

ORDINANCE 115326

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3 **AN ORDINANCE** relating to land use, zoning, and transportation,
4 amending Sections 23.22.052, 23.44.014, 23.44.016, 23.45.006,
5 23.45.008, 23.45.014, 23.45.018, 23.45.056, 23.45.060,
6 23.45.072, 23.45.076, 23.47.002, 23.47.014, 23.47.032,
7 23.47.048, 23.49.002, 23.49.022, 23.50.002, 23.50.016,
8 23.50.030, 23.50.032, 23.54.030, 23.76.006, 23.84.002,
9 23.84.006, 23.84.008, 23.84.016, 23.84.030, 23.84.032,
10 23.84.036, 23.86.007, 23.86.010, and 23.86.012 of the Seattle
11 Municipal Code, and Section 302(c) of the Seattle Amendments
12 to the Uniform Building Code; repealing Sections 23.50.040
13 and 23.54.010 of the Seattle Municipal Code; and adding new
14 Sections 23.24.035, 23.40.030 and 23.50.029 and a new Chapter
15 23.53 to the Seattle Municipal Code, in order to establish
16 the requirements and standards for street, alley and easement
17 improvements.

18 **WHEREAS**, improved streets which are adequate for vehicular and
19 pedestrian traffic are a basic part of Seattle's urban
20 infrastructure; and

21 **WHEREAS**, adequate urban streets are those which are wide enough
22 to meet the minimum standards for movement of the expected
23 level of traffic, have sidewalks for pedestrian travel, and
24 generally have planting strips or other amenities; and

25 **WHEREAS**, improvements to abutting streets and alleys should be
26 required when new lots or development are proposed, to bring
27 the street up to minimum standards; and

28 **WHEREAS**, improvements to streets and alleys not abutting lots to
be created and developed should be required in order to miti-
gate the impacts of development; and

WHEREAS, such requirements provide for the equitable sharing of
the burdens and benefits of adequate public rights-of-way
among all properties in the City; and

WHEREAS, when a street is already improved but is not wide enough
to meet minimum standards, a setback may be needed to accom-
modate future widening of the street; and

WHEREAS, exemptions from street improvement requirements should
be provided for projects below a certain threshold size, or
where topography, environmental sensitivity, or other site
specific features make street improvements infeasible or
impractical; and

WHEREAS, the requirements in this ordinance are not intended to
preclude the use of Chapter 25.05 of the Seattle Municipal
Code (SEPA) to mitigate adverse impacts;

1 THEREFORE BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

2 Section 1. That Section 23.22.052 of the Seattle Municipal
3 Code, as last amended by Ordinance 110669, is amended to read as
4 follows:

5 **23.22.052 Dedications Required.**

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8 C. Convenient pedestrian and vehicular access to every lot by
9 way of a dedicated street or permanent appurtenant easement ((as
10 required in Section 23.54.010₇)) shall be provided. Access from
11 a dedicated street shall be required, unless the Director
12 determines that the following conditions exist, and permits
13 access by a permanent private easement:

14 1. Access by easement would not compromise the goals of the
15 Land Use Code to provide for adequate light, air and usable open
16 space between structures; and

17 2. The dedication and improvement of a street is not
18 necessary or desirable to facilitate adequate water supply for
19 domestic water purposes or for fire protection, or to facilitate
20 adequate storm drainage; and

21 3. The dedication and improvement of a street is not
22 necessary or desirable in order to provide on-street parking for
23 overflow conditions; and

24 4. No potential safety hazards would result from multiple
25 access points between existing and future developments onto a
26 roadway without curbs and with limited sight lines; and

27 5. There is no potential for extending the street system.

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3 F. Dedicated streets and alleys shall meet the requirements of
4 Section 23.53.010 and the Street Improvement Manual. Easements
5 shall meet the requirements of Section 23.53.025.

6 Section 2. That a new Section 23.24.035 of the Seattle
7 Municipal Code is hereby added to the Seattle Municipal Code to
8 read as follows:

9 **23.24.035 Access**

10 A. Every short plat shall include adequate provision for dedi-
11 cation of drainage ways, streets, alleys, easements, slope
12 rights, parks and other public open spaces for general purposes
13 as may be required to protect the public health, safety and
14 welfare.

15 B. Protective improvements and easements to maintain the
16 improvements shall be dedicated at the discretion of the City.

17 C. Convenient pedestrian and vehicular access to every lot by
18 way of a dedicated street or permanent appurtenant easement shall
19 be required.

20 D. Access to new lots shall be from a dedicated street, unless
21 the Director determines that the following conditions exist, and
22 permits access by a permanent private easement:

23 1. Access by easement would not compromise the goals of the
24 Land Use Code to provide for adequate light, air and usable open
25 space between structures; and

26 2. The dedication and improvement of a street is not neces-
27 sary or desirable to facilitate adequate water supply for domes-
28 tic water purposes or for fire protection, or to facilitate
adequate storm drainage; and

3. The dedication and improvement of a street is not neces-
sary or desirable in order to provide on-street parking for over-

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3 flow conditions; and

4 4. No potential safety hazards would result from multiple
5 access points between existing and future developments onto a
6 roadway without curbs and with limited sight lines; and

7 5. There is no potential for extending the street system.

8 E. Dedicated streets and alleys shall meet the requirements of
9 Section 23.53.010 and the Street Improvement Manual. Easements
10 shall meet the requirements of Section 23.53.025.

11 Section 3. That a new Section 23.40.030 is added to the
12 Seattle Municipal Code, to read as follows:

13 **23.40.030 Undeveloped Streets; Modification of Certain
14 Development Standards.**

15 For purposes of determining yards, setbacks and whether or not
16 a lot is a corner lot or through lot, the Director may allow an
17 abutting street to be treated as an alley if the Director finds
18 that the lot abuts on at least one other street suitable for
19 vehicular use or is served by an access easement meeting the
20 standards of 23.53.025, and that the following criteria are met:

21 A. The street in the block where it abuts the lot is wholly
22 undeveloped, is unpaved, or is developed with a roadway less than
23 twenty feet (20') in width; and

24 B. The street provides either no access or only secondary
25 access to those lots to which it abuts; and

26 C. The development proposed for the lot does not require
27 improvement of the street and no plans to develop the street are
28 on file with the City; and

D. Existing streetscapes and development patterns are not
disrupted.

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3 Section 4. That Section 23.44.014 of the Seattle Municipal
4 Code, as last amended by Ordinance 113883, is amended to read as
5 follows:

6 **23.44.014 Yards.**

7 Yards are required for every lot in a single family residen-
8 tial zone. A yard which is larger than the minimum size may be
9 provided.

10 A. Front Yards.

11 1. The front yard shall be either the average or the front
12 yards of the single-family structures on either side or twenty
13 feet (20'), whichever is less.

14 2. On any lot where the natural gradient or slope, as meas-
15 ured from the front line of the lot for a distance of sixty feet
16 (60') or the full depth of the lot, whichever is less, is in
17 excess of thirty-five percent (35%), the required front yard
18 shall be either twenty feet (20') less one foot (1') for each one
19 percent (1%) of gradient or slope in excess of thirty-five per-
20 cent (35%) or the average of the front yards on either side,
21 whichever is less.

22 3. In the case of a through lot, each yard abutting a
23 street, except a side yard, shall be a front yard. Rear yard
24 requirements shall not apply to the lot.

25 4. A larger yard may be required in order to meet the
26 provisions of Section 23.53.015, Improvement Requirements for
27 Existing Streets in Residential and Commercial Zones.

28 * * *

Section 5. That Section 23.44.016 of the Seattle Municipal

1 Code, as last amended by Ordinance 113614, is amended to read as
2 follows:

3 **23.44.016 Parking location and access.**

4 Parking shall be required as provided in Chapter 23.54 and in
5 accordance with the following:

6 A. Access.

7 1. Vehicular access to parking from an improved street,
8 alley or easement is required.

9 2. Access to parking is permitted through a required
10 yard abutting a street only if the director determines that one
11 (1) of the following conditions exists:

12 a. There is no adjacent (~~improved~~) alley improved
13 to the standards of Section 23.53.030C ; or

14 b. Existing topography does not permit alley access;
15 or

16 c. A portion of the alley abuts a nonresidential
17 zone; or

18 d. The alley is used for loading or unloading by an
19 existing nonresidential use; or

20 e. Due to the relationship of the alley to the
21 street system, use of the alley for parking access would create a
22 significant safety hazard(~~(-)~~); or

23 f. Parking access must be from the street in order
24 to provide access to parking space(s) which meet the Washington
25 State Rules and Regulations for Barrier-Free Design.

26 3. Where access to required parking spaces passes
27 through a required yard, automobiles, motorcycles and similar
28 vehicles may be parked on the access. Trailers, boats, recrea-
tional vehicles or similar equipment shall not be parked in any

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3 required yard abutting a street or on any access which passes
4 through a required yard. When a rear yard abuts a street,
5 trailers, boats, recreational vehicles or similar equipment shall
6 be prohibited from parking in the first ten feet (10') of the
7 rear yard abutting the street.

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9 * * *

10 Section 6. That Section 23.45.006 of the Seattle Municipal
11 Code, as last amended by Ordinance 114887, is amended to read as
12 follows:

13 **23.45.006 General Development Standards for Structures in Multi-
14 family Zones**

15 * * *

16 E. Methods for measurements are provided in Chapter 23.86.
17 Requirements for streets, alleys and easements are provided in
18 Chapter 23.53. Standards for parking access and design are pro-
19 vided in Chapter 23.54. Standards for permitted signs are pro-
20 vided in Chapter 23.55.

21 * * *

22 Section 7. That Section 23.45.008 of the Seattle Municipal
23 Code is amended to read as follows:

24 **23.45.008 Density - Lowrise Zones.**

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26 D. In calculating the number of dwelling units permitted on
27 a lot, the rounding up of fractions of a unit to a whole unit
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2 shall not be permitted. When dedication of right-of-way is
3 required, permitted density shall be calculated before the
4 dedication is made.
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6 Section 8. That Section 23.45.014 of the Seattle Municipal
7 Code, as last amended by Ordinance 115043, is amended to read as
8 follows:

9 **23.45.014 Setback requirements - Lowrise Zones**

10 A. Front Setback.

11 1. The required front setback shall be the average of the
12 setbacks of the first principal structures on either side, sub-
13 ject to the following:

14 Lowrise Duplex/Triplex- In no case shall the setback be less
15 than five feet (5') and it shall not be
16 required to exceed twenty feet (20').

17 Lowrise 1, Lowrise 2 - In no case shall the setback be less
18 and Lowrise 3 than five feet (5') and it shall not be
19 required to exceed fifteen feet (15').

20 Lowrise 4 In no case shall the setback be less
21 than five feet (5') and it shall not be
22 required to exceed twenty feet (20').

23 2. Through Lots. In the case of a through lot, each set-
24 back abutting a street, except a side setback, shall be a front
25 setback. Rear setback requirements shall not apply to the lot.

26 3. A greater setback may be required in order to meet the
27 provisions of Section 23.53.015, Improvement Requirements for
28 Exisiting Streets in Residential and Commercial Zones.

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3 Section 9. That Section 23.45.018 of the Seattle Municipal
4 Code is amended to read as follows:

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6 B. Access to Parking.

7 1. Alley Access Required. Except as provided in subsec-
8 tions B2 or B3, access to parking shall be from the alley when
9 the site abuts a platted alley improved to the standards of
10 Section ((~~23.54.010C~~) 23.53.030C or when the Director determines
11 that alley access is feasible and desirable to mitigate parking
12 access impacts. Street access shall not be permitted.

13 2. Street Access Required. Access to parking shall be from
14 the street when:

15 a. Due to the relationship of the alley to the street
16 system, use of the alley for parking access would create a sig-
17 nificant safety hazard; or

18 b. The lot does not abut a platted alley; or

19 c. In Lowrise 3 zones, apartments are proposed across
20 an alley from a Single Family or a Lowrise Duplex/Triplex zones;
21 or

22 3. Street or Alley Access Permitted. Access to parking
23 may be from either the alley or the street when the conditions
24 listed in subsection B2 do not apply, and one (1) or more of the
25 following conditions are met:

26 a. Topography makes alley access infeasible;

27 b. In all zones except Lowrise Duplex/Triplex, ground-
28 related housing is proposed across an alley from a Single Family
zone.

c. The alley is not improved to the standards of
Section ((~~23.54.010C~~) 23.53.030C. If such an alley is used for
access to parking, it shall be improved according to the stan-

1 dards of Section ((23.53.010C)) 23.53.030.

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3 d. Access to required barrier-free parking spaces
4 which meet the Washington State Rules and Regulations for
5 Barrier-Free Design may be from either the street or alley, or
6 both.

7 4. In Lowrise Duplex/Triplex zones, no more than fifty
8 percent (50%) of the total area of the required front setback
9 extended to side lot lines may be occupied by a driveway provid-
10 ing access to parking, except where the minimum required driveway
11 standards will exceed fifty percent (50%) of the front setback.

12 * * *

13 Section 10. That Section 23.45.056 of the Seattle Municipal
14 Code, as last amended by Ordinance 113203, is amended to read as
15 follows:

16 **23.45.056 Midrise - Setback requirements.**

17 Front, rear and side setbacks shall be provided for all lots,
18 according to the following provisions:

19 A. Front Setback. The required front setback shall be the
20 average of the setbacks of the first principal structures on
21 either side, subject to the following provisions:

22 1. The front setback shall in no case be required to be
23 more than five feet (5') greater than the setback of the first
24 principal structure on either side which is closer to the front
25 lot line.

26 2. The front setback shall in no case be required to
27 exceed fifteen feet (15').

28 3. Portions of the Structure in Front Setbacks.

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3 a. Portions of a structure may project into the
4 required front setback, as long as the average distance from the
5 front property line to the structure satisfies the minimum front
6 setback requirement.

7 b. No portions of a structure between finished grade
8 and eight feet (8') above finished grade shall be closer to the
9 front lot line than five feet (5').

10 c. Portions of the facade which begin eight feet (8')
11 or more above finished grade may project up to four feet (4')
12 beyond the lower portion of the facade, without being counted in
13 setback averaging (Exhibit 23.45.056 A).

14 d. Portions of the facade which begin eight feet (8')
15 or more above finished grade shall be no closer than three feet
16 (3') to the front lot line (Exhibit 23.45.056 A).

17 4. A greater setback may be required in order to meet the
18 provisions of Section 23.53.015, Improvement Requirements for
19 Existing Streets in Residential and Commercial Zones.

20 ((4-))5. Front Setback Exceptions.

21 a. Structures Along Heavily Traveled Arterials. In
22 order to reduce noise and glare impacts, multi-family structures
23 located on principal arterials designated on Exhibit 23.53.015 A
24 ((with more than fifteen thousand (15,000) average vehicle trips
25 per day, according to Engineering Department data)) shall be
26 allowed a reduction in the required front setback. The required
27 front setback along these arterials may be reduced to either
28 fifty percent (50%) of the front setback specified in the devel-
opment standards, or the front setback of the principal structure
on either side, whichever is less. ((A list of such arterials
shall be maintained by the Department)).

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3 b. Through Lots. In the case of a through lot, each
4 setback abutting a street except a side setback shall be a front
5 setback. Rear setback requirements shall not apply to the lot.

6 c. Parking in Rear. For sites which are required to
7 locate the parking in the rear and have no alley, the required
8 front setback shall be reduced by five feet (5'), so long as this
9 does not reduce the required front setback to less than ten feet
10 (10').

11 d. Sloped Lots. On sloped lots with no alley access,
12 the required front setback shall be fifteen feet (15') minus one
13 foot (1') for each two percent (2%) of slope. Slope shall be
14 measured from the midpoint of the front line to the rear lot
15 line, or for a depth of sixty feet (60'), whichever is less.

16 * * *

17 Section 11. That Section 23.45.060 of the Seattle Municipal
18 Code, as last amended by Ordinance 114196, is hereby amended to
19 read as follows:

20 **23.54.060 Midrise - Parking and Access**

21 * * *

22 B. Access to Parking.

23 1. Alley Access Required. Except when one (1) of the con-
24 ditions listed in subsections B2 or B3 applies, access to parking
25 shall be from the alley when the site abuts an alley improved to
26 the standards of Section (~~(23.54.010C)~~) 23.53.030C. Street
27 access shall not be permitted.

28 2. Street Access Required. Access to parking shall be
from the street when:

1 a. Due to the relationship of the alley to the street
2 system, use of the alley for parking access would create a sig-
3 nificant safety hazard;

4 b. The lot does not abut a platted alley;

5 c. Apartments or terraced housing are proposed across
6 an alley from a Single Family, Single-Family Attached, Lowrise 1
7 or Lowrise 2 Zone.

8 3. Street or Alley Access Permitted. Access to parking
9 may be from either the alley or the street when the conditions
10 listed in subsection B2 do not apply, and one (1) or more of the
11 following conditions are met:

12 a. Ground-related housing is proposed across the alley
13 from a Single Family, Single-Family Attached, Lowrise 1 or
14 Lowrise 2 Zone;

15 b. Topography makes alley access infeasible;

16 c. The alley is not improved to the standards of
17 Section ((~~23.54.010C~~)) 23.53.030C. If such an alley is used
18 for access, it shall be improved according to the standards of
19 Section ((~~23.54.010C~~)) 23.53.030C.

20 d. Access to required barrier-free parking spaces
21 which meet the Washington State Rules and Regulations for
22 Barrier-Free Design may be from either the street or alley, or
23 both.

24 * * *

25 Section 12. That Section 23.45.072 of the Seattle Municipal
26 Code, as last amended by Ordinance 112971, is amended to read as
27 follows:

28 **23.45.072 Highrise - Setback requirements.**

Front, rear and side setbacks shall be provided for all lots

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3 according to the following provisions:

4 A. Front Setbacks.

5 1. Facades of Portions of Facades Thirty-seven feet (37')
6 in Height or Less. The minimum front setback for facades or por-
7 tion of facades thirty-seven feet (37') in height or less shall
8 be the average of the setbacks of the first principal structures
9 on either side, subject to the following provisions:

10 a. The front setback shall in no case be required to
11 be more than five feet (5') greater than the setback of the first
12 principal structure on either side which is closer to the front
13 lot line.

14 b. The front setback shall in no case be required to
15 exceed ten feet (10') except that a greater setback may be
16 required in order to meet the provisions of Section 23.53.015,
17 Improvement Requirements for Existing Streets in Residential and
18 Commercial Zones.

19 c. Portions of the Structure in Front Setbacks.

20 (1) Portions of a structure may project into the
21 required front setback, as long as the average distance from the
22 front property line to the structure satisfies the minimum front
23 setback requirements.

24 (2) Any projections of the facade which begins at
25 finished lot grade shall be no closer to the front lot line than
26 the finished grade facade projection nearest the front lot line
27 of a structure on either side, or five feet (5'), whichever is
28 less.

2. Facades or Portions of Facades Above Thirty-seven feet
(37'). Facades or portions of facades which begin thirty-seven
feet (37') or more above finished grade shall have a front set-
back of twenty feet (20'). This setback may be averaged.

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3. Front Setback Exceptions.

a. In the case of a through lot, each setback abutting a street except a side setback shall be a front setback. Rear setback requirements shall not apply to the lot.

b. If the street facade is in retail use, no front setback is required.

c. Sloped Lots. On sloped lots with no alley access, the required front setback shall be fifteen feet (15') minus one foot (1') for each two percent (2%) of slope. Slope shall be measure from the midpoint of the front lot line, to the rear lot line or for a depth of sixty feet (60'), whichever is less.

Section 13. That Section 23.45.076 of the Seattle Municipal Code, as last amended by Ordinance 114196, is amended to read as follows:

23.45.076 Highrise - Parking and Access.

* * *

B. Access to Parking.

1. Alley Access Required. Except when one (1) of the conditions of subsections B2 and B3 applies, access to parking shall be from the alley when the site abuts an alley improved to the standards of Section ((23.54.010C)) 23.53.030C. Access from the street shall not be permitted.

2. Street Access Required. Access to parking shall be from the street when:

a. The alley borders on a Single Family, Single-Family Attached, Lowrise 1 or Lowrise 2 Zone;

b. The lot does not abut an alley;

c. Due to the relationship of the alley to the street

1 system, use of the alley for parking access would create a sig-
2 nificant safety hazard.

3 3. Street or Alley Access Permitted. Access to parking
4 may be from either the alley or the street when the conditions
5 listed in subsection B2 do not apply, and one (1) or more of the
6 following conditions are met:

7 a. Topography makes alley access infeasible;

8 b. The alley is not improved to the standards of
9 Section ((~~23.54.010C~~) 23.53.030C). If such an alley is used
10 for access, it shall be improved according to the standards of
11 Section ((~~23.54.010C~~) 23.53.030C).

12 c. Access to required barrier-free parking spaces
13 which meet the Washington State Rules and Regulations for
14 Barrier-Free Design may be from either the street or alley, or
15 both.

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17 Section 14. That Section 23.47.002 of the Seattle Municipal
18 Code, as last amended by Ordinance 114382, is amended to read as
19 follows:

20 23.47.002 Scope of Provisions

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22 D. Requirements for streets, alleys and easements are provided
23 in Chapter 23.53. Standards for parking quantity, access and
24 design are provided in Chapter 23.54. Signs shall be regulated
25 by Chapter 23.55. Methods for measurements are provided in
26 Chapter 23.86.

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3 Section 15. That Section 23.47.014 of the Seattle Municipal
4 Code, as last amended by Ordinance 113892, is amended to read as
5 follows:

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7 G. A setback may be required in order to meet the provisions
8 of Section 23.53.015, Improvement Requirements for Existing
9 Streets in Residential and Commercial zones, and Section
10 23.53.030, Alley Improvements in all Zones.

11 Section 16. That Section 23.47.032 of the Seattle Municipal
12 Code, as last amended by Ordinance 113263, is amended to read as
13 follows:

14 **23.47.032 Parking Location and Access.**

15 * * *

16 D. Access to Off-street Parking in All Commercial Zones.

17 1. Access to off-street parking may be from a street or
18 from an alley when the lot abuts a platted alley improved to the
19 standards of Section ((23.54.010C)) 23.53.030C.

20 2. Access to off-street parking shall be from a street
21 when, due to the relationship of an alley to the street system,
22 use of the alley for parking access would create a significant
23 safety hazard as determined by the Director.

24 3. Direct access to a loading berth from a street shall be
25 permitted only when no alley improved to the standards of Section
26 ((23.54.010C)) 23.53.030C is available for access.

27 4. Access to off-street parking in pedestrian-designated
28 zones shall be provided according to Section 23.47.048, Parking,
access and curbcuts in pedestrian-designated zones.

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3 Section 17. That Section 23.47.048 of the Seattle
4 Municipal Code, as last amended by Ordinance 112777, is amended
5 to read as follows:

6 **23.47.048 Parking access and curbcuts in P1 and P2 designated
7 zones.**

8 A. Access to parking shall be from the alley when the lot
9 abuts an alley improved to the standards of Section
10 ((23.54.010G)) 23.53.030C; provided, that when the lot fronts on
11 more than one (1) street access may be from the street which is
12 not the principal pedestrian street.

13 * * *

14 Section 18. That Section 23.49.002 of the Seattle Municipal
15 Code is amended to read as follows:

16 **23.49.002 Scope of Provisions**

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18 D. Requirements for alley improvements are provided in Chapter
19 23.53. Standards for design of parking are provided in Chapter
20 23.54. Signs shall be regulated by Chapter 23.55. Methods for
21 measurements are provided in Chapter 23.86.

22 Section 19. That Section 23.49.022 of the Seattle Municipal
23 Code is amended to read as follows:

24 **23.49.022 Minimum sidewalk and alley width.**

25 ((The regulations in this section shall not apply to PMM,
26 PSM, IDM, and IDR zones.))

27 A. Except in PMM, PSM, IDM, and IDR zones, ((M)) minimum side-
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3 walk widths are established for certain streets by Map IC. When
4 a new structure is proposed on lots abutting these streets, side-
5 walks shall be widened, if necessary, to meet the minimum
6 standard. The sidewalk may be widened into the right-of-way if
7 approved by the Director of Engineering.

8 B. A setback or dedication may be required in order to meet
9 the provisions of Section 23.53.030, Alley Improvements in all
10 Zones.

11 Section 20. That Section 23.50.002 of the Seattle Municipal
12 Code is amended to read as follows:

13 **23.50.002 Scope of Provisions**

14 * * *

15 D. Requirements for streets, alleys and easements are
16 provided in Chapter 23.53. Standards for parking access and
17 design are provided in Chapter 23.54. Signs are regulated by
18 Chapter 23.55. Methods for measurements are provided in Chapter
19 23.86. Definitions are in Chapter 23.84.

20 * * *

21 Section 21. That Section 23.50.016 of the Seattle Municipal
22 Code as last amended by Ordinance 115164, is amended to read as
23 follows:

24 **23.50.016 Landscaping (~~(, curbs and sidewalks)~~) standards on des-**
25 **ignated streets.**

26 Uses located on streets which have been designated on the
27 Industrial Streets Landscaping Maps, Exhibits 23.50.016 A and B,
28 shall provide landscaping (~~((curbs and sidewalks))~~) as outlined in

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2 subsections A ((~~r~~)) and B ((~~and C~~)) below. (See Exhibits
3 23.50.016 A and 23.50.016 B).
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6 ((~~C~~ Curbs and Sidewalks. All uses shall provide curbs and
7 sidewalks along the designated street frontage. This requirement
8 may be waived by the Director in consultation with the Director
9 of Engineering under the following conditions.

10 1. Full street improvement would not be practical due to
11 topography and/or location in an environmentally sensitive area:

12 2. Street improvements would remove natural features such
13 as trees or disrupt existing drainage patterns:

14 3. Full street improvement would adversely affect abutting
15 property;

16 4. The street is not improved to standard, but is adequate
17 for anticipated current and future needs.))

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

26 Section 22. That a new Section 23.50.029 is added to the
27 SMC to read as follows:

28 **23.50.029 General Industrial 1 and 2 - Setback Requirements.**

A setback may be required in order to meet the provisions of

1 Section 23.53.015, Improvement Requirements for Existing Streets
2 in Residential and Commercial Zones and Section 23.53.030 Alley
3 Improvements in all Zones.

4 Section 23. That Section 23.50.030 of the Seattle Municipal
5 Code is amended to read as follows:

6 **23.50.030 Industrial Buffer - Setback Requirements.**
7

8 * * *

9 H. A setback may be required in order to meet the provisions
10 of Section 23.53.015, Improvement Requirements for Existing
11 Streets in Residential and Commercial Zones, and Section
12 23.53.030 Alley Improvements in all Zones.

13 Section 24. That Section 23.50.032 of the Seattle Municipal
14 Code is amended to read as follows:

15 **23.50.032 Industrial Commercial - Setback Requirements.**
16

17 * * *

18 H. A setback may be required in order to meet the provisions
19 of Section 23.53.015, Improvement Requirements for Existing
20 Streets in Residential and Commercial Zones, and Section
21 23.53.030, Alley Improvements in all Zones.

22 Section 25. That Section 23.50.040 of the Seattle Municipal
23 Code is repealed.

24 Section 26. That a new Chapter 23.53 is added to the
25 Seattle Municipal Code to read as follows:
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3 **Chapter 23.53 Requirements for Streets, Alleys, and Easements.**

4 **Section 23.53.005 Access to Lots**

5 A. Street or Private Easement Abutment Required.

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

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

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

18 B. New Easements.

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

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

24 2. If the improvement of a dedicated street is necessary or
25 desirable to facilitate adequate water supply for domestic water
26 purposes or for fire protections, or to facilitate adequate storm
27 drainage;

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

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

10 5. If the dedication and improvement of a street would pro-
11 vide better and/or more identifiable access for the public or for
12 emergency vehicles; or

13 6. Where a potential exists for extending the street
14 system.

15 **Section 23.53.010 Improvement Requirements for New Streets in**
16 **All Zones.**

17 **A. General Requirements.**

18 New streets created through the platting process or other
19 wise dedicated shall meet the requirements of this Chapter and
20 the current Street Improvement Manual.

21 **B. Required Right-of-Way Widths for New Streets.**

22 **1. Arterials and Downtown Streets**

23 New streets located in downtown zones, and new arterials,
24 shall be designed according to the Street Improvement Manual.

25 **2. Nonarterials not in downtown zones**

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

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CHART A

<u>Zone Category</u>	<u>Required Right-of-Way Width</u>
1. SF, LDT, L1, NC1	50'
2. L2, L3, L4, NC2	56'
3. MR, HR, NC3, C1, C2, IB, IC	60'
4. IG1, IG2	66'

b. When a block is split into more than one 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, in consultation with the Director of Engineering, may reduce the required right-of-way width for a new street when location in an environmentally sensitive 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.

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 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

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- 3 e. Design of structures to accommodate future right-of-
- 4 way grade
- 5 f. No-protest agreements
- 6 g. Planting of street trees and other landscaping.

7 A setback from the property line, or dedication of right-of-

8 way, may be required to accommodate the improvements.

9 2. Subsection D contains exceptions from the standards

10 requirements for street improvements, including exceptions for

11 streets which already have curbs, projects which are smaller than

12 a certain size, and for special circumstances, such as location

13 in an environmentally sensitive area.

14 3. Off-site improvements such as provision of drainage sys-

15 tems or fire access roads, will be required pursuant to the

16 authority of this Code or other ordinances to mitigate the

17 impacts of development.

18 4. Detailed requirements for street improvements are located

19 in the current Street Improvement Manual, as adopted by joint rule

20 of the Director and the Director of the Seattle Engineering

21 Department.

22 5. The regulations in this Section are not intended to pre-

23 clude the use of Chapter 25.05 of the Seattle Municipal Code, the

24 Seattle S.E.P.A. Ordinance, to mitigate adverse environmental

25 impacts.

26 6. Minimum right-of-way widths

27 a. Arterials

28 The minimum right-of-way widths for arterials desig-

nated on Exhibit 23.53.015A shall be as specified in the Street

Improvement Manual.

b. Nonarterials

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

4 CHART A

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

6 <u>Zone Category</u>	<u>Right-of-Way Widths</u>
7 1. SF, LDT, L1, L2, and NC1 zones; and 8 NC2 zones with a maximum height limit 9 of forty feet (40') or less	40 feet
10 2. L3, L4, MR, HR, NC2 zones with height 11 limits of more than forty feet (40'), 12 NC3, C1, and C2 zones	52 feet

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

18 B. Improvements to Arterials

19 Except as provided in subsection D, arterials shall be
20 improved according to the following requirements:

21 1. When a street is designated as an arterial on Exhibit
22 23.53.015A, a paved roadway with a concrete curb and sidewalk,
23 drainage facilities, and any landscaping required by the zone in
24 which the lot is located shall be provided in the portion of the
25 street right-of-way abutting the lot, as specified in the Street
26 Improvement Manual.

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

1 C. Improvements to nonarterial streets

2 Except as provided in subsection D, nonarterial streets
3 shall be improved according to the following requirements:

4 1. Nonarterial streets with greater than the minimum right
5 of way width.

6 a. When an existing nonarterial street has more than
7 the minimum right-of-way width established in subsection A5, a
8 paved roadway with a concrete curb and sidewalk, drainage
9 facilities, and any landscaping required by the zone in which the
10 lot is located shall be provided, according to the Street
Improvement Manual.

11 b. Fire Access.

12 If the lot does not have vehicular access from a
13 street or private easement which meets the regulations for fire
14 access roads in Chapter 10 of the Seattle Fire Code, such access
15 shall be provided. When a existing street does not meet these
16 regulations, the Chief of the Fire Department may approve an
17 alternative which provides adequate emergency vehicle access.

18 c. Dead end streets.

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

26 2. Nonarterial streets with less than the minimum right-of-
27 way width.

28 a. Dedication requirement.

When an existing nonarterial street has less than

1 the minimum right-of-way width established in subsection A5, ded-
2 ication of additional right-of-way equal to half the difference
3 between the current right-of-way width and the minimum right-of-
4 way width established in subsection A5 shall be required;
5 provided, however, that if right-of-way has been dedicated on one
6 (1) side of a block since 1982, the lots on the other side shall
7 dedicate either the same amount of right-of-way, or enough that
8 the right-of-way meets the minimum width, whichever is less.

9 b. Improvement requirement.

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

14 c. Fire access.

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

20 d. Dead end streets.

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

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3 D. Exceptions

4 1. Streets with existing curbs

5 a. Streets with greater than the minimum right-of-way
6 width

7 When a street with existing curbs abuts a lot and
8 the existing right-of-way is greater than the minimum width
9 established in subsection A5, but the roadway width is less than
10 the minimum established in the Street Improvement Manual, the
11 following requirements shall be met:

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

14 (2) A no-protest agreement to future street
15 improvements shall be required, as authorized by RCW Chapter
16 35.43. The agreement shall be recorded with the King County
17 Department of Records and Elections.

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

21 i. Remodelling and use changes within existing
22 structures; and

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

25 b. Streets with less than the minimum right-of-way
26 width

27 When a street with existing curbs abuts a lot and
28 the existing right-of-way is less than the minimum width estab-
lished in subsection A5, 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

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3 established in subsection A5 shall be required; provided,
4 however, that if a setback has been provided on one (1) side of a
5 block under this provision, the lots on the other side shall pro-
6 vide the same setback. In all residential zones except Highrise
7 zones, an additional three foot (3') setback shall also be
8 required. The area of the setback may be used to meet any devel-
9 opment standards, except that required parking may not be located
10 in the setback. Underground structures which would not prevent
11 the future widening and improvement of the right-of-way may be
permitted by the Director of Engineering in the required setback.

12 (2) Grading requirement

13 When a setback is required, all structures on
14 the lot shall be designed to accommodate the grade of the future
street according to the Street Improvement Manual.

15 (3) No-protest agreement requirement

16 A no-protest agreement to future street
17 improvements shall be required, as authorized by RCW Chapter
18 35.43. The agreement shall be recorded with the King County
19 Department of Records and Elections.

20 2. Projects with reduced improvement requirements

21 a. One or two dwelling units

22 When one or two dwelling units are proposed to be
23 constructed, or one or two Single Family zoned lots are proposed
to be created, the following requirements shall be met:

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

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

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

5 b. Other projects with reduced requirements.

6 The types of projects listed in this subsection D2b
7 are exempt from right-of-way dedication requirements and are sub-
8 ject to the street improvement requirements of this subsection:

9 (1) Types of projects

10 i. Proposed developments which contain fewer
11 than ^{Ten (10) PDK 11/1/90 NBR 11/1/90} ~~six (6)~~ units in SF, LDT, and L1
12 zones, and ^{six (6) PDK 11/1/90 NBR 11/1/90} ~~ten (10)~~ residential units in
13 all other zones;

14 ii. The following uses when they are smaller
15 than seven hundred and fifty (750) square
16 feet of gross floor area: fast food
17 restaurants, major and minor vehicle
18 repair uses, and multi-purpose conven-
19 ience stores;

20 iii. Nonresidential structures which have less
21 than four thousand (4,000) square feet of
22 gross floor area and which do not contain
23 uses listed in subsection D2b1)ii which
24 are larger than seven hundred fifty (750)
25 square feet;

26 iv. Structures containing a mix of residen-
27 tial and nonresidential uses, if there
28 are fewer than ^{Ten (10) PDK 11/1/90 NBR 11/1/90} ~~six (6)~~ units in SF, LDT,
29 and L1 zones, or fewer than ^{six (6) PDK 11/1/90 NBR 11/1/90} ~~ten (10)~~ residen-
30 tial units in all other zones, and the
31 square footage of nonresidential use is

1 less than specified in D2b1)ii and
2 D2b1)iii;

- 3 v. Remodelling and use changes within exist-
4 ing structures;
5 vi. Additions to existing structures which
6 are exempt from environmental review; and
7 vii. Expansions of a surface parking area or
8 open storage area of less than twenty
9 percent (20%) of parking area or storage
10 area or number of parking spaces.

11 (2) Paving requirement.

12 For the types of projects listed in subsection
13 D2b1, the streets abutting the lot shall have a hard surfaced
14 roadway at least eighteen feet (18') wide. If there is not an
15 eighteen foot (18') wide hard surfaced roadway, the roadway shall
16 be paved to a width of at least twenty feet (20') from the lot to
17 the nearest hard surfaced street meeting this requirement, or one
18 hundred feet (100'), whichever is less. Streets that form a
19 dead-end at the property to be developed shall be improved with a
20 cul-de-sac or other vehicular turnaround in accordance with the
21 Street Improvement Manual. The Director, in consultation with
22 the Director of Engineering, shall determine whether the street
23 has the potential for being extended or whether it forms a dead
24 end because of topography and/or the layout of the street system.

25 (3) Other requirements.

26 The setback, grading and no-protest agreement
27 requirements of subsection D1b shall also be met.

28 3. Exceptions from required street improvements

The Director, in consultation with the Director of
Engineering, 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 deter-

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3 mined that one or more of the following conditions are met:

4 a. Location in an environmentally sensitive area, dis-
5 ruption of existing drainage patterns, or removal of natural fea-
6 tures such as significant trees makes widening and/or improving
7 the right-of-way impractical or undesirable.

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

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

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

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

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

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

h. Widening and/or improving the right-of-way is not
necessary because it is adequate for current and potential

1 pedestrian and vehicular traffic, for example, due to the limited
2 number of lots served by the development or because the develop-
3 ment on the street is at zoned capacity.

4 **23.23.020 Improvement Requirements for Existing Streets**
5 **in Industrial Zones**

6 **A. General Requirements**

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

- 12 a. Pavement
- 13 b. Curb and Sidewalk installation
- 14 c. Pedestrian walkways
- 15 d. Drainage
- 16 e. Grading to future right-of-way grade
- 17 f. Design of structures to accommodate future right-
18 of-way grade
- 19 g. No-protest agreements
- 20 h. Planting of street trees and other landscaping.

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

23 2. Subsection E contains exceptions from the standard
24 requirements for streets which already have curbs, projects which
25 are smaller than a certain size, and for special circumstances,
26 such as location in an environmentally sensitive area.

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

1
2 impacts of development.

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

7 5. The regulations in this Section are not intended to pre-
8 clude the use of Chapter 25.05 of the Seattle Municipal Code, the
9 Seattle S.E.P.A. Ordinance, to mitigate adverse environmental
10 impacts.

11 6. Minimum right-of-way widths.

12 a. Arterials

13 The minimum right-of-way widths for arterials des-
14 igned on Exhibit 23.53.015A shall be as specified in the Street
15 Improvement Manual.

16 b. Nonarterials

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

20 **CHART A**

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

<u>Zone Category</u>	<u>Right-of-Way Widths</u>
22 1. IB, IC	52 feet
23 2. IG1, IG2	56 feet.

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

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3 B. Improvements on Designated Streets in all Industrial Zones

4 In all industrial zones, except as provided in subsection
5 E, when a lot abuts a street designated on the Industrial Streets
6 Landscaping Maps, Exhibits 23.50.016A and 23.50.016B, the follow-
7 ing on-site improvements shall be provided:

8 1. Dedication requirement.

9 When the street right-of-way is less than the minimum
10 width established in subsection A, dedication of additional
11 right-of-way equal to half the difference between the current
12 right-of-way and the minimum right-of-way width established in
13 subsection A shall be required; provided, however, that if right-
14 of-way has been dedicated on one (1) side of a block since 1982,
15 the lots on the other side shall dedicate either the same amount
16 of right-of-way, or enough that the right-of-way meets the mini-
17 mum width, whichever is less.

18 2. Curbs and Sidewalks.

19 A paved roadway with a concrete curb and sidewalk, drain-
20 age facilities shall be provided on-site, according to the Street
21 Improvement Manual.

22 3. Street trees.

23 a. Street trees shall be provided along designated street
24 frontages. Street trees shall be provided in the planting strip
25 according to City of Seattle Board of Public Works Tree Planting
26 Standards.

27 b. Exceptions to street tree requirements.

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

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3 i. Existing trees and/or landscaping on the lot
4 provide improvements substantially equivalent
5 to those required in this Section.
6 ii. It is not feasible to plant street trees
7 according to City standards. A five-foot
8 (5') deep landscaped setback area shall be
9 required along the street property lines and
10 trees shall be planted there. If an on-site
11 landscaped area is already required, the
12 trees shall be planted there if they cannot
13 be placed in the planting strip.

14 C. General Industrial 1 and 2 (IG1 and IG2) zones.

15 Except as provided in subsection E, the following improve-
16 ments shall be required in IG1 and IG2 zones. Further improve-
17 ments may be required on streets designated in subsection B.

18 1. Pedestrian walkway requirement.

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

22 2. Setback requirement.

23 When the right-of-way abutting a lot has less than the
24 minimum width established in subsection A, a setback equal to
25 half the difference between the current right-of-way width and
26 the minimum right-of-way width established in subsection A shall
27 be required; provided, however, that if a setback has been pro-
28 vided on one (1) side of a block under this provision, the lots
on the other side 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 widen-

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3 ing and improvement of the right-of-way may be permitted by the
4 Director of Engineering in the required setback.

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9 3. Grading requirement.

10 When an existing street abutting a lot is less than the
11 width established in subsection A, all structures shall be
12 designed to accommodate the grade of the future street
13 improvements.

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18 4. Fire access.

19 If the lot does not have vehicular access from a street
20 or private easement which meets the regulations for fire access
21 roads in Chapter 10 of the Seattle Fire Code, such access shall
22 be provided. When a existing street does not meet these
23 regulations, the Chief of the Fire Department may approve an
24 alternative which provides adequate emergency vehicle access.

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28 5. Dead end streets.

Streets that form a dead end at the property to be devel-
oped shall be improved with a cul-de-sac or other vehicular turn-
around in accordance with the Street Improvement Manual. The
Director, in consultation with the Director of Engineering, 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, the following improve-

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3 ments shall be provided in IB and IC zones:

4 1. The requirements of this subsection D1 shall apply when
5 projects are proposed on lots in IB zones which are directly
6 across a street from, or which abut, a lot in a residential or
commercial zone, and to all projects in IC zones:

7 a. Improvements to Arterials.

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

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

16 b. Improvements to nonarterial streets.

17 (1) Nonarterial streets which have greater than the
18 minimum right-of-way width

19 i. When an existing nonarterial street has more
20 than the minimum right-of-way width estab-
21 lished in subsection A, a paved roadway with
22 a concrete curb and sidewalk, drainage
23 facilities, and any landscaping required by
24 the zone in which the lot is located shall be
25 provided in the portion of the street right-
of-way abutting the lot, according to the
Street Improvement Manual.

26 ii. If the lot does not have vehicular access
27 from a street or private easement which meets
28 the regulations for fire access roads in

1 Chapter 10 of the Seattle Fire Code, such
2 access shall be provided. When an existing
3 street does not meet these regulations, the
4 Chief of the Fire Department may approve an
5 alternative which provides adequate emergency
6 vehicle access.

7 iii. Streets that form a dead-end at the property
8 to be developed shall be improved with a cul-
9 de-sac or other vehicular turnaround in
10 accordance with the Street Improvement
11 Manual. The Director, in consultation with
12 the Director of Engineering, shall determine
13 whether the street has the potential for
14 being extended or whether it forms a dead end
15 because of topography and/or the layout of
16 the street system.

17 (2) Nonarterial streets which have less than the min-
18 imum right-of-way width.

19 i. Dedication requirement.

20 When an existing nonarterial street has less
21 than the minimum right-of-way established in
22 subsection A, dedication of additional right-
23 of-way equal to half the difference between
24 the current right-of-way width and the minimum
25 right-of-way width established in subsection A
26 shall be required; provided, however, that if
27 right-of-way has been dedicated on one (1)
28 side of a block since 1982, the lots on the
other side shall dedicate either the same
amount of right-of-way, or enough that the

1 right-of-way meets the minimum width, which-
2 ever is less.

3 ii. Improvement requirement.

4 A paved roadway with a concrete curb and
5 sidewalk, drainage facilities, and any land-
6 scaping required by the zone in which the lot
7 is located shall be provided in the portion
8 of the street right-of-way abutting the lot,
9 according to the Street Improvement Manual.

10 iii. Fire Access.

11 If the lot does not have vehicular access
12 from a street or private easement which meets
13 the regulations for fire access roads in
14 Chapter 10 of the Seattle Fire Code, such
15 access shall be provided.

16 iv. Dead end streets.

17 When an existing street does not meet these
18 regulations, the Chief of the Fire Department
19 may approve an alternative which provides
20 adequate emergency vehicle access. The
21 Director, in consultation with the Director
22 of Engineering, shall determine whether the
23 street has the potential for being extended
24 or whether it forms a dead end because of
25 topography and/or the layout of the street
26 system.

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

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E. Exceptions

1. Streets with existing curbs

a. Streets with greater than 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, and the existing right-of-way is greater than the minimum width established in subsection A, 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 of projects are proposed:

i. Remodelling 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 A, the following requirements shall be met:

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(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 A shall be required; provided, however that if a setback has been provided on one (1) side of a block under this provision, the lots on the other side 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 by the Director of Engineering in the required setback.

(2) Grading requirement

When a setback is required, all structures on the lot shall be designed to accommodate the grade of 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, but shall meet the setback, grading, and no-protest agreement 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 or does not meet the grade of future street improvements.

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

5 b. The following uses when they are smaller than seven
6 hundred fifty (750) square feet of gross floor area: Fast food
7 restaurants; major and minor vehicle repair uses; and multi-
8 purpose convenience stores;

9 c. Nonresidential structures which have less than four
10 thousand (4,000) square feet of gross floor area and which do not
11 contain uses listed in subsection D2b which are larger than 750
12 square feet;

13 d. Structures containing a mix of artist's studio
14 dwellings and nonresidential uses, if there are fewer than ten
15 (10) artist's studio dwellings, and the square footage of nonres-
16 idential use is less than specified in D2b and D2c;

17 e. Remodelling and use changes within existing
18 structures;

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

21 g. Expansions of a surface parking area or open stor-
22 age area of less than twenty percent (20%) of parking area or
23 storage area or number of parking spaces.

24 3. Exceptions from required street improvement requirements.

25 The Director, in consultation with the Director of
26 Engineering, may waive or modify the requirements for paving,
27 dedication, setbacks, grading, no-protest agreements, landscaping
28 and sidewalk and pedestrian walkway installation when it is
determined that one 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 improv-

1 ing the right-of-way impractical or undesirable.

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

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

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

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

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

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

25 h. Widening and/or improving the right-of-way is not
26 necessary because it is adequate for current and potential pedes-
27 trian and vehicular traffic, for example, due to the limited num-
28 ber of lots served by the development or because the development
on the street is at zoned capacity.

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3 **Section 23.53.025 Access Easement Standards.**

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

8 A. Vehicle Access Easements Serving One (1) or Two (2) Single-
9 family Dwelling Units or one (1) duplex.

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

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

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

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

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

20 2. The easement shall provide a surfaced roadway at least
sixteen feet (16') wide;

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

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

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

28 C. Vehicle Access Easements Serving at Least Five (5) But Fewer
Than Ten (10) Single-family Dwelling Units, or at least

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

5 D. Vehicle Access Easements Serving Ten (10) or More
6 Residential Units.

7 1. Easement width shall be a minimum of thirty-two feet
8 (32');

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

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

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

16 5. Curbcut width from the easement to the street shall be
17 the minimum necessary for safety access.

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

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

22 E. Vehicle Access Easements Serving Nonresidential Uses.

23 1. For nonresidential uses providing fewer than ten (10)
24 parking spaces, the easement shall meet the requirements of sub-
25 section C.

26 2. For nonresidential uses providing ten (10) or more
27 parking spaces, the easement shall meet the requirements of sub-
28 section D.

F. Pedestrian Access Easements.

Where a lot proposed for residential use abuts an alley but
does not abut a street and the provisions of the zone require

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3 access by vehicles from the alley or where the alley access is an
4 exercised option, an easement providing pedestrian access to a
5 street from the lot shall be provided meeting the following
6 standards:

- 7 1. Easement width shall be a minimum of ten feet (10');
- 8 2. Easements serving one (1) or two (2) dwelling units
9 shall provide a paved pedestrian walkway at least three feet (3')
10 wide;
- 11 3. Easements serving three (3) or more dwelling units shall
12 provide a paved pedestrian walkway at least five feet (5') wide;
- 13 4. Easements over one-hundred feet (100') in length shall
14 provide lighting at intervals not to exceed fifty feet (50').
15 Lighting placement shall not exceed fifteen feet (15') in height;
- 16 5. Pedestrian access easements shall not exceed two hundred
17 feet (200') in length.

18 **G. Vertical Clearance above Easements.**

19 When an easement serves fewer than ten (10) residential units
20 and crosses a residentially zoned lot, portions of structures may
21 be built over the easement provided that a minimum vertical
22 clearance of sixteen and one-half feet (16-1/2') is maintained
23 above the surface of the easement roadway and a minimum turning
24 path radius in accordance with Section 23.54.030C is maintained
25 (Exhibit 23.53.025A).

26 **23.53.030 Alley Improvements in All Zones.**

27 **A. General Requirements.**

28 1. The regulations in this Section are not intended to pre-
clude the use of Chapter 25.05 of the Seattle Municipal Code, the
Seattle S.E.P.A. Ordinance, to mitigate adverse environmental
impacts.

1 required, the alley will be considered improved when it
2 meets the standards of this subsection.

3 1. Right-of-Way Width

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

6 CHART B

7 Right-of-Way Widths for Alleys Considered to be Improved

8 <u>Zone Category</u>	<u>Right-of-Way Width</u>
9 1. SF, LDT, L1, L2, L3, NC1	10'
10 2. L4, MR, HR, NC2	12'
11 3. NC3, C1, C2	16'

12 b. When an alley abuts lots in more than one zone
13 category, the zone category with the most frontage on that block
14 along both sides of the alley, excluding zone category 1, deter-
15 mines the minimum width on the chart. If the zone categories
16 have equal frontage, the one with the wider requirement shall be
17 used to determine the minimum alley width.

18 2. Paving

To be considered improved, the alley shall be paved.

19 D. Minimum widths established.

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

22 CHART C

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

24 <u>Zone Category</u>	<u>Right-of-Way Width</u>
25 1. SF and LDT	No Minimum width
26 2. L1, L2, NC1	12'
27 3. L3, L4, MR, HR, NC2	16'
28 4. NC3, C1, C2, all downtown zones	20'

1 2. When an alley abuts lots in more than one zone category,
2 the zone category with the most frontage on that block along both
3 sides of the alley, excluding zone category 1, determines the min-
4 imum width on the chart. If the zone categories have equal
5 frontage, the one with the wider requirement shall be used to
6 determine the minimum alley width.

7 E. Existing alleys which meet the minimum width.

8 1. Except as provided in subsection G, when an existing
9 alley meets the minimum right-of-way width established in subsec-
10 tion D, the following requirements shall be met:

11 a. When the alley is used for access to parking spaces,
12 open storage, or loading berths on a lot, the following improve-
13 ments shall be provided:

14 (1) For the following types of projects, the entire
15 width of the portion of the alley abutting the lot, and the por-
16 tion of the alley between the lot and a connecting street, shall
17 be improved to at least the equivalent of a crushed rock surface,
18 according to the Street Improvement Manual. The applicant may
19 choose the street to which the improvements will be installed.
20 If the alley does not extend from street to street, and the con-
21 necting street is an arterial designated on Exhibit 23.53.015A,
22 either the remainder of the alley shall be improved so that it
23 is passable to a passenger vehicle, or a turnaround shall be
24 provided. The turnaround may be provided by easement.

25 i. Residential structures with fewer than ten
26 (10) units;

27 ii. The following uses when they are smaller
28 than seven hundred fifty (750) square feet
of gross floor area: Fast food
restaurants, major and minor vehicle

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3 repair uses, and multi-purpose convenience
4 stores;

5 iii. Nonresidential structures which have less
6 than four thousand (4,000) square feet of
7 gross floor area and which do not contain
8 uses listed in subsection D1b which are
9 larger than 750 square feet;

10 iv. Structures containing a mix of residential
11 and nonresidential uses, if the residen-
12 tial use is less than ten units, and the
13 square footage of nonresidential uses is
14 less than specified in E1b and E1c;

15 v. Remodelling and use changes within exist-
16 ing structures;

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

19 vii. Expansions of a surface parking area or
20 open storage area of less than twenty per-
21 cent (20%) of parking area or storage area
22 or number of parking spaces.

23 (2) For projects not listed in subsection E1, the
24 entire width of the portion of the alley abutting the lot, and
25 the portion of the alley between the lot and a connecting street,
26 shall be paved. The applicant may choose the street to which the
27 pavement will be installed. If the alley does not extend from
28 street to street, and the connecting street is an arterial desig-
nated on Exhibit 23.53.015A, 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 pro-
vided by easement.

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3 b. When the alley is not used for access, if the alley
4 is not fully improved, all structures shall be designed to accom-
5 modate the grade of the future alley improvements, and a no-
6 protest agreement to future alley improvements shall be required,
7 as authorized by RCW Chapter 35.43. The agreement shall be
8 recorded with the King County Department of Records and
9 Elections.

10 F. Existing alleys which do not meet the minimum width.

11 1. When an existing alley is used for access to parking
12 spaces, open storage, or loading berths on a lot, and the alley
13 does not meet the minimum width established in subsection D,
14 except as provided in subsection G, a dedication equal to half
15 the difference between the current alley right-of-way width and
16 minimum right-of-way width established in subsection D shall be
17 required; provided, however, that if right-of-way has been dedi-
18 cated on one (1) side of the alley on that block since 1982, the
19 lots on the other side shall dedicate either the same amount of
20 right-of-way, or enough that the alley meets the minimum width,
21 whichever is less. Underground and overhead portions of struc-
22 tures that would not interfere with the functioning of the alley
23 may be allowed by the Director of Engineering. When existing
24 structures are located in the portion of the lot to be dedicated,
25 that portion of the lot shall be exempt from dedication
26 requirements. The improvements required under E1 or E2 shall
27 then be installed, depending on the type of project.

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

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3 a. A setback equal to half the distance between the
4 current alley right-of-way width and the minimum right-of-way
5 width established in subsection D shall be required; provided,
6 however, that if a setback has been provided on one (1) side of
7 the alley on that block under this provision, the lots on the
8 other side shall provide the same setback. The area of the set-
9 back may be used to meet any development standards, except that
10 required parking may not be located in the setback. Underground
11 and overhead structures which would not prevent the future widen-
12 ing and improvement of the right-of-way may be permitted by the
13 Director of Engineering in the required setback.

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

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

20 G. Exceptions.

21 The Director, in consultation with the Director of the
22 Engineering, may modify or waive the requirements for dedication,
23 it is determined that one or more of the following conditions are
24 met. The Director may require access to be from a street if
25 alley improvements are also waived.

26 1. Location in an environmentally sensitive area, interrup-
27 tion of existing drainage patterns, or removal of natural fea-
28 tures such as significant trees makes widening and/or improving
the right-of-way impractical or undesirable.

1. 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.

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3 3. Widening and/or improving the right-of-way would elimi-
4 nate alley access to an existing lot.

5 4. Widening and/or improving the right-of-way is impracti-
6 cal because topography precludes the use of the alley for vehicu-
7 lar access to the lot.

8 5. The alley is in a historic district or special review
9 district, and the Community Development Director finds, after
10 review and recommendation by the appropriate review board, that
11 the widening and/or improvement would be detrimental to the char-
12 acter and goals of the district.

13 Section 27. That Section 23.54.010 of the Seattle Municipal
14 Code is repealed.

15 Section 28. That Section 23.54.030 of the Seattle Municipal
16 Code as last amended by Ordinance 113710, is amended to read as
17 follows:

18 **23.54.030 Parking Space Standards**

19 On lots subject to this Code, all parking spaces provided
20 shall meet the following standards whether or not the spaces are
21 required by this Code:

22 A. Parking Space Dimensions.

23 1. "Large vehicle" means the minimum size of a large
24 vehicle parking space shall be eight and one-half feet (8-1/2')
25 in width and nineteen feet (19') in length.

26 2. "Medium vehicle" means the minimum size of a medium
27 vehicle parking space shall be eight feet (8') in width and six-
28 teen feet (16') in length.

3. "Small vehicle" means the minimum size of a small
vehicle parking space shall be seven and one-half feet (7-1/2')
in width and fifteen feet (15') in length.

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3 4. "Barrier-free parking" means (~~barrier-free parking~~
4 ~~spaces shall be provided as required by the Washington State~~
5 ~~Rules and Regulations for Barrier-Free Design.~~) a parking space
6 meeting the following standards:

7 a. A minimum width of twelve and one-half feet
8 (12-1/2'), except that where two adjacent spaces are provided,
9 total width may be reduced to twenty-one feet (21'), provided an
10 access aisle with a minimum width of forty-eight inches (48") is
11 located between the two (2) spaces. Boundaries of access aisles
12 shall be marked so that aisles will not be used as parking space.

13 b. A minimum length of nineteen feet (19'); or when
14 more than one barrier-free parking space is provided, at least
15 one shall have a minimum length of nineteen feet (19'), and other
16 spaces may be the lengths of small, medium or large spaces in
17 approximate proportion to the number of each size space provided
18 on the lot.

19 5. "Tandem parking" means a parking space equal to the
20 width and two (2) times the length of the vehicle size standards
21 in subsections A1, A2, and A3 for the size of the vehicle to be
22 accommodated.

23 6. Columns or other structural elements may encroach into
24 the parking space a maximum of six inches (6") on a side, except
25 in the area for car door opening, five feet (5') from the longi-
26 tudinal centerline or four feet (4') from the transverse
27 centerline of a parking space (Exhibit 23.54.030A). No wall,
28 post, guardrail, or other obstruction shall be permitted within
the area for car door opening.

B. Parking Space Requirements. The required size of parking
spaces shall be determined by whether the parking is for a resi-
dential or nonresidential use. In structures containing both

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2 residential and nonresidential uses, parking which is clearly set
3 aside and reserved for residential use shall meet the standards
4 of subsection B1; otherwise, all parking for the structure shall
5 meet the standards of subsection B2.

6 1. Residential Uses.

7 a. When five (5) or fewer parking spaces are provided,
8 the minimum required size of a parking space shall be for a
9 medium car, as described in subsection A2 of this section.

10 b. When more than five (5) parking spaces are provided,
11 a minimum of sixty percent (60%) of the parking spaces shall be
12 striped for medium vehicles. The minimum size for a medium park-
13 ing space shall also be the maximum size. Forty percent (40%) of
14 the parking spaces may be striped for any size, provided that
15 when parking spaces are striped for large vehicles, the minimum
16 required aisle width shall be as shown for medium vehicles.

17 2. Nonresidential Uses.

18 a. When ten (10) or fewer parking spaces are provided,
19 a maximum of twenty-five percent (25%) of the parking spaces may
20 be striped for small vehicles. A minimum of seventy-five percent
21 (75%) of the spaces shall be striped for larger vehicles.

22 b. When between eleven (11) and nineteen (19) parking
23 spaces are provided, a minimum of twenty-five percent (25%) of
24 the parking spaces shall be striped for small vehicles. The mini-
25 mum required size for these small parking spaces shall also be
26 the maximum size. A maximum of sixty-five percent (65%) of the
27 parking spaces may be striped for small vehicles. A minimum
28 of thirty-five percent (35%) of the spaces shall be striped for
larger vehicles.

c. When twenty (20) or more parking spaces are
provided, a minimum of thirty-five percent (35%) for the parking

1 spaces shall be striped for small vehicles. The minimum required
2 size for small parking spaces shall also be the maximum size. A
3 maximum of sixty-five percent (65%) of the parking spaces may be
4 striped for small vehicles. A minimum of thirty-five percent
5 (35%) of the spaces be striped for large vehicles.

6 d. The minimum vehicle clearance shall be at least six
7 feet nine inches (6'9") on at least one (1) floor, and there
8 shall be at least one (1) direct entrance from the street for all
9 parking garages accessory to nonresidential uses and all princi-
10 pal use parking garages which is at least six feet nine inches
11 (6'9") in height.

12 * * *

13 D. Driveways. Driveway requirements for residential and non-
14 residential uses are described below. When a driveway is used
15 for both residential and nonresidential parking, it shall meet
16 the standards for nonresidential uses described in subsection D2.

17 1. Residential Uses.

18 a. Driveways shall be at least ten feet (10') wide.
19 Driveways with a turning radius of more than thirty-five degrees
20 (35°) shall conform to the minimum turning path radius shown in
21 Exhibit 23.54.030.B.

22 b. Vehicles may back onto a street from a parking area
23 serving five (5) or fewer vehicles, provided that:

24 (1) The street is not an arterial as defined in
25 Section 11.18.010 of the Seattle Municipal Code; and

26 (2) The slope of the driveway does not exceed ten
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3 percent (10%) in the first twenty feet (20') from the property
4 line.

5 c. Driveways less than one hundred feet (100') in
6 length, which serve thirty (30) or fewer parking spaces, shall be
7 a minimum of ten feet (10') in width for one (1) way or two (2)
8 way traffic.

9 d. Except for driveways serving one single-family
10 dwelling, driveways more than one hundred feet (100') in length
11 which serve thirty (30) or fewer parking spaces shall either:

12 (1) Be a minimum of sixteen feet (16') wide,
13 tapered over a twenty-foot (20') distance to a ten-foot (10')
14 opening at the property line; or

15 (2) Provide a passing area at least twenty feet
16 wide (20') and twenty feet (20') long. The passing area shall
17 begin twenty feet (20') from the property line, with an appropri-
18 ate taper to meet the ten-foot (10') opening at the property
19 line. If a taper is provided at the other end of the passing
20 area, it shall have a minimum length of twenty feet (20').

21 e. Driveways serving more than thirty (30) parking
22 spaces shall provide a minimum ten-foot (10') wide driveway for
23 one (1) way traffic or a minimum twenty-foot (20') wide driveway
24 for two (2) way traffic.

25 2. Nonresidential Uses.

26 a. Driveway Widths.

27 (1) The minimum width of driveways for one (1) way
28 traffic shall be twelve feet (12') and the maximum width shall
be fifteen feet (15').

(2) The minimum width of driveways for two (2) way
traffic shall be twenty-two feet (22') and the maximum width
shall be twenty-five feet (25').

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3 b. Driveways shall conform to the minimum turning path
radius shown in Exhibit 23.54.030 B.

4 3. Maximum grade curvature for all driveways shall not
5 exceed the curvature shown in Exhibit 23.54.030 C.

6 ~~((4. Parking Aisles.~~

7 a. ~~Parking aisles shall be provided according to the~~
8 ~~requirements of Exhibit 23.54.030D.~~

9 b. ~~Minimum aisle widths shall be provided for the larg-~~
10 ~~est vehicles served by the aisle.~~

11 c. ~~Turning and maneuvering areas shall be located on~~
12 ~~private property, except that alleys may be credited as aisle~~
13 ~~space.))~~

14 4. Driveway Slope. No portion of a driveway, whether
15 located on private property or on a right-of-way, shall exceed a
16 slope of twenty percent (20%), except as provided in this subsec-
17 tion. The maximum twenty percent (20%) slope shall apply in
18 relation to both the current grade of the right-of-way to which
19 the driveway connects, and to the proposed finished grade of the
20 right-of-way if it is different from the current grade. The
Director may permit a driveway slope of more than twenty percent
(20%) if it is found that:

21 a. The topography or other special characteristic of
22 the lot makes a twenty percent (20%) maximum driveway slope
23 infeasible;

24 b. The additional amount of slope permitted is the least
25 amount necessary to accommodate the conditions of the lot; and

26 c. The driveway is still useable as access to the lot.

27 E. Parking Aisles.

28 1. Parking aisles shall be provided according to the
requirements of Exhibit 23.54.030D.

1 2. Minimum aisle widths shall be provided for the largest
2 vehicles served by the aisle.

3 3. Turning and maneuvering areas shall be located on
4 private property, except that alleys may be credited as aisle
5 space.

6 4. Aisle slope shall not exceed seventeen percent (17%)
7 provided that the Director may permit a greater slope if the
8 criteria in subsection D4a, b and c are met.

9 ((E-))F. Curbcuts. Curbcut requirements shall be determined by
10 whether the parking served by the curbcut is for residential or
11 nonresidential use, and by the zone in which the use is located.
12 When a curbcut is used for more than one (1) use, the require-
13 ments for the use with the largest curbcut requirements shall
14 apply.

15 1. Residential Uses in Single family and Multifamily Zones
16 and Single-purpose Residential Uses in All Other Zones.

17 a. For lots not located on ((an)) a principal arterial
18 ((with more than fifteen thousand (15,000) vehicle trips per day
19 according to Engineering Department data,)) as designated on
20 Exhibit 23.53.015A, the number of curbcuts permitted shall be
21 according to the following chart:

Street or Easement Frontage of the Lot	Number of Curbcuts Permitted
0- 80 feet	1
81-160 feet	2
161-240 feet	3
241-320 feet	4

22 For lots with frontage in excess of three hundred twenty feet
23 (320'), the pattern established in the chart shall be continued.

24 b. Curbcuts shall not exceed a maximum width of ten feet
25 (10'), except that:
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3 (1.) One (1) curbcut greater than ten feet (10') but in no
4 case greater than twenty feet (20') in width may be substituted
5 for each two (2) curbcuts permitted by subsection E1a; and
6 ((except as))

7 (2.) A greater width may be specifically permitted by the
8 development standards in a zone(-); and

9 (3.) When subsection 23.54.030D requires a driveway greater
10 than ten feet (10') in width, the curbcut may be as wide as the
11 required width of the driveway.

12 c. For lots on principal arterials designated on Exhibit
13 23.53.015A, ((with more than fifteen thousand (15,000) average
14 vehicle trips per day, according to Engineering Department
15 data,)) curbcuts of a maximum width of twenty-three feet (23')
16 shall be permitted according to the following chart. ((A list of
17 such arterials shall be maintained by the Department.))

Street Frontage of the Lot	Number of Curbcuts Permitted
0-160 feet	1
161-320 feet	2
321-480 feet	3

18 For lots with frontage in excess of four hundred eighty feet
19 (480'), the pattern established in the chart shall be continued.

20 d. There shall be at least thirty feet (30') between any
21 two (2) curbcuts located on a lot.

22 e. A curbcut may be less than the maximum width permit-
23 ted but shall be at least as wide as the minimum required width
24 of the driveway it serves.

25 f. Where two (2) adjoining lots share a common driveway
26 according to the provisions of Section 23.54.030 D1, the combined
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3 frontage of the two (2) lots shall be considered one (1) in
4 determining the maximum number of permitted curbcuts.

5 2. Nonresidential Uses in Single family and Multifamily
6 Zones, and All Uses. Except Single-purpose Residential Uses, in
7 All Other Zones Except Industrial Zones.

8 a. Number of Curbcuts.

9 (1) In RC, NC1, NC2, NC3, and Major Institution
10 zones, a maximum of two (2) curbcuts for one (1) way traffic or
11 one (1) curbcut for two (2) way traffic shall be permitted on
12 lots with street frontage of eight feet (80') or less. On lots
13 with street frontage of more than eighty feet (80'), up to two
14 (2) two (2) way curbcuts shall be permitted for each two hundred
15 forty feet (240') of street frontage.

16 (2) In C1 and C2 zones, the Director of Engineering
17 shall review and make a recommendation on the number and location
18 of curbcuts.

19 (3) In downtown zones, a maximum of two (2) curbcuts
20 for one (1) way traffic at least forty feet (40') apart, or one
21 (1) curbcut for each two (2) way traffic, shall be permitted on
22 each street front where access is permitted by Section 23.49.018.
23 No curbcut shall be located within forty feet (40') of an
24 intersection. These standards may be modified by the Director on
25 lots with steep slopes or other special conditions, the minimum
26 necessary to provide vehicular and pedestrian safety and facili-
27 tate a smooth flow of traffic, in accordance with the Downtown
28 Land Use Policies.

(4) For public schools, the minimum number of curb-
cuts determined necessary by the Director shall be permitted.

b. Curbcut Widths.

(1) For one (1) way traffic, the minimum width of

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3 curbcuts shall be twelve feet (12'), and the maximum width shall
4 be fifteen feet (15').

5 (2) For two (2) way traffic, the minimum width of
6 curbcuts shall be twenty-two feet (22'), and the maximum width
7 shall be twenty-five feet (25'), except that the maximum width
8 may be increased to thirty feet (30') when truck and auto access
9 are combined.

10 (3) For public schools, the maximum width of curb-
11 cuts shall be twenty-five feet (25'). Development standards
12 departure may be granted or required pursuant to the procedures
13 and criteria set forth in Chapter 23.79.

14 (4) When one (1) of the following conditions
15 applies, the Director, in consultation with the Seattle
16 Engineering Department, may require a curbcut of up to thirty
17 feet (30') in width, if it is found that a wider curbcut is nec-
18 essary for safe access:

19 i. The abutting street has a single lane on
20 the side which abuts the lot; or

21 ii. The curb lane abutting the lot is less than
22 eleven feet (11') wide; or

23 iii. The proposed development is located on an
24 arterial with an average daily traffic volume of over seven thou-
25 sand (7,000) vehicles; or

26 iv. Off-street loading space is required
27 according to subsection H of Section 23.54.015.

28 c. The entrances to all garages accessory to nonresiden-
tial uses and the entrances to all principal use parking garages
shall be at least six feet nine inches (6'9") high.

3. All Uses in Industrial Zones.

a. Number and Location of Curbcuts. The number and

1 location of curbcuts shall be determined by the Director in con-
2 sultation with the Director of Engineering.

3 b. Curbcut Width. Curbcut width in Industrial zones
4 shall be provided as follows:

5 (1) When the curbcut provides access to a parking
6 area or structure it shall be a minimum of fifteen feet (15')
7 wide and a maximum of thirty feet (30') wide.

8 (2) When the curbcut provides access to a loading
9 berth, the maximum width of thirty feet (30') set in subsection
10 E3b(1) may be increased to fifty feet (50').

11 (3) Within the minimum and maximum widths estab-
12 lished by this subsection, the Director shall determine the size
13 of the curbcuts in consultation with the Director of Engineering.

14 4. Curb Cuts for Access Easements.

15 a. When a lot is crossed by an access easement serving
16 other lots, the curb cut serving the easement may be as wide as
17 the easement roadway.

18 b. The curb cut serving an access easement shall not be
19 counted against the number or amount of curb cut permitted to a
20 lot if the lot is not itself served by the easement.

21 ~~((4-))~~ 5. Curbcut Flare. A flare with a maximum width of two
22 and one-half feet (2-1/2') shall be permitted on either side of
23 curbcuts in any zone.

24 6. Replacement of Unused curbuts. When a curbcut is no
25 longer needed to provide access to a lot, the curb and any
26 planting strip shall be replaced.

27 ~~((F-))~~ G. Sight Triangle.

28 1. For exit-only driveways and easements, and two-way
driveways and easements less than twenty-two feet (22') wide, a
sight triangle on both sides of the driveway or easement shall be

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3 provided, and shall be kept clear of any obstruction for a dis-
4 tance of ten feet (10') from the intersection of the driveway or
5 easement with a driveway, easement, sidewalk or curb intersection
6 if there is no sidewalk, as depicted in Exhibit 23.54.030E.

7 2. For two-way driveways or easements at least twenty-two
8 feet (22') wide, a sight triangle on the side of the driveway
9 used as an exit shall be provided, and shall be kept clear of any
10 obstruction for a distance of ten feet (10') from the intersec-
11 tion of the driveway or easement with a driveway, easement,
12 sidewalk, or curb intersection if there is no sidewalk. The
13 entrance and exit lanes shall be clearly identified.

14 3. The sight triangle shall also be kept clear of obstruc-
15 tions in the vertical spaces between thirty-two inches (32") and
16 eighty-two inches (82") from the ground.

17 4. When the driveway or easement is less than ten feet
18 (10') from the property line, the sight triangle may be provided
19 as follows:

20 a. An easement may be provided sufficient to maintain
21 the sight triangle. The easement shall be recorded with the King
22 County Department of Records and Elections; or

23 b. The driveway may be shared with a driveway on the
24 neighboring property; or

25 c. The driveway or easement may begin five feet (5')
26 from the property line, as depicted in Exhibit 23.54.030F.

27 5. An exception to the ((required size of the)) sight tri-
28 angle requirement ((shall)) may be made for driveways serving
lots containing only residential structures and fewer than three
(3) parking spaces, when providing the sight triangle would be
impractical.

6. In all downtown zones, the sight triangle at a garage

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3 exit may be provided by mirrors and/or other approved safety
4 measures.

5 7. Sight triangles shall not be required for one-way
6 entrances into a parking garage or surface parking area.

7 ~~((G-))~~ H. Attendant Parking. In downtown zones, any off-street
8 parking area or structure providing more than five (5) parking
9 spaces where automobiles are parked solely by attendants employed
10 for that purpose shall have parking spaces at least eight feet
11 (8') in width, and fifteen feet (15') in length. Subsection A,
12 B, C, ~~((and))~~ D, E shall not apply, except that the grade
13 curvature of any area used for automobile travel or storage
14 shall not exceed that specified in subsection D3. Should
15 attendant operation be discontinued, the provisions of subsec-

16 ~~((H-))~~ I. Off-street Bus Parking. Bus parking spaces, when
17 required, shall be thirteen feet (13') in width and forty feet
18 (40') in length. Buses parked en masse shall not be required to
19 have adequate ingress and egress from each parking space.

20 ~~((I-))~~ J. The Director may reduce any required dimension for non-
21 residential uses up to three percent (3%) to allow more efficient
22 use of a surface parking area or parking garage, except for the
23 dimensions of parking spaces and aisles for small vehicles.

24 Section 29. That Section 23.76.006 of the Seattle Municipal
25 Code, as last amended by Ordinance 113079, is amended to read as
26 follows:

27 **23.76.006 Master Use Permits Required.**

28 * * *

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3 B. The following decisions are Type I decisions which are
4 nonappealable:

5 1. Establishment or change of use for uses permitted
6 outright, temporary uses for three (3) weeks or less not other-
7 wise permitted in the zone, and temporary relocation of police
8 and fire stations for twelve (12) months or less;

9 2. The following street use approvals associated with a
10 development proposal:

11 a. Curb cut for access to parking,

12 b. Concept approval of street improvements, such as
13 additional on-street parking, street landscaping, curbs and
14 gutters, street drainage, sidewalks, and paving;

15 3. Lot boundary adjustments;

16 4. Designation of greenbelt preserves;

17 5. Modification of the following features bonused under
18 Title 24:

19 a. Plazas.

20 b. Shopping plazas.

21 c. Arcades.

22 d. Shopping arcades.

23 e. Voluntary building setbacks; ((and))

24 6. Declarations of Significance (determination that an
25 Environmental Impact Statement is required) for Master Use
26 Permits and for building, demolition, grading and other construc-
27 tion permits (supplemental procedures for environmental review
28 are established in Chapter 25.05, SEPA Policies and Procedures);

7. Discretionary exceptions for certain business signs
authorized by Section 23.55.042D((-)); and

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3 8. Waiver or Modification of required right-of-way improve-
4 ments.

5 * * *

6 Section 30. That Section 23.84.002 of the Seattle Municipal
7 Code, as last amended by 114561, is amended to read as follows:

8 **Section 23.84.002 "A"**

9 * * *

10 "Aisle" means a passageway for vehicles within a parking
11 ((facility)) garage or area, other than ((an access to parking))
12 a driveway.

13 "Alley" means a public ((or private)) right-of-way ((which is
14 intended to provide or which provides a roadway for)) not
15 designed for general travel and primarily used as a means of
16 vehicular and pedestrian access to the rear of abutting
17 properties ((and is generally located to the rear or side of
18 those properties)). An alley may or may not be named.

19 "Alley, existing" means any alley which is not a new alley.

20 "Alley, new" means an alley proposed to be created through the
21 platting process.

22 * * *

23 "Arterial"--see "Street, arterial".

24 * * *

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3 Section 31. That Section 23.84.006 of the Seattle Municipal
4 Code, as last amended by 113387, is amended to read as follows:

5 **Section 23.84.006 "C"**

6 * * *

7 "Cul-de-sac" means a street closed at one (1) end by a ((circular
8 drive)) widened pavement of sufficient ((radius)) size for auto-
9 motive vehicles to be turned around ((without backing up)).

10 * * *

11 "Curb" means a physical curb constructed from cement concrete,
12 asphalt concrete, or granite.

13 "Curbcut" means a depression in the curb for the purpose of
14 accomodating a driveway, which provides vehicular access between
15 private property and the street or easement. Where there is no
16 curb the ((street frontage in front of the driveway)) point at
17 which the driveway meets the roadway pavement shall be considered
18 the curbcut.

19 * * *

20 "Curbline" means the ((line at the face of the curb nearest to the
21 street or roadway. In the absence of a curb,)) edge of a roadway
22 whether marked by a curb or not. When there is not a curb, the
23 curbline shall be established by the Director of Engineering.

24 * * *

25
26 Section 32. That Section 23.84.008 of the Seattle Municipal
27 Code, as last amended by 114875, is amended to read as follows:

28 **Section 23.84.008 "D"**

* * *

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3 "Dedication" means ((the deliberate)) an appropriation ((of land
4 by an owner for any general and public uses, reserving to the
5 owner no other rights than such as are compatible with the full
6 exercise and enjoyment of the public uses to which the property
7 has been appropriated)) or giving up of property to public use
8 that precludes the owner or others claiming under the owner from
9 asserting any right of ownership inconsistent with the use for
10 which the property is dedicated.

11 * * *

12 "Driveway" means that portion of street, alley or private prop-
13 erty which provides access to, but not within, an offstreet park-
14 ing facility from a curbcut. Portions of the area defined as a
15 driveway may also be defined as a sidewalk.

16 * * *

17 Section 33. That Section 23.84.016 of the Seattle Municipal
18 Code, as last amended by 114866, is amended to read as follows:

19 **Section 23.84.016 "H"**

20 * * *

21 "Hard-surfaced street" means a street that has been surfaced with
22 a material other than crushed rock so that a hard, smooth, strong
23 surface exists.

24 * * *

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3 Section 34. That Section 23.84.030 of the Seattle Municipal
4 Code, as last amended by Ordinance 113977, is amended to read as
5 follows:

6 **Section 23.84.030 "P"**

7 * * *

8 "Paved" means surfaced with a hard, smooth surface, usually
9 consisting of Portland cement concrete or asphaltic concrete
10 underlain by a subgrade of crushed rock.

11 * * *

12
13 "Pedestrian Walkway" means a surfaced walkway, separated from the
14 roadway, usually of crushed rock or asphaltic concrete and
15 following the existing ground surface (not at permanent grade).

16 * * *

17 "Planting strip" means that portion of street right-of-way lying
18 between the curb and the property line exclusive of the sidewalk;
19 provided, that if there is no curb, then "planting strip" means
20 that portion of the street lying between a sidewalk and the prop-
21 erty line. If there is no curb or constructed sidewalk, there is
22 no "planting strip".

23 * * *

24 Section 35. That Section 23.84.032 of the Seattle Municipal
25 Code, as last amended by Ordinance 113263, is amended to read as
26 follows:

27 **Section 23.84.032 "R"**

28 * * *

1 "Right-of-way" means a strip of land platted, dedicated, con-
2 demned established by prescription or otherwise legally estab-
3 lished for the use of pedestrians, vehicles or utilities.

4 "Roadway" means that portion of a street improved, designed, or
5 ordinarily used for vehicular travel and parking, exclusive of
6 the sidewalk or shoulder. Where there is a curb, the roadway is
7 the curb to curb width of the street.

8 * * *

9
10 Section 36. That Section 23.84.036 of the Seattle Municipal
11 Code, as last amended by Ordinance 114887, is amended to read as
12 follows:

13 **Section 23.84.036 "S"**

14 * * *

15 "Shoulder" means the graded area between the roadway edge and the
16 sidewalk, or slope line where there is no sidewalk, on the
17 portion of a street where there are no curbs.

18 "Sidewalk" means a hard surfaced pedestrian walkway, usually of
19 Portland cement concrete, separated from the roadway by a curb,
20 planting strip or roadway shoulder.

21 * * *

22 "Street" means a ((~~public or private~~)) right-of-way which is
23 intended to provide or which provides a roadway for general
24 vehicular circulation ((~~or~~)), is the principal means of vehicular
25 access to abutting properties, and ((~~which~~)) includes space for
26 utilities, pedestrian walkways, sidewalks and drainage. Any such
27 right-of-way shall be included within this definition, regardless

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3 of whether it has been developed or not.

4 "Street, arterial" means every street, or portion thereof,
5 designated as an arterial on Exhibit 23.54.004A.

6 "Street, existing" means any street which is not a new street.

7 "Street, new" means a street proposed to be created through the
8 platting process, or by dedication to the City as part of a
9 development proposal.

10 "Street, private" means a named, private permanent access easement
11 exceeding thirty-two feet (32') in width not dedicated to public
12 use but which provides a roadway at least twenty-four feet (24')
13 wide for internal use within a subdivision or development, and
14 which includes sidewalks and space for utilities and drainage. A
15 private street shall be treated as a street for purposes of
16 application of development standards to abutting properties.

17 "Street Improvement Manual" means a set of detailed standards for
18 street alley and easement construction, adopted by a joint
19 Administrative Rule of the Department of Engineering and the
20 Department of Construction and Land Use.

21 * * *

22 Section 37. That Section 23.86.007 of the Seattle Municipal
23 Code, as last amended by Ordinance 113892, is amended to read as
24 follows:

25 **23.86.007 Gross Floor Area and Floor Area Ratio.**
26

27 * * *

28 B. Public rights-of-way shall not be considered part of a lot
when calculating floor area ratio; provided that when dedication

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3 of right-of-way is required, permitted floor area ratio shall be
4 calculated before the dedication is made.

5 Section 38. That Section 23.86.010 of the Seattle Municipal
6 Code, as last amended by Ordinance 111390, is amended to read as
7 follows:

8 **Section 23.86.010 Yards**

9 * * *

10
11 **B. Front Yards.**

12 1. Determining Front Yard Requirements. Front yard
13 requirements are presented in the development standards for each
14 zone. Where the minimum required front yard is to be determined
15 by averaging the setbacks of structures on either side of a lot,
the following provisions shall apply:

16 a. The required depth of the front yard shall be the
17 average of the distance between single-family structures and
18 front lot lines of the nearest single-family structures on each
19 side of the lot (Exhibit 23.86.010 B). When the front facade of
20 the single-family structure is not parallel to the front lot
21 line, the shortest distance from the front lot line to the struc-
ture shall be used for averaging purposes (Exhibit 23.86.010 C).

22 b. The yards used for front yard averaging shall be on
23 the same block front as the lot, and shall be the front yards of
24 the nearest single-family structures within one hundred feet
25 (100') of the side lot lines of the lot.

26 c. For averaging purposes, front yard depth shall be
27 measured from the front lot lines to the wall nearest to the
28 street or, where there is no wall, the plane between supports,
which comprises twenty percent (20%) or more of the width of the

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2
3 front facade of the single-family structure. Enclosed porches
4 shall be considered part of the single-family structure for meas-
5 urement purposes. Attached garages or carports permitted in
6 front yards under either Sections 23.44.014 D7 or 23.44.016 E,
7 decks, uncovered porches, eaves, attached solar collectors, and
8 other similar parts of the structure shall not be considered part
of the structure for measurement purposes.

9 d. When there is a dedication of street right-of-way to
10 bring the street abutting the lot closer to the minimum widths
11 established in Section 23.53.015, for averaging purposes the
12 amount of the dedication shall be subtracted from the front yard
13 depth of the structures on either side.

14 ~~((d-))~~ e. When the first single-family structure within one
15 hundred feet (100') of a side lot line of the lot is not on the
16 same block front, or does not provide its front yard on the same
17 street, or when there is no single-family structure within one
18 hundred feet (100') of the side lot line, the yard depth used for
19 averaging purposes on that side shall be twenty feet (20')
(Exhibits 23.86.010 D and 23.86.010 E).

20 ~~((e-))~~ f. When the front yard of the first single-family
21 structure within one hundred feet (100') of the side lot line of
22 the lot exceeds twenty feet (20'), the yard depth used for aver-
23 aging purposes on that side shall be twenty feet (20') (Exhibit
23.86.010 F).

24 ~~((f-))~~ g. In cases where the street is very steep or
25 winding, the Director shall determine which adjacent single-
26 family structures should be used for averaging purposes.

27 2. Sloped Lots in Single-family Zones. For lots in single-
28 family zones, reduction of required front yard is permitted at a
rate of one foot (1') for every percent of slope in excess of

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3 thirty-five percent (35%). For the purpose of this provision the
4 slope shall be measured along the centerline of the lot. In the
5 case of irregularly shaped lots, the Director shall determine the
6 line along which slope is calculated.

7
8 * * *

9 Section 39. That Section 23.86.012 of the Seattle Municipal
10 Code, as last amended by Ordinance 115002, is amended to read as
11 follows:

12 **Section.23.86.012 Setbacks in Multifamily Zones.**

13 A. Front Setbacks.

14 1. Determining Front Setback Requirements. Front setback
15 requirements are presented in the development standards for each
16 zone. Where the minimum required front setback is to be deter-
17 mined by averaging the setbacks of structures on either side of
18 the subject lot, the following provisions shall apply:

19 a. The required depth of the front setback shall be the
20 average of the distance between principal structures and front
21 lot lines of the nearest principal structures on each side of the
22 subject lot (Exhibit 23.86.012 A).

23 b. The setbacks used for front setback averaging shall
24 be on the same block front as the subject lot, and shall be the
25 front setbacks of the nearest principal structures within one
26 hundred feet (100') of the side lot lines of the subject lot.

27 c. For averaging purposes, front setback depth shall be
28 measured from the front lot line to the nearest wall or, where
there is no wall, the plane between supports which comprises
twenty percent (20%) or more of the width of the front facade of
the principal structure on either side. Attached garages and

1
2 enclosed porches shall be considered part of the principal struc-
3 ture for measurement purposes. Decks less than eighteen inches,
4 (18") above existing grade, uncovered porches, eaves, attached
5 solar collectors and other similar parts of the structure shall
6 not be considered part of the principal structure. When the
7 front facade of the principal structure is not parallel to the
8 front lot line, the shortest distance from the front lot line to
9 the structure shall be used for averaging purposes.

10 d. When there is a dedication of street right-of-way to
11 bring the street abutting the lot closer to the minimum widths
12 established in Section 23.53.015, for averaging purposes the
13 amount of dedication shall be subtracted from the front setbacks
14 of the structures on either side.

15 ((d-)) e. When the first principal structure within one hun-
16 dred feet (100') of a side lot line of the subject lot is not on
17 the same block front or when there is no principal structure
18 within one hundred feet (100') of the side lot line, the setback
19 depth used for averaging purposes on that side shall be ten feet
20 (10').

21 ((e-)) f. When the front setback of the first principal struc-
22 ture within one hundred feet (100') of the side lot line of the
23 subject lot exceeds twenty feet (20'), the setback depth used for
24 averaging purposes on that side shall be twenty feet (20').

25 ((f-)) g. In cases where the street is very steep or winding,
26 the Director shall determine which adjacent structures should be
27 used for averaging purposes.

28 ((g-)) h. In the case of a through lot, the requirement for
front setback shall be determined independently for each street
frontage. The measurement techniques of this section shall be
applied for each street frontage separately.

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3 ((h-)) i. For cluster development, the front setback of a
4 principal structure on the same lot may be used for averaging
5 purposes.

6 2. Front Setback Averaging. In Midrise and Highrise zones
7 the required front setback may be averaged. In such cases the
8 following provisions shall apply:

9 a. The average distance from the front lot line to the
10 facade shall satisfy the minimum front setback requirement. The
11 front setback shall be averaged for the entire width of the
12 structure, except that areas which are farther than three (3)
13 times the required front setback from the front lot line shall
14 not be calculated in the front setback.

15 b. Portions of the facade at existing grade shall be
16 used in determining the average setback.

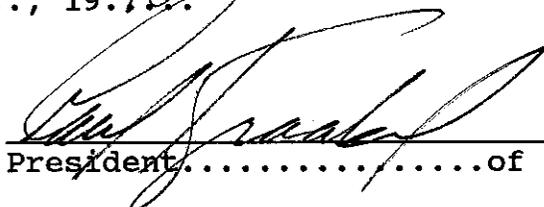
17 c. Projections of the front facade which begin at least
18 eight feet (8') above finished grade and project four feet (4')
19 or less from the lower portion of the facade shall not be
20 included in the setback averaging. For such projections which
21 project more than four feet (4') from the lower portion of the
22 facade, only the first four feet (4') shall be exempt from the
23 averaging calculation. This provision applies to such features
24 as cantilevered floor area, decks and bay windows. Eaves, gut-
25 ters and cornices are permitted to project eighteen inches (18")
26 beyond any front facade without being counted in averaging.

27 3. Measuring Street-facing Setbacks for Institutions and
28 Public Facilities in Multifamily Zones.

a. In multifamily zones, the depth of setback from a
street lot line may be averaged along the width and height of the
facade for institutions and public facilities, as an alternative
providing greater design flexibility than standard modulation

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3 Section 41. This ordinance shall take effect and be in force
4 thirty days from and after its passage and approval, if approved
5 by the Mayor; otherwise it shall take effect at the time it shall
6 become a law under the provisions of the city charter.

7 Passed by the City Council the 24th day of
8 September..., 1990., and signed by me in open session in
9 authentication of its passage this 24th day of
10 September....., 1990.

11 
12 _____
13 President.....of the City Council

14 Approved by me this 29th day of September....., 1990....

15 
16 _____
17 Mayor

18 Filed by me this 1st day of October....., 1990....

19 Attest: Howard J. Brooks
20 _____
21 City Comptroller and City Clerk.

22 By Margaret Carter
23 _____
24 Deputy Clerk

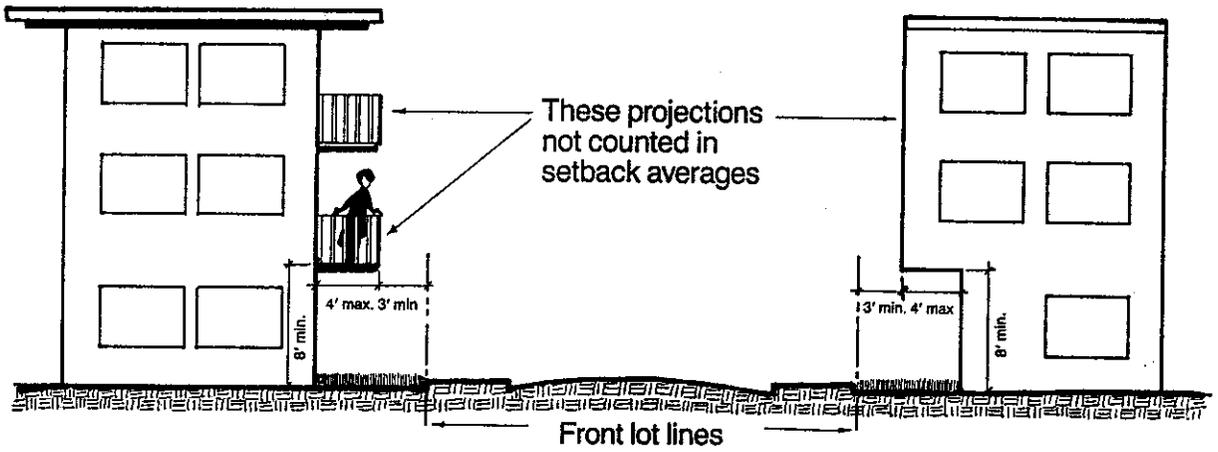
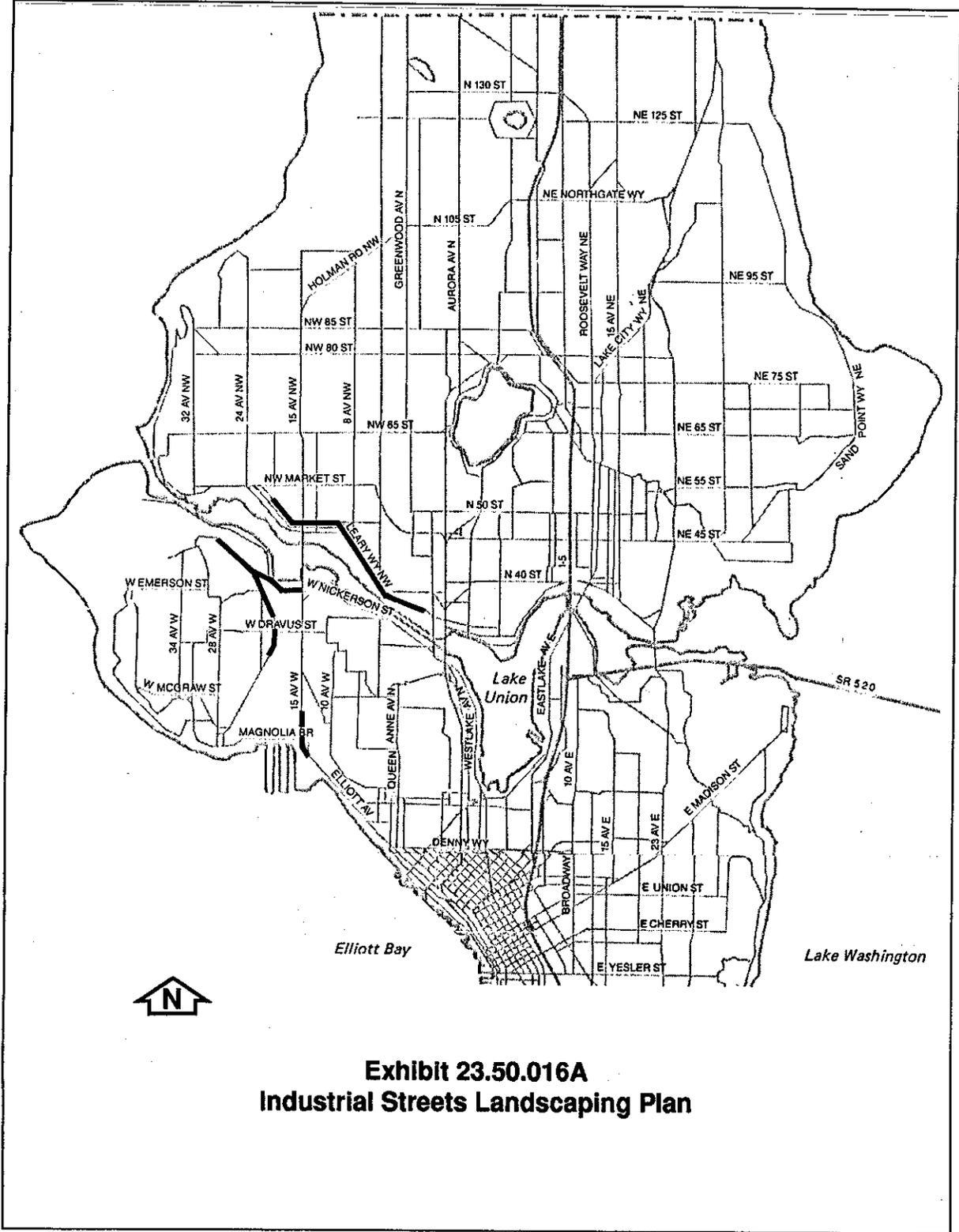


Exhibit 45.056A Front projections



**Exhibit 23.50.016A
Industrial Streets Landscaping Plan**

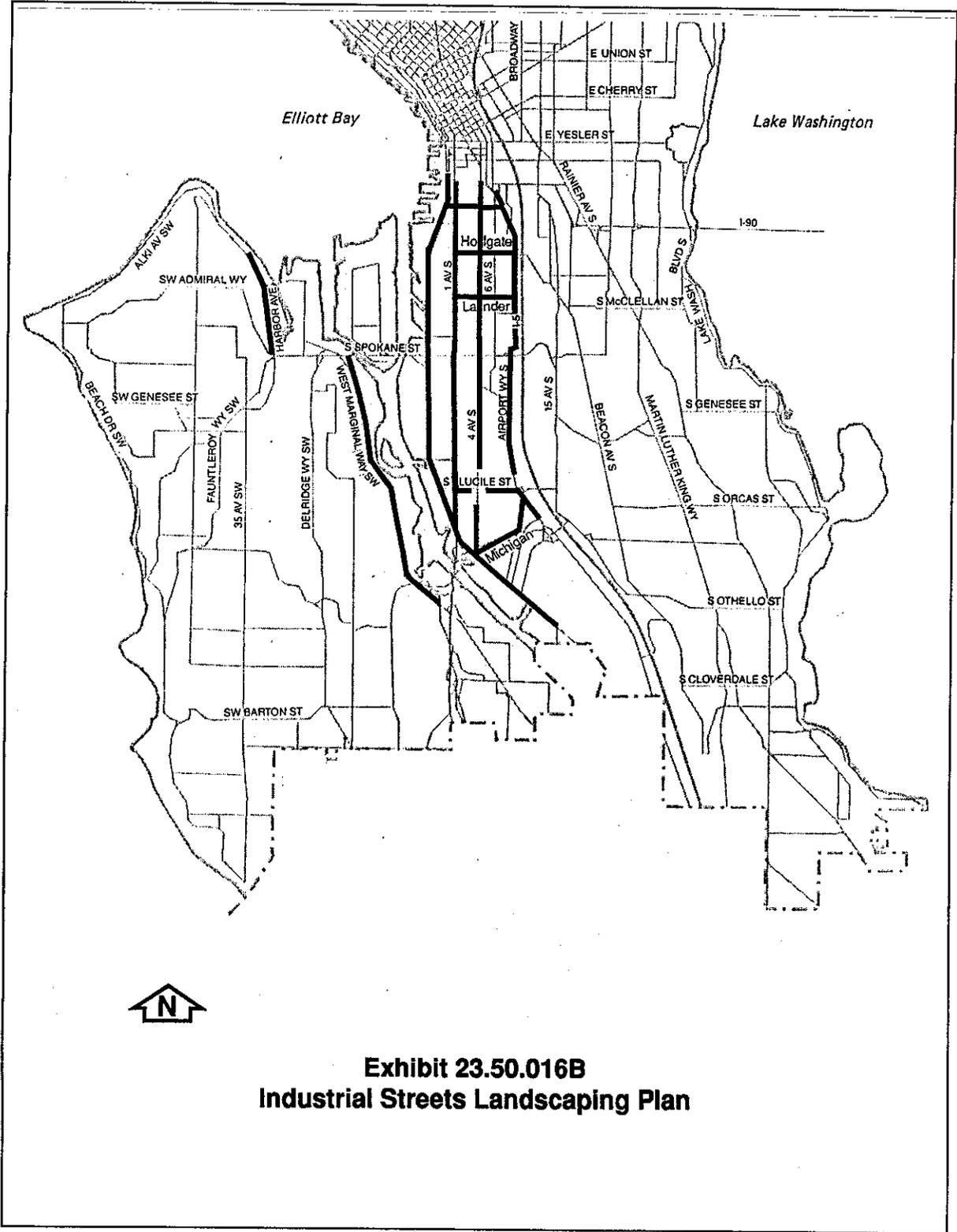
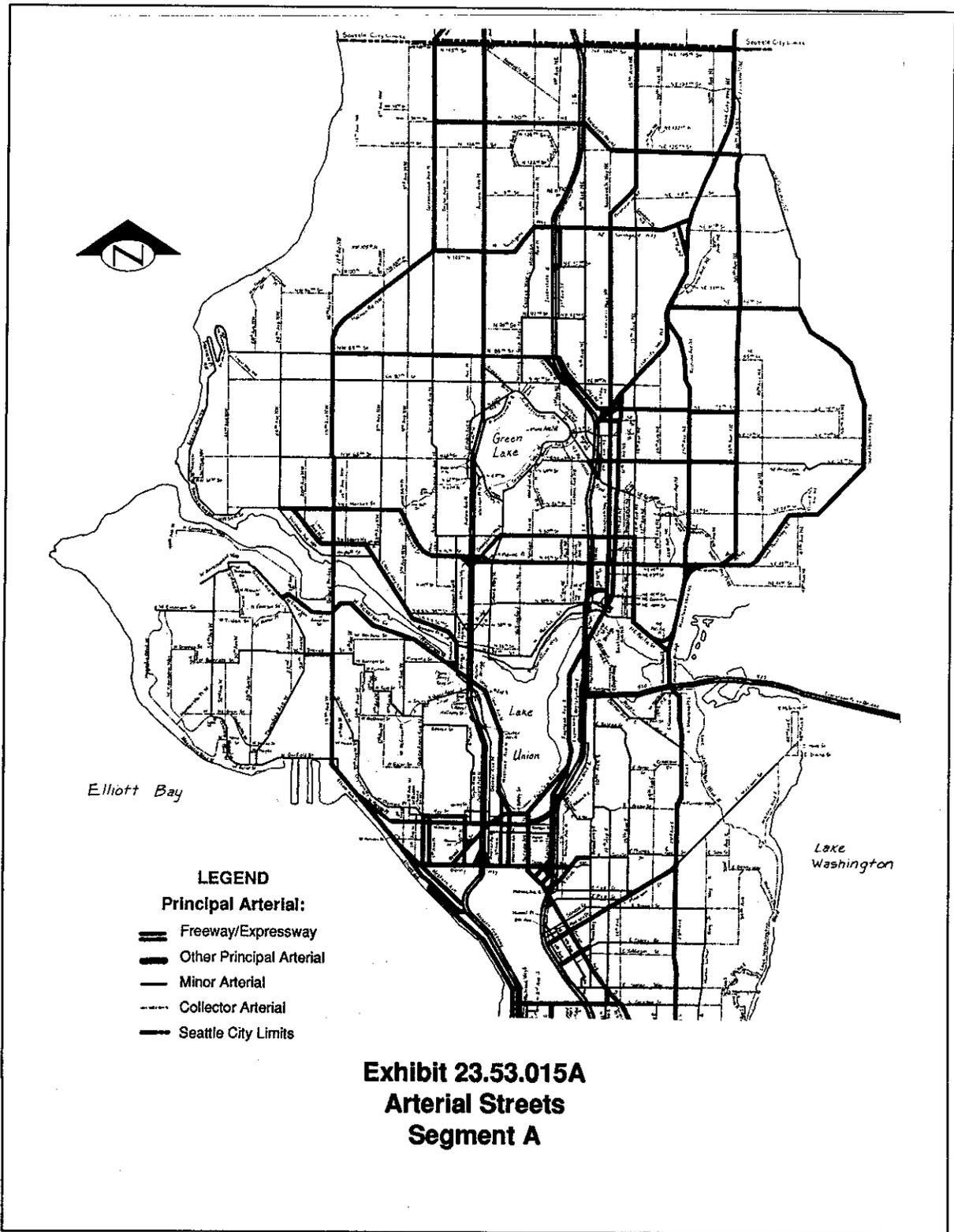


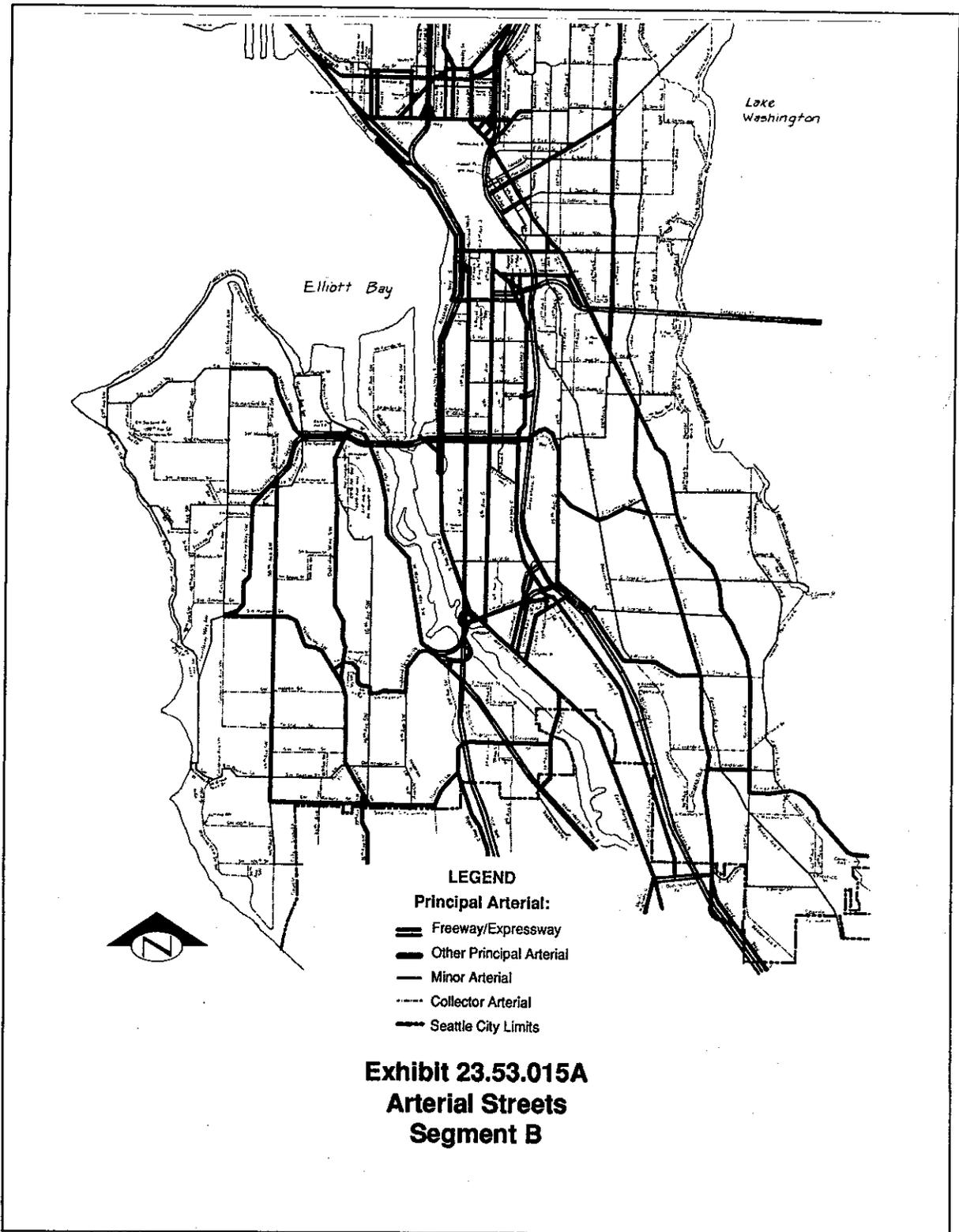
Exhibit 23.50.016B
Industrial Streets Landscaping Plan



LEGEND

- Principal Arterial:**
-  Freeway/Expressway
 -  Other Principal Arterial
 -  Minor Arterial
 -  Collector Arterial
 -  Seattle City Limits

Exhibit 23.53.015A
Arterial Streets
Segment A



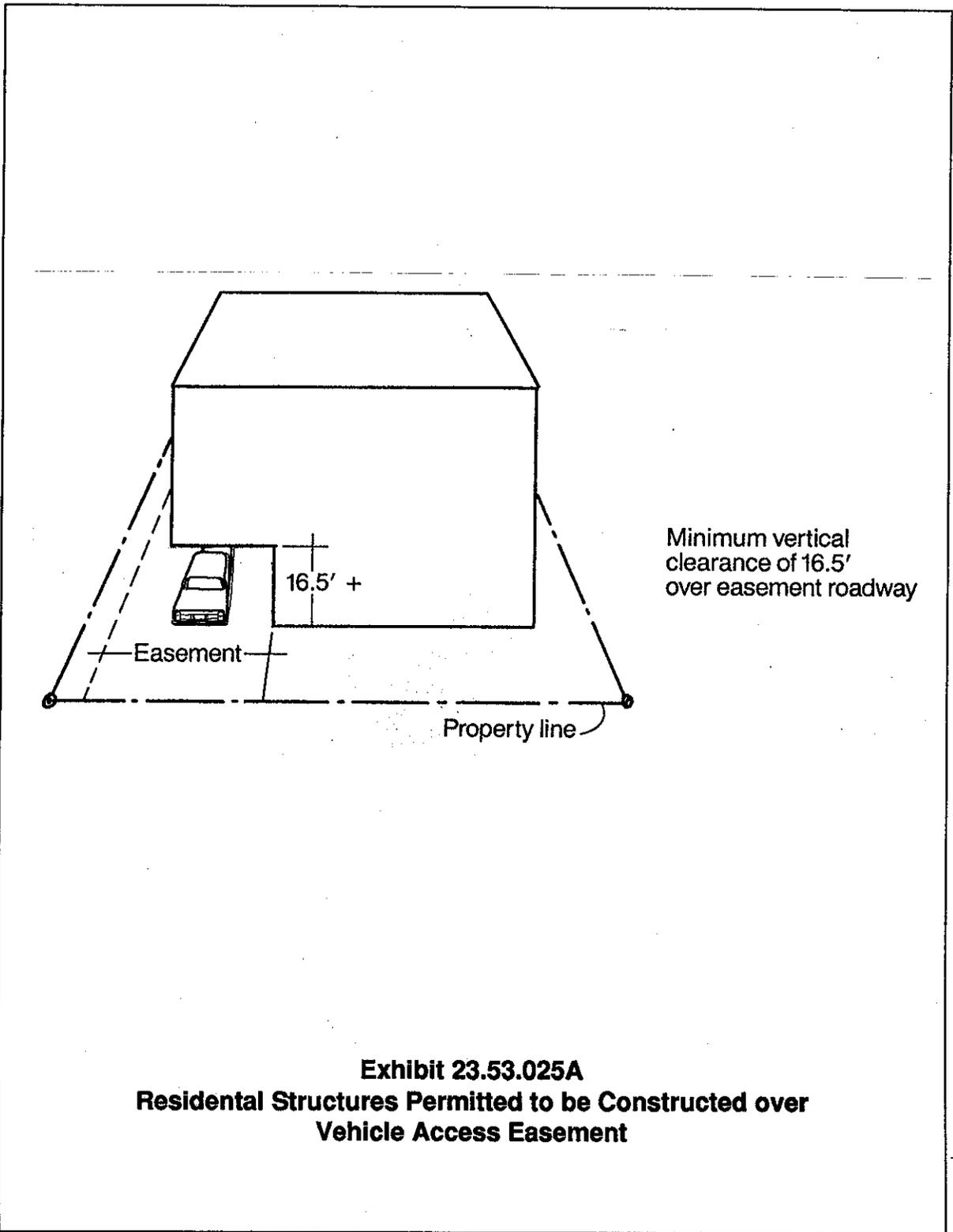
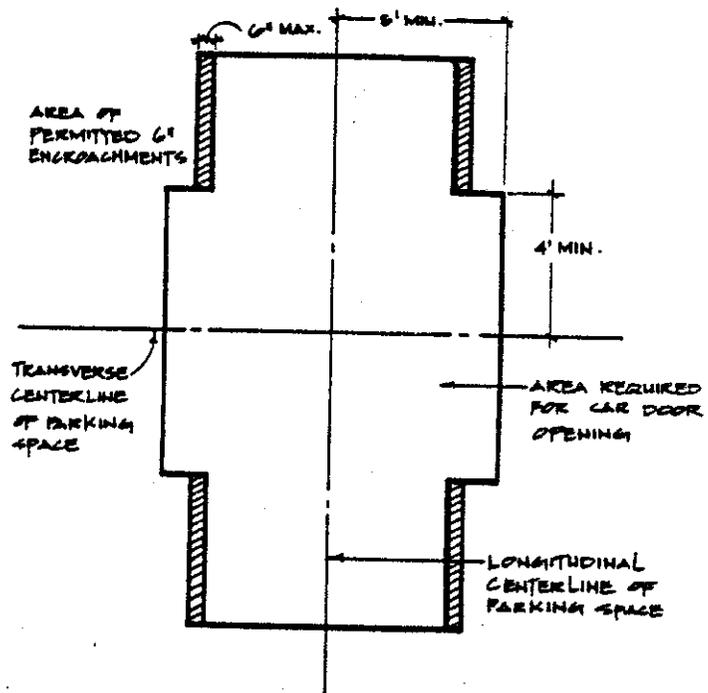
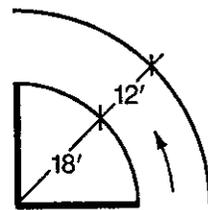


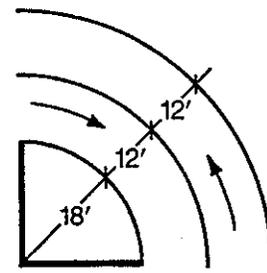
Exhibit 23.53.025A
Residential Structures Permitted to be Constructed over
Vehicle Access Easement

Exhibit 23.54.030 A
Encroachments into Required Parking
Space





One way traffic



Two way traffic

Exhibit 54.030B Turning path radius

Exhibit 54.030C
Maximum grade curvatures

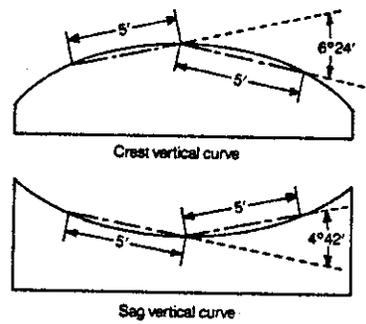
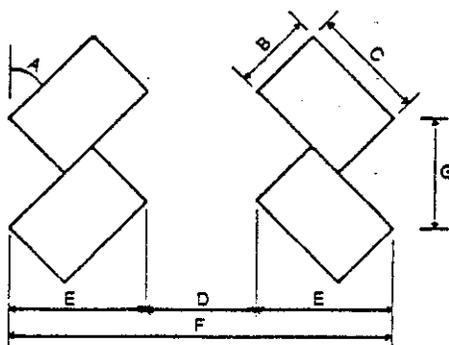


Exhibit 23.54.030 D
Parking Aisle Dimensions

A Parking Angle	B Stall Width	C Stall Length	D Aisle Width ¹	E Curb Depth Per Car	F Unit Width ¹	G Curb Length Per Car
0°	7.5	18.0	10.0	7.5	25.0	18.0
	8.0	20.0	10.0	8.0	26.0	20.0
	8.5	24.0	12.0	8.5	29.0	24.0
45°	7.5	15.0	11.0	15.91	42.82	10.61
	8.0	16.0	13.0	16.97	46.90	11.3
	8.5	19.0	13.0	19.44	51.88	12.02
60°	7.5	15.0	13.0	16.74	46.48	8.66
	8.0	16.0	15.0	17.86	50.72	9.24
	8.5	19.0	17.5	20.70	58.90	9.82
75°	7.5	15.0	16.5	16.43	49.36	7.76
	8.0	16.0	18.5	17.52	53.54	8.25
	8.5	19.0	20.0	20.55	61.10 ³	8.80
90°	7.5	15.0	20.0	15.0	50.0	7.5
	8.0	16.0	22.0	16.0	54.0	8.0
	8.5	19.0 ²	24.0 ²	19.0	62.0 ³	8.5

- 1 Required aisle width is for one-way traffic only. If two-way traffic is proposed, then the minimum aisle width shall be 20 feet or greater, except that when an alley is used as an aisle, the aisle width for one-way traffic shall be required.
- 2 When lot width is less than 43 feet, 40 feet may be substituted for a two-way aisle and a single row of cars at 90 degrees to the aisle, provided that the minimum width of the parking stalls shall be 9-1/2 feet.
- 3 60 feet may be substituted for required unit width on lots where the available width is in 6-foot whole multiples, provided that the minimum width of the parking stalls shall be 9-1/2 feet.



The following equations may be used to compute dimensions for parking angles other than those provided in the chart above:

$$E = C \sin A + B \cos A$$

$$G = B / \sin A$$

NOTE: Aisle widths shall be provided as required for the next greater parking angle shown in the chart above.

**Exhibit 23.76.004A
LAND USE DECISION FRAMEWORK**

DIRECTOR'S DECISIONS REQUIRING MASTER USE PERMITS

TYPE I (Nonappealable)	TYPE II (Appealable to Hearing Examiner*)	TYPE III (Appealable to Council)
<ul style="list-style-type: none">● Uses permitted outright● Temporary uses, three weeks or less● Certain street uses● Lot boundary adjustments● Greenbelt preserve designations● Modifications of features bonused under Title 24● Declarations of significance (EIS required)● Temporary uses, twelve months or less, for relocation of police and fire protection● Exceptions from right-of-way improvement requirements	<ul style="list-style-type: none">● Temporary uses, more than three weeks● Certain street uses● Variances● Administrative conditional uses● Shoreline decisions (*Appealable to Shorelines Hearings Board along with all related environmental appeals)● Short subdivisions● Special exceptions● Design departure● The following environmental determinations:<ul style="list-style-type: none">1. Declaration of nonsignificance (EIS not required)2. Determination of final EIS adequacy.	<ul style="list-style-type: none">● The decision to approve, condition or deny a project based on the SEPA Policies pursuant to SMC 25.05.660.

COUNCIL LAND USE DECISIONS

TYPE IV (Quasi-Judicial)	TYPE V (Legislative)
<ul style="list-style-type: none">● Subdivisions (Preliminary Plats)● Land use and zoning map amendments (Rezones)● Public project approvals● Major institution master plans● Council conditional uses● Downtown planned community developments● Planned Unit Developments	<ul style="list-style-type: none">● Land Use and Zoning Code text amendments● Rezones to implement new City policies● Concept approval for City facilities● Major institution designations

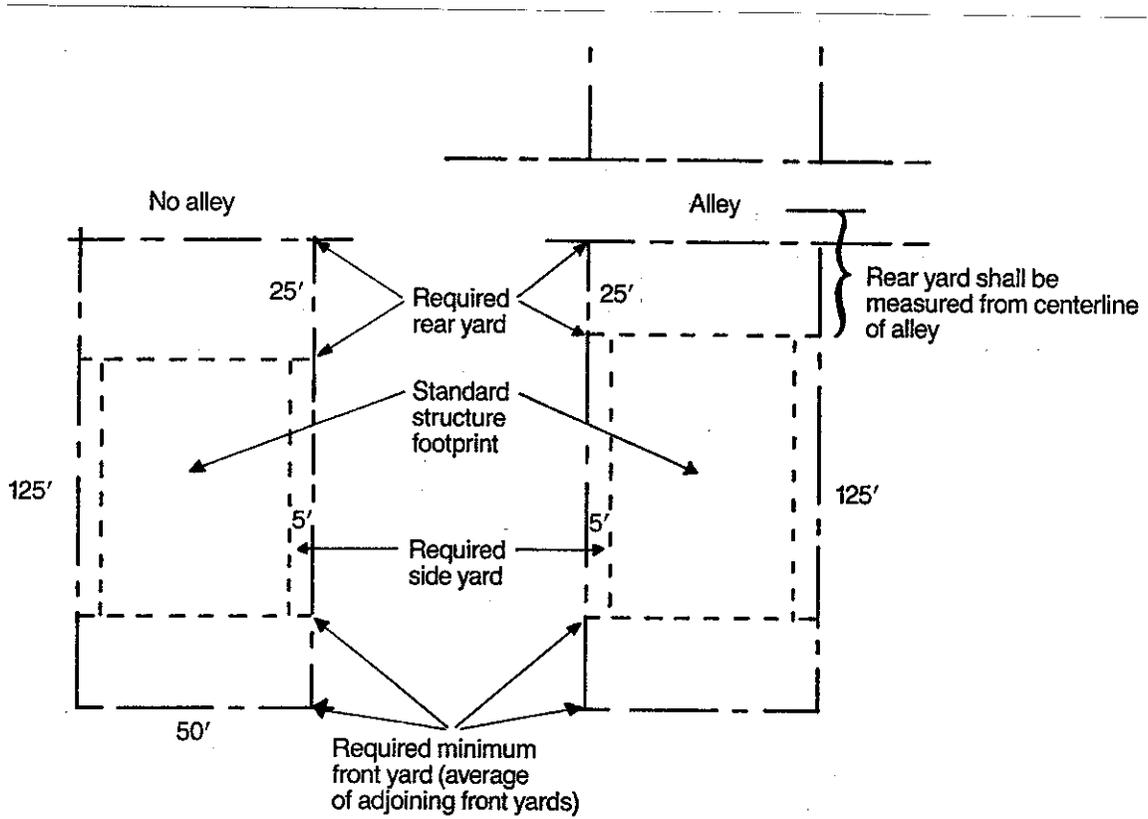
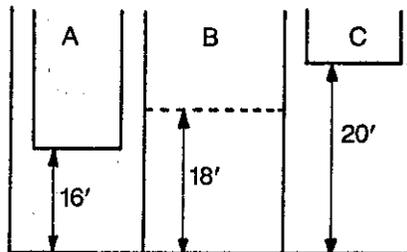
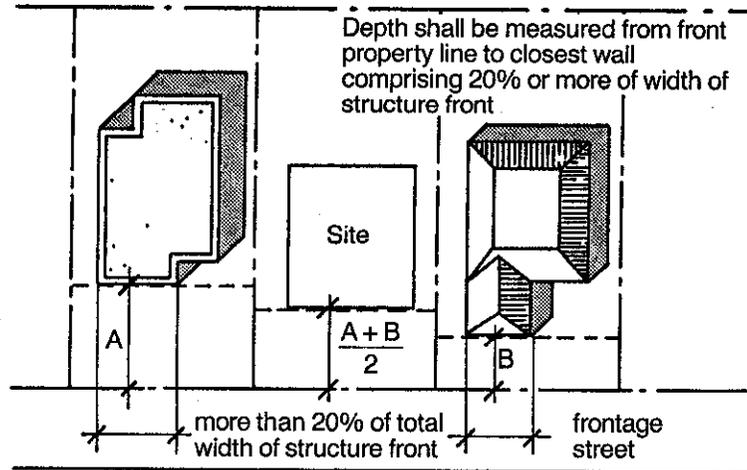


Exhibit 23.86.010A
Standard Required Yards
(SF Zone Example)



Required minimum front setback for Lot B determined as follows:

1. Front setback, Lot A = 16'.
2. Front setback, Lot C = 20'.
3. Average front setback = 18'.
4. Required minimum front setback for Lot B = 18'.

Exhibit 23.86.010B
Determination of Front Yard Setback

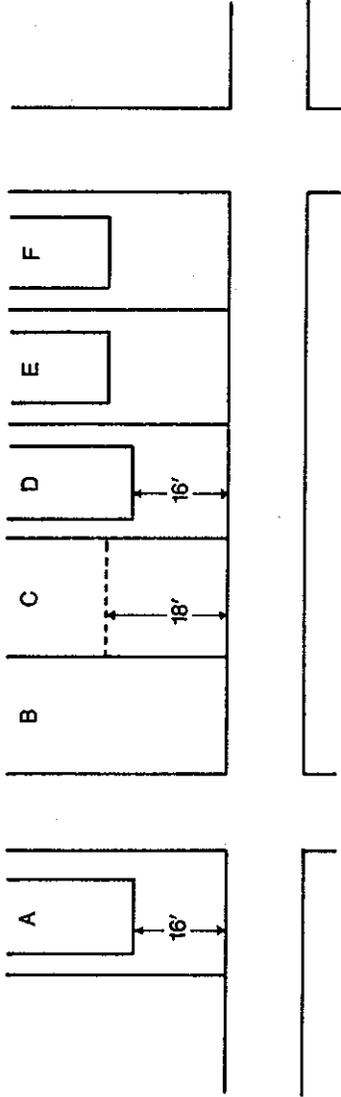


Exhibit 86.010D

1. Front yard, Lot D = 16'.
2. Lot B unimproved.
3. Lot A not on same block front.
4. Use 20' for averaging purposes on west side.
5. Minimum required front yard, Lot C = $(20 + 16) / 2 = 18'$.

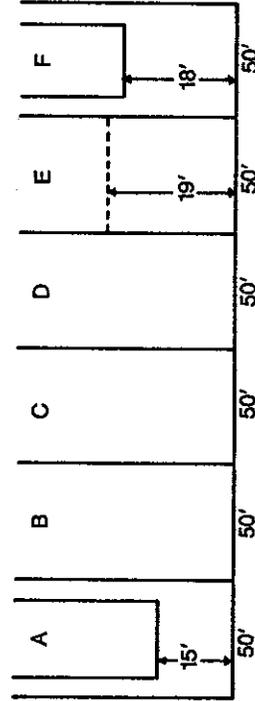


Exhibit 86.010E Minimum required front yards, adjoining lots unimproved

1. Front yard, Lot F = 18'.
2. Lots B, C, D unimproved.
3. Use 20' for averaging purposes on west side.
4. Minimum required front yard, Lot E = $(20 + 18) / 2 = 19'$.

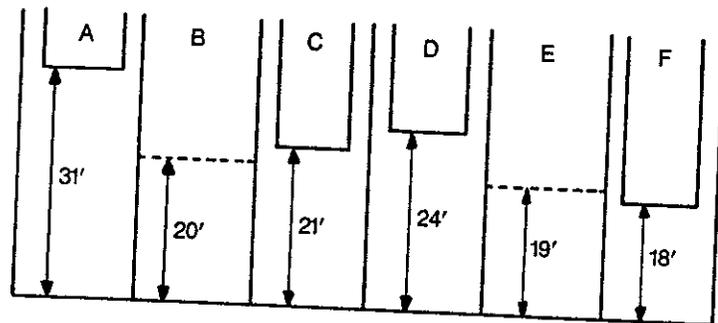
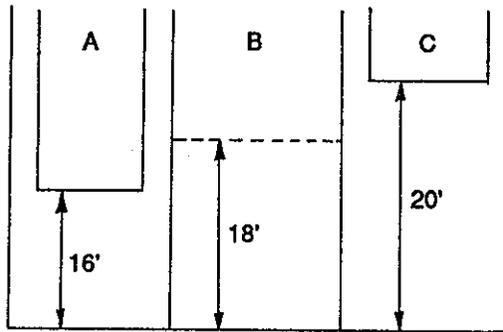
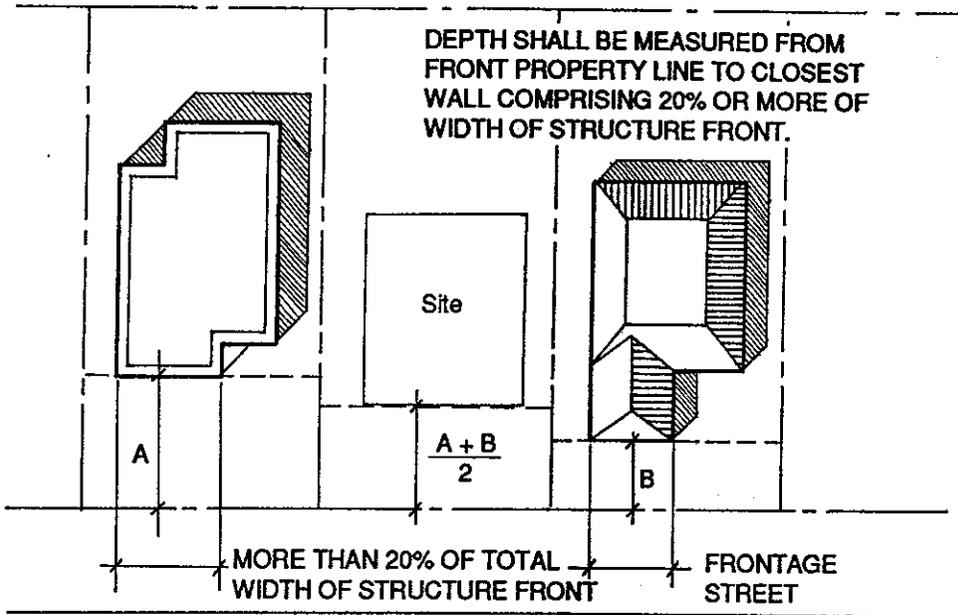


Exhibit 86.010F

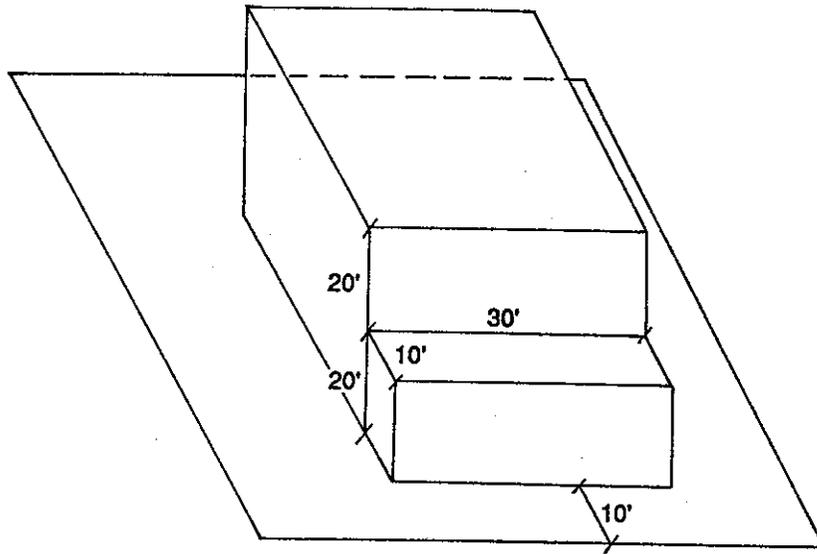
1. Minimum required front yard, Lot B = $(20 + 20)/2 = 20'$.
2. Minimum required front yard, Lot E = $(20 + 18)/2 = 19'$.



REQUIRED MINIMUM FRONT SETBACK FOR LOT B DETERMINED AS FOLLOWS:

1. FRONT SETBACK, LOT A = 16'
2. FRONT SETBACK, LOT C = 20'
3. AVERAGE FRONT SETBACK = 18'
4. REQUIRED MINIMUM FRONT SETBACK FOR LOT B = 18'.

Exhibit 86.012A
Determination of Front Yard Setback



Average
Setback = $\frac{(10 \times 20 \times 30) + (20 \times 20 \times 30)}{(30 \times 40)}$
= 15'

Exhibit 86.012B
Average Facade Setback,
Institutions and Public Facilities

MEMORANDUM

TO: File (Council Bill No. 108211)

FROM: Margaret Klockars
Assistant City Attorney

DATE: November 1, 1990

After Ordinance 115326 was signed by the President and Mayor and filed with the City Clerk, Rebecca Hezfeld of the Department of Construction and Land Use discovered that numbers had been transposed in Section 26 (SMC 23.53.015.D.2.b(1)(i) and (iv)).

I listened to the tape recording of the committee meeting at which this bill was considered and confirmed that the Council's intent was clearly that the exemptions were to apply to projects with fewer than 10 units in SF, LDT, and L1 and fewer than 6 in all other zones.

MK:rlh

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