

1 The proposed amendment removes the change to Seattle’s Municipal Code that would grant greater
2 flexibility for development proposals to meet standards for locating parking behind structures and for
3 locating access along rear lot lines in multifamily zones in return for FAR bonuses. 23.45.510.C.3 and
23.45.510.C.4.c.1

4 **CITY OF SEATTLE**
5 **ORDINANCE _____**

6 COUNCIL BILL _____

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9 Section 20. Section 23.45.510 of the Seattle Municipal Code, last amended by Ordinance
10 124378, is amended as follows:

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12 C. In LR zones, in order to qualify for the higher FAR limit shown in Table A for 23.45.510, the
13 following standards shall be met:

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15 3. Parking location if parking is provided

16 a. For rowhouse and townhouse developments, parking shall be totally
17 enclosed within the same structure as the residential use, located in a structure or portion of a
18 structure that meets the requirements of subsection 23.45.510.E.5, or located in a parking area or
19 structure at the rear of the lot. A parking area not within a structure that is located at the rear of
20 the lot shall be located behind all structures except, if accessed from an alley, the parking area
21 may be located no closer to the front lot line than 50 percent of the lot depth. ((,)) as follows:

22 1) if accessed from an alley, the parking area may be located no closer to
23 the front lot line than 50 percent of the lot depth; and

24 2) in the case of a corner lot, the parking shall be located at the rear of the
25

~~lot but no closer than 7 feet to the side street side lot line.~~

b. For apartments, parking may either:

1) be totally enclosed within the same structure as the residential use; or

2) on lots located outside of ~~((U))~~urban ~~((C))~~centers, ~~((U))~~urban ~~((V))~~villages, and the Station Area Overlay District, be located off an alley at the rear of the lot, provided that all surface parking is limited to a single row of spaces along the alley and access to each surface parking space is taken directly from the alley.

4. Access to parking if parking is provided

a. Access to required barrier-free parking spaces may be from either a street or an alley. Subsections 23.45.510.C.4.b, 23.45.510.C.4.c, and 23.45.510.C.4.d do not apply to required barrier-free parking spaces.

b. If the lot abuts an alley, access to parking shall be from the alley, unless one or more of the conditions in subsection 23.45.536.C.2 are met.

c. If access cannot be provided from an alley, access shall be from a street if the following conditions are met:

1) ~~((\theta))~~On corner lots, the driveway shall abut and run parallel to the rear lot line of the lot or a side lot line that is not a street lot line., ~~except that the Director~~

~~may allow a driveway in another location as follows:~~

~~a) to preserve an existing single family residence on the lot;~~

~~b) to protect a tree 6 inches in diameter or greater, measured 4.5 feet above the ground;~~

~~c) to avoid conflicts with other features in the street right-of-way~~

1 ~~such as utility poles and fire hydrants;~~

2 ~~d) if necessary due to the presence of an Environmentally Critical~~

3 ~~Area on the side or rear of the lot, if the critical area would prevent development of a driveway in~~

4 ~~those locations; or~~

5 ~~e) if the lot is less than 30 feet wide.~~

6 2) ~~((e))~~ On a non-corner lot, there is no more than one driveway
7
8 per 160 feet of street frontage.

9 d. If access to parking does not meet one of the standards in this
10 subsection 23.45.510.C.4, or if an exception is granted that allows parking access from both an
11 alley and a street pursuant to subsection 23.45.536.C, the lower FAR limit on Table A for
12 23.45.510 applies.

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