

CITY OF SEATTLE
ORDINANCE 126682
COUNCIL BILL 120394

AN ORDINANCE relating to land use and zoning; amending Sections 23.45.508, 23.45.512, 23.45.518, 23.45.536, 23.53.015, 23.53.020, 23.53.025, 23.54.015, 23.54.030, 23.84A.024, 23.86.007, 23.86.014, and 23.86.015 of the Seattle Municipal Code; and adding a new Section 23.53.002 to the Seattle Municipal Code; to implement changes to support the development of townhouses and rowhouses.

WHEREAS, the typical value of a home in Seattle has roughly doubled after adjusting for inflation over the last ten years; and

WHEREAS, the typical single-family home value, as estimated by Zillow, is over \$1 million; and

WHEREAS, homeownership options such as townhouses, rowhouses, and condominiums represented only about ten percent of total housing production from 2010 through 2019; and

WHEREAS, townhouses and rowhouses can provide an opportunity for homeownership that is lower in cost than a detached home; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Subsection 23.45.508.J of the Seattle Municipal Code, which section was last amended by Ordinance 125791, is amended as follows:

23.45.508 General provisions

* * *

J. If more than one category of residential use is located on a lot, and if different development standards apply to the different categories of use, then each category's percentage of the total limit imposed by the development standard shall be calculated (~~according to the~~

1 ~~formula for floor area ratio (FAR) in subsection 23.86.007.E.)~~ based on each category's
2 percentage of total structure footprint area, as follows:

3 1. Calculate the footprint, in square feet, for each category of residential use. For
4 purposes of this calculation, "footprint" is defined as the horizontal area enclosed by the exterior
5 walls of the structure.

6 2. Calculate the total square feet of footprint of all categories of residential uses
7 on the lot.

8 3. Divide the square footage of the footprint for each category of residential
9 structure in subsection 23.45.508.J.1 by the total square feet of footprints of all residential uses in
10 subsection 23.45.508.J.2.

11 4. Multiply the percentage calculated in subsection 23.45.508.J.3 for each housing
12 category by the area of the lot. The result is the area of the lot devoted to each housing category.

13 5. The total limit for each category of residential use is the applicable limit for
14 that use multiplied by the percentage calculated in subsection 23.45.508.J.4.

15 * * *

16 Section 2. Subsection 23.45.512.A of the Seattle Municipal Code, which section was last
17 amended by Ordinance 125791, is amended as follows:

18 **23.45.512 Density limits and family-size unit requirements—LR zones**

19 A. Density limits

20 1. Except according to subsection 23.45.512.A.4, the following developments
21 must meet the density limits described in this subsection 23.45.512.A:

22 a. In LR1 zones, rowhouse development on interior lots (~~less than 3,000~~
23 ~~square feet in size~~) and all townhouse development; and

1 b. All development in Lowrise zones that do not have a mandatory
2 housing affordability suffix.

3 2. Development described in subsection 23.45.512.A.1 shall not exceed a density
4 of one dwelling unit per ((1,300)) 1,150 square feet of lot area, except that apartments in LR3
5 zones that do not have a mandatory housing affordability suffix shall not exceed a density limit
6 of one dwelling unit per 800 square feet.

7 3. When density calculations result in a fraction of a unit, any fraction up to and
8 including 0.85 constitutes zero additional units, and any fraction over 0.85 constitutes one
9 additional unit.

10 4. Density exception for certain types of low-income multifamily residential uses

11 a. The exception in this subsection 23.45.512.A.4 applies to low-income
12 residential uses operated by a public agency or a private nonprofit corporation.

13 b. The uses listed in subsection 23.45.512.A.4.a shall have a maximum
14 density of one dwelling unit per 400 square feet of lot area if a majority of the dwelling units are
15 designed for and dedicated to tenancies of at least three months, and the dwelling units remain in
16 low-income residential uses for the life of the structure.

17 * * *

18 Section 3. Subsection 23.45.518.I of the Seattle Municipal Code, which section was last
19 amended by Ordinance 126509, is amended as follows:

20 **23.45.518 Setbacks and separations**

21 * * *

1 I. Structures in required setbacks or separations, except upper-level setbacks

2 1. Detached garages, carports, or other accessory structures (~~((may be located))~~) are
3 allowed in required separations and required rear or side setbacks, subject to the following
4 requirements:

5 a. Any accessory structure located between a principal structure and a side
6 lot line shall provide the setback required for the principal structure;

7 b. Any portion of an accessory structure located more than 25 feet from a
8 rear lot line shall be set back at least 5 feet from the side lot line;

9 c. Accessory structures shall be set back at least 7 feet from any lot line
10 that abuts a street; and

11 d. Accessory structures shall be separated by at least 3 feet from all
12 principal structures, including the eaves, gutters, and other projecting features of the principal
13 structure.

14 2. Ramps or other devices necessary for access for the disabled and elderly that
15 meet the Seattle Residential Code, Chapter 3, or Seattle Building Code, Chapter 11,
16 Accessibility, are (~~((permitted))~~) allowed in any required setback or separation.

17 3. Uncovered, unenclosed pedestrian bridges, necessary for access and 5 feet or
18 less in width, are (~~((permitted))~~) allowed in any required setback or separation.

19 4. Underground structures are (~~((permitted))~~) allowed in any required setback or
20 separation.

21 5. Solar collectors (~~((may be permitted in))~~) are allowed in any required ((setbacks
22 or separations)) setback or separation, pursuant to the provisions of Section 23.45.545.

1 6. Freestanding (~~structures,~~) signs, bike racks, and similar unenclosed structures
2 that are 6 feet or less in height above existing or finished grade, whichever is lower, (~~may be~~
3 ~~erected in each)~~ are allowed in any required setback or separation, provided that signs meet the
4 provisions of Chapter 23.55, Signs.

5 7. Fences

6 a. Fences no greater than 6 feet in height are (~~permitted~~) allowed in any
7 required setback or separation, except that fences in the required front setback extended to side
8 lot lines or in street side setbacks extended to the front and rear lot lines may not exceed 4 feet in
9 height. Fences located on top of a bulkhead or retaining wall are also limited to 4 feet. If a fence
10 is placed on top of a new bulkhead or retaining wall used to raise grade, the maximum combined
11 height is limited to 9.5 feet.

12 b. Up to 2 feet of additional height for architectural features such as arbors
13 or trellises on the top of a fence is (~~permitted~~) allowed, if the architectural features are
14 predominately open.

15 c. Fence height may be averaged along sloping grades for each 6-foot-long
16 segment of the fence, but in no case may any portion of the fence exceed 8 feet in height when
17 the height (~~permitted~~) allowed by subsection 23.45.518.I.7.a is 6 feet, or 6 feet in height when
18 the height (~~permitted~~) allowed by subsection 23.45.518.I.7.a is 4 feet.

19 8. Bulkheads and retaining walls

20 a. Bulkheads and retaining walls used to raise grade (~~may be placed in~~
21 ~~each required setback~~) are allowed in any required setback if they are limited to 6 feet in height,
22 measured above existing grade. A guardrail no higher than 42 inches may be placed on top of a
23 bulkhead or retaining wall existing as of January 3, 1997.

1 b. Bulkheads and retaining walls used to protect a cut into existing grade
2 may not exceed the minimum height necessary to support the cut or 6 feet measured from the
3 finished grade on the low side, whichever is greater. If the bulkhead is measured from the low
4 side and it exceeds 6 feet, an open guardrail of no more than 42 inches meeting Seattle
5 Residential Code or Seattle Building Code requirements may be placed on top of the bulkhead or
6 retaining wall. Any fence shall be set back a minimum of 3 feet from such a bulkhead or
7 retaining wall.

8 9. Arbors (~~((may be permitted in))~~) are allowed in any required (~~((setbacks))~~) setback
9 or separation under the following conditions:

10 a. In each required setback or separation, an arbor may be erected with no
11 more than a 40-square-foot footprint, measured on a horizontal roof plane inclusive of eaves, to a
12 maximum height of 8 feet. At least 50 percent of both the sides and the roof of the arbor shall be
13 open, or, if latticework is used, there shall be a minimum opening of 2 inches between
14 crosspieces.

15 b. In each required setback abutting a street, an arbor over a private
16 pedestrian walkway with no more than a 30-square-foot footprint, measured on the horizontal
17 roof plane and inclusive of eaves, may be erected to a maximum height of 8 feet. At least 50
18 percent of the sides of the arbor shall be open, or, if latticework is used, there shall be a
19 minimum opening of 2 inches between crosspieces.

20 10. Above-grade green stormwater infrastructure (GSI) features are allowed
21 (~~((without))~~) in any required setback or separation (~~((restrictions))~~) if:

22 a. Each above-grade GSI feature is no more than 4.5 feet tall, excluding
23 piping;

1 Section 4. Section 23.45.536 of the Seattle Municipal Code, last amended by Ordinance
2 126509, is amended as follows:

3 **23.45.536 Parking location, access, and screening**

4 A. Off-street parking spaces are required to the extent provided in Chapter 23.54.

5 B. Location of parking

6 1. If parking is required, it shall be located on the same lot as the use requiring the
7 parking, except as otherwise provided in this subsection 23.45.536.B.

8 2. Surface parking

9 a. Except as otherwise provided in this subsection 23.45.536.B, surface
10 parking may be located anywhere on a lot except:

11 1) ~~((Between a principal structure and street lot line))~~ In the
12 required front setback;

13 2) In the required ~~((front setback or))~~ side street side setback as
14 extended from side lot line to side lot line; and

15 3) Within 20 feet of any street lot line.

16 b. If access is taken directly from an alley, surface parking may be located
17 anywhere within ~~((25))~~ 28 feet from an alley lot line provided it is no closer than 7 feet to any
18 street lot line. Additionally, for lots with only alley frontage, surface parking may be located
19 within the front setback.

20 3. Parking in a structure. Parking may be located in a structure or under a
21 structure, provided that no portion of a garage that is higher than 4 feet above existing or finished
22 grade, whichever is lower, shall be closer to a street lot line than any part of the street-level,
23 street-facing facade of the structure in which it is located~~((;))~~ .

1 C. Improvements to ~~((Non-arterial Streets))~~ non-arterial streets. Except as provided in
2 subsection ~~((D of this section))~~ 23.53.015.D, non-arterial streets shall be improved according to
3 the following requirements:

4 1. Non-arterial ~~((Streets With Right-of-Way Greater Than or Equal to the~~
5 ~~Minimum Right-of-Way Width.))~~ streets with right-of-way greater than or equal to the minimum
6 right-of-way width

7 a. Improvement requirements. When an existing non-arterial street right-
8 of-way is greater than or equal to the minimum right-of-way width established in subsection
9 ~~((A6))~~ 23.53.015.A.6, a paved roadway with pedestrian access and circulation as required by
10 Section 23.53.006, drainage facilities, and any landscaping required by the zone in which the lot
11 is located shall be provided, as specified in the Right-of-Way Improvements Manual.

12 b. Fire ~~((Access))~~ apparatus access. If the lot does not have vehicular
13 access from a street or private easement that meets the regulations for fire apparatus access roads
14 in ~~((Chapter 10 of the Seattle Fire Code))~~ Chapter 22.600, such access shall be provided. When
15 an existing street does not meet these regulations, the Chief of the Fire Department may approve
16 an alternative that provides adequate emergency vehicle access.

17 c. Dead-end ~~((Streets))~~ streets. Streets that form a dead end at the property
18 to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance
19 with the Right-of-Way Improvements Manual. The Director, in consultation with the Director of
20 Seattle Department of Transportation, shall determine whether the street has the potential for
21 being extended or whether it forms a dead end because of topography and/or the layout of the
22 street system.

1 2. Non-arterial (~~(Streets With Less Than the Minimum Right-of-Way Width.)~~)

2 streets with less than the minimum right-of-way width

3 a. Dedication (~~(Requirement)~~) requirement. When an existing non-arterial
4 street has less than the minimum right-of-way width established in subsection (~~(A6 of this~~
5 ~~section)~~) 23.53.015.A.6, dedication of additional right-of-way equal to half the difference
6 between the current right-of-way width and the minimum right-of-way width established in
7 subsection (~~(A6 of this section)~~) 23.53.015.A.6 is required; provided, however, that if right-of-
8 way has been dedicated since 1982, other lots on the block shall not be required to dedicate more
9 than that amount of right-of-way.

10 b. Improvement (~~(Requirement)~~) requirement. A paved roadway with
11 pedestrian access and circulation as required by Section 23.53.006, drainage facilities, and any
12 landscaping required by the zone in which the lot is located shall be provided in the portion of
13 the street right-of-way abutting the lot, as specified in the Right-of-Way Improvements Manual.

14 c. Fire (~~(Access)~~) apparatus access. If the lot does not have vehicular
15 access from a street or private easement that meets the regulations for fire apparatus access roads
16 in (~~(Chapter 10 of the Seattle Fire Code)~~) Chapter 22.600, such access shall be provided. When
17 an existing street does not meet these regulations, the Chief of the Fire Department may approve
18 an alternative that provides adequate emergency vehicle access.

19 d. Dead-end (~~(Streets)~~) streets. Streets that form a dead end at the property
20 to be developed shall be improved with a cul-de-sac or other vehicular turnaround as specified in
21 the Right-of-Way Improvements Manual. The Director, in consultation with the Director of the
22 Seattle Department of Transportation, shall determine whether the street has the potential for

1 being extended or whether it forms a dead end because of topography and/or the layout of the
2 street system.

3 * * *

4 Section 7. Section 23.53.020 of the Seattle Municipal Code, last amended by Ordinance
5 125681, is amended as follows:

6 **23.53.020 Improvement requirements for existing streets in industrial zones**

7 * * *

8 C. General Industrial 1 and General Industrial 2 (IG1 and IG2) zones. Except as provided
9 in subsection 23.53.020.E, the following improvements shall be required in IG1 and IG2 zones,
10 in addition to the pedestrian access and circulation requirements of Section 23.53.006. Further
11 improvements may be required on streets designated in subsection 23.53.020.B.

12 1. Setback requirement. When the right-of-way abutting a lot has less than the
13 minimum width established in subsection 23.53.020.A.6, a setback equal to half the difference
14 between the current right-of-way width and the minimum right-of-way width established in
15 subsection 23.53.020.A.6 is required; provided, however, that if a setback has been provided
16 under this provision, other lots on the block shall provide the same setback. The area of the
17 setback may be used to meet any development standard, except that required parking may not be
18 in the setback. Underground structures that would not prevent the future widening and
19 improvement of the right-of-way may be permitted in the required setback by the Director after
20 consulting with the Director of Seattle Department of Transportation.

21 2. Grading requirement. When an existing street abutting a lot is less than the
22 width established in subsection 23.53.020.A.6, all structures shall be designed and built to
23 accommodate the grade of the future street improvements.

1 3. Fire apparatus access. If the lot does not have vehicular access from a street or
2 private easement that meets the regulations for fire apparatus access roads in (~~Chapter 10 of the~~
3 ~~Seattle Fire Code~~) Chapter 22.600, such access shall be provided. When an existing street does
4 not meet these regulations, the Chief of the Fire Department may approve an alternative that
5 provides adequate emergency vehicle access.

6 4. Dead-end streets. Streets that form a dead end at the property to be developed
7 shall be improved with a cul-de-sac or other vehicular turnaround as specified in the Right-of-
8 Way Improvements Manual. The Director, after consulting with the Director of the Seattle
9 Department of Transportation, shall determine whether the street has the potential for being
10 extended or whether it forms a dead end because of topography and/or the layout of the street
11 system.

12 5. No-protest agreement requirement. When a setback is required by subsection
13 23.53.020.C.1, or a pedestrian walkway is required as specified in Section 23.53.006, a no-
14 protest agreement to future street improvements shall be required, as authorized by chapter 35.43
15 RCW. The agreement shall be recorded with the King County Recorder.

16 D. Industrial Buffer (IB) and Industrial Commercial (IC) zones. Except as provided in
17 subsection 23.53.020.E, the following improvements are required in IB and IC zones, in addition
18 to the pedestrian access and circulation requirements of Section 23.53.006. Further
19 improvements may be required on streets designated in subsection 23.53.020.B.

20 1. The requirements of this subsection 23.53.020.D.1 shall apply when projects
21 are proposed on lots in IB zones that are directly across a street from, or that abut, a lot in a
22 residential or commercial zone (~~(7)~~) and to all projects in IC zones:

1 a. Improvements to arterials

2 1) When a street is designated as an arterial on the Arterial street
3 map, Section 11.18.010, a paved roadway, pedestrian access and circulation as required by
4 Section 23.53.006, drainage facilities, and any landscaping required by the zone in which the lot
5 is located shall be provided in the portion of the street right-of-way abutting the lot, as specified
6 in the Right-of-Way Improvements Manual.

7 2) If necessary to accommodate the right-of-way widths specified
8 in the Right-of-Way Improvements Manual, dedication of right-of-way shall be required.

9 b. Improvements to non-arterial streets

10 1) Non-arterial streets with right-of-way greater than or equal to
11 the minimum right-of-way width.

12 a) Improvement requirements. When an existing non-
13 arterial street right-of-way is greater than or equal to the minimum right-of-way width
14 established in subsection 23.53.020.A.6, a paved roadway with pedestrian access and circulation
15 as required by Section 23.53.006, drainage facilities, and any landscaping required by the zone in
16 which the lot is located shall be provided in the portion of the street right-of-way abutting the lot,
17 as specified in the Right-of-Way Improvements Manual.

18 b) Fire apparatus access. If the lot does not have vehicular
19 access from a street or private easement that meets the regulations for fire apparatus access roads
20 in (~~Chapter 10 of the Seattle Fire Code~~) Chapter 22.600, such access shall be provided. When
21 an existing street does not meet these regulations, the Chief of the Fire Department may approve
22 an alternative that provides adequate emergency vehicle access.

1 c) Dead-end streets. Streets that form a dead end at the
2 property to be developed shall be improved with a cul-de-sac or other vehicular turnaround as
3 specified in the Right-of-Way Improvements Manual. The Director, after consulting with the
4 Director of the Seattle Department of Transportation, shall determine whether the street has the
5 potential for being extended or whether it forms a dead end because of topography or the layout
6 of the street system.

7 2) Non-arterial streets with less than the minimum right-of-way
8 width

9 a) Dedication requirement. When an existing non-arterial
10 street has less than the minimum right-of-way established in subsection 23.53.020.A.6,
11 dedication of additional right-of-way equal to half the difference between the current right-of-
12 way width and the minimum right-of-way width established in subsection 23.53.020.A.6 is
13 required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the
14 block shall not be required to dedicate more than that amount of right-of-way.

15 b) Improvement requirement. A paved roadway with
16 pedestrian access and circulation as required by Section 23.53.006, drainage facilities, and any
17 landscaping required by the zone in which the lot is located shall be provided in the portion of
18 the street right-of-way abutting the lot, as specified in the Right-of-Way Improvements Manual.

19 c) Fire apparatus access. If the lot does not have vehicular
20 access from a street or private easement that meets the regulations for fire apparatus access roads
21 in (~~Chapter 10 of the Seattle Fire Code~~) Chapter 22.600, such access shall be provided. When
22 an existing street does not meet these regulations, the Chief of the Fire Department may approve
23 an alternative that provides adequate emergency vehicle access.

1 d) Dead-end streets. Streets that form a dead end at the
2 property to be developed shall be improved with a cul-de-sac or other vehicular turnaround as
3 specified in the Right-of-Way Improvements Manual. The Director, after consulting with the
4 Director of Seattle Department of Transportation, shall determine whether the street has the
5 potential for being extended or whether it forms a dead end because of topography or the layout
6 of the street system.

7 2. When projects are proposed on lots in IB zones that are not directly across a
8 street from, and do not abut, a lot in a residential or commercial zone, the requirements of
9 subsection 23.53.020.C shall be met.

10 * * *

11 Section 8. Section 23.53.025 of the Seattle Municipal Code, last amended by Ordinance
12 125791, is amended as follows:

13 **23.53.025 Access easement standards**

14 If access by easement has been approved by the Director, the easement shall meet the following
15 standards. Surfacing of easements, pedestrian walkways required within easements, and
16 turnaround dimensions shall meet the requirements of the Right-of-Way Improvements Manual.

17 A. Vehicle access easements serving one or two single-family dwelling units or one
18 multifamily residential use with a maximum of two units shall meet the following standards:

19 1. Easement width shall be a minimum of 10 feet, ~~((, or 12 feet if required by the~~
20 ~~Fire Chief due to distance of the structure from the easement, or a minimum width as needed to~~
21 ~~meet the driveway standards of subsection 23.54.030.D.1.))~~

22 2. No maximum easement length shall be set. If easement length is more than 150
23 feet, a vehicle turnaround shall be provided.

1 Section 9. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance
2 126509, is amended as follows:

3 **23.54.015 Required parking and maximum parking limits**

4 * * *

5 K. Bicycle parking. The minimum number of parking spaces for bicycles required for
6 specified uses is set forth in Table D for 23.54.015. Long-term parking for bicycles shall be for
7 bicycles parked four or more hours. Short-term parking for bicycles shall be for bicycles parked
8 less than four hours. In the case of a use not shown on Table D for 23.54.015, one bicycle
9 parking space per 10,000 gross square feet of either short- or long-term bicycle parking is
10 required, except single-family residential use is exempt from bicycle parking requirements. The
11 minimum requirements are based upon gross floor area of the use in a structure minus gross floor
12 area in parking uses, or the square footage of the use when located outside of an enclosed
13 structure, or as otherwise specified.

14 1. Rounding. For long-term bicycle parking, calculation of the minimum
15 requirement shall round up the result to the nearest whole number. For short-term bicycle
16 parking, calculation of the minimum requirement shall round up the result to the nearest whole
17 even number.

18 2. Performance standards. Provide bicycle parking in a highly visible, safe, and
19 convenient location, emphasizing user convenience and theft deterrence, based on rules
20 promulgated by the Director of the Seattle Department of Transportation that address the
21 considerations in this subsection 23.54.015.K.2.

22 a. Provide secure locations and arrangements of long-term bicycle
23 parking, with features such as locked rooms or cages and bicycle lockers. The bicycle parking

1 should be installed in a manner that avoids creating conflicts with automobile accesses and
2 driveways.

3 b. For a garage with bicycle parking and motor vehicle parking for more
4 than two dwelling units, provide pedestrian and bicycle access to long-term bicycle parking that
5 is separate from other vehicular entry and egress points or uses the same entry or egress point but
6 has a marked walkway for pedestrians and bicyclists.

7 c. Provide adequate lighting in the bicycle parking area and access routes
8 to it.

9 d. If short-term bicycle parking facilities are not clearly visible from the
10 street or sidewalk or adjacent on-street bicycle facilities, install directional signage in adequate
11 amounts and in highly visible locations in a manner that promotes easy wayfinding for bicyclists.

12 e. Provide signage to long-term bicycle parking that is oriented to building
13 users.

14 f. Long-term bicycle parking shall be located where bicyclists are not
15 required to carry bicycles on exterior stairs with more than five steps to access the parking. The
16 Director, as a Type I decision, may allow long-term bicycle parking for rowhouse and townhouse
17 development to be accessed by stairs with more than five steps, if the slope of the lot makes
18 access with five or fewer steps infeasible.

19 g. Where practicable, long-term bicycle parking shall include a variety of
20 rack types to accommodate different types of bicycles.

21 h. Install bicycle parking hardware so that it can perform to its
22 manufacturer's specifications and any design criteria promulgated by the Director of the Seattle
23 Department of Transportation, allowing adequate clearance for bicycles and their riders.

1 i. Provide full weather protection for all required long-term bicycle
2 parking.

3 3. Location of bicycle parking

4 a. Long-term bicycle parking required for residential uses shall be located
5 on-site except as provided in subsection 23.54.015.K.3.c.

6 b. Short-term bicycle parking may be provided on the lot or in an adjacent
7 right-of-way, subject to approval by the Director of the Seattle Department of Transportation, or
8 as provided in subsection 23.54.015.K.3.c.

9 c. Both long-term and short-term bicycle parking for residential uses may
10 be provided off-site if within 600 feet of the residential use to which the bicycle parking is
11 accessory and if the site of the bicycle parking is functionally interrelated to the site of the
12 residential use to which the bicycle parking is accessory, such as within a unit lot subdivision or
13 if the sites are connected by access easements, or if a covenant or similar property right is
14 established to allow use of the off-site bicycle parking.

15 4. Long-term bicycle parking required for small efficiency dwelling units and
16 congregate residence sleeping rooms is required to be covered for full weather protection. If the
17 required, covered long-term bicycle parking is located inside the building that contains small
18 efficiency dwelling units or congregate residence sleeping rooms, the space required to provide
19 the required long-term bicycle parking shall be exempt from floor area ratio (FAR) limits.
20 Covered long-term bicycle parking that is provided beyond the required bicycle parking shall not
21 be exempt from FAR limits.

22 5. Bicycle parking facilities shared by more than one use are encouraged.

1 6. Except as provided in subsection 23.54.015.K.7, bicycle parking facilities
2 required for non-residential uses shall be located:

3 a. On the lot; or

4 b. For a functionally interrelated campus containing more than one
5 building, in a shared bicycle parking facility within 600 feet of the lot; or

6 c. Short-term bicycle parking may be provided in an adjacent right-of-
7 way, subject to approval by the Director of the Seattle Department of Transportation.

8 7. For non-residential uses on a functionally interrelated campus containing more
9 than one building, both long-term and short-term bicycle parking may be located in an off-site
10 location within 600 feet of the lot, and short-term public bicycle parking may be provided in a
11 right-of-way, subject to approval by the Director of the Seattle Department of Transportation.

12 The Director of the Seattle Department of Transportation may consider whether bicycle parking
13 in the public place shall be sufficient in quality to effectively serve bicycle parking demand from
14 the site.

15 8. Bicycle commuter shower facilities. Structures containing 100,000 square feet
16 or more of office use floor area shall include shower facilities and clothing storage areas for
17 bicycle commuters. Two showers shall be required for every 100,000 square feet of office use.
18 They shall be available in a manner that results in equal shower access for all users. The facilities
19 shall be for the use of the employees and occupants of the building, and shall be located where
20 they are easily accessible to bicycle parking facilities, which may include in places accessible by
21 elevator from the bicycle parking location.

1 9. Bicycle parking spaces within dwelling units (~~(, other than a private garage,))~~
 2 or on balconies do not count toward the bicycle parking requirement, except if the bike parking
 3 spaces are located:

4 a. In a private garage; or

5 b. Within the ground floor of a dwelling unit in a townhouse or rowhouse
 6 development.

7 * * *

Table D for 23.54.015 Parking for Bicycles ¹			
Use		Bike parking requirements	
		Long-term	Short-term
A. COMMERCIAL USES			
A.1.	Eating and drinking establishments	1 per 5,000 square feet	1 per 1,000 square feet
A.2.	Entertainment uses other than theaters and spectator sports facilities	1 per 10,000 square feet	Equivalent to 5 percent of maximum building capacity rating
	A.2.a. Theaters and spectator sports facilities	1 per 10,000 square feet	Equivalent to 8 percent of maximum building capacity rating ²
A.3.	Lodging uses	3 per 40 rentable rooms	1 per 20 rentable rooms plus 1 per 4,000 square feet of conference and meeting rooms
A.4.	Medical services	1 per 4,000 square feet	1 per 2,000 square feet
A.5.	Offices and laboratories, research and development	1 per 2,000 square feet	1 per 10,000 square feet
A.6.	Sales and services, general	1 per 4,000 square feet	1 per 2,000 square feet
A.7.	Sales and services, heavy	1 per 4,000 square feet	1 per 10,000 square feet of occupied floor area; 2 spaces minimum
B. INSTITUTIONS			
B.1.	Institutions not listed below	1 per 4,000 square feet	1 per 10,000 square feet
B.2.	Child care centers	1 per 4,000 square feet	1 per 20 children. 2 spaces minimum

**Table D for 23.54.015
 Parking for Bicycles ¹**

Use		Bike parking requirements	
		Long-term	Short-term
B.3.	Colleges	1 per 5,000 square feet	1 per 2,500 square feet
B.4.	Community clubs or centers	1 per 4,000 square feet	1 per 1,000 square feet
B.5.	Hospitals	1 per 4,000 square feet	1 per 10,000 square feet
B.6.	Libraries	1 per 4,000 square feet	1 per 2,000 square feet
B.7.	Museums	1 per 4,000 square feet	1 per 2,000 square feet
B.8.	Religious facilities	1 per 4,000 square feet	1 per 2,000 square feet
B.9.	Schools, primary and secondary	3 per classroom	1 per classroom
B.10.	Vocational or fine arts schools	1 per 5,000 square feet	1 per 2,500 square feet
C. MANUFACTURING USES		1 per 4,000 square feet	1 per 20,000 square feet
D. RESIDENTIAL USES ³			
D.1.	Congregate residences ⁴	1 per sleeping room	1 per 20 sleeping rooms. 2 spaces minimum
D.2.	Multi-family structures <u>other than townhouse and rowhouse developments</u> ^{4, 5}	1 per dwelling unit	1 per 20 dwelling units
D.3.	Single-family residences	None	None
D.4.	<u>Townhouse and rowhouse developments</u> ⁵	<u>1 per dwelling unit</u>	<u>None</u>
(D.4) D.5.	Permanent supportive housing	None	None
E. TRANSPORTATION FACILITIES			
E.1.	Park and ride facilities on surface parking lots	At least 20 ⁶	At least 10
E.2.	Park and ride facilities in parking garages	At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property
E.3.	Flexible-use parking garages and flexible-use parking surface lots	1 per 20 auto spaces	None
E.4.	Rail transit facilities and passenger terminals	Spaces for 5 ((%)) percent of projected AM peak period daily ridership ⁶	Spaces for 2 ((%)) percent of projected AM peak period daily ridership

Footnotes to Table D for 23.54.015 ((:))

¹ Required bicycle parking includes long-term and short-term amounts shown in this ((table)) Table D for 23.54.015.

**Table D for 23.54.015
 Parking for Bicycles ¹**

Use	Bike parking requirements	
	Long-term	Short-term
<p>² The Director may reduce short-term bicycle parking requirements for theaters and spectator sport facilities that provide bicycle valet services authorized through a Transportation Management Program. A bicycle valet service is a service that allows bicycles to be temporarily stored in a secure area, such as a monitored bicycle corral.</p> <p>³ For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015.</p> <p>⁴ For congregate residences or multifamily structures that are owned and operated by a not-for-profit entity serving seniors or persons with disabilities, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, as a Type I decision, the Director shall have the discretion to reduce the amount of required bicycle parking to as few as zero if it can be demonstrated that residents are less likely to travel by bicycle.</p> <p>⁵ For each dwelling rent- and income-restricted at 30 percent of median income and below, there is no minimum required long-term bicycle parking requirement. For each dwelling rent- and income-restricted at 60 percent to 31 percent of the median income, long-term bicycle parking requirements may be wholly or partially waived by the Director as a Type I decision if the waiver would result in additional rent- and income-restricted units meeting the requirements of this footnote to Table D for 23.54.015 and when a reasonable alternative such as ((Area)) <u>area</u> vertical bicycle storage space is provided. The Directors of the Seattle Department of Construction and Inspections and Seattle Department of Transportation are authorized to promulgate a joint Directors' Rule defining reasonable alternatives for long-term bicycle parking that meets the standards of this footnote to Table D for 23.54.015. Dwelling units qualifying for this provision shall be subject to a housing covenant, regulatory agreement, or other legal instrument recorded on the property title and enforceable by The City of Seattle or other similar entity, which restricts residential unit occupancy to households at or below 60 percent of median income, without a minimum household income requirement. The housing covenant or regulatory agreement including rent and income restrictions shall be for a term of at least 40 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing or the Washington State Housing Finance Commission. If these provisions are applied to a development for housing for persons 55 or more years of age, such housing shall have qualified for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.</p> <p>⁶ The Director, in consultation with the Director of the Seattle Department of Transportation, may require more bicycle parking spaces based on the following factors: ((Area)) <u>area</u> topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information.</p>		

1 Section 10. Section 23.54.030 of the Seattle Municipal Code, last amended by Ordinance
2 126157, is amended as follows:

3 **23.54.030 Parking space and access standards**

4 All parking spaces provided, whether required by Section 23.54.015 or not, and required barrier-
5 free parking, shall meet the standards of this Section 23.54.030.

6 A. Parking space dimensions

7 1. “Large vehicle” means the minimum size of a large vehicle parking space shall
8 be 8.5 feet in width and 19 feet in length.

9 2. “Medium vehicle” means the minimum size of a medium vehicle parking space
10 shall be 8 feet in width and 16 feet in length.

11 3. “Small vehicle” means the minimum size of a small vehicle parking space shall
12 be 7.5 feet in width and 15 feet in length.

13 4. “Barrier-free parking” means a parking space meeting the following standards:

14 a. Parking spaces shall not be less than 8 feet in width and shall have an
15 adjacent access aisle not less than 5 feet in width. Van-accessible parking spaces shall have an
16 adjacent access aisle not less than 8 feet in width. Where two adjacent spaces are provided, the
17 access aisle may be shared between the two spaces. Boundaries of access aisles shall be marked
18 so that aisles will not be used as parking space.

19 b. A minimum length of 19 feet or when more than one barrier-free
20 parking space is provided, at least one shall have a minimum length of 19 feet, and other spaces
21 may be the lengths of small, medium, or large spaces in approximate proportion to the number of
22 each size space provided on the lot.

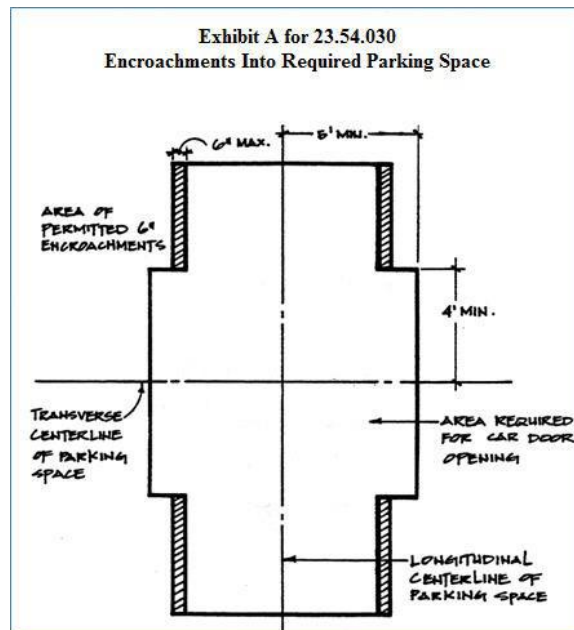
1 5. “Tandem parking” means a parking space equal to the width and ((2)) two
2 times the length of the vehicle size standards in subsections 23.54.030.A.1, 23.54.030.A.2, and
3 23.54.030.A.3 for the size of the vehicle to be accommodated.

4 6. Columns or other structural elements may encroach into the parking space a
5 maximum of 6 inches on a side, except in the area for car door opening, 5 feet from the
6 longitudinal centerline, or 4 feet from the transverse centerline of a parking space (see Exhibit A
7 for 23.54.030). No wall, post, guardrail, or other obstruction, or lot line, is permitted within the
8 area for car door opening.

9 7. If the parking space is next to a lot line and the parking space is parallel to the
10 lot line, the minimum width of the space is 9 feet.

11 **Exhibit A for 23.54.030**

12 **Encroachments Into Required Parking Space**



13
14 B. Parking space requirements. The required size of parking spaces shall be determined
15 by whether the parking is for a residential, live-work, or non-residential use. In structures

1 containing residential uses and also containing either non-residential uses or live-work units,
2 parking that is clearly set aside and reserved for residential or live-work use shall meet the
3 standards of subsection 23.54.030.B.1. (~~(; parking)~~) Parking for all other uses within the structure
4 shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free
5 accessible parking if required by the Building Code, Subtitle I of Title 22, or the Residential
6 Code, Subtitle IA of Title 22.

7 1. Residential uses

8 a. When five or fewer parking spaces are provided, the minimum required
9 size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.2,
10 except as provided in subsection 23.54.030.B.1.d.

11 b. When more than five parking spaces are provided, a minimum of 60
12 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a
13 medium parking space shall also be the maximum size. Forty percent of the parking spaces may
14 be striped for any size category in subsection 23.54.030.A, provided that when parking spaces
15 are striped for large vehicles, the minimum required aisle width shall be as shown for medium
16 vehicles.

17 c. Assisted living facilities. Parking spaces shall be provided as in
18 subsections 23.54.030.B.1.a and 23.54.030.B.1.b, except that a minimum of two spaces shall be
19 striped for a large vehicle.

20 d. Townhouse units. For an individual garage serving a townhouse unit,
21 the minimum required size of a parking space shall be for a (~~large~~) medium vehicle, as
22 described in subsection 23.54.030.A.

1 Section 11. Section 23.84A.024 of the Seattle Municipal Code, last amended by
2 Ordinance 125483, is amended as follows:

3 **23.84A.024 “L”**

4 * * *

5 “Lot” means, except for the purposes of a TDR sending lot for Landmark TDR or
6 housing TDR, a sending lot for South Downtown Historic TDR or South Downtown Historic
7 TDP, and a sending lot for open space TDR, a parcel of land that qualifies for separate
8 development or has been separately developed. A lot is the unit that the development standards
9 of each zone are typically applied to. A lot shall abut upon and be accessible from a private or
10 public street sufficiently improved for vehicle travel or abut upon and be accessible from an
11 ((~~exclusive~~)) unobstructed permanent access easement. A lot may not be divided by a street or
12 alley (Exhibit A for 23.84A.024).

13 1. For purposes of a TDR sending lot for Landmark TDR, “lot” means the parcel
14 described in the ordinance approving controls for the sending lot.

15 2. For purposes of a sending lot for housing TDR, “lot” means the smallest parcel
16 or combination of contiguous parcels, as described in the County real property records at any
17 time after January 4, 1993, that contain the structure or structures that make the TDR eligible for
18 transfer.

19 3. For purposes of a sending lot for South Downtown Historic TDR or South
20 Downtown Historic TDP, “lot” means the smallest parcel or combination of contiguous parcels,
21 as described in the County real property records at any time after March 31, 2011, that contain
22 the contributing structure or structures that make the TDR or TDP eligible for transfer.

1 space, and any adjacent areas physically accessible to vehicles, but shall not include driveways.

2 Areas that are separated from all parking stalls by a garage door shall be considered part of the

3 driveway and not part of the area of motor vehicle parking.

4 Section 13. Section 23.86.014 of the Seattle Municipal Code, last amended by Ordinance
5 126509, is amended as follows:

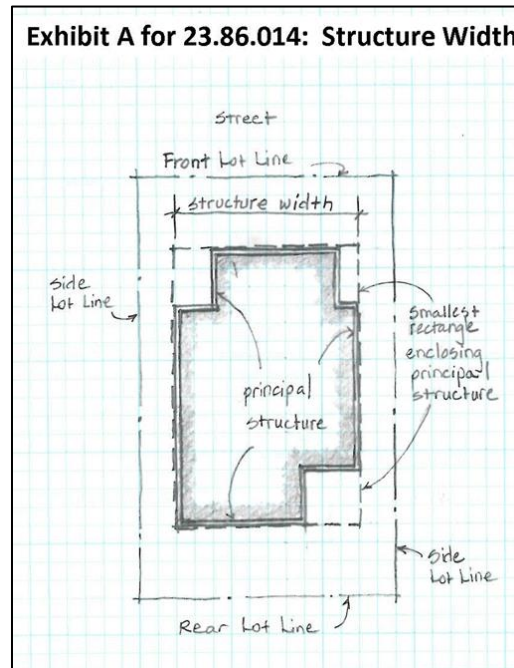
6 **23.86.014 Structure width measurement**

7 A. Structure width is measured as follows:

8 1. Draw the smallest rectangle that encloses the principal structure.

9 2. Structure width is the length of the side of that rectangle most closely parallel
10 to the front lot line (Exhibit A for 23.86.014).

11 **Exhibit A for 23.86.014: Structure Width**



12
13 B. Portions of a structure considered part of the principal structure for the purpose of
14 measuring structure width are as follows:

1 1. Carports and garages attached to the principal structure, unless they are
2 attached by a structural feature not counted in structure width under subsection ((~~23.86.014.C~~))

3 23.86.014.C;

4 2. Accessory structures, other than carports and garages, that are not listed in
5 subsection 23.86.014.C, if they are less than 3 feet from the principal structure at any point;

6 3. Exterior corridors, hallways, and open, above-grade walkways;

7 4. Enclosed porches, decks, balconies and other enclosed projections; and

8 5. Projecting segments of a facade unless they are not counted in structure width
9 in subsection ((~~23.86.014.C~~)) 23.86.014.C.

10 C. Portions of a structure that are not considered part of the principal structure for the
11 purpose of measuring structure width are as follows:

12 1. The first 4 feet of cornices, eaves, (~~cornices, and~~) gutters, roofs, and other
13 forms of weather protection that project from an exterior wall;

14 2. The first 18 inches of chimneys that project from an exterior wall;

15 3. Attached solar greenhouses meeting minimum energy standards administered
16 by the Director;

17 4. The first 4 feet of unenclosed decks, balconies, and porches, unless located on
18 the roof of an attached garage or carport included in structure width in subsection 23.86.014.B.1;

19 5. Arbors, trellises, and similar features;

20 6. Detached accessory structures used exclusively for bike parking, even when
21 they are less than 3 feet from the principal structure at any point; and

22 ((~~6~~)) 7. In LR zones, portions of a structure that are exempt from FAR limits
23 pursuant to subsection 23.45.510.D.5.

1 Section 14. Section 23.86.015 of the Seattle Municipal Code, last amended by Ordinance
2 125791, is amended as follows:

3 **23.86.015 Maximum facade length measurement**

4 A. In Lowrise zones, the length of certain facades is limited by development standards.

5 Facade length is measured as follows:

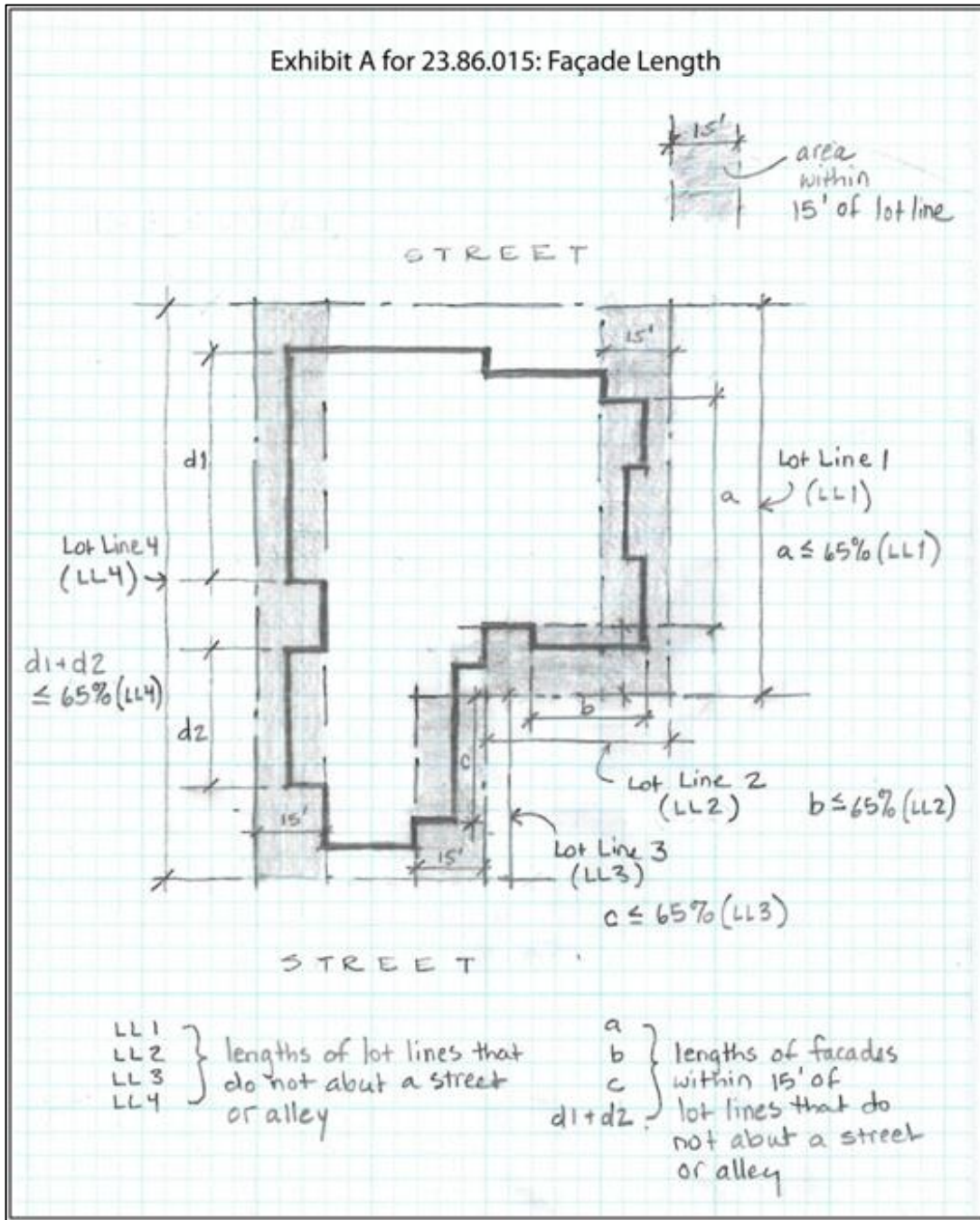
6 1. Draw a line parallel to, and 15 feet from, the lot line along which the length of
7 a facade is limited.

8 2. For each portion of a structure that is located between the line drawn in
9 subsection 23.86.015.A.1 and the lot line, mark the points at which that portion of the structure
10 crosses the line drawn in subsection 23.86.015.A.1, and measure the distance between those
11 points.

12 3. The facade length limit applies to the sum of the lengths of the portions of
13 structure(s) measured in subsection 23.86.015.A.2 (see Exhibit A and Exhibit B for 23.86.015).

1

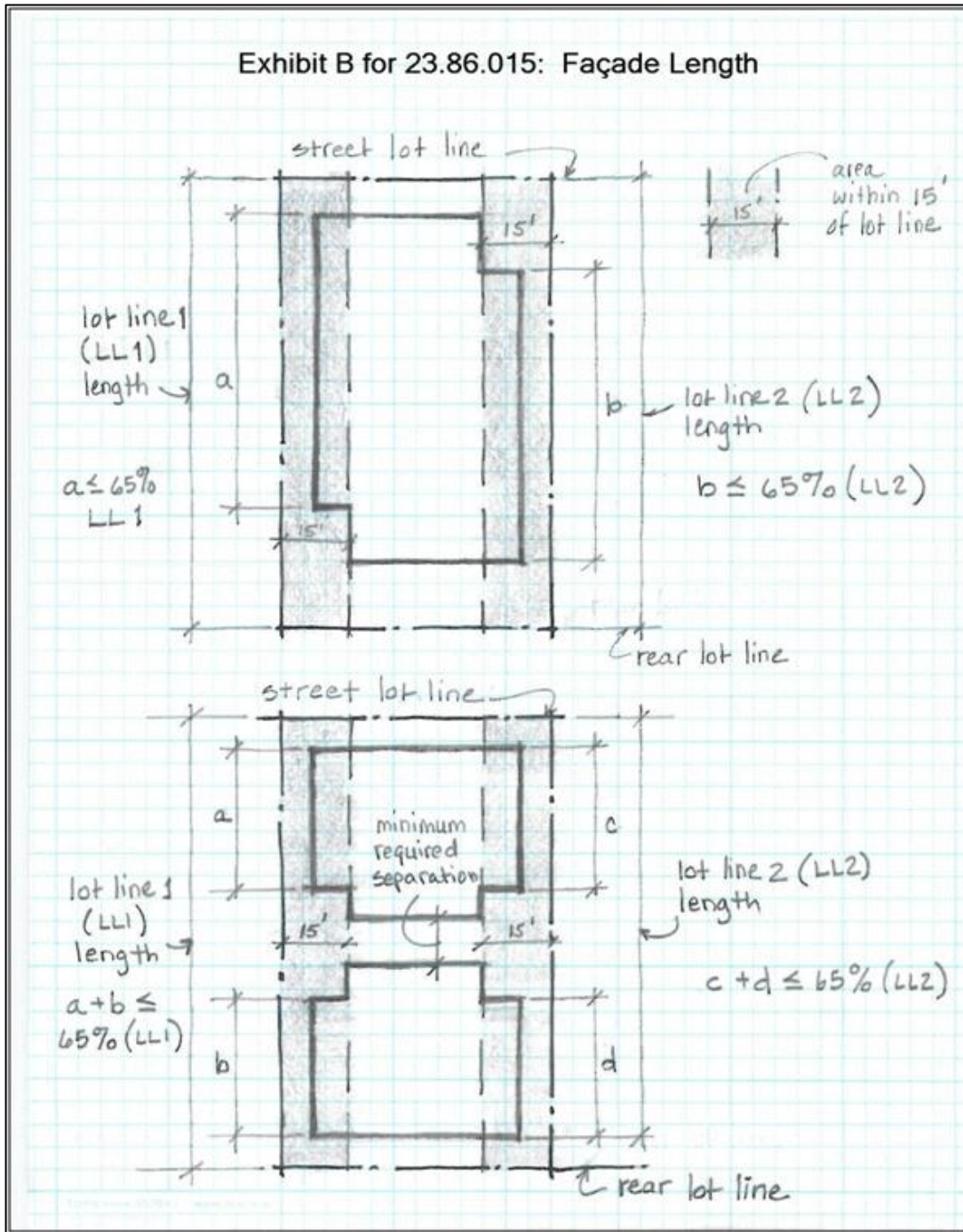
Exhibit A for 23.86.015: Façade Length



2

1

Exhibit B for 23.86.015: Façade Length



2

3

B. Portions of a structure that are included in ((~~façade~~)) façade length measurement

4

include:

1 1. Carports and garages attached to the principal structure, unless they are
2 attached by a structural feature not counted in structure width under subsection 23.86.015.C;

3 2. Accessory structures, other than carports and garages, that are not listed in
4 subsection 23.86.014.C, if they are less than 3 feet from the principal structure at any point;

5 3. Exterior corridors, hallways, and open, above-grade walkways;

6 4. Projecting segments of a facade unless they are not counted in structure width
7 in subsection 23.86.014.C; ((-))

8 ((4)) 5. Enclosed porches, decks, balconies and other enclosed projections; and

9 ((5)) 6. Projecting segments of a facade unless excluded in subsection
10 23.86.015.C.

11 C. Portions of a structure that are not included in facade length measurement include:

12 1. ~~((Eaves, cornices, and))~~ Cornices, eaves, gutters, roofs, and other forms of
13 weather protection;

14 2. The first 18 inches of chimneys that project from an exterior wall;

15 3. Attached solar greenhouses meeting minimum energy standards administered
16 by the Director;

17 4. The first 4 feet of unenclosed decks, balconies, and porches, unless located on
18 the roof of an attached garage or carport included in structure width in subsection 23.86.014.B.1;

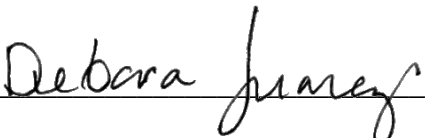
19 5. Arbors, trellises, and similar features;

20 6. Detached accessory structures used exclusively for bike parking, even when
21 they are less than 3 feet from the principal structure at any point; and


22 ((6)) 7. In LR zones, portions of a structure that are exempt from FAR limits
23 pursuant to subsection 23.45.510.D.5.

1 Section 15. This ordinance shall take effect and be in force 30 days after its approval by
2 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
3 shall take effect as provided by Seattle Municipal Code Section 1.04.020.


4 Passed by the City Council the 27th day of September, 2022,
5 and signed by me in open session in authentication of its passage this 27th day of
6 September, 2022.

7 
8 President _____ of the City Council

9 Approved / returned unsigned / vetoed this 4th day of October, 2022.

10 
11 Bruce A. Harrell, Mayor

12 Filed by me this 4th day of October, 2022.

13 
14 Elizabeth M. Adkisson, Interim City Clerk

15 (Seal)

16