setbacks in Certain Industrial Commercial Zones

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F. A setback may be required in order to meet the provisions of Section 23.53.015, Improvement requirements for existing streets in residential and commercial zones, and Section 23.53.030, Alley improvements in all zones.

(Ord. 115326 § 24, 1990; Ord. 113658 § 4(part), 1987.)

### 23.50.034 Screening and landscaping.

The following types of screening and landscaping may be required according to the provisions of Sections 23.50.036 and 23.50.038:

A. Three-foot (3') High Screening. Three-foot (3') high screening may be either:

1. A fence or wall at least three feet (3') in height; or
2. A hedge or landscaped berm at least three feet (3') in height.

B. View-obscuring Screening. View-obscuring screening may be either:

1. A fence or wall six feet (6') in height; or
2. A landscaped berm at least five feet (5') in height; or
3. A hedge which would achieve a height of at least five feet (5') within three (3) years of planting; or
4. Any combination of the features listed above which achieves a height of at least five feet (5') within three (3) years of planting.

C. Landscaped Areas and Berms. Each area or berm required to be landscaped shall be planted with trees, shrubs and grass, or evergreen ground cover, in a manner that the total required setback, excluding driveways, will be covered in three (3) years. Features such as walkways, decorative paving, sculptures, or fountains may cover a maximum of thirty percent (30%) of each required landscaped area or berm.

D. Street Trees. When required by this Code, street trees shall be provided in the planting strip according to Seattle Transportation Tree Planting Standards. If it is not feasible to plant street trees in the planting strip according to City standards, they shall be planted in the five-foot (5') deep landscaped setback area along the street property line. Trees planted in this setback area shall be at least two feet (2') from the street lot line.

E. Combinations of Screening and Landscaping Requirements.

1. When there is more than one (1) type of use which requires screening or landscaping, the requirement which results in the greater amount of screening and landscaping shall be followed.

2. Different types of screening or landscaping may be combined on one (1) lot.

(Ord. 118409 § 193, 1996; Ord. 117644 § 25, 1993; Ord. 113658 § 4(part), 1987.)

### 23.50.036 Industrial Buffer—Screening and landscaping.

A. Screening and Landscaping Requirements for All Uses.

1. Street Trees.

a. All uses which are directly across a street eighty feet (80') or less in width from a lot in a residential or commercial zone shall provide street trees.

b. If it is not feasible to plant street trees in the planting strip, then they shall be provided in the required five-foot (5') deep landscaped area along the street property line.

2. Rooftop Screening.

a. Heating, ventilating, air conditioning or other wall or rooftop mechanical equipment shall be located and directed away from adjacent residential property.

b. Screening shall be provided and shall be of a design and material which is compatible with the structure and shall be as high as the equipment to be screened and shall completely surround the equipment.

B. Screening and Landscaping Requirements for Uses Abutting or Across an Alley From a Lot in a Residential Zone.

1. Surface parking areas, off-street loading areas, parking structures, drive-in businesses, gas stations, outdoor sales or storage and outdoor activities, shall provide screening and landscaping as provided in subsection D of this section, screening and landscaping requirements for specific uses.

2. Uses which abut or are across an alley from a lot in a residential zone shall provide view-obscuring screening along the abutting or alley lot line, except as modified by subsection B3 below.

3. When the structure facade is located five feet (5') or less from the lot line, landscaping may be provided in the area between the facade and the lot line as an alternative to view-obscuring screening. This landscaping shall be either:

a. Trellises and vining plants attached to the facade up to a minimum height of ten feet (10'); or

b. A landscaped area meeting the provisions of subsection C of Section 23.50.034.

C. Screening and Landscaping Requirements for Uses Directly Across a Street Eighty Feet (80') or Less in Width From Lots in a Residential Zone.

1. A view-obscuring fence or solid wall screen greater than six feet (6') in height and less than three feet (3') from the lot line shall be screened by trellises and vining plants attached to the wall up to a minimum height of ten feet (10').

2. Some specific uses are required to provide additional screening, landscaping and setbacks as regulated in subsection D of this section.

D. Screening, Landscaping and Setback Requirements for Specific Uses.

1. Surface parking areas for more than five (5) vehicles.

a. When a surface parking area abuts a lot in an NC1, NC2, NC3 or C1 zone, view-obscuring screening along the abutting lot lines shall be provided.

b. When a surface parking area is across an alley from a lot in a residential zone, view-obscuring screening shall be required. A five-foot (5') deep landscaped area shall be required inside the screening. The

Director may reduce or waive the screening and landscaping requirement for all or a part of the lot abutting the alley, or may waive only the landscaping requirement, when required parking can only be provided at the rear lot line and the alley is necessary to provide aisle space. In making the determination to waive or reduce the landscaping and screening requirements, the Director shall consider the following criteria:

(1) Whether the lot width and depth permits a workable plan for the building and parking which would preserve the screening and landscaping;

(2) Whether the character of use across the alley, such as multifamily parking structures or single-family garages, make the screening and landscaping less necessary; and

(3) Whether a topographic break between the alley and the residential zone makes screening less necessary.

c. When a surface parking area or off-street loading area is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone, a five-foot (5') deep landscaped setback area from the street lot line shall be provided. Three-foot (3') high screening and a five-foot (5') landscaped area, with the landscaping on the street side of the screening, shall be provided along the edge of the setback.

d. When a surface parking area is directly across a street right-of-way wider than eighty feet (80') in width from a lot in a residential zone, street trees shall be provided.

e. When a surface parking area abuts a lot in a residential zone, view-obscuring screening and a five-foot (5') deep landscaped setback area on the inside of the screening shall be provided.

f. When a surface parking area is directly across a street right-of-way eighty feet (80') or less in width from a lot in a commercial zone, street trees shall be provided.

2. Parking Structures.

a. When a parking structure is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone, a five-foot (5') deep landscaped setback area from the street lot line, including street trees, shall be provided. The street facade of each floor of parking shall have an opaque screen at least three and one-half feet (3½') high.

b. When a parking structure abuts a lot in a residential zone, a five-foot (5') deep landscaped setback area from the abutting lot line shall be provided, unless the parking structure is completely enclosed except for driveway areas. In addition to the landscaped setback, view-obscuring screening shall be provided along abutting property line(s). When the parking structure is enclosed by a solid wall, any setback area provided within five feet (5') of the abutting lot line(s) shall be landscaped. The abutting facade of each floor of parking not enclosed by a solid wall shall have an opaque screen at least three and one-half feet (3½') high.

c. When a parking structure is across an alley from a lot in a residential zone, a five-foot (5') deep

landscaped setback area from the alley lot line shall be provided, unless the parking structure is completely enclosed except for driveway areas. Three-foot (3') high screening along the facade facing the alley with the landscaping on the alley side of the screening shall be provided. When the parking structure is enclosed by a solid wall, any setback area provided within five feet (5') of the alley lot line shall be landscaped. The abutting or alley facade of each floor of parking shall have an opaque screen at least three and one-half feet (3½') high.

d. When a parking structure is directly across a street right-of-way more than eighty feet (80') in width from a lot in a residential zone, street trees shall be provided.

e. When a parking structure is directly across a street right-of-way eighty feet (80') or less in width from a lot in a commercial zone, street trees shall be provided.

3. Outdoor Sales and Outdoor Display of Rental Equipment.

a. When an outdoor sales area or outdoor display of rental equipment is across an alley from a lot in a residential zone, or abutting a lot in a residential or commercial zone, view-obscuring screening shall be provided along the abutting or alley lot lines.

b. When an outdoor sales area or outdoor display of rental equipment is directly across the street from a lot in a residential zone, street trees and three-foot (3') high screening along the street front shall be provided.

4. Drive-in Businesses Including Gas Stations.

a. Drive-in businesses abutting or across an alley from a lot in a residential zone shall provide view-obscuring screening along the abutting alley lot lines. When the drive-in portion of the business or its access area abuts a lot in a residential zone a five-foot (5') landscaped area shall be required on the inside of the screening.

b. Drive-in businesses in which the drive-in portion of the business is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone shall provide three-foot (3') high screening for the drive-in portion and street trees.

c. When a drive-in business is directly across a street right-of-way wider than eighty feet (80') in width from a lot in a residential zone, street trees shall be provided.

d. Drive-in businesses directly across a street right-of-way eighty feet (80') or less in width from a lot in a commercial zone shall provide street trees.

5. Outdoor Storage, and Outdoor Loading Berths.

a. Outdoor storage and outdoor loading berths directly across a street right-of-way eighty feet (80') or less in width from a lot in an NC1, NC2, NC3 or C1 zone shall provide view-obscuring screening along the street lot lines and shall also provide street trees.

b. When the outdoor storage or outdoor loading berth is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone, view-obscuring screening shall be provided. A five-foot (5') deep landscaped area including street trees shall be provided between the lot line and the view-obscuring screening.

c. When outdoor storage or an outdoor loading berth is directly across a street right-of-way wider than eighty feet (80') in width from a lot in a residential zone, view-obscuring screening and street trees shall be provided.

d. When outdoor storage or an outdoor loading berth is across an alley from a lot in a residential zone, view-obscuring screening shall be provided. A five-foot (5') deep landscaped area shall be provided between the lot and the view-obscuring screening, except when the industrial lot is at least fifteen feet (15') above the elevation of the residential lot or when the screen is a solid wall.

e. When the outdoor storage or outdoor loading berth abuts a lot in a residential zone, view-obscuring screening and a fifteen-foot (15') deep landscaped area inside the screening shall be provided along the abutting lot line.

6. Outdoor Manufacturing, Repairing, Refuse Compacting or Recycling Activities.

a. An outdoor manufacturing, repairing, refuse compacting or recycling activity must be set back fifty feet (50') from a lot in a residential zone.

b. An outdoor manufacturing, repairing, refuse compacting or recycling activity abutting a lot in a residential zone or directly across a street eighty feet (80') or less in width or an alley across from a lot in a residential zone shall provide view-obscuring screening.

c. An outdoor manufacturing, repairing, refuse compacting or recycling activity directly across a street greater than eighty feet (80') in width from a lot in a residential or commercial zone shall provide street trees and view-obscuring screening on the street lot line.

d. An outdoor manufacturing, repairing, refuse compacting or recycling activity abutting or across an alley from a lot in a commercial zone shall provide view-obscuring screening along the abutting or alley lot lines.

(Ord. 113658 § 4(part), 1987.)

### **23.50.038 Industrial Commercial—Screening and landscaping.**

A. Screening and Landscaping Requirements for All Uses.

1. Street Trees.

a. All uses shall provide street trees, unless it is determined by the Director to be infeasible.

b. If it is not feasible to plant street trees in the planting strip, then they shall be provided in the required five-foot (5') deep landscaped area along street property lines.

2. Blank Facades.

a. Blank facade requirements shall apply to the area of the facade between two feet (2') and eight feet (8') above the sidewalk.

b. Any portion of a facade that is not transparent shall be considered to be a blank facade. Clear or lightly tinted glass in windows, doors and display windows shall be considered transparent. Transparent areas shall allow views into the structure or into display windows from the outside.

c. Portions of a facade of a structure which are separated by transparent areas of at least two feet (2') in width shall be considered separate facade segments for the purposes of this subsection.

d. Blank facades which are greater than sixty feet (60') in width which are within twenty feet (20') of the street front shall provide one (1) of the following:

(1) A hedge which would achieve a height of at least five feet (5') within three (3) years of planting and a height of at least ten feet (10') at full maturity; or

(2) Trellises and vining plants attached to the wall up to a minimum height of ten feet (10'); or

(3) A landscaped area meeting the provisions of Section 23.50.034 C, landscaped areas or berms.

C. Additional Screening and Landscaping Requirements for Specific Uses.

1. Surface Parking Areas for More Than Five (5) Vehicles.

a. When a surface parking area abuts a lot in an NC1, NC2, NC3 or C1 zone, view-obscuring screening along the abutting lot lines shall be provided.

b. When a surface parking area is across an alley from a lot in a residential zone, view obscuring screening shall be required. A five-foot (5') deep landscaped area shall be required inside the screening. The Director may reduce or waive the screening and landscaping requirement for all or a part of the lot abutting the alley, or may waive only the landscaping requirement, when required parking can only be provided at the rear lot line and the alley is necessary to provide aisle space. In making the determination to waive or reduce the landscaping and screening requirements, the Director shall consider the following criteria:

(1) Whether the lot width and depth permits a workable plan for the building and parking which would preserve the screening and landscaping; and

(2) Whether the character of use across the alley, such as multi-family parking structures or single-family garages, make the screening and landscaping less necessary; and

(3) Whether a topographic break between the alley and the residential zone makes screening less necessary.

c. When a surface parking area or off-street loading area is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone, a five-foot (5') deep landscaped setback area from the street lot line, including street trees, shall be provided. Three-foot (3') high screening along the edge of

the setback, with the landscaping on the street side of the screening, shall be provided.

d. When a surface parking area or off-street loading area abuts a lot in a residential zone, view-obscuring screening and a five-foot (5') deep landscaped setback area on the inside of the screening shall be provided.

e. Surface parking areas for ten (10) or fewer cars shall be screened by three-foot (3') high screening along the street lot line.

f. Surface parking areas for more than ten (10) cars shall be screened by three-foot (3') high screening and street trees along the street lot lines.

g. Surface parking areas for more than fifty (50) cars shall provide three-foot (3') high screening and street trees along the street lot lines, as well as interior landscaping.

#### 2. Parking Structures.

a. When a parking structure is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone, a five-foot (5') deep landscaped setback area from the street lot line, including street trees, shall be provided. The street facade of each floor of parking shall have an opaque screen at least three and one-half feet (3-1/2') high.

b. When a parking structure abuts a lot in a residential zone, a five-foot (5') deep landscaped setback area from the lot line shall be provided unless the parking structure is completely enclosed except for driveway areas. In addition to the landscaped setback, view-obscuring screening shall be provided along abutting property line(s). When the parking structure is enclosed by a solid wall, any setback area provided within five feet (5') of the abutting lot lines shall be landscaped. The abutting facade of each floor of parking not enclosed by a solid wall shall have an opaque screen at least three and one-half feet (3 1/2') high.

c. When a parking structure is across an alley from a lot in a residential zone, a five-foot (5') deep landscaped setback area from the alley lot line shall be provided, unless the parking structure is completely enclosed, except for driveway areas. Three-foot (3') high screening along the facade facing the alley with the landscaping on the alley side of the screening shall be provided. When the parking structure is enclosed by a solid wall, any setback area provided within five feet (5') of the alley lot line shall be landscaped. The abutting or alley facade of each floor of parking shall have an opaque screen at least three and one-half feet (3 1/2') high.

d. When a parking structure is directly across a street right-of-way wider than eighty feet (80') in width from a lot in a residential zone, street trees shall be provided.

e. When a parking structure is directly across a street right-of-way eighty feet (80') or less in width from a lot in a commercial zone, street trees shall be provided.

#### 3. Outdoor Sales and Outdoor Display of Rental Equipment.

a. When an outdoor sales area or outdoor display of rental equipment is across an alley from a lot in

a residential zone, or abutting a lot in a residential or commercial zone, view-obscuring screening shall be provided along the abutting or alley lot lines.

b. When an outdoor sales area or outdoor display of rental equipment is directly across the street from a lot in a residential or commercial zone, street trees and three-foot (3') high screening along the street front shall be provided.

#### 4. Drive-in Businesses Including Gas Stations.

a. Drive-in businesses across an alley from a lot in a residential zone shall provide view-obscuring screening along the alley lot lines.

b. Drive-in businesses in which the drive-in portion of the business is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone shall provide three-foot (3') high screening for the drive-in portion and street trees.

c. When a drive-in business is directly across a street right-of-way wider than eighty feet (80') in width from a lot in a residential zone, street trees shall be provided.

d. Drive-in businesses abutting a lot in a residential zone shall provide view-obscuring screening and a five-foot (5') deep landscaped setback area inside the screening.

#### 5. Outdoor Storage and Outdoor Loading Berths.

a. Outdoor storage and outdoor loading berths directly across a street right-of-way eighty feet (80') or less in width from a lot in an NC1, NC2, NC3 or C1 zone shall provide view-obscuring screening along the street lot lines and street trees.

b. When the outdoor storage or outdoor loading berth is directly across a street right-of-way eighty feet (80') or less in width from a lot in a residential zone, view-obscuring screening shall be provided. A five-foot (5') deep landscaped area including street trees shall be provided between the lot line and the view-obscuring screening.

c. When outdoor storage or an outdoor loading berth is directly across a street right-of-way wider than eighty feet (80') in width from a lot in a residential zone, view-obscuring screening and street trees shall be provided.

d. When outdoor storage or an outdoor loading berth is across an alley from a lot in a residential zone, view-obscuring screening shall be provided. A five-foot (5') deep landscaped area shall be provided between the lot line and the view-obscuring screening, except when the industrial lot is at least fifteen feet (15') above the elevation of the residential lot or when the screen is a solid wall.

e. When the outdoor storage or outdoor loading berth abuts a lot in a residential zone, view-obscuring screening and a fifteen-foot (15') deep landscaped area inside the screening shall be provided along the abutting lot line.

(Ord. 113658 § 4(part), 1987.)

**23.50.042 All Industrial zones—Venting standards.**

A. The venting of odors, vapors, smoke, cinders, dust, gas, and fumes shall be at least ten feet (10') above finished grade, and directed away from residential uses within fifty feet (50') of the vent.  
(Ord. 113658 § 4(part), 1987.)

**23.50.044 Industrial Buffer and Industrial Commercial zones—Standards for major odor sources.****A. Major Odor Sources.**

1. Uses which involve the following odor-emitting processes or activities shall be considered major odor sources:

- Lithographic, rotogravure or flexographic printing;
- Film burning;
- Fiberglassing;
- Selling of gasoline and/or storage of gasoline in tanks larger than two hundred sixty (260) gallons;
- Handling of heated tars and asphalts;
- Incinerating (commercial);
- Metal plating;
- Tire buffing;
- Vapor degreasing;
- Wire reclamation;
- Use of boilers (greater than one hundred six (106) British Thermal Units per hour, ten thousand (10,000) lbs. steam per hour, or thirty (30) boiler horsepower);
- Other uses creating similar odor impacts.

2. Uses which employ the following processes shall be considered major odor sources, except when the entire activity is conducted as part of a retail sales and service use:

- Cooking of grains;
- Smoking of food or food products;
- Fish or fishmeal processing;
- Coffee or nut roasting;
- Deep-fat frying;
- Dry cleaning;
- Animal food processing;
- Other uses creating similar odor impacts.

B. When an application is made in the Industrial Buffer (IB) or Industrial Commercial (IC) zone for a use which is determined to be a major odor source, the Director, in consultation with the Puget Sound Air Pollution Control Agency (PSAPCA), shall determine the appropriate measures to be taken by the applicant in order to significantly reduce potential odor emissions and airborne pollutants. Measures to be taken shall be indicated on plans submitted to the Director, and may be required as conditions for the issuance of any permit. Once a permit has been issued, any measures which were required by the permit shall be maintained.  
(Ord. 113658 § 4(part), 1987.)

**23.50.046 Industrial Buffer and Industrial Commercial—Light and glare standards.**

A. Exterior lighting shall be shielded and directed away from lots in adjacent residential zones.

B. Interior lighting in parking structures shall be shielded, to minimize nighttime glare affecting lots in adjacent residential zones.

C. When nonconforming exterior lighting in an Industrial Buffer (IB) or Industrial Commercial (IC) zone is replaced, new lighting shall conform to the requirements of this section.

D. Glare diagrams which clearly identify potential adverse glare impacts on residential zones and on arterials shall be required when:

1. Any structure is proposed to have facades of reflective coated glass or other highly reflective material, and/or a new structure or expansion of an existing structure greater than sixty-five feet (65') in height is proposed to have more than thirty percent (30%) of the facades comprised of clear or tinted glass; and

2. The facade(s) surfaced or comprised of such materials either:

a. Are oriented towards and are less than two hundred feet (200') from any residential zone, and/or

b. Are oriented towards and are less than four hundred feet (400') from a major arterial with more than fifteen thousand (15,000) vehicle trips per day, according to Seattle Transportation Department data.

E. When glare diagrams are required, the Director may require modification of the plans to mitigate adverse impacts, using methods including but not limited to the following:

1. Minimizing the percentage of exterior facade that is composed of glass;

2. Using exterior glass of low reflectance;

3. Tilting glass areas to prevent glare which could affect arterials, pedestrians or surrounding structures;

4. Alternating glass and nonglass materials on the exterior facade; and

5. Changing the orientation of the structure.

(Ord. 118409 § 194, 1996; Ord. 113658 § 4(part), 1987.)

**23.50.048 Industrial Buffer—Access to parking and loading areas.**

A. Location of Parking and Loading Areas. There shall be no restrictions on the location of parking and loading areas on lots in the Industrial Buffer (IB) zone, except as specified in Section 23.50.030, Industrial Buffer—Setback requirements.

B. Access to off-street parking and loading areas. Access to off-street parking or loading areas shall be prohibited from street or alley frontages opposite residentially zoned lots. This prohibition shall not apply under the following conditions:

1. There is no access to the lot from another street or alley within an industrial zone.

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2. The Director has determined that the lot width and depth prevents a workable plan for the building, parking and loading if access is not allowed from a street or alley across from a residentially zoned lot. (Ord. 113658 § 4(part), 1987.)

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

Proposed uses in industrial zones shall meet the transportation concurrency level-of-service standards prescribed in Chapter 23.52. (Ord. 117383 § 8, 1994.)

**Chapter 23.52  
TRANSPORTATION CONCURRENCY  
PROJECT REVIEW SYSTEM**

**Sections:**

- 23.52.002** Categorical exemptions.
- 23.52.004** Requirement to meet transportation concurrency level-of-service standards.
- 23.52.006** Effect of not meeting transportation concurrency LOS standards.

**23.52.002 Categorical exemptions.**

Construction of a new structure and/or parking lot, expansion of existing structure and/or parking lot, and/or changes of use that are categorically exempt from SEPA review under Chapter 25.05 are exempt from this chapter. Projects that are categorically exempt from SEPA review but are otherwise subject to SEPA due to their location within an environmentally critical area are exempt from this chapter. (Ord. 117383 § 9 (part), 1994.)

**23.52.004 Requirement to meet transportation concurrency level-of-service standards.**

Unless exempt under Section 23.52.002, a proposed use or development must demonstrate that the traffic forecasted to be generated by the use or development will not cause the transportation concurrency level-of-service (LOS) at an applicable screenline, measured as the volume-to-capacity ratio (v/c), to exceed the LOS standard for that screenline. Screenlines are shown in Exhibit 23.52.004 A. LOS standards for those screenlines are shown in Exhibit 23.52.004 B. "Applicable screenlines" means up to four (4) of the screenlines shown in Exhibit 23.52.004 A as specified for a particular proposed use or development by the Director. (Ord. 117383 § 9 (part), 1994.)

**23.52.006 Effect of not meeting transportation concurrency LOS standards.**

If a proposed use or development does not meet the LOS standards at one (1) or more applicable screenline(s), the proposed use or development may be approved if the Director concludes that an improvement(s) will be completed and/or a strategy(ies) will be implemented that will result in the proposed use or development meeting the LOS standard(s) at all applicable screenline(s) at the time of development, or that a financial commitment is in place to complete the improvement(s) and/or implement the strategy(ies) within six (6) years. Eligible improvements or strategies may be funded by the City, by other government agencies, by the applicant, or by another person or entity. (Ord. 117383 § 9 (part), 1994.)

**Chapter 23.53  
REQUIREMENTS FOR STREETS, ALLEYS, AND  
EASEMENTS**

**Sections:**

- 23.53.005** Access to lots.
- 23.53.010** Improvement requirements for new streets in all zones.
- 23.53.015** Improvement requirements for existing streets in residential and commercial zones.
- 23.53.020** Improvement requirements for existing streets in industrial zones.
- 23.53.025** Access easement standards.
- 23.53.030** Alley improvements in all zones.

**23.53.005 Access to lots.**

A. Street or Private Easement Abutment Required.

1. For residential uses, at least ten feet (10') of a lot line shall abut on a street or on a private permanent vehicle access easement meeting the standards of Section 23.53.025; or the provisions of Section 23.53.025 F for pedestrian access easements shall be met.

2. For nonresidential uses which do not provide any parking spaces, at least five feet (5') of a lot line shall abut on a street or on a private permanent vehicle access easement meeting the standards of Section 23.53.025.

3. For nonresidential uses which provide parking spaces, an amount of lot line sufficient to provide the required driveway width shall abut on a street or on a private permanent vehicle access easement to a street meeting the standards of Section 23.53.025.

B. New Easements. When a new private easement is proposed for vehicular access to a lot, the Director may instead require access by a street when one (1) or more of the following conditions exist:

1. Where access by easement would compromise the goals of the Land Use Code to provide for adequate light, air and usable open space between structures;

2. If the improvement of a dedicated street is necessary or desirable to facilitate adequate water supply

for domestic water purposes or for fire protection, or to facilitate adequate storm drainage;

3. If improvement of a dedicated street is necessary or desirable in order to provide on-street parking for overflow conditions;

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Exhibit 23.52.004 A  
Transportation Level-of-Service (LOS) Screenlines

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sections for complete text, graphics,  
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REQUIREMENTS FOR STREETS, ALLEYS, AND EASEMENTS

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 Ave. N	NB SB	0.88 0.47	1.20
1.12	North City Limit	Meridian Ave. N to 15th Ave. NE	NB SB	0.76 0.31	1.20
1.13	North City Limit	30th Ave. NE to Lake City Way NE	NB SB	0.99 0.50	1.20
2	Magnolia		EB WB	0.49 0.66	1.00
3.11	Duwamish River	West Seattle Fwy. and Spokane St.	EB WB	0.51 0.97	1.20
3.12	Duwamish River	1st Ave. S and 16th Ave. S	NB SB	0.95 1.01	1.20
4.11	South City Limit	M.L. King Jr. Way to Rainier Ave. S	NB SB	0.29 0.53	1.00
4.12	South City Limit	Marine Dr. SW to Meyers Way S	NB SB	0.24 0.31	1.00
4.13	South City Limit	SR 99 to Airport Way S	NB SB	0.41 0.54	1.00
5.11	Ship Canal	Ballard Bridge	NB SB	1.06 0.58	1.20
5.12	Ship Canal	Fremont Bridge	NB SB	0.97 0.58	1.20
5.13	Ship Canal	Aurora Ave. N	NB SB	0.96 0.58	1.20
5.16	Ship Canal	University and Montlake Bridges	NB SB	0.97 0.83	1.20
6.11	South of NW 80th St.	Seaview Ave. NW to 15th Ave. NW	NB SB	0.41 0.29	1.00
6.12	South of N(W) 80th St.	8th Ave. NW to Greenwood Ave. N	NB SB	0.41 0.20	1.00
6.13	South of N(E) 80th St.	Linden Ave. N to 1st Ave. NE	NB SB	0.51 0.39	1.00
6.14	South of NE 80th St.	5th Ave. NE to 15th Ave. NE	NB SB	0.75 0.60	1.00
6.15	South of NE 80th St.	20th Ave. NE to Sand Point Way NE	NB SB	0.49 0.26	1.00
7.11	West of Aurora Ave.	Fremont Pl. N to N 65th St.	EB WB	0.39 0.56	1.00

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**Exhibit 23.52.004 B (Continued)**  
**Transportation Level-of-Service (LOS) Standards**

Screenline Number	Screenline Location	Segment	Direction	1990 V/C Ratio	LOS Standard
7.12	West of Aurora Ave.	N 80th St. to N 145th St.	EB WB	0.41 0.51	1.00
8	South of Lake Union		EB WB	0.96 0.97	1.20
9.11	South of Spokane St.	Beach Dr. SW to W Marginal Way SW	NB SB	0.37 0.58	1.00
9.12	South of Spokane St.	E Marginal Way S to Airport Way S	NB SB	0.34 0.71	1.00
9.13	South of Spokane St.	15th Ave. S to Rainier Ave. S	NB SB	0.34 0.62	1.00
10.11	South of S Jackson St.	Alaskan Way S to 4th Ave. S	NB SB	0.62 0.83	1.00
10.12	South of S Jackson St.	12th Ave. S to Lakeside Ave. S	NB SB	0.37 0.71	1.00
12.12	East of CBD		EB WB	0.63 0.70	1.20
13.11	East of I-5	NE Northgate Way to NE 145th St.	EB WB	0.72 0.53	1.00
13.12	East of I-5	NE 65th St. to NE 80th St.	EB WB	0.44 0.47	1.00
13.13	East of I-5	NE Pacific St. to NE Ravena Blvd.	EB WB	0.62 0.76	1.00

REQUIREMENTS FOR STREETS, ALLEYS, AND EASEMENTS

4. Where it is demonstrated that potential safety hazards would result from multiple access points between existing and future developments onto a roadway without curbs and with limited sight lines;

5. If the dedication and improvement of a street would provide better and/or more identifiable access for the public or for emergency vehicles; or

6. Where a potential exists for extending the street system.  
(Ord. 115568 § 4, 1991; Ord. 115326 § 26(part), 1990.)

**23.53.010 Improvement requirements for new streets in all zones.**

A. General Requirements. New streets created through the platting process or otherwise dedicated shall meet the requirements of this chapter and the current Street Improvement Manual.

B. Required Right-of-way Widths for New Streets.

1. Arterial and Downtown Streets. New streets located in downtown zones, and new arterials, shall be designed according to the Street Improvement Manual.

2. Nonarterials Not in Downtown Zones.

a. The required right-of-way widths for new nonarterial streets not located in downtown zones shall be as shown on Chart A for Section 23.53.010:

**Chart A  
for Section 23.53.010**

Required Zone Category	Right-of-Way Width
1. SE, LDT, L1, NC1	50'
2. E2, L3, L4, NC2	56'
3. MR, HR, NC3, C1, C2, SCM, IB, IC	60'
4. IG1, IG2	66'

b. When a block is split into more than one (1) zone, the zone category with the most frontage shall determine the right-of-way width on the chart. If the zone categories have equal frontage, the one with the wider requirement shall be used to determine the minimum right-of-way width.

3. Exceptions to Required Right-of-way Widths. The Director, after consulting with the Director of Transportation, may reduce the required right-of-way width for a new street when location in an environmentally critical area, disruption of existing drainage patterns, or removal of natural features such as significant trees makes the required right-of-way width impractical or undesirable.  
(Ord. 118409 § 195, 1996; Ord. 118302 § 10, 1996; Ord. 116262 § 14, 1992; Ord. 115326 § 26(part), 1990.)

**23.53.015 Improvement requirements for existing streets in residential and commercial zones.**

A. General Requirements.

1. In residential or commercial zones, when new lots are proposed to be created, or any type of development is proposed, existing streets abutting the lot(s) shall be required to be improved in accordance with this section. One (1) or more of the following types of improvements may be required:

- a. Pavement;
- b. Curb and sidewalk installation;
- c. Drainage;
- d. Grading to future right-of-way grade;
- e. Design of structures to accommodate future right-of-way grade;
- f. No-protest agreements;
- g. Planting of street trees and other landscaping.

A setback from the property line, or dedication of right-of-way, may be required to accommodate the improvements.

2. Subsection D of this section contains exceptions from the standard requirements for street improvements, including exceptions for streets which already have curbs, projects which are smaller than a certain size, and for special circumstances, such as location in an environmentally critical area.

3. Off-site improvements, such as provision of drainage systems or fire access roads, will be required pursuant to the authority of this Code or other ordinances to mitigate the impacts of development.

4. Detailed requirements for street improvements are located in the current Street Improvement Manual, as adopted by joint rule of the Director and the Director of Transportation.

5. The regulations in this section are not intended to preclude the use of Chapter 25.05 of the Seattle Municipal Code, the Seattle SEPA Ordinance, to mitigate adverse environmental impacts.

6. Minimum Right-of-Way Widths.

a. Arterials. The minimum right-of-way widths for arterials designated on Exhibit 23.53.015 A shall be as specified in the Street Improvement Manual.  
(See Exhibit 23.53.015 A.)

b. Nonarterials.

(1) The minimum right-of-way width for an existing street which is not an arterial designated on Exhibit 23.53.015 A shall be as shown on Chart A for Section 23.53.015.

**Chart A  
for Section 23.53.015**

**Minimum Right-of-Way Widths  
for Existing Nonarterial Streets**

Required Zone Category	Right-of-Way Width
1. SE, LDT, L1, L2 and NC1 zones; and NC2 zones with a maximum height limit of forty feet (40') or less	40 feet
2. L3, L4, MR, HR, NC2 zones with height limits of more than forty feet (40'), NC3, C1, C2 and SCM zones	52 feet

(2) When a block is split into more than one (1) zone, the zone category with the most frontage

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Exhibit 23.53.015 A  
Arterial Streets  
Segment A

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Exhibit 23.53.015 A  
Arterial Streets  
Segment B

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shall determine the minimum width on the chart. If the zone categories have equal frontage, the one with the wider requirement shall be used to determine the minimum right-of-way width.

B. Improvements to Arterials. Except as provided in subsection D or this section, arterials shall be improved according to the following requirements:

1. When a street is designated as an arterial on Exhibit 23.53.015 A, a paved roadway with a concrete curb and sidewalk, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, as specified in the Street Improvement Manual.

2. If necessary to accommodate the right-of-way and roadway widths specified in the Street Improvement Manual, dedication of right-of-way shall be required.

C. Improvements to Nonarterial Streets. Except as provided in subsection D of this section, nonarterial streets shall be improved according to the following requirements:

1. Nonarterial Streets With Right-of-Way Greater Than or Equal to the Minimum Right-of-Way Width.

a. When an existing nonarterial street right-of-way is greater than or equal to the minimum right-of-way width established in subsection A6, a paved roadway with a concrete curb and sidewalk, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided, according to the Street Improvement Manual.

b. Fire Access. If the lot does not have vehicular access from a street or private easement which meets the regulations for fire access roads in Chapter 10 of the Seattle Fire Code,<sup>1</sup> such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative which provides adequate emergency vehicle access.

c. Dead-end Streets. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance with the Street Improvement Manual. The Director, in consultation with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

2. Nonarterial Streets With Less Than the Minimum Right-of-Way Width.

a. Dedication Requirement. When an existing nonarterial street has less than the minimum right-of-way width established in subsection A6 of this section, dedication of additional right-of-way equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection A6 of this section shall be required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the block shall not be required to dedicate more than that amount of right-of-way.

b. Improvement Requirement. A paved roadway with a concrete curb and sidewalk, drainage facilities and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, according to the Street Improvement Manual.

c. Fire Access. If the lot does not have vehicular access from a street or private easement which meets the regulations for fire access roads in Chapter 10 of the Seattle Fire Code,<sup>1</sup> such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative which provides adequate emergency vehicle access.

d. Dead-end Streets. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance with the Street Improvement Manual. The Director, in consultation with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

D. Exceptions.

1. Streets With Existing Curbs.

a. Streets With Right-of-Way Greater Than or Equal to the Minimum Width. When a street with existing curbs abuts a lot and the existing right-of-way is greater than or equal to the minimum width established in subsection A6 of this section, but the roadway width is less than the minimum established in the Street Improvement Manual, the following requirements shall be met:

(1) All structures on the lot shall be designed to accommodate the grade of the future street improvements.

(2) A no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the King County Department of Records and Elections.

(3) If there is no sidewalk, a sidewalk shall be constructed in the portion of the right-of-way abutting the lot, except when the following types of projects are proposed:

i. Remodeling and use changes within existing structures; and

ii. Additions to existing structures which are exempt from environmental review.

b. Streets With Less than the Minimum Right-of-Way Width. When a street with existing curbs abuts a lot and the existing right-of-way is less than the minimum width established in subsection A5 of this section, the following requirements shall be met:

(1) Setback Requirement. A setback equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection A6 of this section shall be required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. In all residential zones except Highrise zones, an additional three (3) foot setback shall

also be required. The area of the setback may be used to meet any development standards, except that required parking may not be located in the setback. Underground structures which would not prevent the future widening and improvement of the right-of-way may be permitted in the required setback by the Director of Construction and Land Use after consulting with the Director of Transportation.

(2) Grading Requirement. When a setback is required, all structures on the lot shall be designed to accommodate the grade of the future street according to the Street Improvement Manual.

(3) No-protest Agreement Requirement. A no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the King County Department of Records and Elections.

2. Projects With Reduced Improvement Requirements.

a. One (1) or Two (2) Dwelling Units. When one (1) or two (2) dwelling units are proposed to be constructed, or one (1) or two (2) Single Family zoned lots are proposed to be created, the following requirements shall be met:

(1) If there is no existing hard-surfaced roadway, a crushed-rock roadway at least sixteen (16) feet in width shall be required, according to the Street Improvement Manual.

(2) All structures on the lot(s) shall be designed to accommodate the grade of the future street improvements.

(3) A no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the King County Department of Records and Elections.

b. Other Projects With Reduced Requirements. The types of projects listed in this subsection D2b are exempt from right-of-way dedication requirements and are subject to the street improvement requirements of this subsection:

(1) Types of Projects.

i. Proposed developments which contain fewer than ten (10) units in SF, LDT and L1 zones, and six (6) residential units in all other zones;

ii. The following uses when they are smaller than seven hundred fifty (750) square feet of gross floor area: fast-food restaurants, major and minor vehicle repair uses, and multipurpose convenience stores;

iii. Nonresidential structures which have less than four thousand (4,000) square feet of gross floor area and which do not contain uses listed in subsection D2b(1)ii which are larger than seven hundred fifty (750) square feet;

iv. Structures containing a mix of residential and nonresidential uses, if there are fewer than ten (10) units in SF, LDT and L1 zones, or fewer than six (6) residential units in all other zones, and the square footage of nonresidential use is less than specified in subsections D2b(1)ii and D2b(1)iii;

v. Remodeling and use changes within existing structures;

vi. Additions to existing structures which are exempt from environmental review; and

vii. Expansions of a surface parking area or open storage area of less than twenty (20) percent of parking area or storage area or number of parking spaces.

(2) Paving Requirement. For the types of projects listed in subsection D2b(1), the streets abutting the lot shall have a hard-surfaced roadway at least eighteen (18) feet wide. If there is not an eighteen (18) foot wide hard-surfaced roadway, the roadway shall be paved to a width of at least twenty (20) feet from the lot to the nearest hard-surfaced street meeting this requirement, or one hundred (100) feet, whichever is less. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance with the Street Improvement Manual. The Director, after consulting with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

(3) Other Requirements. The setback, grading and no-protest agreement requirements of subsection D1b shall also be met.

3. Exceptions from Required Street Improvements. The Director may waive or modify the requirements for paving and drainage, dedication, setbacks, grading, no-protest agreements, landscaping and curb and sidewalk installation when it is determined that one (1) or more of the following conditions are met:

a. Location in an environmentally critical area, disruption of existing drainage patterns, or removal of natural features such as significant trees makes widening and/or improving the right-of-way impractical or undesirable.

b. The existence of a bridge, viaduct or structure such as a substantial retaining wall makes widening the right-of-way impractical or undesirable.

c. Widening the right-of-way and/or improving the street would adversely affect the character of the street, as it is defined in an adopted neighborhood plan or adopted City plan for green street, boulevards, or other special rights-of-way, or would otherwise conflict with the stated goals of such a plan.

d. Widening and/or improving the right-of-way would eliminate street access to an existing lot.

e. Widening and/or improving the right-of-way would make building on a lot infeasible by reducing it to dimensions where development standards cannot reasonably be met.

f. One (1) or more substantial principal structures on the same side of the block as the proposed project are located in the area needed for future expansion of the right-of-way and the structure(s) condition and size make future widening of the remainder of the right-of-way unlikely.

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g. Widening and/or improving the right-of-way is impractical because topography would preclude the use of the street for vehicular access to the lot, for example due to an inability to meet the required twenty (20) percent maximum driveway slope.

h. Widening and/or improving the right-of-way is not necessary because it is adequate for current and potential pedestrian and vehicular traffic, for example, due to the limited number of lots served by the development or because the development on the street is at zoned capacity.

(Ord. 118414 § 37, 1996; Ord. 118409 § 196, 1996; Ord. 118302 § 11, 1996; Ord. 117432 § 36, 1994; Ord. 116262 § 15, 1992; Ord. 115568 § 5, 1991; Ord. 115326 § 26(part), 1990.)

1.Editor's Note: The Seattle Fire Code is set out in Subtitle VI of Title 22 of this Code.

**23.53.020Improvement requirements for existing streets in industrial zones.**

**A. General Requirements.**

1. When new lots are created or any type of development is proposed in an industrial zone, existing streets abutting the lot(s) shall be required to be improved in accordance with this section. One (1) or more of the following types of improvements may be required:

- a. Pavement;
- b. Curb and sidewalk installation;
- c. Pedestrian walkways;
- d. Drainage;
- e. Grading to future right-of-way grade;
- f. Design of structures to accommodate

future right-of-way grade;

- g. No-protest agreements;
- h. Planting of street trees and other landscaping.

A setback from the property line, or dedication of right-of-way may be required to accommodate the improvements.

2. Subsection E of this section contains exceptions from the standard requirements for streets which already have curbs, projects which are smaller than a certain size, and for special circumstances, such as location in an environmentally critical area.

3. Off-site improvements such as provision of drainage systems or fire access roads, will be required pursuant to the authority of this Code or other ordinances to mitigate the impacts of development.

4. Detailed requirements for street improvements are located in the current Street Improvement Manual, as adopted by joint Rule of the Director and the Director of the Seattle Transportation Department.

5. The regulations in this section are not intended to preclude the use of Chapter 25.05 of the Seattle Municipal Code, the Seattle SEPA Ordinance, to mitigate adverse environmental impacts.

**6. Minimum Right-of-way Widths.**

a. Arterials. The minimum right-of-way widths for arterials designated on Exhibit 23.53.015 A shall be as specified in the Street Improvement Manual.

b. Nonarterials.

(1) The minimum right-of-way width for an existing street which is not an arterial designated on Exhibit 23.53.015 A shall be as shown on Chart A for Section 23.53.020.

**Chart A  
for Section 23.53.020**

**Minimum Right-of-way Widths  
for Existing Nonarterial Streets**

Zone Category	Right-of-way Widths
1. IB, IC	52 feet
2. IG1, IG2	56 feet

(2) When a block is split into more than one (1) zone, the zone category with the most frontage shall determine the minimum width on the chart. If the zone categories have equal frontage, the one with the wider requirement shall be used to determine the minimum right-of-way width.

B. Improvements on Designated Streets in All Industrial Zones. In all industrial zones, except as provided in subsection E of this section, when a lot abuts a street designated on the Industrial Streets Landscaping Maps, Exhibits 23.50.016 A and 23.50.016 B, the following on-site improvements shall be provided:

1. Dedication Requirement. When the street right-of-way is less than the minimum width established in subsection A6 of this section, dedication of additional right-of-way equal to half the difference between the current right-of-way and the minimum right-of-way width established in subsection A of this section shall be required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the block shall not be required to dedicate more than that amount of right-of-way.

2. Curbs and Sidewalks. A paved roadway with a concrete curb and sidewalk and drainage facilities shall be provided in the portion of the street right-of-way abutting the lot, as specified in the Street Improvement Manual.

**3. Street Trees.**

a. Street trees shall be provided along designated street frontages. Street trees shall be provided in the planting strip according to City Tree Planting Standards.

**b. Exceptions to Street Tree Requirements.**

(1) Street trees required by subsection B3a may be located on the lot at least two (2) feet from the street lot line instead of in the planting strip when:

i. Existing trees and/or landscaping on the lot provide improvements substantially equivalent to those required in this section;

ii. It is not feasible to plant street trees according to City standards. A five (5) foot deep landscaped setback area shall be required along the street property lines and trees shall be planted there. If an on-site



landscaped area is already required, the trees shall be planted there if they cannot be placed in the planting strip.

C. General Industrial 1 and 2 (IG1 and IG2) Zones. Except as provided in subsection E of this section, the following improvements shall be required in IG1 and IG2 zones. Further improvements may be required on streets designated in subsection B of this section.

1. Pedestrian Walkway Requirement. When an existing street right-of-way abuts a lot and the street does not have curbs, pedestrian walkways shall be provided according to the Street Improvement Manual.

2. Setback Requirement. When the right-of-way abutting a lot has less than the minimum width established in subsection A6 of this section, a setback equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection A of this section shall be required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. The area of the setback may be used to meet any development standards, except that required parking may not be located in the setback. Underground structures which would not prevent the future widening and improvement of the right-of-way may be permitted in the required setback by the Director of Construction and Land Use after consulting with the Director of Transportation.

3. Grading Requirement. When an existing street abutting a lot is less than the width established in subsection A6 of this section, all structures shall be designed to accommodate the grade of the future street improvements.

4. Fire Access. If the lot does not have vehicular access from a street or private easement which meets the regulations for fire access roads in Chapter 10 of the Seattle Fire Code,<sup>1</sup> such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative which provides adequate emergency vehicle access.

5. Dead-end Streets. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance with the Street Improvement Manual. The Director, after consulting with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

6. No-protest Agreement Requirement. When a setback and/or pedestrian walkway is required according to subsections C1 and/or C2, a no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the King County Department of Records and Elections.

D. Industrial Buffer (IB) and Industrial Commercial (IC) Zones. Except as provided in subsection E of this section, the following improvements shall be provided in IB and IC zones:

1. The requirements of this subsection D1 shall apply when projects are proposed on lots in IB zones which are directly across a street from, or which abut, a lot

in a residential or commercial zone, and to all projects in IC zones:

a. Improvements to Arterials.

(1) When a street is designated as an arterial on Exhibit 23.53.015 A, a paved roadway with a concrete curb and sidewalk, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, according to the Street Improvement Manual.

(2) If necessary to accommodate the right-of-way widths specified in the Street Improvement Manual, dedication of right-of-way shall be required.

b. Improvements to Nonarterial Streets.

(1) Nonarterial Streets With Right-of-way Greater Than or Equal to the Minimum Width.

i. When an existing nonarterial street right-of-way is greater than or equal to the minimum right-of-way width established in subsection A6 of this section, a paved roadway with a concrete curb and sidewalk, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, according to the Street Improvement Manual.

ii. If the lot does not have vehicular access from a street or private easement which meets the regulations for fire access roads in Chapter 10 of the Seattle Fire Code,<sup>1</sup> such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative which provides adequate emergency vehicle access.

iii. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance with the Street Improvement Manual. The Director, after consulting with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

(2) Nonarterial Streets Which Have Less Than the Minimum Right-of-way Width.

i. Dedication Requirement. When an existing nonarterial street has less than the minimum right-of-way established in subsection A6 of this section, dedication of additional right-of-way equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection A of this section shall be required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the block shall not be required to dedicate more than that amount of right-of-way.

ii. Improvement Requirement. A paved roadway with a concrete curb and sidewalk, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, according to the Street Improvement Manual.

iii. Fire Access. If the lot does not have vehicular access from a street or private easement

which meets the regulations for fire access roads in Chapter 10 of the Seattle Fire Code,<sup>1</sup> such access shall be provided.

iv. **Dead-end Streets.** When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative which provides adequate emergency vehicle access. The Director, after consulting with the Director of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

2. When projects are proposed on lots in IB zones which are not directly across a street from, and do not abut, a lot in a residential or commercial zone, the requirements of subsection C of this section shall be met.

E. **Exceptions.**

1. **Streets With Existing Curbs.**

a. **Streets With Right-of-way Greater Than or Equal to the Minimum Right-of-way Width.** When a street with existing curbs abuts a lot, and improvements would be required by subsections B or D of this section, and the existing right-of-way is greater than or equal to the minimum width established in subsection A of this section, but the roadway width is less than the minimum established in the Street Improvement Manual, the following requirements shall be met:

(1) All structures on the lot shall be designed to accommodate the grade of the future street improvements.

(2) A no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the title to the property with the King County Department of Records and Elections.

(3) If there is no sidewalk, a sidewalk shall be constructed, except when the following projects are proposed:

i. Remodeling and use changes within existing structures;

ii. Additions to existing structures which are exempt from environmental review.

b. **Streets With Less Than the Minimum Right-of-way Width.** When a street with existing curbs abuts a lot and the existing right-of-way is less than the minimum width established in subsection A6 of this section, the following requirements shall be met:

(1) **Setback Requirement.** A setback equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection A6 of this section shall be required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. The area of the setback may be used to meet any development standards, except that required parking may not be located in the setback. Underground structures which would not prevent the future widening and improvements of the right-of-way may be permitted in the required setback by the Director of Construction and Land Use after consulting with the Director of Transportation.

(2) **Grading Requirement.** When a setback is required, all structures on the lot shall be designed to accommodate the grade of the future street, according to the Street Improvement Manual.

(3) A no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the title to the property with the King County Department of Records and Elections.

2. **Projects With Reduced Improvement Requirements.** The following types of projects are exempt from all dedication and improvement requirements of subsections B, C and D of this section, but shall meet the setback, grading and no-protest requirements of subsection E1b if the street right-of-way abutting the lot has less than the minimum right-of-way width established in subsection A of this section or does not meet the grade of future street improvements.

a. Structures with fewer than ten (10) artist's studio dwellings;

b. The following uses when they are smaller than seven hundred fifty (750) square feet of gross floor area: fast-food restaurants; major and minor vehicle repair uses; and multipurpose convenience stores;

c. Nonresidential structures which have less than four thousand (4,000) square feet of gross floor area and which do not contain uses listed in subsection D2b of this section which are larger than seven hundred fifty (750) square feet;

d. Structures containing a mix of artist's studio dwellings and nonresidential uses, if there are fewer than ten (10) artist's studio dwellings, and the square footage of nonresidential use is less than specified in subsections D2b and D2c of this section;

e. Remodeling and use changes within existing structures;

f. Additions to existing structures which are exempt from environmental review; and

g. Expansions of a surface parking area or open storage area of less than twenty (20) percent of parking area or storage area or number of parking spaces.

3. **Exceptions From Required Street Improvement Requirements.** The Director may waive or modify the requirements for paving, dedication, setbacks, grading, no-protest agreements, landscaping and sidewalk and pedestrian walkway installation when it is determined that one (1) or more of the following conditions are met:

a. Location in an environmentally sensitive area, disruption of existing drainage patterns, or removal of natural features such as significant trees makes widening and/or improving the right-of-way impractical or undesirable.

b. The existence of a bridge, viaduct or structure such as a substantial retaining wall makes widening the right-of-way impractical or undesirable.

c. Widening the right-of-way and/or improving the street would adversely affect the character of the street, as it is defined in an adopted neighborhood plan or adopted City plan for street parks, boulevards, or

other special right-of-way, or would otherwise conflict with the stated goals of such a plan.

d. Widening and/or improving the right-of-way would make building on a lot infeasible by reducing it to dimensions where development standards cannot reasonably be met.

e. Widening and/or improving the right-of-way would eliminate street access to an existing lot.

f. One (1) or more substantial principal structures on the same side of the block as the proposed project are located in the area needed for future expansion of the right-of-way and the structure(s) condition and size make future widening of the remainder of the right-of-way unlikely.

g. Widening and/or improving the right-of-way is impractical because topography would preclude the use of the street for vehicular access to the lot, for example due to an inability to meet the required twenty (20) percent maximum driveway slope.

h. Widening and/or improving the right-of-way is not necessary because it is adequate for current and potential pedestrian and vehicular traffic, for example, due to the limited number of lots served by the development or because the development on the street is at zoned capacity.

(Ord. 118409 § 197, 1996; Ord. 117432 § 37, 1994; Ord. 116744 § 26, 1993; Ord. 116262 § 16, 1992; Ord. 115568 §§ 6, 7, 1991; Ord. 115326 § 26(part), 1990.)

1. Editor's Note: The Seattle Fire Code is set out in Subtitle VI of Title 22 of this Code.

**23.53.025 Access easement standards.**

When access by easement has been approved by the Director, the easement shall meet the following standards. Surfacing of easements, pedestrian walkways required within easements, and turnaround dimensions shall meet the requirements of the Street Improvement Manual.

A. Vehicle Access Easements Serving One (1) or Two (2) Single-Family Dwelling Units or One (1) Duplex.

1. Easement width shall be a minimum of ten (10) feet, or twelve (12) feet if required by the Fire Chief due to distance of the structure from the easement.

2. No maximum easement length shall be set. If easement length is more than one hundred fifty (150) feet, a vehicle turnaround shall be provided.

3. Curbscut width from the easement to the street shall be the minimum necessary for safety and access.

B. Vehicle Access Easements Serving at Least Three (3) but Fewer Than Five (5) Single-Family Dwelling Units.

1. Easement width shall be a minimum of twenty (20) feet;

2. The easement shall provide a hard-surfaced roadway at least twenty (20) feet wide;

3. No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;

4. A turnaround shall be provided unless the easement extends from street to street;

5. Curbscut width from the easement to the street shall be the minimum necessary for safety and access.

C. Vehicle Access Easements Serving at Least Five (5) but Fewer Than Ten (10) Single-Family Dwelling Units, or at Least Three (3) but Fewer than Ten (10) Multifamily Units.

1. Easement width, surfaced width, length, turn around and curbscut width shall be as required in subsection B;

2. No single-family structure shall be closer than five (5) feet to the easement.

D. Vehicle Access Easements Serving Ten (10) or more Residential Units.

1. Easement width shall be a minimum of thirty-two (32) feet;

2. The easement shall provide a surfaced roadway at least twenty-four (24) feet wide;

3. No maximum length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;

4. A turnaround shall be provided unless the easement extends from street to street;

5. Curbscut width from the easement to the street shall be the minimum necessary for safety access;

6. No single-family structure shall be located closer than ten (10) feet to an easement;

7. One (1) pedestrian walkway shall be provided, extending the length of the easement.

E. Vehicle Access Easements Serving Nonresidential Uses.

1. For nonresidential uses providing fewer than (1) ten parking spaces, the easement shall meet the requirements of subsection C.

2. For nonresidential uses providing ten (10) or more parking spaces, the easement shall meet the requirements of subsection D.

F. Pedestrian Access Easements. Where a lot proposed for a residential use abuts an alley but does not abut a street and the provisions of the zone require access by vehicles from the alley, or where the alley access is an exercised option, an easement providing pedestrian access to a street from the lot shall be provided meeting the following standards:

1. Easement width shall be a minimum of five (5) feet;

2. Easements serving one (1) or two (2) dwelling units shall provide a paved pedestrian walkway at least three (3) feet wide;

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LAND USE CODE

3. Easements serving three (3) or more dwelling units shall provide a paved pedestrian walkway at least five (5) feet wide;

4. Easements over one hundred (100) feet in length shall provide lighting at intervals not to exceed fifty (50) feet. Lighting placement shall not exceed fifteen (15) feet in height;

5. Pedestrian access easements shall not exceed two hundred (200) feet in length.

G. Vertical Clearance Above Easements. When an easement serves fewer than ten (10) residential units and crosses a residentially zoned lot, portions of structures may be built over the easement provided that a minimum vertical clearance of sixteen and one-half (16<sup>1/2</sup>) feet is maintained above the surface of the easement roadway and a minimum turning path radius in accordance with Section 23.54.030 C is maintained. (See Exhibit 23.53.025 A.)

H. Exceptions From Access Easement Standards. The Director, in consultation with the Fire Chief, may modify the requirements for easement width and surfacing for properties located in environmentally critical areas when it is determined that:

1. Such modification(s) would reduce adverse effects to identified environmentally critical areas; and

2. Adequate access and provisions for fire protection can be provided for structures served by the easement.

(Ord. 118414 § 38, 1996; Ord. 117263 § 49, 1994; Ord. 115568 § 8, 1991; Ord. 115326 § 26(part), 1990.)

**23.53.030 Alley improvements in all zones.**

A. General Requirements.

1. The regulations in this section are not intended to preclude the use of Chapter 25.05 of the Seattle Municipal Code, the Seattle SEPA Ordinance, to mitigate adverse environmental impacts.

2. Subsection G of this section contains exceptions from the standards requirements for alley improvements, including exceptions for projects which are smaller than a certain size and for special circumstances, such as location in an environmentally critical area.

3. Detailed requirements for alley improvements are located in the Street Improvement Manual, which is adopted by joint rule of the Director and the Director of Transportation.

B. New Alleys.

1. New alleys created through the platting process shall meet the requirements of Subtitle III of this title, Platting Requirements.

2. The required right-of-way widths for new alleys shall be as shown on Chart A for Section 23.53.030.

**Chart A**

**for Section 23.53.030**

**Width of New Alley Rights-of-Way  
Zone Category Right-of-Way Width**

2. L2, L3, L4, NC2	SF, LDT, L <sub>1/2</sub> , NC1	12'
3. MR, HR, NC3, C1, C2, SCM and all Industrial and Downtown zones		20'

3. When an alley abuts lots in more than one (1) zone category, the zone category with the most frontage on that block, excluding Zone Category 1, along both sides of the alley determines the minimum width on the chart. If the zone categories have equal frontage, the one with the wider requirement shall be used to determine the minimum alley width.

C. Definition of Improved Alley. In certain zones, alley access is required when the alley is improved. For the purpose of determining when access is required, the alley will be considered improved when it meets the standards of this subsection.

1. Right-of-Way Width.

a. The width of a right-of-way which is considered to be improved shall be as shown on Chart B for Section 23.53.030.

**Chart B**

**for Section 23.53.030**

**Right-of-Way Width for Alleys  
Considered to be Improved**

Zone Category	Right-of-Way Width
1. SF, LDT, L1, L2, L3, NC1	10'
2. L4, MR, HR, NC2	12'
3. NC3, C1, C2 and SCM	16'

b. When an alley abuts lots in more than one (1) zone category, the zone category with the most frontage on that block along both sides of the alley, excluding Zone Category 1, determines the minimum width on the chart. If the zone categories have equal frontage, the one with the wider requirement shall be used to determine the minimum alley width.

2. Paving. To be considered improved, the alley shall be paved.

D. Minimum Widths Established.

1. The minimum required width for an existing alley right-of-way shall be as shown on Chart C for Section 23.53.030.

Exhibit 23.53.025 A  
Residential Structures Permitted to be  
Constructed Over Vehicle Access Easement

See ordinances creating and amending sections for complete text, graphics, and tables and to confirm accuracy of this source file.

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**Chart C  
for Section 23.53.030**

**Required Minimum Right-of-Way  
Widths for Existing Alleys**

<b>Zone Category</b>	<b>Right-of-Way Width</b>
1. SF and LDT	No minimum width
2. L1, L2, NC1	12'
3. L3, L4, MR, HR, NC2	16'
4. NC3, C1, C2, SCM, all downtown zones	20'
5. All industrial zones	20'

2. When an alley abuts lots in more than one (1) zone category, the zone category with the most frontage on that block along both sides of the alley, excluding Zone Category 1, determines the minimum width on the chart. If the zone categories have equal frontage, the one with the wider requirement shall be used to determine the minimum alley width.

E. Existing Alleys Which Meet the Minimum Width. Except as provided in subsection G of this section and except for one (1) and two (2) dwelling unit developments that abut an alley that is not improved but is in common usage, when an existing alley meets the minimum right-of-way width established in subsection D of this section, the following requirements shall be met:

1. When the alley is used for access to parking spaces, open storage, or loading berths on a lot, the following improvements shall be provided:

a. For the following types of projects, the entire width of the portion of the alley abutting the lot, and the portion of the alley between the lot and a connecting street, shall be improved to at least the equivalent of a crushed rock surface, according to the Street Improvement Manual. The applicant may choose the street to which the improvements will be installed. If the alley does not extend from street to street, and the connecting street is an arterial designated on Exhibit 23.53.015 A, either the remainder of the alley shall be improved so that it is passable to a passenger vehicle, or a turnaround shall be provided. The turnaround may be provided by easement.

(1) Residential structures with fewer than ten (10) units;

(2) The following uses when they are smaller than seven hundred fifty (750) square feet of gross floor area: fast-food restaurants, major and minor vehicle repair uses, and multipurpose convenience stores;

(3) Nonresidential structures which have less than four thousand (4,000) square feet of gross floor area and which do not contain uses listed in subsection E1a(2) which are larger than seven hundred fifty (750) square feet;

(4) Structures containing a mix of residential and nonresidential uses, if the residential use is less than ten (10) units, and the square footage of nonresidential uses is less than specified in subsections E1a(2) and E1a(3);

(5) Remodeling and use changes within existing structures;

(6) Additions to existing structures which are exempt from environmental review; and

(7) Expansions of a surface parking area or open storage area of less than twenty (20) percent of parking area or storage area or number of parking spaces.

b. For projects not listed in subsection E1a, the entire width of the portion of the alley abutting the lot, and the portion of the alley between the lot and a connecting street, shall be paved. The applicant may choose the street to which the pavement will be installed. If the alley does not extend from street to street, and the connecting street is an arterial designated on Exhibit 23.53.015 A, either the remainder of the alley shall be improved so that it is passable to a passenger vehicle, or a turnaround shall be provided. The turnaround may be provided by easement.

2. When the alley is not used for access, if the alley is not fully improved, all structures shall be designed to accommodate the grade of the future alley improvements, and a no-protest agreement to future alley improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the King County Department of Records and Elections.

F. Existing Alleys Which Do Not Meet the Minimum Width.

1. When an existing alley is used for access to parking spaces, open storage, or loading berths on a lot, and the alley does not meet the minimum width established in subsection D of this section, except as provided in subsection G of this section, a dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width established in subsection D of this section shall be required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the block shall not be required to dedicate more than that amount of right-of-way. Underground and overhead portions of structures that would not interfere with the functioning of the alley may be allowed by the Director of Construction and Land Use after consulting with the Director of Transportation. When existing structures are located in the portion of the lot to be dedicated, that portion of the lot shall be exempt from dedication requirements. The improvements required under subsection E1 of this section shall then be installed, depending on the type of project.

2. When an existing alley is not used for access to parking spaces or loading berths on an abutting lot, but the alley does not meet the minimum width established in subsection D of this section, except as provided in subsection G of this section, the following requirements shall be met:

a. A setback equal to half the distance between the current alley right-of-way width and the minimum right-of-way width established in subsection D shall be required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. The area of the setback

may be used to meet any development standards, except that required parking may not be located in the setback. Underground and overhead structures which would not prevent the future widening and improvement of the right-of-way may be permitted in the required setback by the Director of Construction and Land Use after consulting with the Director of Transportation.

b. All structures shall be designed to accommodate the grade of the future alley right-of-way.

c. A no-protest agreement to future street improvements shall be required, as authorized by RCW Chapter 35.43. The agreement shall be recorded with the title to the property with the King County Department of Records and Elections.

G. Exceptions. The Director, after consulting with the Director of the Department of Transportation, may modify or waive the requirements for dedication, paving and drainage, setbacks, grading and no-protest agreements, if it is determined that one (1) or more of the following conditions are met. The Director may require access to be from a street if alley improvements are also waived.

1. Location in an environmentally critical area, disruption of existing drainage patterns, or removal of natural features such as significant trees makes widening and/or improving the right-of-way impractical or undesirable;

2. Widening and/or improving the right-of-way would make a building on a lot infeasible by reducing it to dimensions where development standards cannot reasonably be met;

3. Widening and/or improving the right-of-way would eliminate alley access to an existing lot;

4. Widening and/or improving the right-of-way is impractical because topography precludes the use of the alley for vehicular access to the lot;

5. The alley is in a historic district or special review district, and the Department of Neighborhoods Director finds, after review and recommendation by the appropriate review board, that the widening and/or improvement would be detrimental to the character and goals of the district;

6. The existence of a bridge, viaduct or structure such as a substantial retaining wall makes widening the right-of-way impractical or undesirable;

7. Widening the right-of-way would adversely affect the character of the street, as it is defined in an adopted neighborhood plan or adopted City plan for green streets, boulevard, or other special right-of-way, or would otherwise conflict with the stated goals of such a plan;

8. One (1) or more substantial principal structures on the same side of the block as the proposed project are located in the area needed for future expansion of the right-of-way and the structure(s)' condition and size make future widening of the remainder of the right-of-way unlikely;

9. Widening and/or improving the right-of-way is not necessary because it is adequate for current and potential pedestrian and vehicular traffic, for example, due to the limited number of lots served by the development on the right-of-way is at zoned capacity.

(Ord. 118414 § 39, 1996; Ord. 118409 § 198, 1996; Ord. 118302 § 12, 1996; Ord. 117570 § 18, 1995; Ord. 117432 § 38, 1994; Ord. 117263 § 50, 1994; Ord. 116262 § 17, 1992; Ord. 115568 § 8, 1991; Ord. 115326 § 26(part), 1990.)

**Chapter 23.54  
QUANTITY AND DESIGN STANDARDS FOR  
ACCESS AND OFF-STREET PARKING**

**Sections:**

**23.54.015 Required parking.**

**23.54.016 Major Institutions—Parking and transportation.**

**23.54.020 Parking quantity exceptions.**

**23.54.025 Parking covenants.**

**23.54.030 Parking space standards.**

**23.54.035 Loading berth requirements and space standards.**

**23.54.015 Required parking.**

A. The minimum number of off-street parking spaces required for specific uses shall be based upon gross floor area, unless otherwise specified, as set forth in Chart A, except for uses located in downtown zones, which are regulated by Section 23.49.016, and Major Institution uses, which are regulated by Section 23.54.016. (See Chart A for Section 23.54.015.)

B. In the case of a use not specifically mentioned on Chart A, the requirements for off-street parking shall be determined by the Director. The Director's determination shall be based on the requirements for the most comparable uses.

C. Existing parking deficits of legally established uses shall be allowed to continue even if a change of use occurs. This provision shall not apply to a change of use to one defined as a heavy traffic generator.

D. In all zones except downtown zones, no parking shall be required for the first twenty-five hundred (2,500) square feet of gross floor area of a structure containing nonresidential uses. This waiver shall not apply to structures or portions of structures occupied by fast-food restaurants, motion picture theaters, administrative offices, or institutional uses, including Major Institution uses. When two (2) or more uses with different parking ratios occupy a structure, the twenty-five hundred (2,500) square foot waiver shall be prorated based on the area occupied by the nonresidential uses for which the parking waiver is permitted.

E. Commercial uses permitted in midrise and highrise zones according to Section 23.45.110 shall have no parking requirement over that required for residential use in the same structure. Up to ten parking spaces per business establishment may be provided at the discretion of the applicant.

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**Chart A**  
**for Section 23.54.015**  
**PARKING**

Use	Parking Requirement
Adult care center <sup>1</sup>	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients).
Adult family home	1 for each dwelling unit.
Adult motion picture theater	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Adult panoram	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Airport, land-based (waiting area)	1 for each 100 square feet.
Airport, water-based (waiting area)	1 for each 100 square feet.
Animal services	1 for each 350 square feet.
Animal husbandry (retail area only)	1 for each 350 square feet.
Aquaculture (retail area only)	1 for each 350 square feet.
Artist's studio/dwelling	1 for each dwelling unit.
Automotive parts or accessory sales	1 for each 350 square feet.
Ball courts	1 per court.
Bed and breakfast guest rooms or suites	1 for each dwelling, plus 1 for each 2 suites.
Bowling alley	5 for each lane.
Brewpub	1 for each 200 square feet.
Business support services	1 for each 2,000 square feet.
Business incubators	1 for each 1,000 square feet.
Carwash	1 for each 2,000 square feet.
Caretaker's quarters	1 for each dwelling unit.
Cargo terminal	1 for each 2,000 square feet.
Cemetery	None.

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**Chart A**  
**for Section 23.54.015 (Continued)**

Use	Parking Requirement
Child care center <sup>1</sup>	1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children.
Colleges <sup>1</sup>	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus
1 for each 100 square feet of spectator assembly area	in outdoor spectator sports facilities.
Commercial laundries	1 for each 2,000 square feet.
Commercial moorage	1 for each 140 lineal feet of moorage.
Communication utilities	1 for each 2,000 square feet.
Community centers <sup>1,2</sup> and community clubs <sup>1,2</sup>	1 for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 for each 350 square feet, excluding ball courts.
Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) <sup>1,2,3</sup>	1 for each 555 square feet.
Congregate residences	1 for each 4 residents.
Construction services	1 for each 2,000 square feet.
Custom and craft work	1 for each 1,000 square feet.
Dance halls (dance floor and table area)	1 for each 100 square feet.
Dry storage of boats	1 for each 2,000 square feet.
Family support centers located in community centers owned and operated by the Seattle DOPAR <sup>3</sup>	1 for each 100 square feet.
Floating homes	1 for each dwelling unit.
Food processing for human consumption	1 for each 1,000 square feet.

**Chart A  
for Section 23.54.015 (Continued)**

Use	Parking Requirement
Gas station	1 for each 2,000 square feet.
General retail sales and services	1 for each 350 square feet.
Ground-floor businesses in multi-family zones	None, maximum of 10.
Heavy commercial services	1 for each 2,000 square feet.
Heliports (waiting area)	1 for each 100 square feet.
High-impact uses mined by the	1 for each 1,500 square feet or as determined by the Director.
Horticultural uses (retail area only)	1 for each 350 square feet.
Hospitals <sup>1</sup> plus	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; 1 for each 6 beds.
Hotels	1 for each 4 sleeping rooms or suites.
Institute for advanced study <sup>1</sup>	1 for each 1,000 square feet of administrative offices and similar spaces; plus 1 for each 10 fixed seats in all auditoria and public assembly rooms; or 1 for each 100 square feet of public assembly area not containing fixed seats.
Institutes for advanced study in single-family zones (existing)	3.5 for each 1,000 square feet of office space; plus 10 for each 1,000 square feet of additional building footprint to house and support conference center activities, or 37 for each 1,000 square feet of actual conference rooms to be constructed, whichever is greater.
Kennel	1 for each 2,000 square feet.
Lecture and meeting hall	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Major durables, sales, service, and rental	1 for each 2,000 square feet.

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**Chart A**  
**for Section 23.54.015 (Continued)**

Use	Parking Requirement
Manufacturing, heavy	1 for each 1,500 square feet.
Manufacturing, light	1 for each 1,500 square feet.
Marine service station	1 for each 2,000 square feet.
Medical services	1 for each 350 square feet.
Miniature golf	1 for each 2 holes.
Mini-warehouse	1 for each 30 storage units.
Mobile home park	1 for each mobile home.
Mortuary services	1 for each 350 square feet.
Motels	1 for each sleeping room or suite.
Motion picture studio	1 for each 1,500 square feet.
Motion picture theater	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Multifamily structures <sup>4</sup> except those listed below	Lots containing 2—10 dwelling units: 1.1 for each dwelling unit. Lots containing 11—30 dwelling units: 1.15 for each dwelling unit. Lots containing 31—60 dwelling units: 1.2 for each dwelling unit. Lots containing more than 60 dwelling units: 1.25 for each dwelling unit.
	In addition, for all multifamily structures whose average gross floor area per dwelling unit, excluding decks and all portions of a structure shared by multiple dwelling units, exceeds 500 square feet, an additional .0002 spaces per square foot in excess of 500 shall be required up to a maximum additional .15 spaces per dwelling unit; and
	When at least 50 percent of the dwelling units in a multifamily structure have 3 bedrooms, an additional .25 spaces per bedroom for each unit with 3 bedrooms shall be required; and

**Chart A  
for Section 23.54.015 (Continued)**

Use	Parking Requirement
Multifamily structures containing dwelling units with 2 or more bedrooms, when within the area impacted by the University of Washington as shown on Map A following this section	Any multifamily structure which contains a dwelling unit with 4 or more bedrooms shall be required to provide an additional .25 spaces per bedroom for each unit with 4 or more bedrooms. <sup>5</sup>  1.5 spaces per unit with 2 or more bedrooms. The requirement for units with 3 or more bedrooms contained above shall also apply. All other requirements for units with fewer than 2 bedrooms shall be as contained above. <sup>5</sup>
Multifamily structures, when within the Alki area as shown on Map B following this section	1.5 spaces per unit.
Multifamily development, for those ground-related structures within the development with 10 units or fewer	1 for each dwelling unit.
Multifamily structures for low-income elderly	1 for each 6 dwelling units.
Multifamily structures for low-income disabled	1 for each 4 dwelling units.
Multi-purpose convenience store	1 for each 350 square feet.
Museum <sup>1</sup>	1 for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats;
or	1 for every 10 fixed seats for floor area containing fixed seats; plus 1 space for each 250 square feet of other gross floor area open to the public.
Nonhousehold sales and services, except sales, service and rental of office equipment	1 for each 2,000 square feet.
Nursing homes <sup>6</sup>	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees;
plus	1 for each 6 beds.
Office, administrative	1 for each 1,000 square feet.

**Chart A**  
**for Section 23.54.015 (Continued)**

Use	Parking Requirement
Office, customer service	1 for each 350 square feet.
Outdoor storage	1 for each 2,000 square feet.
Parks	None.
Participant sports and recreation, indoor, unless otherwise specified	1 for each 350 square feet.
Participant sports and recreation, outdoor, unless otherwise specified	1 for each 350 square feet.
Passenger terminals (waiting area)	1 for each 100 square feet.
Performing arts theater	1 for each 8 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Personal transportation services	1 for each 2,000 square feet.
Playgrounds	None.
Power plants	1 for each 2,000 square feet.
Private club <sup>1</sup>	1 for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 for each 350 square feet, excluding ball courts.
Railroad rights-of-way	None.
Railroad switchyard	1 for each 2,000 square feet.
Railroad switchyard with mecha- nized hump	1 for each 2,000 square feet.
Recreational marinas	1 for each 75 lineal feet of moorage.
Recycling center	1 for each 2,000 square feet.

**Chart A  
for Section 23.54.015 (Continued)**

Use	Parking Requirement
Recycling collection station	None.
Religious facility <sup>1</sup> 1 for each 80 square feet of all auditoria and public assembly rooms.	
Research and development laboratory	1 for each 1,000 square feet.
Restaurant	1 for each 200 square feet.
Restaurant, fast-food	1 for each 100 square feet.
Sales, service and rental of commercial equipment	1 for each 2,000 square feet.
Sale and rental of large boats	1 for each 2,000 square feet.
Sale and rental of motorized vehicles	1 for each 2,000 square feet.
Sales, service and rental of office equipment	1 for each 350 square feet.
Sale of boat parts and accessories	1 for each 350 square feet.
Sale of heating fuel	1 for each 2,000 square feet.
Salvage yard	1 for each 2,000 square feet.
School, private elementary and secondary <sup>1,2</sup>	1 for each 80 square feet of all auditoria and public assembly rooms, or if no auditorium or assembly rooms, 1 for each staff member.
School, public elementary and secondary <sup>1,2,7</sup>	1 for each 80 square feet of all auditoria or public assembly rooms, or 1 for every 8 fixed seats in auditoria or public assembly rooms, containing fixed seats, for new public schools on a new or existing public school site.
Sewage treatment plant	1 for each 2,000 square feet.
Single-family dwelling units	1 for each dwelling unit.
Skating rink (rink area)	1 for each 100 square feet.
Solid waste transfer station	1 for each 2,000 square feet.

**Chart A**  
**for Section 23.54.015 (Continued)**

Use	Parking Requirement
Specialty food stores	1 for each 350 square feet.
Spectator sports facility	1 for each 10 fixed seats or 1 for each 100 square feet of spectator assembly area not containing fixed seats.
Sport range	1 for each 2 stations.
Swimming pool (water area)	1 for each 150 square feet.
Taverns	1 for each 200 square feet.
Transit vehicle base	1 for each 2,000 square feet.
Universities <sup>8</sup>	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 for each 100 square feet of spectator assembly area in outdoor spectator sports facilities.
Utility service uses	1 for each 2,000 square feet.
Vehicle repair, major	1 for each 2,000 square feet.
Vehicle repair, minor	1 for each 2,000 square feet.
Vessel repair, major	1 for each 2,000 square feet.
Vessel repair, minor	1 for each 2,000 square feet.
Vocational or fine arts school <sup>11</sup>	1 for each 2 faculty and full-time employees; plus 1 for each 5 students (based on the maximum number of students in attendance at any one time).
Warehouse	1 for each 1,500 square feet.
Wholesale showroom	1 for each 1,500 square feet.
Work-release centers	1 for each 2 full-time staff members; plus 1 for each 5 residents; plus 1 for each vehicle operated in connection with the work-release center.

**Chart A  
for Section 23.54.015 (Continued)**

- 1When permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director of Seattle Transportation, may allow adult care and child care centers locating in existing structures to provide loading and unloading spaces on-street when no other alternative exists.
- 2Indoor gymnasiums shall not be considered ball courts, nor shall they be considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the entire gymnasium shall be one (1) parking space for every eight (8) fixed seats. Each twenty (20) inches of width of bleachers shall be counted as one (1) fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement shall be one (1) space for each three hundred fifty (350) square feet. If the gymnasium does not contain bleachers and is in a community center owned and operated by the Department of Parks and Recreation (DOPAR), the parking requirement shall be one (1) space for each five hundred fifty-five (555) square feet.
- 3When family support centers are located within community centers owned and operated by DOPAR, the Director may lower the combined parking requirement by up to a maximum of fifteen (15) percent, pursuant to Section 23.54.020 I.
- 4Parking spaces required for multifamily structures may be provided as tandem spaces according to subsection B of Section 23.54.020.
- 5Bedroom — Any habitable room as defined by the Building Code which, in the determination of the Director, is capable of being used as a bedroom.
- 6When specified in single-family zones, Section 23.44.015, the Director may waive some or all of the parking requirements.
- 7For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements shall be determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if an auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Chart A for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ten (10) percent or less than that for the existing auditorium or other place of assembly, then no additional parking shall be required.
- 8Development standards departure may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.



Exhibit for Chart A, Section 23.54.015  
Map A — University District Parking Overlay Area

For current SMC, contact  
the Office of the City Clerk

Exhibit for Chart A, Section 23.54.015  
Map B — Alki Area Parking Overlay

The provisions of this section apply to all multifamily and neighborhood commercial zones within the boundary lines noted.

Boundary Line \_\_\_\_\_

F. Exceptions to the parking requirements set forth in this section are provided in Section 23.54.020, Parking quantity exceptions, unless otherwise specified in Chart A.

G. Except in downtown zones, off-street parking for fleet vehicles shall be provided separately, in addition to the minimum parking requirements.

H. For nonschool uses permitted to locate in a former or existing public school by a School Use Advisory Committee (SUAC), parking requirements shall be determined by the school use criteria, according to Chapter 23.78, Establishment of Criteria for Joint Use or Reuse of Schools.

I. Bicycle Parking.

1. In L2, L3, MR and HR zones, and the SCM zone, for apartments and terraced housing, spaces for bicycles shall be provided in a safe and convenient location, according to the following chart:

Number of Units	Number of Bicycle Spaces Required
5 — 10	1
11 — 20	2
More than 20	1 for every 10 units

2. Bicycle parking spaces shall be provided by all institutions in multifamily zones. The number of required bicycle parking spaces shall be five (5) percent of the number of required vehicle spaces. All bicycle spaces should be sheltered from the weather, visible from the institution, and conveniently located.

3. Bicycle parking facilities, either off-street or in the street right-of-way, shall be provided in NC1, NC2, NC3, C1 zones, and the SCM zone for any new use which requires twenty (20) or more automobile parking spaces according to Chart A. Automobile service stations, and other drive-in businesses except fast-food restaurants, shall be exempted from this requirement. All bicycle parking facilities in the street right-of-way shall conform to Seattle Transportation standards.

a. The number of required bicycle parking spaces shall be ten (10) percent of the number of required off-street auto parking spaces.

b. When any covered automobile parking is provided, all bicycle parking shall be covered.

4. Bicycle parking facilities accessory to nonresidential uses shall be located on the lot or within eight hundred (800) feet of the lot. Bicycle parking accessory to residential uses shall be located on-site. Bicycle parking facilities shared by more than one (1) use are encouraged. When located off-street, bicycle and automobile parking areas shall be separated by a barrier or painted lines.

(Ord. 118624 § 2, 1997; Ord. 118414 § 40, 1996; Ord. 118409 § 199, 1996; Ord. 118302 § 13, 1996; Ord. 117869 § 1, 1995; Ord. 117202 § 10, 1994; Ord. 116168 § 1, 1992; Ord. 116146 § 2, 1992; Ord. 115719 § 1, 1991; Ord. 115043 § 12, 1990; Ord. 115002 § 13(part), 1990; Ord. 114875 §§ 13, 14, 1989; Ord. 114623 § 15, 1989; Ord. 113710 § 1(part), 1987; Ord. 113658 § 7(part), 1987; Ord. 113464 § 2(part), 1987; Ord. 113263 § 26(part), 1986; Ord. 112777 § 32(part), 1986.)

**23.54.016 Major Institutions—Parking and transportation.**

Major Institution uses shall be subject to the following transportation and parking requirements:

A. General Provisions.

1. Minimum requirements for parking quantity are established in subsection B of this section.

2. The maximum number of spaces provided for the Major Institution use shall not exceed one hundred thirty-five (135) percent of the minimum requirement, except through administrative or Council review as provided in subsection C of this section.

3. Parking requirements for Major Institutions with more than one (1) type of institutional use (for example, a hospital and a university), shall be calculated for each use separately, and then added together to derive the total number of required spaces.

4. When a permit application is made for new development at an existing Major Institution, parking requirements shall be calculated both for the entire Major Institution and for the proposed new development. If there is a parking deficit for the entire institution, the institution shall make up a portion of the deficit in addition to the quantity required for the new development, according to the provisions of subsection B5 of this section. If there is a parking surplus, above the maximum allowed number of spaces, for the institution as a whole, requirements for new development will first be applied to the surplus in the required ratio of long-term and short-term spaces. Additional parking shall be permitted only when no surplus remains.

5. When determining parking requirements, individuals fitting into more than one (1) category (for example, a student who is also an employee or a faculty member who is also a doctor) shall not be counted twice. The category requiring the greater number of parking spaces shall be used.

B. Parking Quantity Required. The minimum number of parking spaces required for a Major Institution shall be as follows:

1. Long-term Parking.

a. Medical Institutions. A number of spaces equal to eighty (80) percent of hospital-based doctors; plus twenty-five (25) percent of staff doctors; plus thirty (30) percent of all other employees present at peak hour;

b. Educational Institutions. A number of spaces equal to fifteen (15) percent of the maximum students present at peak hour, excluding resident students; plus thirty (30) percent of employees present at peak hour; plus twenty-five (25) percent of the resident unmarried students; plus one (1) space for each married student apartment unit.

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## 2. Short-term Parking.

a. Medical Institutions. A number of spaces equal to one (1) space per six (6) beds; plus one (1) space per five (5) average daily outpatients;

b. Educational Institutions. A number of spaces equal to five (5) percent of the maximum students present at peak hour excluding resident students.

3. Additional Short-term Parking Requirements. When one (1) of the following uses is a Major Institution use, the following additional short-term parking requirements shall be met. Such requirements may be met by joint use of parking areas and facilities if the Director determines that the uses have different hours of operation according to Section 23.54.020 G:

a. Museum. One (1) space for each two hundred fifty (250) square feet of public floor area;

b. Theater, Auditorium, or Assembly Hall. One (1) space for each two hundred (200) square feet of audience assembly area not containing fixed seats, and one (1) space for every ten (10) seats for floor area containing fixed seats;

c. Spectator Sports Facility Containing Fewer than Twenty Thousand (20,000) Seats. One (1) space for each ten (10) permanent seats and one (1) space for each one hundred (100) square feet of spectator assembly area not containing fixed seats;

d. Spectator Sports Facility Containing Twenty Thousand (20,000) or More Seats. One (1) space for each ten (10) permanent seats and one (1) bus space for each three hundred (300) permanent seats.

4. Bicycle Parking. Bicycle parking meeting the development standards of Section 23.54.015 I4 and subsection D2 of this section shall be provided in the following quantities:

a. Medical Institutions. A number of spaces equal to two (2) percent of employees, including doctors, present at peak hour;

b. Educational Institutions. A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees.

If at the time of application for a master use permit, the applicant can demonstrate that the bicycle parking requirement is inappropriate for a particular institution because of topography, location, nature of the users of the institution or other reasons, the Director may modify the bicycle parking requirement.

5. Parking Deficits. In addition to providing the minimum required parking for a new structure, five (5) percent of any vehicular or bicycle parking deficit as determined by the minimum requirements of this subsection, existing on the effective date of the ordinance codified in this section,<sup>1</sup> shall be supplied before issuance of a certificate of occupancy.

C. Requirement for a Transportation Management Program.

1. When a Major Institution proposes parking in excess of one hundred thirty-five (135) percent of the minimum requirement for short-term parking spaces, or when a Major Institution prepares a master plan or applies for a master use permit for development that would

require twenty (20) or more parking spaces or increase the Major Institution's number of parking spaces by twenty (20) or more above the level existing on May 2, 1990, a transportation management program shall be required or an existing transportation management program shall be reviewed and updated. The Director shall assess the traffic and parking impacts of the proposed development against the general goal of reducing the percentage of the Major Institution's employees, staff and/or students who commute in single-occupancy vehicles (SOV) during the peak period to fifty (50) percent or less, excluding those employees or staff whose work regularly requires the use of a private vehicle during working hours.

2. Transportation management programs shall be prepared and implemented in accordance with the Director's Rule governing Transportation Management Programs. The Transportation Management Program shall be in effect upon Council adoption of the Major Institution master plan.

3. If an institution has previously prepared a transportation management program, the Director, in consultation with the Director of Transportation, shall review the Major Institution's progress toward meeting stated goals. The Director shall then determine:

a. That the existing program should be revised to correct deficiencies and/or address new or cumulative impacts; or

b. That the application will not be approved until the Major Institution makes substantial progress toward meeting the goals of its existing program; or

c. That a new program should be developed to address impacts associated with the application; or

d. That the existing program does not need to be revised.

4. Through the process of reviewing a new or updated transportation management program in conjunction with reviewing a master plan, the Council may approve in excess of one hundred thirty-five (135) percent of the minimum requirements for long-term parking spaces, or may increase or decrease the required fifty (50) percent SOV goal, based upon the Major Institution's impacts on traffic and opportunities for alternative means of transportation. Factors to be considered shall include, but not be limited to:

a. Proximity to a street with fifteen (15) minute transit service headway in each direction;

b. Air quality conditions in the vicinity of the Major Institution;

c. The absence of other nearby traffic generators and the level of existing and future traffic volumes in and through the surrounding area;

d. The patterns and peaks of traffic generated by Major Institution uses and the availability or lack of on-street parking opportunities in the surrounding area;

e. The impact of additional parking on the Major Institution site;

f. The extent to which the scheduling of classes or work shifts reduces the transportation alterna-

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tives available to employees and/or students or the presence of limited carpool opportunities due to the small number of employees; and

g. The extent to which the Major Institution has demonstrated a commitment to SOV alternatives.

5. The provision of short-term parking spaces in excess of one hundred thirty-five (135) percent of the minimum requirements established in subsection B2 of this section may be permitted by the Director through preparation or update of a Transportation Management Program. In evaluating whether to allow more than one hundred thirty-five (135) percent of the minimum, the Director, in consultation with Seattle Transportation and metropolitan King County, shall consider evidence of parking demand and opportunities for alternative means of transportation. Factors to be considered shall include