

CITY OF SEATTLE
ORDINANCE 127219
COUNCIL BILL 120969

AN ORDINANCE relating to land use and zoning; implementing interim controls to comply with various state laws; establishing findings and adopting a workplan for permanent legislation; amending Sections 23.22.062, 23.24.045, 23.34.011, 23.44.006, 23.44.010, 23.44.011, 23.44.012, 23.44.014, 23.44.016, 23.44.017, 23.44.044, 23.45.512, 23.45.514, 23.45.518, 23.45.522, 23.45.527, 23.45.529, 23.53.006, 23.53.025, 23.54.015, 23.54.020, 23.54.030, 23.84A.010, 23.84A.025, 23.84A.036, and 25.09.240 of the Seattle Municipal Code.

WHEREAS, the Office of Planning and Community Development, in cooperation with other City agencies including the Seattle Planning Commission, began in 2022 a series of programs and events, under the title One Seattle Plan, to engage the public in discussions about potential changes to the Comprehensive Plan, consistent with the One Seattle Plan Public Participation Plan and documented in the One Seattle Plan Public Engagement Report; and

WHEREAS, in April 2021, the Washington State Legislature passed Chapter 300, Laws of 2021 (also known as House Bill 1287), which directed the building code council to adopt rules for electric vehicle infrastructure requirements; and

WHEREAS, in April 2023, the Washington State Legislature passed Chapter 322, Laws of 2023 (also known as House Bill 1110), which amended the Growth Management Act to require certain cities, including Seattle, to allow the development of “middle housing” in all residential areas, including at least four units on each lot and at least six units per lot near transit or when at least two units are affordable; and

1 WHEREAS, in April 2023, the Washington State Legislature passed Chapter 333, Laws of 2023
2 (also known as House Bill 1293), which imposes limits on design review and requires
3 that design standards be clear and objective; and

4 WHEREAS, in March 2024, the Washington State Legislature passed Chapter 152, Laws of
5 2024 (also known as House Bill 2321), which clarified standards implemented through
6 House Bill 1110; and

7 WHEREAS, in March 2024, the Washington State Legislature passed Chapter 274, Laws of
8 2024 (also known as Senate Bill 6015), which imposes restrictions on parking
9 requirements; and

10 WHEREAS, in March 2024, the Office of Planning and Community Development published a
11 Draft Environmental Impact Statement analyzing the potential effects of five different
12 growth alternatives in the city through 2044 and a “no action” alternative, conducted two
13 public hearings, and received comments from the public on this document; and

14 WHEREAS, in March 2024, the Office of Planning and Community Development published a
15 Draft Comprehensive Plan rooted in a deliberate approach to creating more housing,
16 encouraging density near amenities and frequent transit, and preventing displacement;
17 and

18 WHEREAS, in Spring 2024, the Office of Planning and Community Development held open
19 houses across all seven council districts and received input from residents and community
20 groups over a two-month public comment period on the draft plan and an initial proposal
21 for updating Neighborhood Residential zones; and

22 WHEREAS, in Fall 2024, the Office of Planning and Community Development held open
23 houses across all seven council districts and received input from residents and community

1 groups over a two-month public comment period on a revised proposal for updating
2 Neighborhood Residential zones and draft legislation; and

3 WHEREAS, in January 2025, the Office of Planning and Community Development published a
4 Final Environmental Impact Statement that included analysis of a preferred growth
5 strategy alternative that increased potential housing supply in the city by doubling
6 residential development capacity and that promoted housing supply, variety, and
7 affordability by adding new and expanded areas for growth in neighborhoods across the
8 city;

9 WHEREAS, in February 2025, the Final Environmental Impact Statement was appealed to the
10 Hearing Examiner;

11 NOW, THEREFORE,

12 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

13 Section 1. The City Council makes the following legislative findings of fact and declares
14 as follows:

15 A. Chapter 322, Laws of 2023, Chapter 333, Laws of 2023, and Chapter 152, Laws of
16 2024, establish a deadline for local jurisdiction compliance of six months after its next periodic
17 comprehensive plan update required under RCW 36.70A.130. The Washington State Department
18 of Commerce has interpreted this deadline to be six months after the statutory deadline
19 established in RCW 36.70A.130. Consistent with this guidance, a compliance deadline for The
20 City of Seattle would be June 30, 2025. The requirements of Chapter 300, Laws of 2021, and
21 Chapter 274, Laws of 2024, are currently in effect.

1 B. The Land Use Code does not fully comply with Chapter 300, Laws of 2021, Chapter
2 322, Laws of 2023, Chapter 333, Laws of 2023, Chapter 152, Laws of 2024, and Chapter 274,
3 Laws of 2024, necessitating amendment of the code to ensure consistency with State law.

4 C. In October 2024, the Washington State Department of Commerce released an updated
5 model ordinance for local implementation of Chapter 322, Laws of 2023.

6 D. Chapter 322, Laws of 2023, stipulates that if a jurisdiction fails to enact development
7 regulations that comply with its requirements by the deadline, that the model ordinance
8 supersedes any non-compliant local development regulations for the purpose of issuance of
9 permits for middle housing development.

10 E. The Final Environmental Impact Statement (FEIS) released by the Office of Planning
11 and Community Development in January 2025 includes analysis of a preferred alternative that
12 implements Chapter 300, Laws of 2021, Chapter 322, Laws of 2023, Chapter 333, Laws of 2023,
13 Chapter 152, Laws of 2024, and Chapter 274, Laws of 2024 through amendments to the City's
14 Comprehensive Plan and zoning regulations.

15 F. Following a 14-day appeal period, six separate appeals of the adequacy of the FEIS
16 were submitted to the City's Hearing Examiner.

17 G. Consistent with subsection 23.76.062.D and Sections 25.05.055 and 25.05.070 of the
18 Seattle Municipal Code, the City Council could not take action to approve legislation that is
19 subject to an active appeal under the State Environmental Policy Act (SEPA).

20 H. On April 11, 2025, the City Hearing Examiner dismissed all six appeals of the FEIS
21 pursuant to RCW 36.70A.600(3), RCW 36.70A.680(3), and RCW 43.21C.495.

22 I. If the City does not enact legislation to meet the requirements of Chapter 322, Laws of
23 2023, by June 30, 2025, any denial of a permit for development of middle housing that is

1 inconsistent with current development regulations is subject to challenge on the basis that State
2 model code would supersede the City's development regulations. The City would also be subject
3 to potential challenge to any permitting decision related to the requirements of other State
4 legislation cited in subsection 1.B of this ordinance.

5 J. Adopting interim legislation at this time, as an alternative to allowing the State model
6 code to apply automatically, is necessary to ensure that the requirements governing approval of
7 permits for middle housing meet the minimum requirements of Chapter 322, Laws of 2023, and
8 to ensure that regulations for middle housing development are sufficiently clear and complete for
9 the issuance of permits by the City. Interim legislation will also ensure compliance with other
10 new State requirements cited in subsection 1.B of this ordinance.

11 Section 2. The interim development regulations set forth in this ordinance shall be in
12 effect for a period of one year from the effective date of this ordinance and shall automatically
13 expire after the one-year period unless the same is extended as provided by statute, or unless
14 terminated sooner by the City Council.

15 Section 3. Pursuant to RCW 36.70A.390, the Council will hold a public hearing prior to
16 adoption or within 60 days of adoption of this interim zoning legislation to take public testimony
17 and to consider adopting further findings.

18 Section 4. Under RCW 36.70A.390, the Council approves the following work plan for
19 the development of permanent regulations to address the issues in this ordinance and directs the
20 Office of Planning and Community Development to transmit proposed legislation. The Council
21 intends to consider the permanent legislation and to adopt the Seattle Comprehensive Plan under
22 the following schedule:

Mayor Transmits Legislation to Council	Anticipated May 2025
Council Deliberations and Public Hearing on Proposed Comprehensive Plan and Permanent Controls	Anticipated June through September 2025
Comprehensive Plan and Permanent Controls Effective	Anticipated October 2025

The Council intends to consider the issues included in Attachment 1 during its deliberations on the permanent legislation.

Section 5. Based on the authority of RCW 36.70A.390 and the findings in Section 1 of this ordinance, Section 23.76.062 of the Seattle Municipal Code is waived for the adoption of this ordinance.

Section 6. Based on the findings of fact set forth in Section 1 of this ordinance, the City Council may renew these interim regulations for one or more six-month periods in accordance with RCW 36.70A.390.

Section 7. [Reserved]

Section 8. [Reserved]

Section 9. Section 23.34.011 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.34.011 NR1, NR2, and NR3 zones, function, and locational criteria

A. Function. An area that provides ~~((predominantly detached single family structures on lot sizes compatible with the existing pattern of development and the character of neighborhood residential areas))~~ for the development of detached, attached, and stacked dwelling units within a predominately three-story height limit.

* * *

Section 10. Section 23.44.006 of the Seattle Municipal Code, last amended by Ordinance 126858, is amended as follows:

23.44.006 Principal uses permitted outright

The following principal uses are permitted outright in neighborhood residential zones:

A. Single-family dwelling unit;

B. ~~((In RSL zones, apartments))~~ Apartments, carriage houses, cottage housing development, rowhouse development, and townhouse developments;

* * *

Section 11. Section 23.44.010 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.44.010 Minimum lot area and lot coverage

* * *

C. ~~((Maximum lot coverage 1.))~~ Maximum lot coverage

1. The maximum lot coverage permitted for principal and accessory structures ((is as provided in Table B for 23.44.010)) on a lot with two or more principal and detached accessory dwelling units is 50 percent.

2. The maximum lot coverage permitted for structures on a lot with no more than one principal dwelling unit and no detached accessory dwelling units is as follows:

a. On a lot greater than or equal to 5,000 square feet, the maximum permitted lot coverage is 35 percent; and

b. On a lot less than 5,000 square feet, the maximum permitted lot coverage is 1,000 square feet plus 15 percent of lot area, provided that lot coverage cannot exceed 50 percent.

((Table B for 23.44.010 Maximum lot coverage		
Zone	Lot size	Maximum lot coverage
NR1, NR2, and NR3	Less than 5,000 square feet	1,000 square feet plus 15 percent of lot area
	5,000 square feet or more	35 percent of lot area
RSL	All lots	50 percent of lot area

~~2. For purposes of computing maximum lot coverage, only those portions of a lot that measure at least 10 feet in all directions shall be included in lot coverage calculations, except for portions of a lot that are used for access or that are granted a waiver under subsections 23.22.100.D, 23.24.040.B, or 23.28.030.A.4 for the purpose of providing access.))~~

* * *

Section 12. Section 23.44.011 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.44.011 Floor area in neighborhood residential zones

A. Gross floor area. In neighborhood residential zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation, and ground-level walking paths, are not considered gross floor area.

B. Floor area ratio (FAR) limits.

~~((1. The FAR limit on lots developed with a single family dwelling unit as the principal use in NR1, NR2, and NR3 zones, is 0.5, except that lots with less than 5,000 square feet of lot area can include up to 2,500 square feet of total chargeable floor area. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.~~

2. ~~The FAR limit in RSL zones is 0.75. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.)~~ The FAR limit in neighborhood residential zones for lots with residential uses is as shown in Table A for 23.44.011, except that in NR1, NR2, and NR3 zones, lots with less than 5,000 square feet of lot area can include up to 2,500 square feet of total chargeable floor area or the amount of total chargeable floor area allowed by the FAR limit shown in Table A for 23.44.011, whichever is greater. The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.

Table A for 23.44.011

Floor area ratio (FAR) in neighborhood residential zones

<u>Density (dwelling units per lot size)</u>	<u>FAR</u>
<u>Less dense than 1 unit / 4,000 square feet</u>	<u>0.6 in NR1, NR2, and NR3 zones</u> <u>0.75 in RSL zones</u>
<u>1 unit / 4,000 square feet to 1 unit / 2,201 square feet</u>	<u>0.8</u>
<u>1 unit / 2,200 square feet to 1 unit / 1,601 square feet</u>	<u>1.0</u>
<u>1 unit / 1,600 square feet or denser</u>	<u>1.2</u>

C. The following floor area is exempt from FAR limits:

1. All stories, or portions of stories, that are underground.
2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

~~((3. In NR1, NR2, and NR3 zones:~~
 - ~~a. Any floor area contained in an accessory dwelling unit;~~
 - ~~b. Either up to 500 additional square feet of floor area in any accessory structure that is not a detached accessory dwelling unit, or up to 250 square feet of floor area in an attached garage.))~~

3. Common walls separating individual attached dwelling units.

- 4. In RSL zones, 50 percent of the chargeable floor area contained in structures built prior to January 1, 1982, as single-family dwelling units that will remain in residential use,

1 regardless of the number of dwelling units within the existing structure, provided the exemption
2 is limited to the gross square footage in the single-family dwelling unit as of January 1, 1982.

3 ~~((D. In NR1, NR2, and NR3 zones, additions to a single-family dwelling unit existing on
4 the effective date of the ordinance introduced as Council Bill 119544 may exceed the FAR limit
5 in subsection 23.44.011.B.1 if the addition adds floor area equal to or less than 20 percent of the
6 floor area that existed on the effective date of the ordinance introduced as Council Bill 119544.
7 Only one addition to any single-family dwelling unit may be exempted under this subsection
8 23.44.011.D.))~~

9 Section 13. Section 23.44.012 of the Seattle Municipal Code, last amended by Ordinance
10 126600, is amended as follows:

11 **23.44.012 Height limits**

12 A. Maximum height established. The provisions of this Section 23.44.012 apply in
13 neighborhood residential zones, except as provided elsewhere in the Land Use Code for specific
14 types of structures or structures in particular locations.

15 ~~((1. Except as provided in subsections 23.44.012.A.2 and 23.44.012.A.3, the))~~
16 The maximum permitted height for any structure not located in a required yard is ~~((30))~~ 32 feet.

17 ~~((2. In NR1, NR2, and NR3 zones, the maximum permitted height for any
18 structure on a lot 30 feet or less in width is 25 feet.~~

19 ~~3. In NR1, NR2, and NR3 zones, for a lot or unit lot of any width, if the area of
20 the largest rectangle or other quadrilateral that can be drawn within the lot lines of the lot or unit
21 lot is less than 3,200 square feet the maximum permitted height for any structure on that lot shall
22 be 18 feet. Additional height shall be allowed, subject to the limit that would otherwise apply
23 under subsections 23.44.012.A.1 and 23.44.012.A.2, provided that the elevation at the top of the~~

1 ~~exterior walls of the structure, exclusive of pitched roofs, does not exceed the average of the~~
2 ~~elevations at the tops of the walls of single-family residences on abutting lots within the same~~
3 ~~zone. The limit of this subsection 23.44.012.A.3 shall not apply to additions to single-family~~
4 ~~residences existing as of February 1, 2013, that do not exceed the greater of 1,000 square feet of~~
5 ~~new gross floor area or the amount of gross floor area on any one floor of the existing house.))~~

6 * * *

7 Section 14. Section 23.44.014 of the Seattle Municipal Code, last amended by the
8 ordinance introduced as Council Bill 120949, is amended as follows:

9 **23.44.014 Yards**

10 A. General

- 11 1. Yards are required for every lot in a neighborhood residential zone.
- 12 2. In the case of a through lot, each yard abutting a street, except a side yard, shall
13 be a front yard. Rear yard provisions shall not apply to the through lot, except pursuant to
14 Section 23.40.030 or 23.40.035.
- 15 3. Setbacks from a street or alley may be required in order to meet the provisions
16 of Section 23.53.015.
- 17 4. Setbacks from access easements may also be required for principal structures
18 according to the standards in ~~((subsections 23.53.025.C.2 and 23.53.025.D.6))~~ subsection
19 23.53.025.C.6.

20 B. Required yards for neighborhood residential zones are shown in Table A for
21 23.44.014.

**((Table A for 23.44.014
Required yards in neighborhood residential zones**

Yard	NR1, NR2, and NR3	RSL
Front	20 feet or the average of the front yards of the single-family structures on either side, whichever is less ¹	10 feet
Rear	25 feet or 20 percent of lot depth, whichever is less, except that it may never be less than 10 feet ²	10 feet except that, if the rear yard abuts an alley, there is no rear yard requirement
Side	5 feet ^{3, 4, 5}	5 feet ⁵

Footnotes to Table A for 23.44.014

¹—If the natural gradient or slope (as measured from the front line of the lot for a distance of 60 feet or the full depth of the lot, whichever is less) is in excess of 35 percent, the required front yard depth shall be the lesser of: 20 feet less 1 foot for each one percent of gradient or slope in excess of 35 percent; or the average of the front yards on either side.

²—If the rear lot line abuts an alley, the centerline of the alley between the side lot lines extended shall be assumed to be the rear lot line for purposes of the provision of rear yard and the determination of lot depth; provided, that at no point shall the principal structure be closer than 5 feet to the alley.

³—In the case of a reversed corner lot, the key lot of which is in a neighborhood residential zone, the width of the side yard on the street side of the reversed corner lot shall not be less than 10 feet.

⁴—If any side street lot line is a continuation of the front lot line of an abutting neighborhood residential-zoned lot, whether or not separated by an alley, the width of the street side yard shall not be less than 10 feet.

⁵—No side yard is required from a side lot line that abuts an alley.))

1

**Table A for 23.44.014
Required yards in neighborhood residential zones**

<u>Front</u>	<u>Lots with one or two dwelling units: 15 feet;¹</u> <u>Lots with three or more dwelling units: 10 feet¹</u>
<u>Rear</u>	<u>Lots not abutting an alley with one or two dwelling units: 15 feet</u> <u>Lots not abutting an alley with three or more dwelling units: 10 feet</u> <u>Lots abutting an alley: no rear yard is required</u>
<u>Side</u>	<u>5 feet</u>

Table A for 23.44.014
Required yards in neighborhood residential zones

Footnote for Table A for 23.44.090

¹ For lots abutting landmarked public right of way on Queen Anne Boulevard, front yards shall be 20 feet or the average of the front yards of the structures on abutting lots, whichever is less, except that if the natural gradient or slope (as measured from the front line of the lot for a distance of 60 feet or the full depth of the lot, whichever is less) is in excess of 35 percent, the required front yard depth shall be the lesser of: 20 feet less 1 foot for each one percent of gradient or slope in excess of 35 percent; or the average of the front yards on the abutting lots.

* * *

Section 15. Section 23.44.016 of the Seattle Municipal Code, last amended by the ordinance introduced as Council Bill 120949, is amended as follows:

23.44.016 Parking and garages

* * *

D. Parking and garages in required yards. Parking and garages are regulated as described in this subsection 23.44.016.D. Unless otherwise specified, the terms “garage” or “garages” as used in this subsection 23.44.016.D refer to both attached and detached garages.

1. Parking and garages shall not be located (~~((in the required front yard))~~) within 20 feet of a front lot line except as provided in subsections 23.44.016.D.6, 23.44.016.D.8, 23.44.016.D.9, 23.44.016.D.10, and 23.44.016.D.11.

2. Parking and garages shall not be located in a required side yard abutting a street or the first 10 feet of a required rear yard abutting a street except as provided in subsections 23.44.016.D.6, 23.44.016.D.8, 23.44.016.D.9, 23.44.016.D.10, and 23.44.016.D.11.

3. Garages shall not be located in a required side yard that abuts the rear or side yard of another lot or in that portion of the rear yard of a reversed corner lot within 5 feet of the key lot’s side lot line unless:

1 a. The garage is a detached garage and extends only into that portion of a
2 side yard that is either within 35 feet of the centerline of an alley or within 25 feet of any rear lot
3 line that is not an alley lot line; or

4 b. An agreement between the owners of record of the abutting properties,
5 authorizing the garage in that location, is executed and recorded, pursuant to subsection
6 23.44.014.C.2.a.

7 4. Garages with vehicular access facing an alley, shall not be located within 12
8 feet of the centerline of any alley, nor within 12 feet of any rear lot line that is not an alley lot
9 line, except as provided in subsections 23.44.016.D.8, 23.44.016.D.9, 23.44.016.D.10, and
10 23.44.016.D.11, or the Director may waive or modify this standard as a Type I decision provided
11 the applicant can demonstrate that adequate turning and maneuvering areas can be provided.

12 5. On a reversed corner lot, no garage shall be located in that portion of the
13 required rear yard that abuts the required front yard of the adjoining key lot unless the provisions
14 of subsection 23.44.016.D.8 apply.

15 6. If access to required parking passes through a required yard, automobiles,
16 motorcycles, and similar vehicles may be parked on the open access located in a required yard.

17 7. Trailers, boats, recreational vehicles, and similar equipment shall not be parked
18 in required front and side yards or the first 10 feet of a rear yard measured from the rear lot line,
19 or measured 10 feet from the centerline of an alley if there is an alley adjacent to the rear lot line,
20 unless fully enclosed in a structure otherwise allowed in a required yard by this subsection
21 23.44.016.D.

22 8. Lots with uphill yards abutting streets. In NR1, NR2, and NR3 zones, parking
23 for one two-axle or one up to four-wheeled vehicle may be established in a required yard

1 abutting a street according to subsection 23.44.016.D.8.a or 23.44.016.D.8.b only if access to
2 parking is permitted through that yard pursuant to subsection 23.44.016.B.

3 a. Open parking space

4 1) The existing grade of the lot slopes upward from the street lot
5 line an average of at least 6 feet above sidewalk grade at a line that is 10 feet from the street lot
6 line; and

7 2) The parking area shall be at least an average of 6 feet below the
8 existing grade prior to excavation and/or construction at a line that is 10 feet from the street lot
9 line; and

10 3) The parking space shall be no wider than 10 feet for one parking
11 space at the parking surface and no wider than 20 feet for two parking spaces if permitted as
12 provided in subsection 23.44.016.D.11.

13 b. Terraced garage

14 1) The height of a terraced garage is limited to no more than 2 feet
15 above existing or finished grade, whichever is lower, for the portions of the garage that are 10
16 feet or more from the street lot line. The ridge of a pitched roof on a terraced garage may extend
17 up to 3 feet above this 2-foot height limit. All parts of the roof above the 2-foot height limit shall
18 be pitched at a rate of not less than 4:12. No portion of a shed roof shall be permitted to extend
19 beyond the 2-foot height limit of this provision. Portions of a terraced garage that are less than 10
20 feet from the street lot line shall comply with the height standards in subsection 23.44.016.E.2;

21 2) The width of a terraced garage structure shall not exceed 14 feet
22 for one two-axle or one up to four-wheeled vehicle, or 24 feet if permitted to have two two-axle
23 or two up to four-wheeled vehicles as provided in subsection 23.44.016.D.11;

3) All above ground portions of the terraced garage shall be included in lot coverage; and

4) The roof of the terraced garage may be used as a deck and shall be considered to be a part of the garage structure even if it is a separate structure on top of the garage.

9. Lots with downhill yards abutting streets. In NR1, NR2, and NR3 zones, parking, either open or enclosed in an attached or detached garage, for one two-axle or one up to four-wheeled vehicle may be located in a required yard abutting a street if the following conditions are met:

a. The existing grade slopes downward from the street lot line that the parking faces;

b. For front yard parking, the lot has a vertical drop of at least 20 feet in the first 60 feet, measured along a line from the midpoint of the front lot line to the midpoint of the rear lot line;

c. Parking is not permitted in required side yards abutting a street;

d. Parking in a rear yard complies with subsections 23.44.016.D.2, 23.44.016.D.4, and 23.44.016.D.5; and

e. Access to parking is permitted through the required yard abutting the street by subsection 23.44.016.B.

10. Through lots. On through lots less than 125 feet in depth in NR1, NR2, and NR3 zones, parking, either open or enclosed in an attached or detached garage, for one two-axle or one up to four-wheeled vehicle may be located in one of the required front yards. The front yard in which the parking may be located shall be determined by the Director based on the

location of other garages or parking areas on the block. If no pattern of parking location can be determined, the Director shall determine in which yard the parking shall be located based on the prevailing character and setback patterns of the block.

11. Lots with uphill yards abutting streets or downhill or through lot front yards fronting on streets that prohibit parking. In NR1, NR2, and NR3 zones, parking for two two-axle or two up to four-wheeled vehicles may be located in uphill yards abutting streets or downhill or through lot front yards as provided in subsections 23.44.016.D.8, 23.44.016.D.9, or 23.44.016.D.10 if, in consultation with the Seattle Department of Transportation, it is found that uninterrupted parking for 24 hours is prohibited on at least one side of the street within 200 feet of the lot line over which access is proposed. The Director may authorize a curb cut wider than would be permitted under Section 23.54.030 if necessary, for access.

* * *

Section 16. Section 23.44.017 of the Seattle Municipal Code, last amended by the ordinance introduced as Council Bill 120949, is amended as follows:

23.44.017 Density limits

A. On lots in existence as of June 30, 2025, in ~~((H))~~ NR1, NR2, ~~((and))~~ NR3, and RSL zones, the following density limits apply, except as otherwise provided in subsections 23.44.017.B, 23.44.017.C and 23.44.017.D. For the purposes of this Section 23.44.017, “dwelling unit” includes both principal and accessory units.

1. Up to four dwelling units are permitted per lot.

2. Up to six dwelling units are permitted per lot within one-quarter mile walking distance of a major transit stop.

1 3. Up to six dwelling units are permitted per lot located more than one-quarter mile
2 walking distance away from a major transit stop, provided that at least two affordable principal
3 dwelling units are provided, and the following requirements are met:

4 ~~((only one single family dwelling unit is allowed per lot, except that accessory dwelling~~
5 ~~units may also be approved pursuant to Section 23.42.022, and except as approved as part of an~~
6 ~~administrative conditional use permit under Section 25.09.260, a clustered housing planned~~
7 ~~development under Section 23.44.024, or a planned residential development under Section~~
8 ~~23.44.034.~~

9 ~~B. The following provisions apply in RSL zones:~~

10 ~~1. The minimum lot area per principal dwelling unit is 2,000 square feet.~~

11 ~~2. Except as provided in subsection 23.44.017.B.3, when calculation of the~~
12 ~~number of principal dwelling units allowed according to subsection 23.44.017.B.1 results in a~~
13 ~~fraction of a unit, any fraction up to and including 0.85 constitutes zero additional principal~~
14 ~~dwelling units, and any fraction over 0.85 constitutes one additional principal dwelling unit.~~

15 ~~3. For lots in existence on April 19, 2019, if the number of principal dwelling~~
16 ~~units allowed according to subsection 23.44.017.B.1 equals less than two, two units are allowed.~~

17 ~~4. Accessory dwelling units are allowed pursuant to Section 23.42.022.))~~

18 a. A regulatory agreement, covenant, or other legal instrument, recorded
19 on the title of the property and enforceable by the City of Seattle, ensures affordability for
20 income-eligible households for 50 years in at least two principal dwelling units as follows:

21 1) For rental housing, restricted units serving households with
22 incomes no higher than 60 percent of median income at initial occupancy and with rents not
23 exceeding 30 percent of 60 percent of median income; or

1 2) For ownership housing, restricted units sold to households with
2 incomes no higher than 80 percent of median income at prices (initial sale and resale) that allow
3 modest growth in homeowner equity while maintaining long-term affordability for income-
4 eligible buyers, as determined by the Director of Housing;

5 b. The low-income units must be generally distributed throughout the
6 development and have substantially the same functionality as unrestricted units in the
7 development;

8 c. To the extent practicable, the low-income units must be comparable to
9 the unrestricted units in terms of square footage and number of bedrooms and bathrooms;

10 d. Tenure (i.e., rental or ownership) of low-income units and unrestricted
11 units must be the same;

12 e. The regulatory agreement, covenant, or other legal instrument must
13 contain criteria and policies to maintain public benefit if the property is demolished or converted
14 to a non-residential use;

15 f. For ownership developments, the low-income units must be stewarded
16 by a qualified non-profit organization including:

17 1). Pre-purchase verification of income and other requirements for
18 eligible households, affordable sale price calculations for approval by the Office of Housing, and
19 execution of legal restrictions on the property; and

20 2). Post-purchase support for homeowners by facilitating resales,
21 monitoring compliance with financial, owner occupancy, and other legal requirements, and clear
22 communication of program guidelines and restrictions;

1 g. For purposes of this subsection 23.44.017.A.3, qualified non-profit
2 organization means a non-profit organization that the Office of Housing determines as
3 experienced in the development and stewardship of permanently affordable homes;

4 h. At such times as may be required by the Director of Housing but no less
5 than annually, the property owner for rental housing or the qualified non-profit organization for
6 ownership housing must file property reports with the Office of Housing, verified upon oath or
7 affirmation, which shall contain such information as the Office of Housing may deem necessary
8 to determine compliance with this subsection 23.44.017.A.3 and the regulatory agreement,
9 covenant, or legal instrument according to subsection 23.44.017.A.3.a; and

10 i. In RSL zones that have a mandatory housing affordability suffix, the
11 dwelling units for which the regulatory agreement, covenant, or other legal instrument required
12 by subsection 23.44.017.A.3.a ensures affordability as required by that subsection shall be
13 counted towards any obligation to provide MHA-R units according to subsection 23.58C.050.A.

14 B. The following provisions apply in RSL zones:

- 15 1. The minimum lot area per principal dwelling unit is 2,000 square feet.
16 2. The number of dwelling units allowed on a lot existing as of June 30, 2025, is
17 the greater of the number dwelling units allowed by subsection 23.44.017.A or subsection
18 23.44.017.B.1.
19 3. Accessory dwelling units are allowed pursuant to Section 23.42.022.

20 C. For lots, other than unit lots, created after June 30, 2025, the following provisions
21 apply:

- 22 1. In NR1, NR2, and NR3 zones, only one single-family dwelling unit is
23 allowed per lot.

2. In RSL zones, the minimum lot area per principal dwelling unit is 2,000 square feet.

3. Accessory dwelling units are allowed pursuant to Section 23.42.022.

D. Lot density exceptions for lots that contain any riparian corridors; wetlands and their buffers; submerged lands and areas within the shoreline setback; or designated non-disturbance area in steep slopes. For lots that contain any riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes, applicants may choose to develop the lot with the number of dwelling units provided in the density limits in subsections 23.44.017.A and 23.44.017.B or with the number of principal and accessory dwelling units calculated as follows:

1. Determine the number of units that would be allowed under subsection 23.44.017.A if no environmentally critical areas were located on the lot;

2. Determine the percentage of the lot that is not covered by riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes; and

3. Calculate the number of dwelling units by multiplying the number of dwelling units determined in subsection 23.44.017.D.1 by the percentage of the lot calculated in subsection 23.44.017.D.2.

E. For the purpose of this Section 23.44.017, “designated non-disturbance area” in steep slopes shall include all portions of steep slope hazard areas except the following:

1. Areas that are granted relief from the prohibition of development according to Section 25.09.090;

2. Areas where development is allowed under a small project waiver according to Section 25.09.090;

3. Areas where development is allowed under an administrative conditional use according to Section 25.09.260; and

4. Areas where intrusion into the steep slope erosion hazard area and buffer is allowed by steep slope erosion hazard area variance according to Section 25.09.290.

F. Measurement of minimum lot size and maximum density

1. When calculation of the number of dwelling units allowed results in a fraction of a unit, any fraction over 0.85 constitutes one additional unit.

2. Congregate residence sleeping rooms shall be treated as one-fourth of a dwelling unit for purposes of calculating density.

3. In the case of a development within a unit lot subdivision, the density limit shall be applied to the parent lot as a whole.

4. If dedication of right-of-way is required, permitted density shall be calculated before the dedication is made.

Section 17. Section 23.44.044 of the Seattle Municipal Code, last amended by Ordinance 124378, is amended as follows:

23.44.044 Swimming pools

Private, permanent swimming pools, hot tubs and other similar uses are permitted as accessory uses to a ~~((single family))~~ residential structure subject to the following specific development standards:

A. Private, permanent swimming pools, hot tubs and other similar uses over 18 inches above existing grade are subject to the development standards for accessory uses.

B. Private, permanent swimming pools, hot tubs and other similar uses projecting not more than 18 inches above existing grade shall not be counted in lot coverage.

C. Private, permanent swimming pools, hot tubs and other similar uses may be placed in a required front or rear yard, provided that:

1. No part of the structure shall project more than 18 inches above existing lot grade in a required front yard; and

2. No part of the structure shall be placed closer than 5 feet to any front or side lot line.

Section 18. Section 23.45.512 of the Seattle Municipal Code, last amended by the ordinance introduced as Council Bill 120949, is amended as follows:

23.45.512 Density limits and ~~((family-size-unit-requirements))~~ minimum lot size —LR zones

A. ~~((Density limits))~~ There is no density limit for residential development in LR zones, except that in LR1 zones for rowhouse development on interior lots, all townhouse development, and all single-family dwelling units, and for all residential development in all LR zones that do not have a mandatory housing affordability suffix, the number of dwelling units allowed on a lot is the greater of the number of dwelling units allowed under subsections 23.45.512.B or 23.45.512.C.

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

~~a. In LR1 zones, rowhouse development on interior lots and all townhouse development; and~~

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

1 B. Rowhouse development on interior lots, all townhouse development and all single-
2 family dwelling units in LR1 zones, and all residential development in LR zones that do not
3 have a mandatory housing affordability suffix shall not exceed a density of one principal
4 dwelling unit per 1,150 square feet of lot area; ~~except((, except that apartments in LR3 zones~~
5 ~~that do not have a mandatory housing affordability suffix shall not exceed a density limit of~~
6 ~~one principal 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 principal dwelling unit.~~

10 ~~4. Low))~~ low-income housing shall have a maximum density of one principal
11 dwelling unit per 400 square feet of lot area.

12 ~~((B. Family sized unit requirements in LR1 zones~~

13 ~~1. Apartment developments in LR1 zones with four or more principal dwelling~~
14 ~~units shall provide at least one unit with two or more bedrooms and a minimum net unit area of~~
15 ~~850 square feet for every four principal dwelling units in the structure.~~

16 ~~2. One unit with three or more bedrooms and a minimum net unit area of 1,050~~
17 ~~square feet may be provided in place of any two principal dwelling units required to include~~
18 ~~two bedrooms and a minimum net unit area of 850 square feet.))~~

19 C. Alternative Density Limits. Rowhouse development on interior lots, all townhouse
20 development and all single-family dwelling units in LR1 zones and all residential development
21 in LR zones that do not have a mandatory housing affordability suffix may include the number
22 of dwelling units permitted under subsection 23.45.512.C.1 or 23.45.512.C.2, as applicable.

For the purposes of this subsection 23.45.512.C, dwelling units include both principal and accessory dwelling units.

1. Permitted densities. The following density limits apply on lots that do not contain any riparian corridors, any wetlands or their buffers, any submerged lands or areas within the shoreline setback, or designated non-disturbance area in steep slopes:

a. Up to four dwelling units are permitted on lots existing as of June 30, 2025.

b. Up to six dwelling units are permitted on all lots existing as of June 30, 2025 that are located within one-quarter mile walking distance of a major transit stop.

c. Up to six dwelling units are allowed on a lot existing as of June 30, 2025 provided that:

((Nursing homes, congregate housing, assisted living facilities, and accessory dwelling units that meet the standards of Section 23.42.022 are exempt from the density limit set in subsection 23.45.512.A and the requirements in subsection 23.45.512.B.

D. Dwelling unit(s) located in structures built prior to January 1, 1982, as single family dwelling units that will remain in residential use are exempt from density limits.

E. If dedication of right of way is required, permitted density shall be calculated before the dedication is made.))

1). A regulatory agreement, covenant, or other legal instrument, recorded on the title of the property and enforceable by The City of Seattle, ensures affordability for income-eligible households for 50 years in at least two principal dwelling units as follows:

1 a) For rental housing, restricted units serving households
2 with incomes no higher than 60 percent of median income at initial occupancy and with rents not
3 exceeding 30 percent of 60 percent of median income; or

4 b) For ownership housing, restricted units sold to
5 households with incomes no higher than 80 percent of median income at prices (initial sale and
6 resale) that allow modest growth in homeowner equity while maintaining long-term affordability
7 for income-eligible buyers, all as determined by the Director of Housing;

8 2) The low-income units must be generally distributed throughout
9 the development and have substantially the same functionality as unrestricted units in the
10 development;

11 3) To the extent practicable, the low-income units must be
12 comparable to unrestricted units in terms of square footage and number of bedrooms and
13 bathrooms;

14 4) Tenure (i.e., rental or ownership) of low-income units and
15 unrestricted units must be the same;

16 5) The regulatory agreement, covenant, or other legal instrument
17 must contain criteria and policies to maintain public benefit if the property is demolished or
18 converted to a non-residential use;

19 6) For ownership developments, the low-income units must be
20 stewarded by a qualified non-profit organization including;

21 a) Pre-purchase verification of income and other
22 requirements for eligible households, affordable sale price calculations for approval by the
23 Office of Housing, and execution of legal restrictions on the property; and

b) Post-purchase support for homeowners by facilitating resales, monitoring compliance with financial, owner occupancy, and other legal requirements, and clear communication of program guidelines and restrictions:

7) For purposes of this subsection 23.45.512.C.5, qualified non-profit organization means a non-profit organization that the Office of Housing determines as experienced in the development and stewardship of permanently affordable homes:

8) At such times as may be required by the Director of Housing but no less than annually, the property owner for rental housing or the qualified non-profit organization for ownership housing must file property reports with the Office of Housing, verified upon oath or affirmation, which shall contain such information as the Office of Housing may deem necessary to determine compliance with this subsection 23.45.512.C.1.c and the regulatory agreement, covenant, or legal instrument according to subsection 23.45.512.C.1.c.1;

and

9) In zones that have a mandatory housing affordability suffix, the dwelling units for which the regulatory agreement, covenant, or other legal instrument required by subsection 23.45.512.C.1.c.1 ensures affordability as required by that subsection shall be counted towards any obligation to provide MHA-R units according to subsection 23.58C.050.A.

2. For lots that contain any riparian corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or designated non-disturbance area in steep slopes, applicants may choose the density limits in subsection 23.45.512.B or develop the lot with the number of principal and accessory dwelling units as follows:

a. Determine the number of dwelling units that would be allowed under subsection 23.45.512.C.1 if no environmentally critical areas were located on the lot:

1 b. Determine the percentage of the lot that is not covered by riparian
2 corridors, wetlands and their buffers, submerged lands and areas within the shoreline setback, or
3 designated non-disturbance area in steep slopes;

4 c. Calculate the number of permitted dwelling units by multiplying the
5 number of units determined in subsection 23.45.512.C.2.a by the percentage of the lot calculated
6 in subsection 23.45.512.C.2.b.

7 ((F-)) D. Adding units to existing structures

8 1. One additional principal dwelling unit may be added to an existing residential
9 structure regardless of the density restrictions in subsection 23.45.512.B or 23.45.512.C ~~((and~~
10 ~~the requirements in subsection 23.45.512.B))~~. An additional principal dwelling unit is allowed
11 only if the proposed additional unit is to be located entirely within an existing structure, and no
12 additional floor area to accommodate the new unit is proposed to be added to the existing
13 structure.

14 2. For the purposes of this subsection ~~((23.45.512.F))~~ 23.45.512.D, “existing
15 residential structures” are those that were established under permit as of October 31, 2001, or
16 for which a permit has been granted and the permit has not expired as of October 31, 2001.

17 E. Measurement of minimum lot size and maximum density

18 1. When density calculations result in a fraction of a unit, any fraction up to and
19 including 0.85 constitutes zero additional units, and any fraction over 0.85 constitutes one
20 additional unit.

21 2. If dedication of right-of-way is required, permitted density shall be calculated
22 before the dedication is made.

1 3. In the case of a development within a unit lot subdivision, the density limit
2 shall be applied to the parent lot as a whole.

3 4. When calculating maximum density, the number of dwelling units shall
4 include accessory dwelling units and principal dwelling units.

5 F. For the purpose of this Section 23.45.512, “designated non-disturbance area in steep
6 slopes” shall include all portions of steep slope hazard areas except the following:

7 1. Areas that are granted relief from the prohibition of development according to
8 Section 25.09.090;

9 2. Areas where development is allowed under a small project waiver according to
10 Section 25.09.090;

11 3. Areas where development is allowed under an administrative conditional use
12 according to Section 25.09.260; and

13 4. Areas where intrusion into the steep slope erosion hazard area and buffer is
14 allowed by steep slope erosion hazard area variance according to Section 25.09.290.

15 G. Exception to Density Limits. Dwelling unit(s) located in structures built prior to
16 January 1, 1982 that will remain in residential use are exempt from the density limit described in
17 subsections 23.45.512.B and 23.45.512.C.

18 H. The minimum lot size for lots created through a subdivision process is the lot size
19 necessary to allow a density of one principal dwelling unit.

20 Section 19. Section 23.45.514 of the Seattle Municipal Code, last amended by the
21 ordinance introduced as Council Bill 120949, is amended as follows:

23.45.514 Structure height

A. Subject to the additions and exceptions allowed as set forth in this Section 23.45.514, the height limits for structures in LR zones are as shown on Table A for 23.45.514.

Table A for 23.45.514
Structure height for LR zones (in feet)

Housing type	LR1	LR2	LR3 outside urban centers, urban villages, and Station Area Overlay Districts	LR3 in urban centers, urban villages, and Station Area Overlay Districts
Cottage housing developments	22	22	22	22
Rowhouse and townhouse developments	((30)) <u>32</u>	40 ¹	40 ¹	50 ¹
Apartments	((30)) <u>32</u>	40 ¹	40 ¹	50 ²

Footnotes for Table A for 23.45.514

¹ Except that the height limit is ~~((30))~~ 32 feet in zones without a mandatory housing affordability suffix.

² Except that the height limit is 40 feet in zones without a mandatory housing affordability suffix.

* * *

Section 20. Section 23.45.518 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.45.518 Setbacks (~~(and separations)~~)

A. LR zones

1. Required setbacks for the LR zones are as shown in Table A for 23.45.518 and subsection 23.45.518.A.2.

**((Table A for 23.45.518
Required setbacks in LR zones measured in feet**

All LR zones		Category of residential use		
Setback	Cottage housing developments and single-family dwelling units	Rowhouse developments	Townhouse developments	Apartments
Front	7 average; 5 minimum	5 minimum	7 average; 5 minimum	5 minimum
Rear	0 with alley; 7 if no alley	0 with alley; With no alley: 7 average; 5 minimum	7 average; 5 minimum	10 minimum with alley; 15 minimum if no alley
Side setback for facades 40 feet or less in length ¹	5	0 where abutting another rowhouse development ² ; otherwise 3.5; except that on side lot lines that abut a neighborhood residential zone, the setback is 5	5	5
Side setback for facades greater than 40 feet in length ³	5 minimum	0 where abutting another rowhouse development ² ; otherwise 3.5; except that on side lot lines that abut a neighborhood residential zone, the setback is 7 average; 5 minimum	7 average; 5 minimum	7 average; 5 minimum

Footnotes to Table A for 23.45.518

¹ Additions to existing nonconforming structures built prior to April 11, 2011, shall be set back a sufficient distance so that the addition complies with setback standards. For any portion of a structure built before April 11, 2011, the average setback applies only to a new addition built

**~~((Table A for 23.45.518
Required setbacks in LR zones measured in feet~~**

All LR zones	Category of residential use
---------------------	------------------------------------

~~after that date. If an addition is to a side wall extended vertically, the existing side wall line may be continued by the addition, provided that the average setback of 7 feet or the 5-foot minimum setback is met.~~

~~²If the side facades of rowhouse developments on abutting lots are not joined, then a 3.5-foot setback is required, except the side setback may be reduced to zero if the abutting lot contains a rowhouse development and an easement is provided along the shared lot line of the abutting lot sufficient to leave a 3.5-foot separation between the principal structures of the abutting rowhouse developments.~~

~~³Portions of structures that qualify for the FAR exemption in subsection 23.45.510.D.5 are not considered part of the facade length for the purposes of determining the side setback requirement.))~~

Table A for 23.45.518
Required setbacks in LR zones

<u>Front</u>	<u>7 feet average, 5 feet minimum</u>
<u>Rear</u>	<u>If rear lot line abuts an alley, 0 feet</u> <u>Otherwise, 7 feet average, 5 feet minimum</u>
<u>Side</u>	<u>5 feet</u>

2. Upper-level setbacks in LR2 and LR3 zones

a. An upper-level setback of 12 feet from the front lot line is required for all portions of a structure above the following height:

1) Forty-four feet for zones with a height limit of 40 feet; and

2) Fifty-four feet for zones with a height limit of 50 feet.

b. An upper-level setback of 12 feet from each side or rear lot line that abuts a lot zoned ~~((single-family))~~ neighborhood residential is required for all portions of the structure above 34 feet in height.

c. Projections allowed in subsection 23.45.518.H are allowed in upper-level setbacks.

d. Structures allowed in subsection 23.45.518.I are not allowed in upper-level setbacks.

e. Rooftop features are not allowed in upper-level setback except as follows:

1) A pitched roof, other than a shed roof or butterfly roof, is allowed in the upper-level setback if all parts of the roof are pitched at a rate of not less than 6:12 and not more than 12:12.

2) Open railings may extend up to 4 feet above the height at which the setback begins.

3) Parapets may extend up to 2 feet above the height at which the setback begins.

* * *

F. Separations between multiple structures

1. In LR and MR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet, except for cottage housing developments, and principal structures separated by a driveway or parking aisle.

2. In LR and MR zones, if principal structures are separated by a driveway or parking aisle, the minimum required separation between the principal structures is 2 feet greater than the required width of the driveway or parking aisle, provided that the separation is not required to be any greater than 24 feet. If principal structures are separated by a driveway

or parking aisle, projections that enclose floor area may extend a maximum of 3 feet into the required separation if they are at least 8 feet above finished grade.

~~((3. Cottage housing developments in LR and MR zones:~~

~~a. The minimum required separation between principal structures at any two points on different interior facades is 6 feet, unless there is a principal entrance on an interior facade, in which case the minimum separation required from that facade is 10 feet.~~

~~b. Facades of principal structures shall be separated from facades of accessory structures by a minimum of 3 feet.))~~

* * *

J. Exceptions for existing ~~((single family))~~ structures

1. In all multifamily zones, certain additions to a ~~((single family dwelling unit))~~ residential structure may extend into a required side setback if the structure is already nonconforming with respect to that setback, and if the presently nonconforming section is at least 60 percent of the total width of the respective facade of the structure prior to the addition. The line formed by the nonconforming wall of the structure shall be the limit to which any additions may be built, which may extend up to the height limit and may include basement additions (Exhibit D for 23.45.518), provided that additions shall be at least 3 feet from the side lot line.

2. An existing single-family dwelling unit in a LR zone may be converted to a multifamily use without conforming to setback standards ~~((for apartments))~~ in subsection 23.45.518.A, provided that the building envelope is not changed. For the purposes of this subsection 23.45.518.J.2, “existing single-family dwelling unit” is one that was established

under permit as of October 31, 2001, or for which a permit has been granted and the permit has not expired on October 31, 2001.

* * *

Section 21. Section 23.45.522 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.45.522 Amenity area

A. Amount of amenity area (~~((required for rowhouse and townhouse developments and apartments in LR zones))~~)

1. The required amount of amenity area (~~((for rowhouse and townhouse developments and apartments))~~) in LR zones is equal to 25 percent of the lot area.

~~((2. A minimum of 50 percent of the required amenity area shall be provided at ground level, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.D.5 may be counted as amenity area provided at ground level.~~

~~3. For rowhouse and townhouse developments, amenity area required at ground level may be provided as either private or common space.~~

~~4. For apartments, amenity area required at ground level shall be provided as common space.))~~

2. In LR zones, a minimum of 50 percent of the required amenity area shall be provided at ground level or within 4 feet of existing grade.

~~((B. Amenity area requirements for cottage housing developments in all multi-family zones~~

~~1. A minimum of 300 square feet of amenity area is required for each cottage.~~

~~2. A minimum of 150 square feet of amenity area is required for each carriage house.~~

~~3. The required quantity shall be allocated as follows:~~

~~a. Half of the amenity area required for each cottage, and all of the amenity area required for each carriage house, shall be provided as common amenity area; and~~

~~b. Half of the amenity area required for each cottage shall be provided as private amenity area for that unit.~~

~~4. The required common amenity area may be divided into no more than two separate areas and shall:~~

~~a. have cottages or carriage houses abutting on at least two sides;~~

~~b. be in a location central to the cottage housing development; and~~

~~c. have no horizontal dimension of less than 10 feet.~~

~~5. Carriage houses shall have stairs that provide access to the common amenity area.~~

~~C. Amount of amenity area required in MR and HR zones.)) The required amount of amenity area in MR and HR zones is equal to ((5)) five percent of the total gross floor area of a residential structure ((in residential use, except that cottage housing developments shall meet the standards in subsection 23.45.522.B.~~

~~D.)) B.~~ General requirements. Required amenity areas shall meet the following conditions:

1. All units shall have access to a common or private amenity area.

2. Enclosed amenity areas

a. In LR zones, an amenity area shall not be enclosed within a structure.

b. In MR and HR zones, ~~((except for cottage housing,))~~ no more than 50 percent of the amenity area may be enclosed, and this enclosed area shall be provided as common amenity area.

3. Projections into amenity areas. Structural projections that do not provide floor area, such as garden windows, may extend up to 2 feet into an amenity area if they are at least 8 feet above finished grade.

4. Private amenity areas

a. There is no minimum dimension for private amenity areas, except that if a private amenity area is located between the structure and a side lot line that is not a side street lot line, the minimum horizontal dimension shall be measured from the side lot line and is required to be a minimum of 10 feet.

b. An unenclosed porch that is a minimum of 60 square feet in size and that faces a street or a common amenity area may be counted as part of the private amenity area for the ~~((rowhouse, townhouse, or cottage))~~ residential structure to which it is attached.

5. Common amenity areas ~~((for rowhouse and townhouse developments and apartments))~~ shall meet the following conditions:

a. No common amenity area shall be less than 250 square feet in area, and common amenity areas shall have a minimum horizontal dimension of 10 feet.

b. Common amenity areas shall be improved as follows:

1) At least 50 percent of a common amenity area provided at ground level shall be landscaped with grass, ground cover, bushes, bioretention facilities, and/or trees.

2) Elements that enhance the usability and livability of the space for residents, such as seating, outdoor lighting, weather protection, art, or other similar features, shall be provided.

c. The common amenity area (~~(required)~~) at ground level (~~(for apartments)~~) shall be accessible to all (~~(apartment)~~) dwelling units.

6. Parking areas, vehicular access easements, and driveways do not qualify as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41.

7. Swimming pools, spas, and hot tubs may be counted toward meeting the amenity area requirement.

8. Rooftop areas excluded because they are near minor communication utilities and accessory communication devices, pursuant to subsection 23.57.011.C.1, do not qualify as amenity areas.

~~((E-))~~ C. No amenity area is required for ~~((a))~~ one dwelling unit added to a ~~((single-family dwelling unit))~~ residential structure existing as of January 1, 1982, ~~((or for one new dwelling unit added to a multifamily residential use existing as of October 10, 2001))~~ provided that no dwelling units have been added since that date.

Section 22. Section 23.45.527 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.45.527 Structure width and façade length limits in LR zones

A. Structure width in LR zones may not exceed ~~((the width indicated on Table A for 23.45.527))~~ 90 feet in LR1 and LR2 zones and 150 feet in LR3 zones.

~~((Table A for 23.45.527: Maximum Structure Width in LR zones in feet~~

Zone	Width in feet by Category of Residential Use		
	Cottage Housing and Rowhouse Developments	Townhouse Developments	Apartments
LR1	No limit	60	45
LR2	No limit	90	90
LR3 outside Urban Villages, Urban Centers or Station Area Overlay Districts	No limit	120	120
LR3 inside Urban Villages, Urban Centers or Station Area Overlay Districts	No limit	150	150))

B. Maximum façade length in Lowrise zones. ~~((1-))~~ The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line~~((, except as specified in subsection 23.45.527.B.2.~~

~~2. For a rowhouse development on a lot that abuts the side lot line of a lot in a neighborhood residential zone, the maximum combined length of all portions of façades within 15 feet of the abutting side lot line is 40 feet)).~~

Section 23. Section 23.45.529 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.45.529 Design standards

A. Intent. The intent of the design standards in this Section 23.45.529 is to:

1. Enhance street-facing and side facades to provide visual interest, promote new development that contributes to an attractive streetscape, and avoid the appearance of blank walls along a street or adjacent residential property;

2. Foster a sense of community by integrating new pedestrian-oriented multifamily development with the neighborhood street environment and promoting designs that allow easy surveillance of the street by area residents;

3. Promote livability in multifamily areas by providing a sense of openness and access to light and air; and

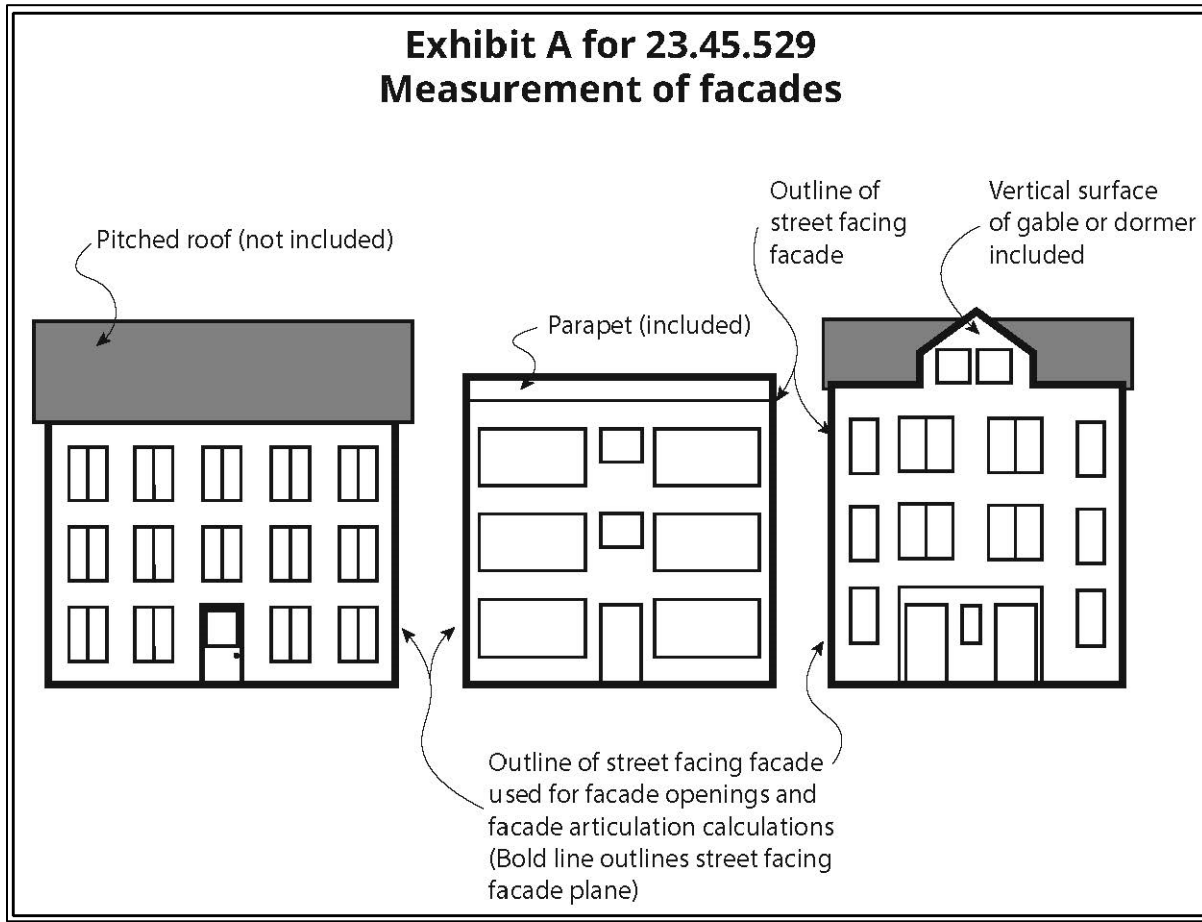
4. Encourage the compatibility of a variety of housing types with the scale and character of neighborhoods where new multifamily development occurs.

B. Application of provisions. The provisions of this Section 23.45.529 apply to all residential uses that do not undergo any type of design review pursuant to Chapter 23.41(~~(except single family dwelling units)~~)).

C. Treatment of street-facing facades. For the purposes of this subsection 23.45.529.C, a street-facing facade includes all vertical surfaces enclosing interior space, including gables and dormers, as shown in Exhibit A for 23.45.529.

Exhibit A for 23.45.529

Measurement of facades



D. Facade openings

1. At least 20 percent of the area of each street-facing facade shall consist of windows and/or doors, except as provided in subsection **23.45.529.D.2.**

If a front and side facade are street-facing, the two facades may be combined for the purpose of this calculation.

2. For any rowhouse or townhouse dwelling unit that has both a front and a side facade that are street-facing, the percentage of the side street-facing facade required to consist of windows and/or doors is reduced to ten percent for the portion of the facade

1 associated with that dwelling unit. This reduction to ten percent is not allowed if the facades
2 are combined for the purpose of this standard pursuant to subsection ((~~23.45.529.C.1.a~~))
3 23.45.529.D.1 ((~~or if any of the exceptions in subsection 23.45.529.C.3 are applied~~)).

4 ((~~e~~)) 3. Windows count toward the requirement for facade openings in this
5 subsection ((~~23.45.529.C.1~~)) 23.45.529.D only if they are transparent. Windows composed of
6 glass blocks or opaque glass, garage doors, and doors to utility and service areas do not count.

7 ((~~2. Facade articulation~~

8 a. ~~If a street-facing facade or portion of a street-facing facade is not~~
9 ~~vertical, the Director shall determine whether the facade is substantially vertical and required~~
10 ~~to comply with this subsection 23.45.529.C.~~

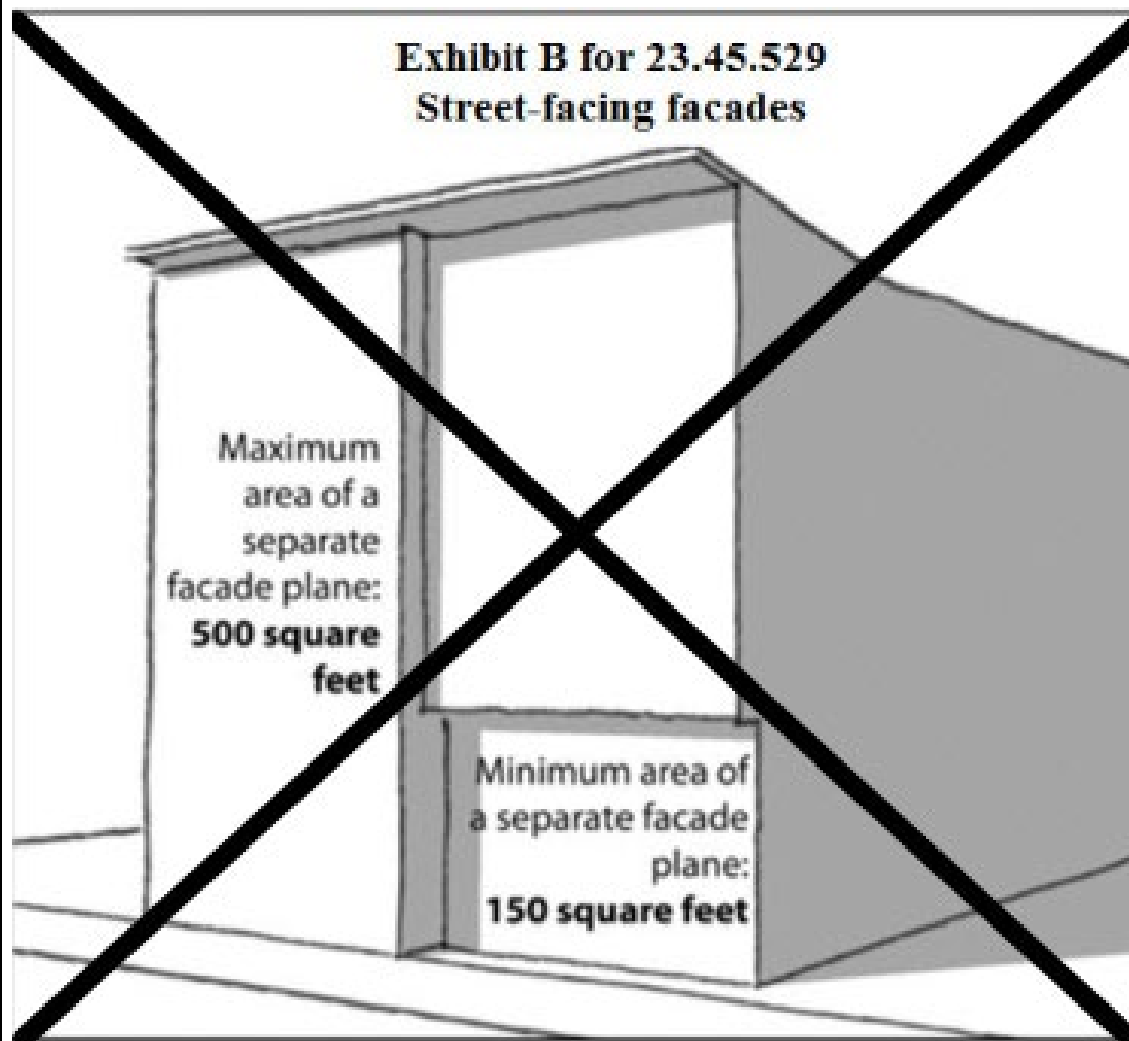
11 b. ~~If the street-facing facade of a structure exceeds 750 square feet in~~
12 ~~area, division of the facade into separate facade planes is required (see Exhibit B for~~
13 ~~23.45.529).~~

14 c. ~~In order to be considered a separate facade plane for the purposes of~~
15 ~~this subsection 23.45.529.C.2, a portion of the street-facing facade shall have a minimum area~~
16 ~~of 150 square feet and a maximum area of 500 square feet, and shall project or be recessed~~
17 ~~from abutting facade planes by a minimum depth of 18 inches.~~

18 d. ~~Trim that is a minimum of 0.75 inches deep and 3.5 inches wide is~~
19 ~~required to mark roof lines, porches, windows, and doors on all street-facing facades.~~

~~Exhibit B for 23.45.529~~

~~Street-facing facades~~



~~3. The Director may allow exceptions to the facade opening requirements in subsection 23.45.529.C.1 and the facade articulation requirements in subsection 23.45.529.C.2, if the Director determines that the street-facing facade will meet the intent of subsection 23.45.529.A.1 for all housing types, and, as applicable, the intent of subsections 23.45.529.E.2, 23.45.529.F.3, and 23.45.529.G.4 for cottage housing developments, rowhouse developments, and townhouse developments, respectively, through one or more of the following street-facing facade treatments:~~

~~a. Variations in building materials and/or color, or both, that reflect the stacking of stories or reinforce the articulation of the facade;~~

~~b. Incorporation of architectural features that add interest and dimension to the facade, such as porches, bay windows, chimneys, pilasters, columns, cornices, and/or balconies;~~

~~c. Special landscaping elements provided to meet Green Factor requirements pursuant to Section 23.45.524, such as trellises, that accommodate vegetated walls covering a minimum of 25 percent of the facade surface;~~

~~d. Special fenestration treatment, including an increase in the percentage of windows and doors to at least 25 percent of the street-facing facade(s).))~~

~~((D-))~~ E. Treatment of side facades that are not street-facing. For the purposes of this subsection 23.45.529.D, a side facade that is not street-facing includes all vertical surfaces enclosing interior space, including gables and dormers, as shown in Exhibit A for 23.45.529, if located within 10 feet of a side lot line. ~~((4-))~~ If the side facade of a structure that is not street-facing exceeds 1,000 square feet in area, one of the following must be met:

~~((a-))~~ 1. A portion of the side facade with a minimum area of 250 square feet and a maximum area of 750 square feet shall project or be recessed from abutting facade planes by a minimum depth of 18 inches; or

~~((b-))~~ 2. The side facade shall include vertical or horizontal variations in building materials or color, covering a minimum of 25 percent of the facade surface.

~~((2- Structures shall be designed to maintain the privacy of dwelling units by minimizing placement of proposed windows where they would directly align with windows on the side facade of a structure on an abutting lot located within 20 feet of the side property line~~

~~or by use of fencing, screening, landscaping, or translucent windows to create privacy between buildings.~~

~~E. Design standards for cottage housing developments~~

~~1. Pedestrian entry. Each cottage with a street-facing facade that is located within 10 feet of the street lot line shall have a visually prominent pedestrian entry through the use of covered stoops, porches, or other architectural entry features. For cottages on corner lots that have more than one street-facing facade within 10 feet of the street lot line, a visually prominent pedestrian entry is required on only one of the street-facing facades. Access to these entrances may be through a required private amenity area that abuts the street.~~

~~2. Architectural expression. Cottage housing developments shall include architectural details that reduce the visual scale of the units. Each cottage shall employ one or more of the following design techniques to reduce visual scale of the units:~~

- ~~a. Attached covered porch;~~
- ~~b. Roofline features such as dormers or clerestories;~~
- ~~c. Bay windows;~~
- ~~d. Variation in siding texture and materials; and~~
- ~~e. Other appropriate architectural techniques demonstrated by the applicant to reduce the visual scale of cottages.~~

~~F. Design standards for rowhouse developments~~

~~1. Pedestrian entry. Each rowhouse unit shall have a pedestrian entry on the street-facing facade that is designed to be visually prominent through the use of covered stoops, porches, or other architectural entry features. For rowhouse units on corner lots, a visually prominent pedestrian entry is required on only one of the street-facing facades.~~

1 ~~2. Front setback. Design elements to provide a transition between the street and~~
2 ~~the rowhouse units, such as landscaping, trees, fences, or other similar features, are required in~~
3 ~~the front setback.~~

4 ~~3. Architectural expression. The street-facing facade of a rowhouse unit shall~~
5 ~~provide architectural detail or composition to visually identify each individual rowhouse unit~~
6 ~~as seen from the street. Design elements such as trim or molding, modulation, massing, color~~
7 ~~and material variation, or other similar features may be used to achieve visual identification of~~
8 ~~individual units. Rooftop features, such as dormers or clerestories, or roofline variation may be~~
9 ~~used to visually identify individual rowhouse units.~~

10 ~~G. Design standards for townhouse developments~~

11 ~~1. Building orientation. Townhouse developments shall maximize the~~
12 ~~orientation of individual units to the street by complying with one of the following conditions:~~

13 ~~a. When multiple buildings are located on a lot, at least 50 percent of the~~
14 ~~townhouse units shall be located so that there is no intervening principal structure between the~~
15 ~~unit and the street, unless the intervening principal structure was established under permit as of~~
16 ~~October 31, 2001, or was granted a permit on October 31, 2001, and the permit has not~~
17 ~~expired; or~~

18 ~~b. All townhouse units without a street-facing facade shall have direct~~
19 ~~access to a common amenity area meeting the requirements of Section 23.45.522 that either~~
20 ~~abuts the street or is visible and accessible from the street by a clear pedestrian pathway.~~

21 ~~2. Pedestrian pathway. A clear pedestrian pathway from the street to the~~
22 ~~entrance of each townhouse unit shall be provided. The pedestrian pathway may be part of a~~
23 ~~driveway, provided that the pathway is differentiated from the driveway by pavement color,~~

~~texture, or similar technique. Signage identifying townhouse unit addresses and the directions to the unit entrance(s) from the street shall be provided.~~

~~3. Pedestrian entry. Each townhouse unit with a street-facing facade shall have a pedestrian entry on the street-facing facade that is designed to be a visually prominent feature through the use of covered stoops, porches, or other architectural entry features. For townhouse units on corner lots, a visually prominent pedestrian entry is required on only one of the street-facing facades.~~

~~4. Architectural expression. Architectural detail or composition shall be provided to visually identify each individual townhouse unit, as seen from the public street. Design elements such as trim or molding, modulation, massing, color and material variation, or other similar features may be used to achieve visual identification of individual units. Rooftop features, such as dormers or clerestories, or roofline variation may be used to visually identify individual townhouse units.~~

~~H. Building entry orientation standards for apartments~~

~~1. For each apartment structure, a principal shared pedestrian entrance is required that faces either a street or a common amenity area, such as a landscaped courtyard, that abuts and has direct access to the street. Additional pedestrian entrances to individual units are permitted.~~

~~2. If more than one apartment structure is located on a lot, each apartment structure separated from the street by another principal structure shall have a principal entrance that is accessible from a common amenity area with access to the street.~~

1 ~~3. The shared entrance of each apartment structure shall have a pedestrian entry~~
2 ~~that is designed to be visually prominent, through the use of covered stoops, overhead weather~~
3 ~~protection, a recessed entry, or other architectural entry features.))~~

4 F. Pedestrian access. Each dwelling unit shall have pedestrian access at least 3 feet in
5 width to the sidewalk or, if no sidewalk exists, the front lot line. This pedestrian access may be
6 shared or private. This pedestrian access may cross any required setbacks or interior separation.
7 The pedestrian access may be part of a driveway.

8 G. Entrances. Each structure with a street-facing facade shall have a pedestrian entry on
9 that street-facing facade meeting the following:

10 1. For apartments, at least one pedestrian entry shall be required for the structure
11 as a whole.

12 2. For single-family dwelling units, cottage housing, rowhouses, and townhouses,
13 each individual dwelling unit with a street-facing facade within 40 feet of the street lot line shall
14 have at least one pedestrian entry on the street-facing facade.

15 3. For structures or dwelling units on corner lots, a pedestrian entry is required
16 on only one of the street-facing facades.

17 4. Required pedestrian entry on street-facing facades shall have weather
18 protection, such as a covered porch, canopy, recessed entry or similar feature, measuring at least
19 3 feet by 3 feet in width and depth for attached and detached dwelling units and at least 6 feet in
20 width and 4 feet in depth for stacked dwelling units.

21 5. For attached and detached dwelling units, the pedestrian entry may be located
22 on a wall perpendicular to the street-facing facade provided that the pedestrian entry abuts a
23 covered porch or recessed entry that is a portion of the street-facing facade.

Section 24. Section 23.53.006 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.006 Pedestrian access and circulation

* * *

F. Exceptions. The following exceptions to pedestrian access and circulation requirements and standards apply:

1. Projects exempt from requirements. Pedestrian access and circulation improvements are not required for the following types of projects:

- a. Change of use;
- b. Alterations to existing structures;
- c. Additions to existing structures that are exempt from environmental review;
- d. Construction of a detached structure accessory to ~~((a single family))~~ an existing dwelling unit in any zone, if the property owner enters into a no-protest agreement, as authorized by chapter 35.43 RCW, to future pedestrian access and circulation improvements and that agreement is recorded with the King County ~~((Recorder))~~ Recorder's Office;
- e. Construction of ~~((a single family))~~ one dwelling unit on a lot in any zone, if the property owner enters into a no-protest agreement, as authorized by chapter 35.43 RCW, to future pedestrian access and circulation improvements and that agreement is recorded with the King County ~~((Recorder))~~ Recorder's Office, and if at least one of the following conditions is met:
 - 1) The lot is on a block front where there are no existing pedestrian access and circulation improvements within 100 feet of the lot; or

2) Construction of pedestrian access and circulation

improvements is not necessary because, for example, the existing right-of-way has suitable width and surface treatment for pedestrian use; or the existing right-of-way has a limited amount of existing and potential vehicular traffic; or the Director anticipates limited, if any, additional development near the lot because the development near the lot is at or near zoned capacity under current zoning designations;

f. Expansions of surface parking, outdoor storage, outdoor sales and outdoor display of rental equipment of less than 20 percent of the parking, storage, sales or display area, or number of parking spaces;

g. In the MML zone, the addition of:

1) Fewer than ten artist's studio dwellings;

2) Less than 750 square feet of gross floor area of major and minor vehicle repair uses and multipurpose retail sales; ~~((and))~~ or

3) Less than 4,000 square feet of gross floor area of ~~((non-residential))~~ nonresidential uses not listed in subsection 23.53.006.F.1.g.2; and

h. Construction of a new ~~((non-residential))~~ nonresidential structure of up to 4,000 square feet of gross floor area if the structure is at least 50 feet from any lot line abutting an existing street that does not have pedestrian access and circulation improvements.

2. Waiver or modification of pedestrian access and circulation requirements.

The Director, in consultation with the Director of Transportation, may waive or modify pedestrian access and circulation requirements when one or more of the following conditions are met. The waiver or modification shall provide the minimum relief necessary to accommodate site conditions while maximizing pedestrian access and circulation.

1 a. Location in an environmentally critical area or buffer makes
2 installation of a sidewalk, curb, and/or curb ramp structurally impracticable or technically
3 infeasible;

4 b. The existence of a bridge, viaduct, or structure such as a substantial
5 retaining wall in proximity to the project site makes installation of a sidewalk, curb, and/or
6 curb ramp structurally impracticable or technically infeasible;

7 c. Sidewalk, curb, and/or curb ramp construction would result in
8 undesirable disruption of existing drainage patterns, or disturbance to or removal of natural
9 features such as significant trees or other valuable and character-defining mature vegetation; or

10 d. Sidewalk, curb, and/or curb ramp construction would preclude
11 vehicular access to the lot, for example on project sites where topography would render
12 driveway access in excess of the maximum 15 percent slope.

13 3. Notwithstanding any provision of Section 23.76.026, the applicant for a
14 Master Use Permit or a building permit to which ~~((the Land Use Code))~~ Title 23 in effect prior
15 to October 30, 2009, applies may, by written election, use the exemptions in subsections
16 23.53.006.F.1 and 23.53.006.F.2.

17 Section 25. Section 23.53.025 of the Seattle Municipal Code, last amended by Ordinance
18 126682, is amended as follows:

19 **23.53.025 Access easement standards**

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

1 A. Vehicle access easements serving one or two (~~((single-family))~~) dwelling units (~~((or~~
2 ~~one multifamily residential use with a maximum of two units))~~) shall meet the following
3 standards:

- 4 1. Easement width shall be a minimum of 10 feet.
- 5 2. No maximum easement length shall be set. If easement length is more than
6 150 feet, a vehicle turnaround shall be provided.
- 7 3. (~~((Curbcut))~~) Curb cut width from the easement to the street shall be the
8 minimum necessary for safety and access.

9 B. Vehicle access easements serving at least three but fewer than (~~((five single-family))~~)
10 ten dwelling units shall meet the following standards:

- 11 1. Easement width shall be a minimum of 10 feet.
- 12 2. The easement shall provide a hard-surfaced roadway at least 10 feet wide.
- 13 3. No maximum easement length shall be set. If the easement is over 600 feet
14 long, a fire hydrant may be required by the Director.
- 15 4. A turnaround shall be provided unless the easement extends from street to
16 street.
- 17 5. (~~((Curbcut))~~) Curb cut width from the easement to the street shall be the
18 minimum necessary for safety and access.

19 C. (~~((Vehicle access easements serving at least five but fewer than ten single-family~~
20 ~~dwelling units, or at least three but fewer than ten multifamily dwelling units~~

- 21 1. ~~Easement width, surfaced width, length, turn-around, and curbcut width shall~~
22 ~~be as required in subsection 23.53.025-B.~~

2. ~~No single-family structure shall be closer than 5 feet to the easement, except that structural features allowed to extend into required yards under subsection 23.44.014.C.6 are also allowed to extend into the 5-foot setback from an easement.~~

~~D-)) Vehicle ((Access Easements Serving Ten))~~ access easements serving ten or more ((Residential Units-)) dwelling units shall meet the following standards:

1. Easement width shall be a minimum of 32 feet;
2. The easement shall provide a surfaced roadway at least 24 feet wide, except in the MPC-YT zone, where the minimum surfaced roadway width is 20 feet;
3. No maximum length shall be set. If the easement is over 600 feet long, a fire hydrant may be required by the Director;
4. A turnaround shall be provided unless the easement extends from street to street;
5. ~~((Curb cut))~~ Curb cut width from the easement to the street shall be the minimum necessary for safety access;
6. No ~~((single-family structure))~~ detached dwelling unit shall be located closer than ~~((10))~~ 5 feet to an easement, except that architectural features such as cornices, eaves, gutters, roofs, fireplaces, chimneys, and other similar features shall not be located closer than 3 feet to a required easement;
7. One pedestrian walkway shall be provided, extending the length of the easement.

~~((E- Vehicle Access Easements Serving Nonresidential or Live-work Uses-~~

~~4-))~~ D. For nonresidential or live-work uses providing fewer than ten ~~((10))~~ parking spaces, the easement shall meet the requirements of subsection ~~((E))~~ 23.53.025.B.

1 ((2)) E. For nonresidential or live-work uses providing ten ((10)) or more parking
2 spaces, the easement shall meet the requirements of subsection ((D)) 23.53.025.C.

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

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

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

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

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

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

18 G. Vertical ((Clearance Above Easements)) clearance above easements. When an
19 easement serves fewer than ten ((10)) residential units and crosses a residentially zoned lot,
20 portions of structures may be built over the easement provided that a minimum vertical
21 clearance of ((sixteen and one half (16 1/2))) 16.5 feet is maintained above the surface of the
22 easement roadway and a minimum turning path radius in accordance with ((Section 23.54.030
23 E)) subsection 23.54.030.D is maintained. (((See)) Exhibit ((23.53.025 A)) A for 23.53.025.)

H. Exceptions ((~~From Access Easement Standards~~)) from access easement standards.

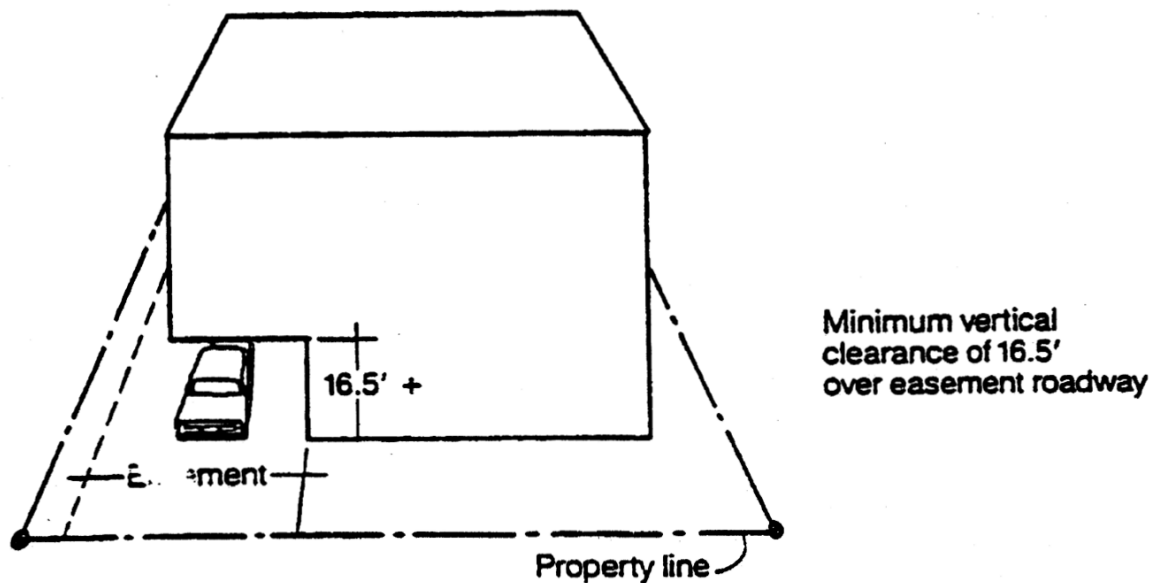
The Director, in consultation with the Fire Chief, may modify the requirements for easement width and surfacing for properties located in environmentally critical areas or their buffers when it is determined that:

1. Such modification(s) would reduce adverse effects to identified environmentally critical areas or buffers; and
2. Adequate access and provisions for fire protection can be provided for structures served by the easement.

Exhibit A for 23.53.025

Residential structures permitted to be constructed over vehicle access easement

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



Section 26. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.015 Required parking and maximum parking limits

* * *

Table B for 23.54.015
Required parking for residential uses

Use		Minimum parking required
I. General residential uses ²		
A.	Adult family homes	1 space for each dwelling unit
B.	Artist's studio/dwellings	1 space for each dwelling unit ₂
C.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space
D.	Caretaker's quarters	1 space for each dwelling unit
E.	Congregate residences ¹	1 space for each 4 sleeping rooms
F.	Cottage housing developments ^{1, 3, 4}	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
H.	Mobile home parks	1 space for each mobile home lot as defined in Chapter 22.904
I.	Multifamily residential uses ((, except as otherwise provided in this Table B for 23.54.015)) ^{1, ((2)) 3, 4}	1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units
J.	Nursing homes	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds
K.	Single-family dwelling units ^{1, 3, 4}	1 space for each dwelling unit

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required
II. Residential use requirements for specific areas ²	
L.	All residential uses within urban centers or within the Station Area Overlay District ⁽⁽²⁾⁾ No minimum requirement
M.	All residential uses in commercial, RSL, and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area ⁽⁽²⁻⁴⁾⁾ No minimum requirement
N.	Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 ⁽⁽²⁾⁾ 1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms
O.	Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 ⁽⁽²⁾⁾ 1.5 spaces for each dwelling unit
P.	Congregate residences located within one-half mile walking distance of a major transit stop <u>or a frequent transit stop</u> No minimum requirement
<u>Q.</u>	<u>Middle housing, as defined in Section 23.84A.025, located within one-half mile walking distance of a major transit stop</u> <u>No minimum requirement</u>

Footnotes to Table B for 23.54.015

¹ For each moderate-income unit and each low-income unit, no minimum amount of parking is required.

² The minimum amount of parking prescribed by Part I of Table B for 23.54.015 does not

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required
<p>apply if a use, structure, or development qualifies for a greater or a lesser amount of minimum parking, including no parking, under any other provision of this Section 23.54.015. If more than one provision in this Table B for 23.54.015 is applicable, the provision requiring the least amount of minimum parking applies((, except that if item O in Part II of Table B for 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for 23.54.015)).</p> <p>³ No parking is required for ((single-family residential uses)) <u>accessory dwelling units.</u></p> <p>⁴ <u>No parking is required for principal dwelling units</u> on lots in any residential zone that are less than 3,000 square feet in size or less than 30 feet in width where access to parking is permitted through a required yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.</p> <p>((⁴ Except as provided in Footnote 4, the minimum amounts of parking prescribed by Part I of Table B for 23.54.015 apply within 1,320 feet of the Fauntleroy Ferry Terminal.))</p>	

* * *

Table D for 23.54.015
Parking for bicycles ¹

((USE)) <u>Use</u>		Bike parking requirements	
		Long-term	Short-term
* * *			
D. RESIDENTIAL USES ³			
D.1	Congregate residences ^{4, 5, 6}	1 per 4 sleeping rooms	1 per 80 sleeping rooms. 2 spaces minimum
D.2	Multifamily structures other than townhouse and rowhouse developments ^{4, 5, 6}	1 per dwelling unit	1 per 20 dwelling units
D.3	Single-family residences	None	None

Table D for 23.54.015
Parking for bicycles ¹

((USE)) Use		Bike parking requirements	
		Long-term	Short-term
D.4	Townhouse and rowhouse developments ^{5,6}	1 per dwelling unit	None

E. TRANSPORTATION FACILITIES

E.1((-))	Park and ride facilities on surface parking lots	At least 20 ^{((6)) 7}	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)) 7}	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 D for 23.54.015.

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.

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.

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

**Table D for 23.54.015
Parking for bicycles ¹**

((USE)) <u>Use</u>	Bike parking requirements	
	Long-term	Short-term
<p>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 In low-income housing, there is no minimum required long-term bicycle parking requirement for each unit subject to affordability limits no higher than 30 percent of median income and long-term bicycle parking requirements may be waived by the Director as a Type I decision for each unit subject to affordability limits greater than 30 percent of median income and no higher than 80 percent of median income if a reasonable alternative is provided (e.g., in-unit vertical bike storage).</p> <p>⁶ No bike parking is required for middle housing as defined in Section 23.84A.025.</p> <p>^{((6)) 7} The Director, in consultation with the Director of Transportation, may require more bicycle parking spaces based on the following factors: area 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>		

Section 27. Section 23.54.020 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.54.020 Parking quantity exceptions

The motor vehicle parking quantity exceptions set forth in this Section 23.54.020 apply in all zones except downtown zones, which are regulated by Section 23.49.019, and Major Institution zones, which are regulated by Section 23.54.016.

A. Adding ((Units)) units to ((Existing Structures)) existing structures in Multifamily and Commercial ((Zones-)) zones

1. For the purposes of this Section 23.54.020, “existing structures” means those structures that were established under permit, or for which a permit has been granted and has not expired as of the applicable date, as follows:

1 a. In multifamily zones, August 10, 1982;

2 b. In commercial zones, June 9, 1986.

3 2. In locations in a multifamily or commercial zone where there is a minimum
4 parking requirement, one dwelling unit may either be added to an existing structure or may be
5 built on a lot that contains an existing structure without additional parking if both of the
6 following requirements are met:

7 a. Either the existing parking provided on the lot meets development
8 standards, or the lot area is not increased and existing parking is screened and landscaped to
9 the greatest extent practical; and

10 b. Any additional parking shall meet all development standards for the
11 zone.

12 3. In locations in a multifamily or commercial zone where there is a minimum
13 parking requirement, the Director may authorize a reduction or waiver of the parking
14 requirement as a Type I decision when dwelling units are proposed to be added either to an
15 existing structure or on a lot that contains an existing structure, in addition to the exception
16 permitted in subsection 23.54.020.A.2, if the conditions in subsections 23.54.020.A.3.a and b
17 below are met, and either of the conditions in subsections 23.54.020.A.3.c or d below are met:

18 a. The only use of the structure will be residential; and

19 b. The lot is not located in either the University District Parking Overlay
20 Area (Map A for 23.54.015) or the Alki Area Parking Overlay (Map B for 23.54.015); and

21 c. The topography of the lot or location of existing structures makes
22 provision of an off-street parking space physically infeasible in a conforming location; or

~~d.~~ The lot is located in a residential parking zone (RPZ) and a current parking study is submitted showing a utilization rate of less than 75 percent for on-street parking within 400 feet of all lot lines.

B. Tandem ~~((Parking))~~ parking in ~~((Multifamily Structures))~~ multifamily structures.
~~((1.))~~ Off-street parking required for multifamily structures may be provided as tandem parking, as defined in Section 23.54.030. ~~((A tandem parking space counts as one and one-half parking spaces, except as provided in subsection 23.54.020.B.2 below, and must meet the minimum size requirements of subsection 23.54.030.A.~~

~~2. When a minimum of at least one parking space per dwelling unit in a multifamily structure is required, the total number of parking spaces provided, counting each tandem parking space as one space, may not be less than the total number of dwelling units.))~~
A tandem parking space counts at a rate of one space for every 20 linear feet of depth excluding required aisles.

* * *

Section 28. Section 23.54.030 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.54.030 Parking space and access standards

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

A. Parking space dimensions

1. “Large vehicle” means the minimum size of a large vehicle parking space shall be ~~((8-5))~~ 8 feet in width and 19 feet in length.

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

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

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

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

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

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

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

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

Exhibit A for 23.54.030

Encroachments ((~~Into Required Parking Space~~)) into required parking

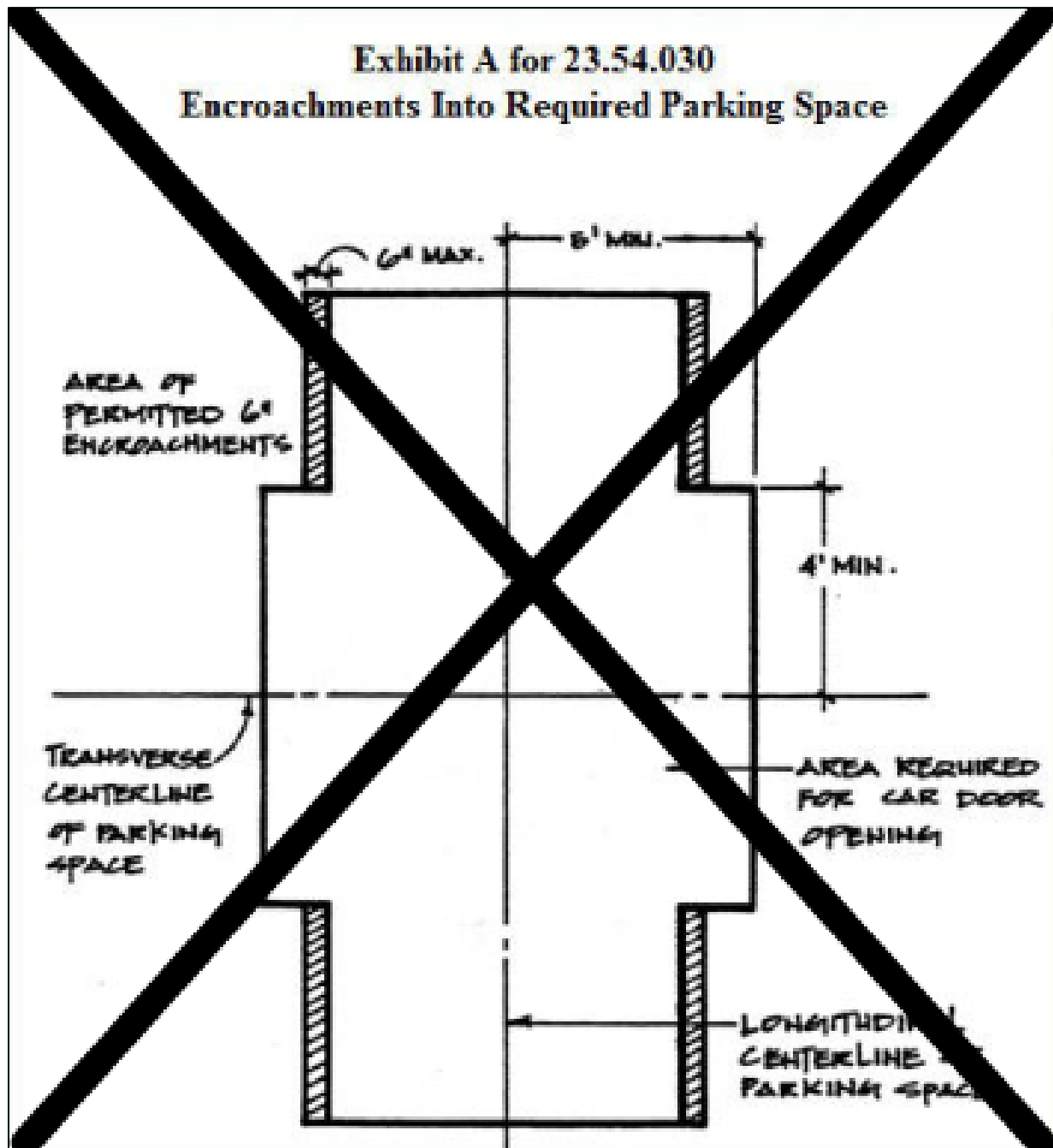
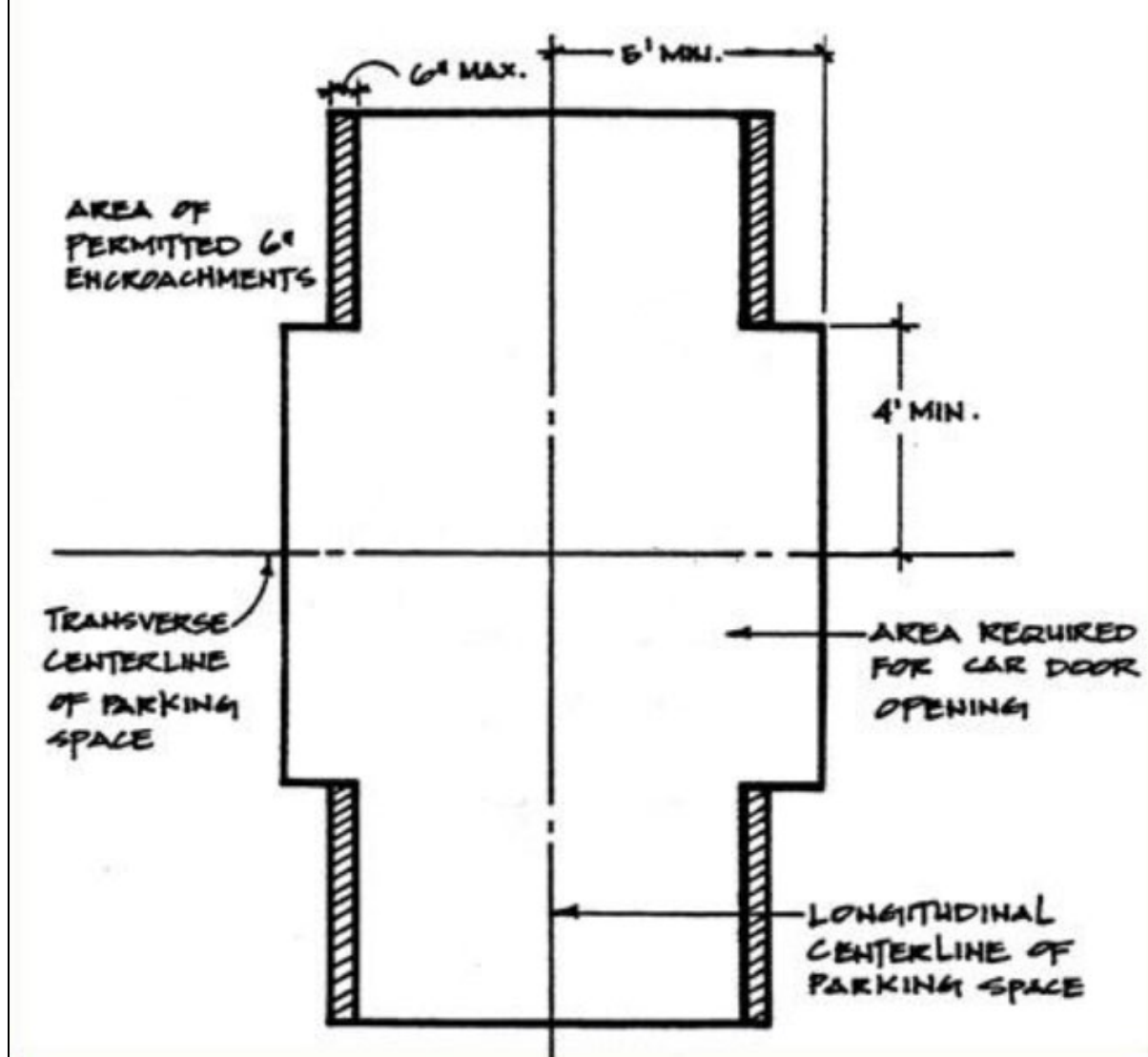


Exhibit A for 23.54.030 Encroachments into required parking



B. Parking space requirements. The required size of parking spaces shall be determined by whether the parking is for a residential, live-work, or ~~((non-residential))~~ nonresidential use. In structures containing residential uses and also containing either ~~((non-residential))~~ nonresidential uses or live-work units, parking that is clearly set aside and reserved for residential or live-work use shall meet the standards of subsection 23.54.030.B.1. Parking for

all other uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking if required by the Seattle Building Code or the Seattle Residential Code.

1. Residential uses

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

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

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

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

2. ~~((Non-residential))~~ Nonresidential uses

a. When ten or fewer parking spaces are provided, a maximum of 25 percent of the parking spaces may be striped for small vehicles. A minimum of 75 percent of the spaces shall be striped for large vehicles.

b. When between 11 and 19 parking spaces are provided, a minimum of 25 percent of the parking spaces shall be striped for small vehicles. The minimum required size for these small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

c. When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

d. The minimum vehicle clearance shall be at least 6 feet 9 inches on at least one floor, and there shall be at least one direct entrance that is at least 6 feet 9 inches in height for all parking garages accessory to ~~((non-residential))~~ nonresidential uses and live-work units and for all flexible-use parking garages.

3. Live-work uses. The first required parking space shall meet the parking standards for residential use. Additional required parking for a live-work use shall meet the parking standards for ~~((non-residential))~~ nonresidential use.

C. Backing ~~((Distances))~~ distances and ~~((Moving Other Vehicles.))~~ moving other vehicles

1. Adequate ingress to and egress from all parking spaces shall be provided without having to move another vehicle, except in the case of multiple spaces provided for ~~((a single family))~~ one dwelling unit ~~((or an accessory dwelling unit associated with a single-~~

1 ~~family dwelling~~)) or in the case of tandem parking authorized under ((~~Section~~)) subsection
2 23.54.020.B.

3 2. Except for lots with fewer than three parking spaces, ingress to and egress
4 from all parking spaces shall be provided without requiring backing more than 50 feet.

5 D. Driveways. Driveway requirements for residential and nonresidential uses are
6 described below. When a driveway is used for both residential and nonresidential parking, it
7 shall meet the standards for nonresidential uses described in subsection 23.54.030.D.2.

8 1. Residential uses((-))

9 a. Driveway width. Driveways less than 100 feet in length that serve 30
10 or fewer parking spaces shall be a minimum of 10 feet in width for one-way or two-way traffic.

11 b. Except for driveways serving one ((~~single-family~~)) dwelling unit,
12 driveways more than 100 feet in length that serve 30 or fewer parking spaces shall either:

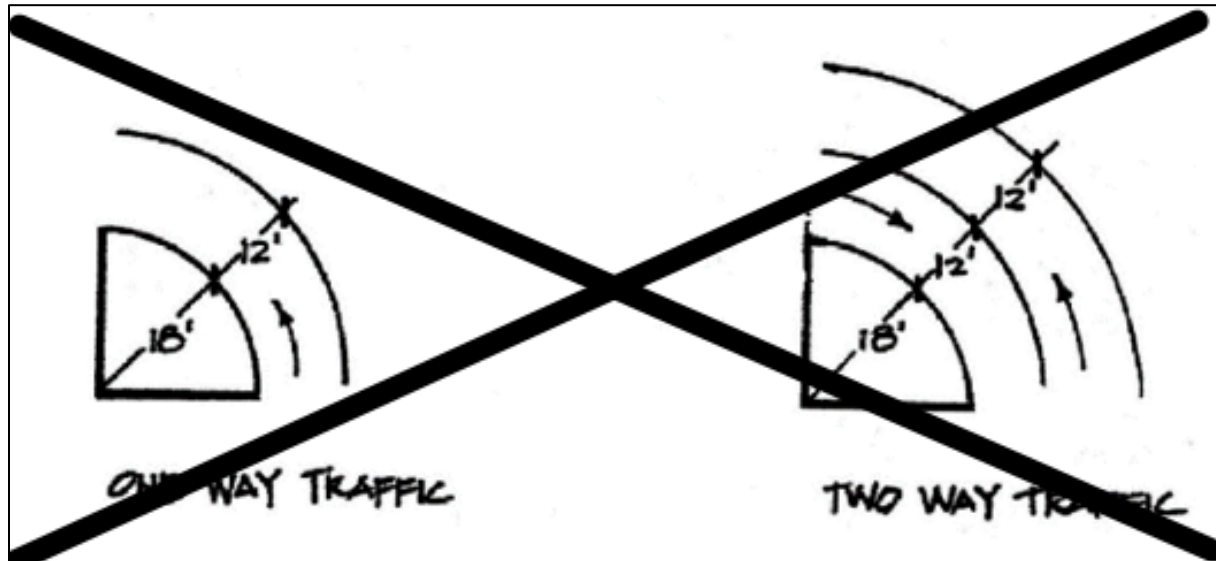
13 1) ((~~be~~)) Be a minimum of 16 feet wide, tapered over a 20 foot
14 distance to a 10 foot opening at the lot line; or

15 2) ((~~be~~)) Be a minimum of 10 feet wide and provide a passing
16 area at least 20 feet wide and 20 feet long. The passing area shall begin 20 feet from the lot
17 line, with an appropriate taper to meet the 10-foot opening at the lot line. If a taper is provided
18 at the other end of the passing area, it shall have a minimum length of 20 feet.

19 c. Driveways of any length that serve more than 30 parking spaces shall
20 be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.

21 d. Driveways for two attached ((~~rowhouse or townhouse~~)) dwelling units
22 may be paired so that there is a single curb cut providing access. The maximum width of the
23 paired driveway is 18 feet.

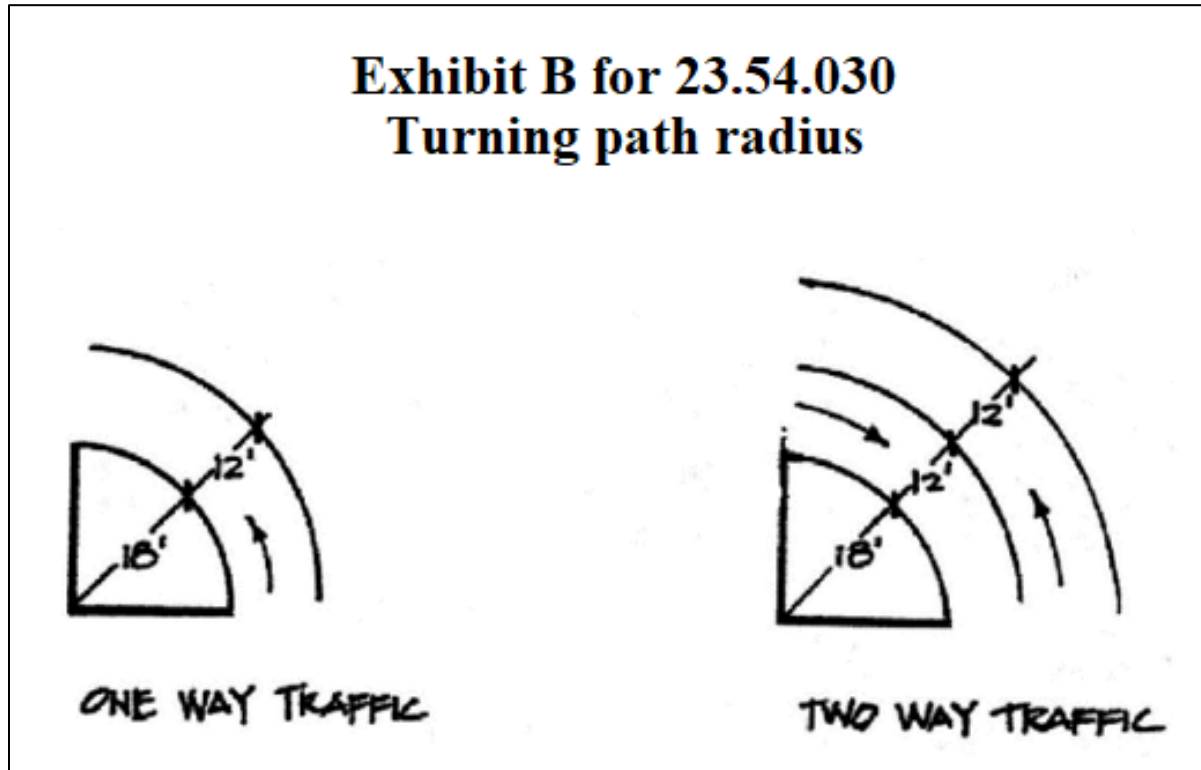
- 1 e. Driveways with a turning radius of more than 35 degrees shall
- 2 conform to the minimum turning path radius shown in Exhibit B for 23.54.030.



- 3
- 4 ((Exhibit B for 23.54.030: Turning Path Radius))

Exhibit B for 23.54.030

Turning path radius



f. Vehicles may back onto a street from a parking area serving five or fewer vehicles, provided that either:

- 1) The street is not an arterial as defined in Section 11.18.010; or
- 2) For a lot with one (~~single-family~~) dwelling unit or one parking space, the Director may permit backing onto an arterial based on a safety analysis that addresses visibility, traffic volume, and other relevant issues.

g. Nonconforming driveways. The number of parking spaces served by an existing driveway that does not meet the standards of this subsection 23.54.030.D.1 shall not be increased. This prohibition may be waived by the Director after consulting with the Director of the Seattle Department of Transportation, based on a safety analysis.

2. Nonresidential (~~(Uses:))~~ uses

a. Driveway (~~(Widths:))~~ widths

1) The minimum width of driveways for (~~(one-way))~~ one-way traffic shall be 12 feet and the maximum width shall be 15 feet.

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

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

c. For driveways that provide access to a solid waste management use the Director may allow both a maximum driveway width greater than the limits set in subsection 23.54.030.D.2.a and appropriate turning path radii, as determined necessary for truck maneuvering.

3. Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that:

a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible;

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

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

E. Parking aisles

1. Parking aisles shall be provided according to the requirements of Table A for

23.54.030 and Exhibit C for 23.54.030.

Table A for 23.54.030

Parking aisle dimensions

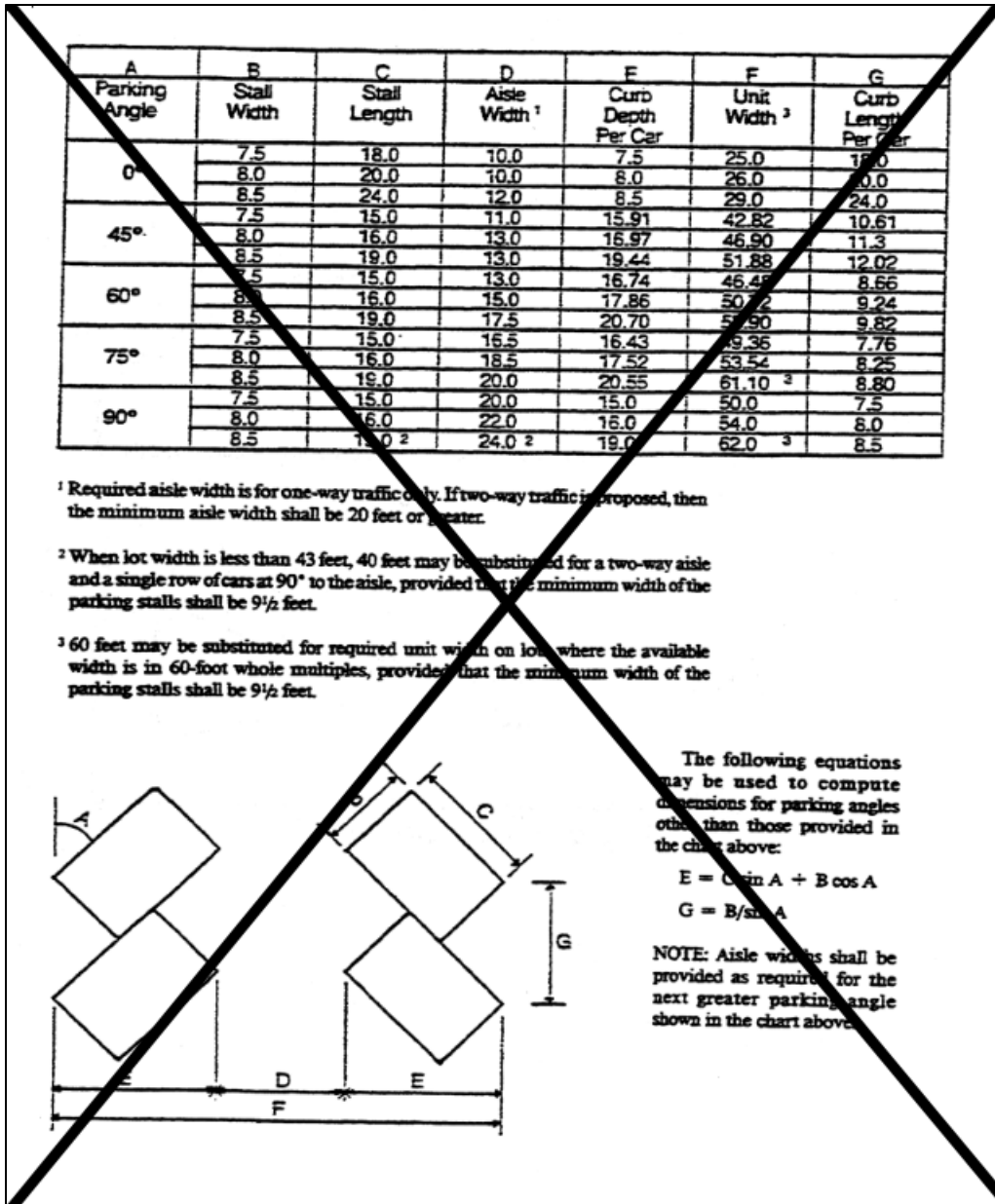
<u>Parking angle</u>	<u>Stall width</u>	<u>Stall length (in feet)</u>	<u>Aisle width (in feet)¹</u>	<u>Curb depth per car (in feet)</u>	<u>Unit width (in feet)²</u>	<u>Curb length per car (in feet)</u>
<u>0°</u>	<u>Small</u>	<u>18</u>	<u>10</u>	<u>7.5</u>	<u>25</u>	<u>18</u>
	<u>Medium</u>	<u>20</u>	<u>10</u>	<u>8</u>	<u>26</u>	<u>20</u>
	<u>Large</u>	<u>24</u>	<u>12</u>	<u>8</u>	<u>28</u>	<u>24</u>
<u>45°</u>	<u>Small</u>	<u>15</u>	<u>11</u>	<u>15.91</u>	<u>42.82</u>	<u>10.61</u>
	<u>Medium</u>	<u>16</u>	<u>13</u>	<u>16.97</u>	<u>46.94</u>	<u>11.3</u>
	<u>Large</u>	<u>19</u>	<u>13</u>	<u>19.09</u>	<u>51.18</u>	<u>11.3</u>
<u>60°</u>	<u>Small</u>	<u>15</u>	<u>13</u>	<u>16.74</u>	<u>46.48</u>	<u>8.66</u>
	<u>Medium</u>	<u>16</u>	<u>15</u>	<u>17.86</u>	<u>50.72</u>	<u>9.24</u>
	<u>Large</u>	<u>19</u>	<u>17.5</u>	<u>20.45</u>	<u>58.41</u>	<u>9.24</u>
<u>75°</u>	<u>Small</u>	<u>15</u>	<u>16.5</u>	<u>16.43</u>	<u>49.36</u>	<u>7.76</u>
	<u>Medium</u>	<u>16</u>	<u>18.5</u>	<u>17.52</u>	<u>53.55</u>	<u>8.25</u>
	<u>Large</u>	<u>19</u>	<u>20</u>	<u>20.42</u>	<u>60.84²</u>	<u>8.25</u>
<u>90°</u>	<u>Small</u>	<u>15</u>	<u>20</u>	<u>15</u>	<u>50</u>	<u>7.5</u>
	<u>Medium</u>	<u>16</u>	<u>22</u>	<u>16</u>	<u>54</u>	<u>8</u>
	<u>Large</u>	<u>19</u>	<u>24³</u>	<u>19</u>	<u>62²</u>	<u>8</u>

Footnotes for Table A for 23.54.030

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.

² 60 feet may be substituted for required unit width on lots where the available width is in 60-foot whole multiples, provided that the minimum width of the parking stalls shall be 9 feet.

³ For lots 44 feet in width or less, the Director may reduce the aisle width to as low as 20 feet if large parking spaces are provided at 90 degrees as long as the spaces are 9 feet wide.

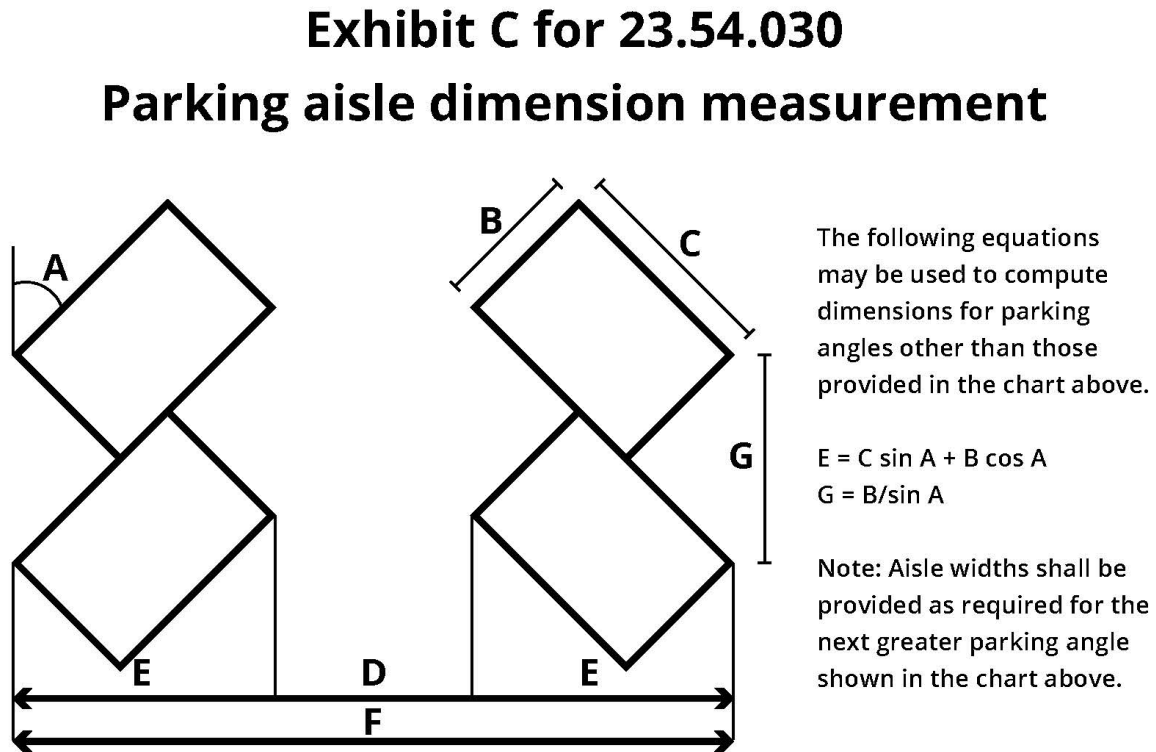


1

2 ((Exhibit C for 23.54.030: Parking Aisle Dimensions))

Exhibit C for 23.54.030

Parking aisle dimension measurement



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

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

4. Aisle slope shall not exceed 17 percent provided that the Director may permit a greater slope if the criteria in subsections 23.54.030.D.3.a, 23.54.030.D.3.b, and 23.54.030.D.3.c are met.

* * *

L. Electric vehicle (EV) charging infrastructure. New parking spaces provided on a lot when a new building is constructed shall be “EV-ready” as specified in this subsection 23.54.030.L. The required number of EV-ready parking spaces shall be determined by whether the parking is for a residential or nonresidential use. Parking that is clearly set aside and reserved for residential use shall meet the standards of subsection 23.54.030.L.1; parking for all other uses within the structure shall meet the standards of subsection 23.54.030.L.2.

1. Residential uses

a. Private parking for individual residential units. When parking for any individual dwelling unit is provided in a private garage, carport, or parking area, separate from any parking facilities serving other units, at least one parking space for each unit in that garage, carport, or surface parking area shall be EV-ready.

b. Surface parking for multiple ~~((residences))~~ dwelling units. When parking for ~~((multifamily residential uses))~~ multiple dwelling units is provided in a surface parking area serving multiple ~~((residences))~~ dwelling units, the number of parking spaces that shall be EV-ready shall be as follows:

~~((1) When between one and six parking spaces are provided, each of those parking spaces shall be EV-ready;~~

~~2) When between seven and 25 parking spaces are provided, a minimum of six of those parking spaces shall be EV-ready; and~~

~~3) When more than 25 parking spaces are provided, a minimum of 20 percent of those parking spaces shall be EV-ready.))~~

1) When up to 25 parking spaces are provided, the first 12 parking spaces shall be EV-ready; and

2) When more than 25 parking spaces are provided, 45 percent of all parking spaces shall be EV-ready.

c. Parking garages for multiple ~~((residences))~~ dwelling units. When parking for ~~((multifamily residential uses))~~ multiple dwelling units is provided in a parking garage serving multiple ~~((residences))~~ dwelling units, a minimum of ~~((20))~~ 45 percent of those parking spaces shall be EV-ready.

~~((d. Other residential uses. When parking is provided for all other residential uses, a minimum of 20 percent of those spaces shall be EV-ready.))~~

2. Nonresidential uses.

a. When parking is provided for nonresidential uses, a minimum of ~~((ten))~~ 30 percent of those spaces shall be EV-ready~~((--))~~, except as provided in subsection 23.54.030.L.2.b and subsection 23.54.030.L.2.c.

b. For the uses listed in subsection 23.54.030.L.2.c, the following requirements apply:

1) Where less than ten parking spaces are provided for the use, one EV-ready space is required.

2) Where ten or more parking spaces are provided for the use, ten percent of parking spaces shall be EV-ready.

c. The following uses are subject to the alternative requirements in 23.54.030.L.2.b:

1) The following institutional uses:

a) Community club or center;

b) Child care center;

c) Community farm;

d) Library;

e) Museum;

f) Private club;

g) Religious facility; and

h) School, elementary or secondary;

2) Entertainment uses;

3) Eating and drinking establishments;

4) Automotive sales and services;

5) Multipurpose retail sales;

6) Heavy sales and services, except heavy commercial services;

and

7) Marine sales and services.

3. Rounding. When calculating the number of required EV-ready parking spaces, any fraction or portion of an EV-ready parking space required shall be rounded up to the nearest whole number.

4. Reductions

a. The Director may, in consultation with the Director of Seattle City Light, reduce the requirements of this subsection 23.54.030.L as a Type I decision ~~((where))~~ if there is substantial evidence ~~((substantiating))~~ that the added electrical load that can be attributed to meeting the requirements will:

1) Alter the local utility infrastructure design requirements on the utility side of the legal point of service, so as to require on-property power transformation; or

2) Require an upgrade to an existing residential electrical service.

b. In cases where the provisions of subsection 23.54.030.L.4.a have been met, the maximum quantity of EV charging infrastructure required to be installed shall be reduced to the maximum service size that would not require the changes to transformation or electrical service in subsection 23.54.030.L.4.a. The Director may first reduce the required level of EV infrastructure at EV-ready parking spaces from 40-amp to 20-amp circuits. If necessary, the Director may also then reduce the number of required EV-ready parking spaces or otherwise reduce the level of EV infrastructure at EV-ready parking spaces.

c. The Director may establish by rule the procedures and documentation required for a reduction request.

5. All EV charging infrastructure shall be installed in accordance with the Seattle Electrical Code. Where EV-ready surface parking spaces are located more than 4 feet from a building, raceways shall be extended to a pull box or stub in the vicinity of the designated space and shall be protected from vehicles.

6. Accessible parking. Where new EV-ready parking spaces and new accessible parking are both provided, parking facilities shall be designed so that at least ~~((one))~~ 20 percent of the accessible parking spaces shall be EV-ready with no fewer than two EV-ready spaces. The accessible parking EV-ready infrastructure may also serve adjacent parking spaces not designated as accessible parking. The EV-ready accessible parking spaces, rounded up to the next whole number, are allowed to be included in the total number of electric vehicle parking spaces required under 23.54.030.L.1. and 23.54.030.L.2.

7. Nothing in this subsection 23.54.030.L shall be construed to modify the minimum number of off-street motor vehicle parking spaces required for specific uses or the

maximum number of parking spaces allowed, as set forth in Section 23.54.015 or elsewhere in this Title 23.

8. This Section 23.54.030 does not require EV supply equipment, as defined by Article 100 of the Seattle Electrical Code, to be installed.

Section 29. Section 23.84A.010 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.84A.010 “E”

* * *

“Essential public facilities” within the City of Seattle means airports, sewage treatment plants, jails, light rail transit systems, and power plants.

“EV-ready” means a minimum 40-ampere dedicated 208- or 240-volt branch circuit (32-amp load) terminated at a junction box or receptacle outlet in close proximity to a parking space.

* * *

Section 30. Section 23.84A.025 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.84A.025 “M”

* * *

“Major retail store” means a structure or portion of a structure that provides adequate space of at least eighty thousand (80,000) square feet to accommodate the merchandising needs of a major new retailer with an established reputation, and providing a range of merchandise and services, including both personal and household items, to anchor downtown shopping activity

around the retail core, thereby supporting other retail uses and the area’s vitality and regional draw for customers.

“Major transit stop” means:

1. Stops on a bus route operated by Sound Transit;

2. Commuter rail stops;

3. Stops on light rail, street car, or trolley bus systems;

4. Stops on bus rapid transit routes; and

5. Any future stop on a bus rapid transit route funded for development and projected for construction within an applicable six-year transit plan under RCW 35.58.2795.

* * *

“Mid-block corridor” means an amenity feature that provides open space and publicly accessible connections across extremely long blocks to mitigate transportation impacts of new development by improving pedestrian circulation in high density areas, including but not limited to the South Lake Union Urban Center, the University Community Urban Center west of 15th Avenue NE, the Uptown Urban Center, the Northgate Urban Center, and the Downtown Urban Center east of Interstate 5.

“Middle housing” means any of the following residential uses, provided that they are located in structures that do not exceed a height limit of 32 feet not including roofs or rooftop features allowed in the underlying zone, as measured in Section 23.86.006:

1. Accessory dwelling unit

2. Adult family home

3. Apartment

4. Carriage house

5. Congregate residence

6. Cottage housing development

7. Low-income housing

8. Mobile home

9. Multifamily residential use

10. Permanent supportive housing

11. Rowhouse development

12. Single-family dwelling unit

13. Townhouse development

* * *

Section 31. Section 23.84A.036 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.84A.036 “S”

* * *

“Short subdivision” means the division or redivision of land into nine (~~((9))~~) or fewer lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, development, or financing.

“Short subdivision, zero lot line” means a short subdivision that conforms to the unit lot subdivision standards in Section 23.24.045.

* * *

“Subdivision” means the division or redivision of land into ten (~~((10))~~) or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

“Subdivision, zero lot line” means a subdivision that conforms to the unit lot subdivision standards in Section 23.22.062.

* * *

Section 32. Section 25.09.240 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

25.09.240 Short subdivisions and subdivisions

* * *

D. Development standards for new lots in neighborhood residential zones. If new lots are created in neighborhood residential zones by short subdivision or subdivision, the following development standards apply based on the area of each new lot that is outside the environmentally critical areas listed in subsection 25.09.240.A, plus environmentally critical areas in which development is allowed pursuant to subsections 25.09.240.B.1, 25.09.240.B.2, and 25.09.240.B.3:

1. Lot coverage and lot coverage exceptions according to subsections 23.44.010.C and 23.44.010.D.

2. Height limits according to Section 23.44.012(~~(, including the requirements of subsection 23.44.012.A.3)~~) if the area of the largest rectangle or other quadrilateral that can be drawn within the lot lines of the new lot outside the environmentally critical areas is less than 3,200 square feet.

* * *


Section 33: The City Council requests that the Seattle Department of Construction and Inspections (SDCI) report to the Council on changes made by the Washington State Building Code Council (SBCC) to the types of projects that are reviewed under the Washington Residential Code. The Council requests that SDCI report back to Council the later of January

2026 or after the SBCC makes final decisions on what changes the SBCC has made, and the City's work program to incorporate those changes into the Seattle Residential Code.

Section 34. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

Section 35. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070 or on June 30, 2025, whichever is later.

Passed by the City Council the 27th day of May, 2025,
and signed by me in open session in authentication of its passage this 27th day of
May, 2025.



President _____ of the City Council

☒ Approved / ☐ returned unsigned / ☐ vetoed this 28th day of May, 2025.



Bruce A. Harrell, Mayor

Filed by me this 28th day of May, 2025.



Scheereen Dedman, City Clerk

(Seal)

Attachments:

1. City Council Topics for Permanent Legislation to implement State Land Use Regulations

City Council Topics for Permanent Legislation to implement State Land Use Regulations

The City Council understands the long-term importance of permanent legislation to implement Washington State's land use mandates and intends to carefully consider the implications of the legislation on the City's ability to be a welcoming, accessible, affordable, livable and safe city. In pursuit of those goals, the City will consider the following concepts in its review of the Comprehensive Plan and permanent legislation:

1. Supporting measures to reduce displacement pressure, such as:
 - a. Supporting a variety of housing types, to address the needs of households of different sizes, people with different accessibility requirements, and families at different income levels;
 - b. Supporting lot splitting;
 - c. Considering opportunities to support utility connections;
 - d. Incorporating strategies to help protect homeowners from predatory developers; and
 - e. Considering bonuses for community land trusts;
2. Considering whether residential densities should be based on the number of units on a lot or the square footage per unit;
3. Considering whether Accessory Dwelling Units should be counted toward determining the density of development on a lot;
4. Considering consistent and appropriate thresholds for street, alley, driveway, and pedestrian improvements;
5. Clarifying "designated non-disturbance areas in steep slopes" and reviewing density limits and development standards for properties with steep slope critical areas;
6. Considering adjustments to setbacks and amenity area regulations to maximize tree protection and support retention of existing trees during development and support flexibility in design to address neighborhood needs and provide buffers along major thoroughfares;
7. Considering whether to extend the City's Mandatory Housing Affordability program (Chapter 23.58C Seattle Municipal Code) to Neighborhood Residential zones; such consideration would be informed by information, analyses, and policy proposals that are currently being developed for permanent legislation by the Mayor and Council;
8. Supporting a diversity of housing options near public amenities, goods, and services;
9. Considering the modification of off-street parking requirements to support City goals for neighborhoods accessible by pedestrians, people with disabilities, bicyclists, transit users, and others who do not drive; and
10. Clarifying that the scope of provisions for NR zones do not preclude regulation of cladding materials for qualifying historic districts and landmarks pursuant to SB 5571.