Division V. Design Standards

CHAPTERS:

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Chapter 15.500 ~~15.19.750~~
Small Lot Single-Family

SECTIONS:

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15.500.005~~15.19.750~~ Purpose ~~Small Lot Single-Family~~

~~**Purpose:**~~ To allow for small lot single-family development within the UM and UH zones, as an alternative to multi-family housing.

15.500.010 Authority and Application

Small lot single family development is only allowed within the UM and UH zones. The provisions of this chapter shall apply to all small lot single family development. ~~15.19.060~~ These standards shall supersede existing regulations elsewhere in SMC Title 15 when in conflict with this chapter.

15.500.100~~15.19.760~~ Small Lot Single-Family Standards

Intent: Ensure architecturally appealing design with traditional residential features and adequate open space within small lot single-family development.

A. Dimensional Standards.

1. **Minimum Lot Size.** The minimum lot size within the UM and UH zones for small lot single-family development shall be three thousand (3,000) square feet.

~~C~~2. **Setbacks.** Small lot single-family development shall have the following setbacks:

a. Minimum side setbacks of five (5) feet, minimum front setbacks of fifteen (15) feet and minimum rear setbacks of fifteen (15) feet for the main structure and five (5) feet for accessory structures.

~~a.~~b. Small lot single-family development located on a corner lot shall have minimum setbacks of fifteen (15) feet on one (1) street frontage, and ten (10) on the other frontage, with minimum five (5) foot setbacks on the other yards.

~~B~~3. **Maximum Height.** The maximum height shall be thirty-five (35) feet for small lot single-family development.

4. **Design Standards.**

~~F~~a. **Front Facades.** Front facades shall face the streetscape and include one-half (1/2) flight-up entries and front porches a minimum of sixty (60) square feet in size.

~~D~~b. **Roofs.** Small lot single-family development shall follow the design standards for townhouses as outlined in SMC 15.505.320~~xxxSMC 15.39.320(E)~~.

5. **Open Space.**

~~G~~a. **Private Yards.** Small lot single-family development shall include private yards of at least two hundred (200) square feet.

~~H~~b. **Common Open Space.** A small lot single-family development of five (5) or more units shall include common open space amenities of seventy-five (75) square feet per unit. Such amenities shall conform to SMC ~~15.19.510~~15.510.510(B) Multi-Purpose Outdoor Recreation and Open Space and (C) Indoor Facilities and Outdoor Single Purpose Facilities and open space standards in ~~15.19.520~~15.510.520 through ~~15.19.560~~15.510.560.

6. **Parking**

~~E~~a. **Off-Street Parking.** Off-street parking shall be located in the rear of each home.

15.500.200~~15.19.770~~ Departures from the Small Lot Single-Family Standards

Departures from the small lot single-family standards may be granted by the City Manager or his designee, subject to the following criteria:

A. Physical site conditions, such as steep slopes, wetlands, or other critical areas on a development site, limit the ability to fully meet the small lot single-family standards.

B. No more than one (1) departure is granted per development site.

C. The small lot single-family development meets the intent of the small lot single-family standards and provides a development that is equal to or better in design, to a small lot single-family development that complies with all of the standards under SMC ~~15.19.760~~15.500.100.

Chapter 15.505 ~~15.39~~
Design Standards for Townhouse and Duplex Development

Sections:

15.505.005~~15.39.030~~ Purpose
15.505.010~~15.39.010~~ Authority and Application
15.505.015~~15.39.020~~ Departures
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- **15.505.110~~15.39.110~~ Standards Chart**

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- **15.505.210~~15.39.210~~ Site Configuration**
- **15.505.220~~15.39.220~~ Building Orientation**
- **15.505.230~~15.39.230~~ Pedestrian Access and Circulation**
- **15.505.240~~15.39.240~~ Vehicular Access, Circulation and Auto Courts**
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15.505.300~~15.39.300~~ Building Design
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- **15.505.410~~15.39.410~~ Minimum Open Space and Private Amenity Space Required**
- **15.505.420~~15.39.420~~ Location and Layout of Open Space and Private Amenity Space**
- **15.505.430~~15.39.430 Repealed~~**

15.505.500~~15.39.500~~ Landscaping and Screening
- **15.505.510~~15.39.510~~ Landscaping**
- **15.505.520~~15.39.520~~ Fences and Walls**

15.505.600~~15.39.600~~ On-Site Parking
- **15.505.610~~15.39.610~~ Required On-Site Parking**
- **15.505.620~~15.39.620~~ Location and Design of Parking**

15.505.700~~15.39.700~~ Maintenance

15.505.005 ~~15.39.030~~ Purpose

Townhouses and duplexes offer several advantages over single-family detached houses: lower costs for land development, conservation of the land by using less land for a given number of houses and preserving open space, lower long-term maintenance costs, energy efficiency, and increased security for both the house and the neighborhood.

Figure 15.39.30A *Example of well designed townhouses.*

The following design standards are intended to implement the City's vision for housing as set forth in the City of SeaTac Comprehensive Plan. The standards serve three (3) basic purposes: to promote quality development; to increase neighborhood compatibility; and to enhance security.

A. **Quality Design.** A quality development is one that is functional and pleasant for its residents as well as the public. Such a development starts with an investment in quality materials that will not rapidly decay, and design that ensures ample privacy as well as amenities for residents. Well-designed environments will provide places for residents to meet and visit, open spaces located to take advantage of sunny exposures, and safe places for children to play. A high quality development will also contribute to an attractive streetscape by providing buildings with architectural detailing, entries that present themselves with an air of pride, and landscaping that adds color, texture and comfort to a neighborhood.

B. **Neighborhood Compatibility.** Good design also ensures neighborhood compatibility by appropriate scale and massing adjacent to existing housing. Landscaping and the careful placement of windows and balconies for privacy help to create a pleasant environment.

C. **Enhanced Security.** Crime Prevention Through Environmental Design (CPTED) is a concept that employs site and building design as a crime prevention strategy intended to reduce the opportunity for criminal behavior, reduce the incidence and fear of crime, reduce calls for police service, and improve the quality of life. It includes four (4) principles:

1. **Natural surveillance.** The arrangement of space and buildings that enables residents to observe their surroundings. Natural surveillance increases safety by allowing residents to see trespassers. Making a potential offender feel that they will be seen and reported discourages criminal behavior. See Figure ~~15.39.030~~15.525.005A.

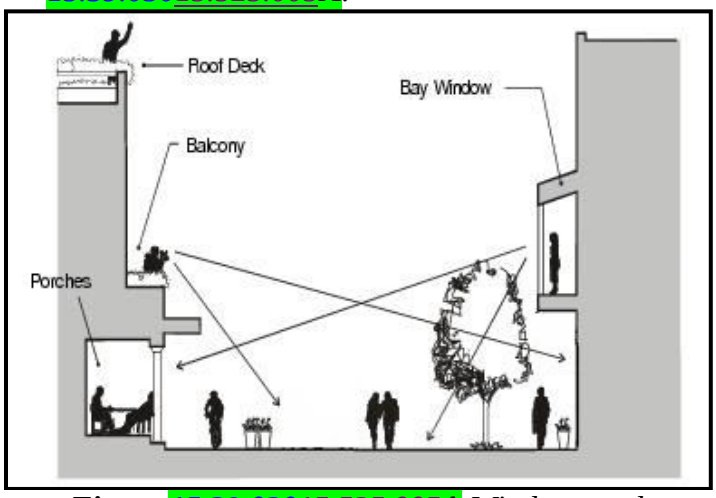


***Figure ~~15.39.030~~15.525.005A** Windows and balconies overlooking a street contribute to an active and safe streetscape.*

2. **Natural access control.** The placement of walkways, building entrances, fences, landscaping, and lighting to discourage access to crime targets and create the perception of risk to offenders. Natural access control enhances safety through design, which reduces or supplements the use of more costly access control such as security guards and mechanical devices.

3. **Territorial reinforcement.** Extending the sense of ownership from the private residence to the nearby areas outside the dwelling through physical improvements such as fencing, pavement, landscaping and lighting. Clearly defined territory deters entrance by those with criminal intent and makes their actions more visible and likely to be reported by those who recognize the territory as their own.

4. **Maintenance**. Ensuring that buildings and grounds are maintained for resident safety, neighborhood aesthetics, and to reflect building management. Maintenance serves as an expression of ownership and allows for continued use of the space for its intended purpose. Maintenance prevents a reduction of visibility from landscaping and obstructed or inoperative lighting. A clean and well-maintained site tells offenders that residents care about their surroundings and criminal behavior will not be tolerated.

Townhouse and duplex developments subject to the design standards in this chapter are envisioned to create developments that are good places to live. These developments will respond better to existing communities and contribute positively to the emergent urban center of the City of SeaTac.

15.505.010~~15.39.010~~ Authority and Application

A. The provisions of this chapter shall apply to all townhouse and duplex developments throughout the City. These standards shall supersede existing regulations elsewhere in SMC Title 15 when in conflict with this chapter.

B. The provisions of this chapter shall apply to all development meeting one (1) or more of the following thresholds:

1. All new construction requiring building permits; and/or

2. Major Redevelopment. Additions or alterations to a building , excluding interior-only improvements, which total twenty-five percent (25%) or more of the gross square footage (GSF) of the existing building(s) or site.

Only the portions of the building or site being altered or added to shall be required to integrate townhouse and duplex design standards into the design of the alteration or addition.

15.505.020~~15.39.020~~ Departures

In order to provide flexibility and creativity of project designs, departures from these design standards may be permitted, subject to the approval of the Director~~ of Community and Economic Development~~, providing:

A. The strict interpretation or application of these Design Standards would be inconsistent with related provisions of the Zoning Code or would be contrary to the overall goals and objectives of the Comprehensive Plan; or

B. The departure creates a project design that meets or exceeds the overall purpose and intent of the design standards.

15.505.100~~15.39.100~~ Dimensional Standards

Intent: Height, setback, and massing standards promote development that fits well architecturally near existing single-family houses, while allowing densities that promote transit use, shared open space amenities, and a pedestrian orientation in a vibrant urban environment.

15.505.110~~15.39.110~~ Standards Chart

Density		
	Within City Center and S. 154th St. Station Area Overlay Districts	10-24 units/acre
	Outside of City Center and S. 154th St. Station Area Overlay Districts	10-18 units/acre
Maximum Building Height		35’
Building Setbacks		
	Minimum Front Yard within the City Center and S. 154th St. Station Area Overlay Districts	0’
	Maximum Front Yard within the City Center and S. 154th St. Station Area Overlay Districts	10’
	Minimum Front Yard outside the City Center and S. 154th St. Station Area Overlay Districts	10’
	Maximum Front Yard outside the City Center and S. 154th St. Station Area Overlay Districts	20’
	Minimum Side Yard adjacent to property with a UL Comprehensive Plan designation	10’
	Minimum Side Yard not adjacent to property with a UL Comprehensive Plan designation	5’ (0’ with approved design)
	Minimum Rear Yard adjacent to property with a UL Comprehensive Plan designation	10’
	Minimum Rear Yard not adjacent to property with a UL Comprehensive Plan designation	5’ (0’ with approved design)
	Minimum Alley/Driveway Setback	5’
Maximum Building Lot Coverage – Development Site		55%
Minimum Area – Development Site		14,400 square feet
Maximum Building Group Length		8 units
Minimum Distance Between Building Groups		10’
Auto Court Width (measured building to building)		
	Minimum	30’
	Maximum	40’

15.505.200~~15.39.200~~ Site Design

Purpose: Design townhouse and duplex sites to have both an external orientation to the streetscape, and an internal orientation to the residential environment with unifying open space and pedestrian pathways. Design emphasis should be given to the pedestrian, rather than the auto environment through placement of parking in a less prominent location (such as underground, or to the rear of the building, rather than in front). Site layout should observe principles of "natural surveillance," "natural access control" and "territorial reinforcement" by arranging circulation systems, parking areas, sidewalks, and open space to give the perception of being a residential and controlled space in which illegal activity will be observed and reported. Lighting and landscaping should allow for safety and visibility of public and semi-public areas.

15.505.210~~15.39.210~~ Site Configuration

Intent: Locate townhouse and duplex structures to create a "street wall" which enhances the streetscape and the overall pedestrian experience.

A. A minimum of three (3) connected dwellings shall be oriented to each street adjacent to the development. Duplexes shall only be permitted in the interior of a lot. See Figure 15.39.210A.

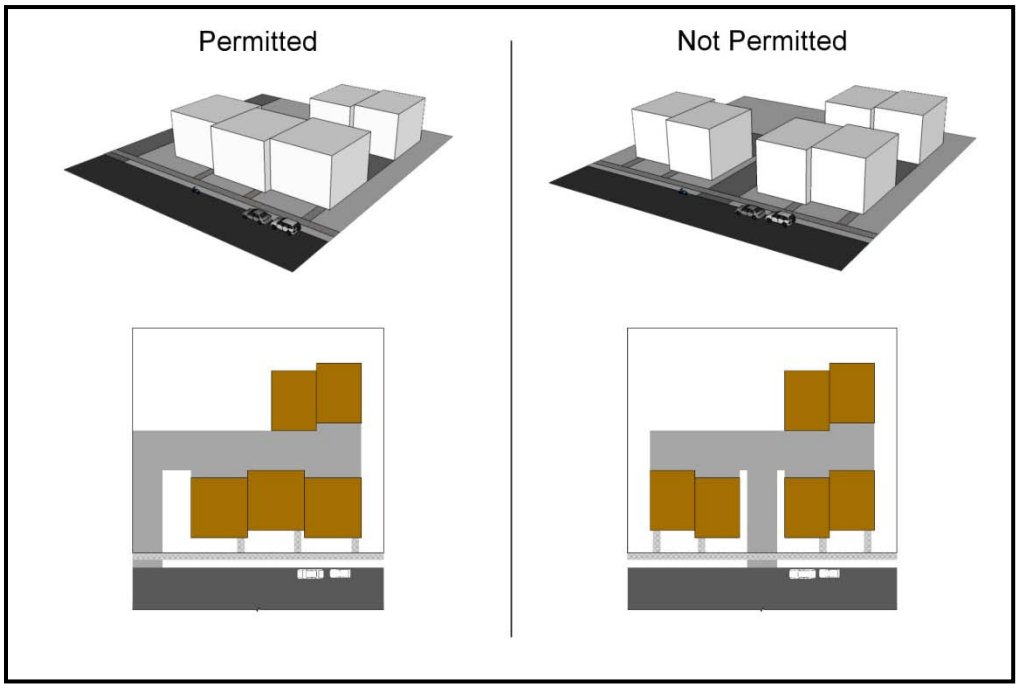


Figure 15.39.210A *Isometric and plan views illustrating the required number of units fronting on a street.*

B. Developments shall use one of the following site configurations:

1. **Alley-loaded.** A development with a single row of dwellings that front on a street and are served by an alley in the rear. See Figure 15.39.210B.

2. **Auto Court.** A development with two rows of dwellings grouped around an auto court. One row fronts on the street, the other on the auto court. See Figure 15.39.210B.

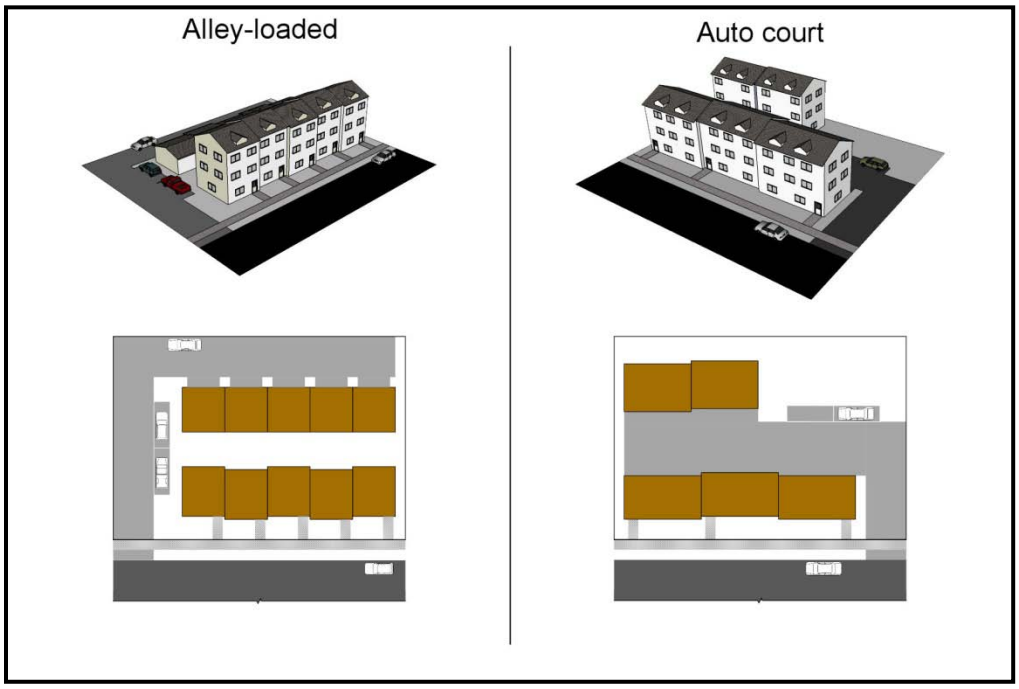


Figure 15.525~~39~~.210B *Isometric and plan views of alley-loaded and auto court configurations.*

15.~~39~~.220 Building Orientation

Intent: Provide a building presence on the street for pedestrian access, provide "eyes on the street", and contribute to the streetscape with visually interesting buildings.

A. All units with street frontage shall be oriented to said street. Units without street frontage shall be oriented to an auto court or courtyard. See Figures 15.39.220A and 15.39.220B.

Figure 15.39.220A *Example of units oriented to the street.*

Figure 15.39.220B *Example of units oriented to the auto court.*

15.505.230~~15.39.230~~ Pedestrian Access and Circulation

Intent: Enhance pedestrian safety and convenience by providing an integrated pedestrian circulation system throughout the development. Contact points between pedestrians and vehicular paths should be minimized; where necessary they should be designed to alert drivers to crossing pedestrians.

A. All developments shall feature a fully integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system.

B. Pedestrian circulation shall consist of sidewalks or designated pathways, raised or otherwise separated from parking and vehicular circulation. An exception to this is an auto court, which is designed for shared pedestrian and auto use.

C. Sidewalks and pedestrian ways shall be a minimum of five (5) feet in width, clear of any vehicle overhangs.

D. Clear pedestrian paths separate from parking areas shall connect main entries of townhouse units facing the street directly to sidewalks.

E. Pedestrian paths shall be visible from buildings or parking areas, and shall be designed to avoid creating "dead ends" or isolated areas.

F. Design standards for sidewalks can be found in Title 11 of the SeaTac Municipal Code.

G. Pedestrian paths shall be illuminated pursuant to SMC Chapter 17.40 ~~SMC~~, Walkway, Bikeway and Park Lighting.

15.505.240~~15.39.240~~ Vehicular Access, Circulation and Auto Courts

Intent: Provide adequate capacity for motor vehicles while reducing their impact on the built environment by relegating parking to the rear of buildings.

A. Vehicular access to individual townhouses and duplexes shall be via a rear alley or auto court separate from the street.

B. The creation of dead end streets shall be permitted only where there is no feasible connection with an adjacent street.

C. Developments with private streets, alleys, and auto courts shall be required to allow for additional access by adjacent properties when the Director determines that adjacent properties may be developed in the future and that it would be in the public interest to provide a joint access easement. A covenant shall be placed on the subject property(ies) allowing use of the access easement.

D. Design standards for streets and alleys can be found in Title 11 of the SeaTac Municipal Code.

E. **Auto Courts.**

1. **Length, Maximum**: One hundred fifty (150) feet.

a. The length is measured from the midpoint of the entrance drive as illustrated in Figure 15.39.240A.

Figure 15.525~~39~~.240A *Illustration of how the length of an auto court is measured.*

b. The length of an auto court shall also be subject to Fire Department regulations.

2. **Traffic Calming.**

a. Auto courts shall have at least one of the traffic calming elements listed below to reduce the speed of vehicles.

i. Trees;

ii. Landscape islands: Minimum depth and width of five (5) feet with Type V landscaping;

iii. Raised planters: Minimum height of three (3) feet and depth and width of two (2) feet;

iv. Decorative bollards: Minimum height of three (3) feet; or

v. Another element that the director determines accomplishes the intent.

b. Traffic calming elements shall be located on both side of the auto court and spaced no more than twenty-five (25) feet apart (on center for trees and bollards, edge-to-edge for landscaping islands and planters) in either direction. See Figure 15.525~~39~~.240B for an illustration.

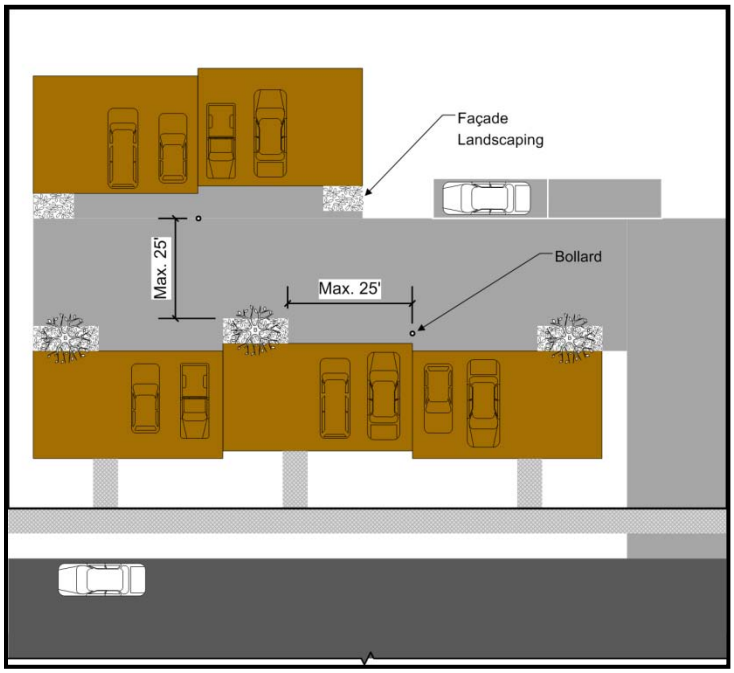


Figure 15.525~~39~~.240B *Location of traffic calming elements in an auto court.*

3. **Materials**. Auto courts shall be constructed with decorative concrete, paving blocks, bricks, or other ornamental pavers to clearly indicate that the entire surface is intended for pedestrians as well as vehicles.

Figure 15.525~~39~~.240C *Example of auto court constructed with scored and dyed concrete.*

15.505.250 ~~15.39.250~~ Service and Utility Areas

Intent: To site and screen service and utility areas to minimize their prominence.

A. All exterior maintenance equipment, including HVAC equipment, electrical equipment, storage tanks, satellite dishes, and garbage dumpsters, shall be screened from off-site and on-site common area view in an architecturally integrated manner.

B. Utility infrastructure shall be located in areas that are not highly visible from the public.

15.505.300 ~~15.39.300~~ Building Design

Purpose: Attention to building design encourages an aesthetically appealing and safe place to live. Traditional residential forms such as porches, gables, bay windows, color and texture provide human scale that contributes to a sense of ownership and comfort.

15.505.310~~15.39.310~~ Pedestrian Entries

Intent: Provide pedestrian entries that are clearly defined and highly visible from other buildings and public areas and consider safe alignments of sidewalks and paths. Elevating units a short distance above the grade contributes to privacy and security.

A. Each townhouse unit shall feature a main entry which includes architectural features that provide weather protection and visual interest to the structure.

B. The main entry to units adjacent to the street shall face the street and provide direct access to the street sidewalk system.

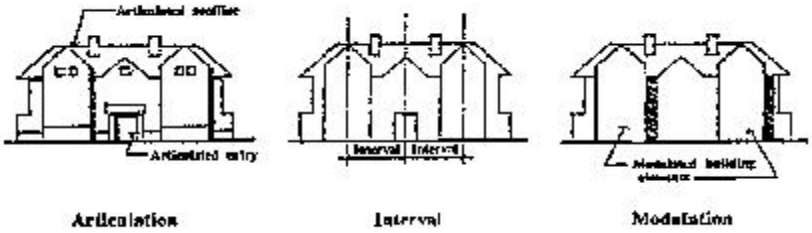
C. For units without street frontage, main entries shall connect to the street sidewalk system through auto courts or clear pedestrian paths.

D. Buildings shall utilize half flight-up front entries off the street, giving privacy as well as a view of the street and sidewalk. An entry raised two and one-half (2.5) feet above the grade shall be considered sufficient to meet this requirement. In units where the grade is a minimum of two and one-half (2.5) feet above the adjacent parking, sidewalk or other common areas, the half flight-up entry requirement shall be deemed to have been met.

Figure 15.39.310A *Clearly defined main entry with weather protection and various architectural design elements*

15.505.320~~15.39.320~~ Character and Massing

Intent: To reduce the apparent size of buildings and create visual interest, building facades and roofs shall include architectural elements that vary the appearance of a large building mass, break up long blank walls, express the individuality of each dwelling, and enhance the character of the neighborhood.



A. Architectural elements and variations shall not be restricted to a single façade. All sides of a building shall display a similar level of quality and architectural interest.

B. **Building Facades.**

1. Townhouses and duplexes shall employ one (1) of the following methods of vertical modulation:

a. Setback variation between dwelling units.

i. No more than two (2) adjacent dwelling units shall have the same setback.

ii. The setback between units shall be at least one (1) foot.

b. Vertical modulation within each dwelling unit. The modulation shall be a minimum of one (1) foot in depth and four (4) feet in width and the sum of these dimensions shall be no less than eight (8) feet.

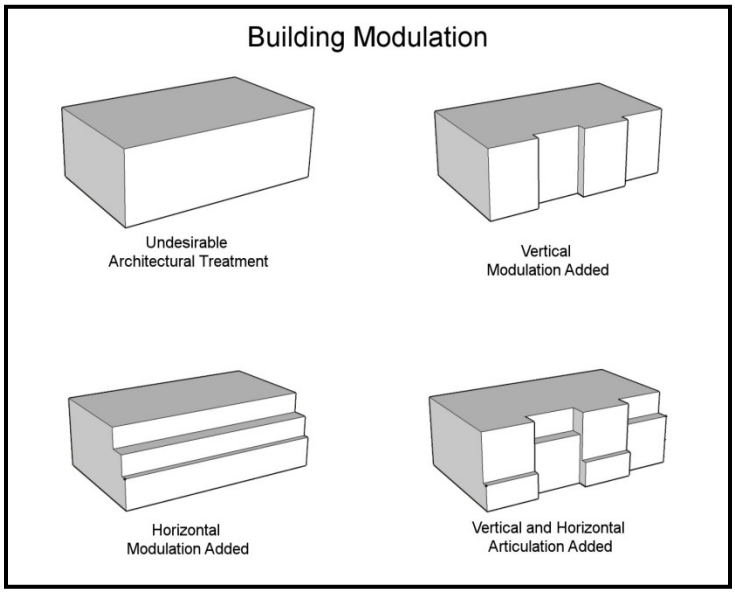


Figure 15.525~~39~~.320A *Examples of vertical and horizontal modulation.*

2 Facades for each dwelling unit shall incorporate at least two of the following architectural elements:

a.. Horizontal modulation (upper level step-backs). The modulation shall have a minimum depth of two (2) feet.

b. Bay, bow, or garden windows.

c. Building ornamentation such as a frieze.

d. Another architectural element that the director determines accomplishes the intent.

3. Each dwelling shall have at least one balcony, porch, patio, stoop, or deck facing a street, auto court, courtyard, or other common open space. The balcony, porch, patio, stoop, or deck

shall be oriented to common areas using the following hierarchy:

a. Street.

b. Auto court.

c. Courtyard or other common open space.

4. **Windows**.

a. Windows shall provide relief, detail and variation on the facade through the use of significant trim and architectural styling that lends human scale to the facade.

b. Windows shall be required on facades facing streets or common areas (alleys, auto courts, open space, etc.) to allow for natural surveillance.

c. At least twenty (20) percent of the area of each floor on façades that face a street or common area shall be windows or pedestrian doors.

i. Windows used to meet this standard must allow views from the building to the street and vice versa. Windows composed of glass blocks, garage doors and doors accessing uninhabited spaces, such as utility and service areas, do not count toward meeting this requirement.

ii. The façade area for each floor is measured vertically floor-to-floor and horizontally edge-to-edge of the unit as illustrated in Figure 15.525~~39~~.320B.

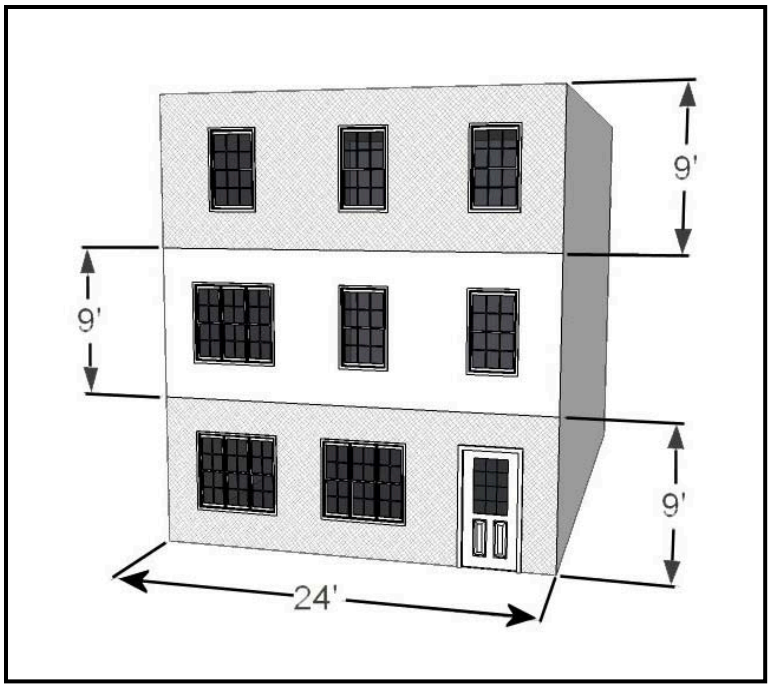


Figure 15.39.320B *Illustration of the window requirement. Each floor has a façade area of 216 square feet and requires 43.2 square feet of windows. The first floor has 66 square feet of windows, meeting the minimum requirement. The second floor has 46.5 square feet of windows, meeting the requirement. The third floor has 36 square feet of windows and DOES NOT meet the requirement.*

d. Windows shall be vertically oriented with a height one and one half (1-1/2) to two (2) times the width. See Figure 15.39.320C;

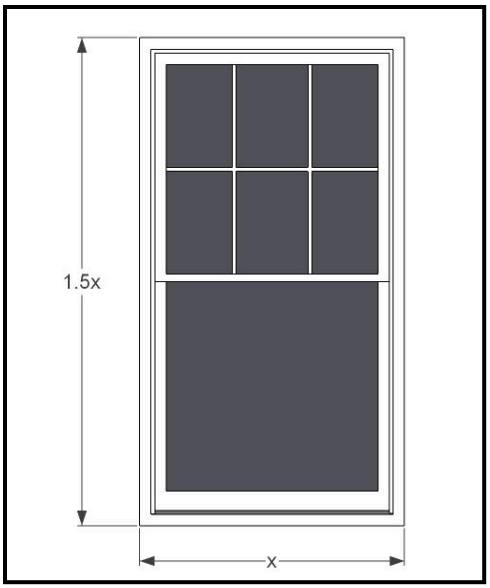


Figure 15.39.320C *Minimum vertical orientation for windows.*

e. At least two of the following requirements for windows shall be met:

i. Window shall be accented with a drip cap, sill, and trim. The drip cap shall be a minimum of three (3) inches in height and one (1) inch in depth; sills shall be a minimum of three (3) inches in depth. Trim shall be a minimum of two (2) inches in width and one (1) inch in depth. See Figure 15.39.320D for details;

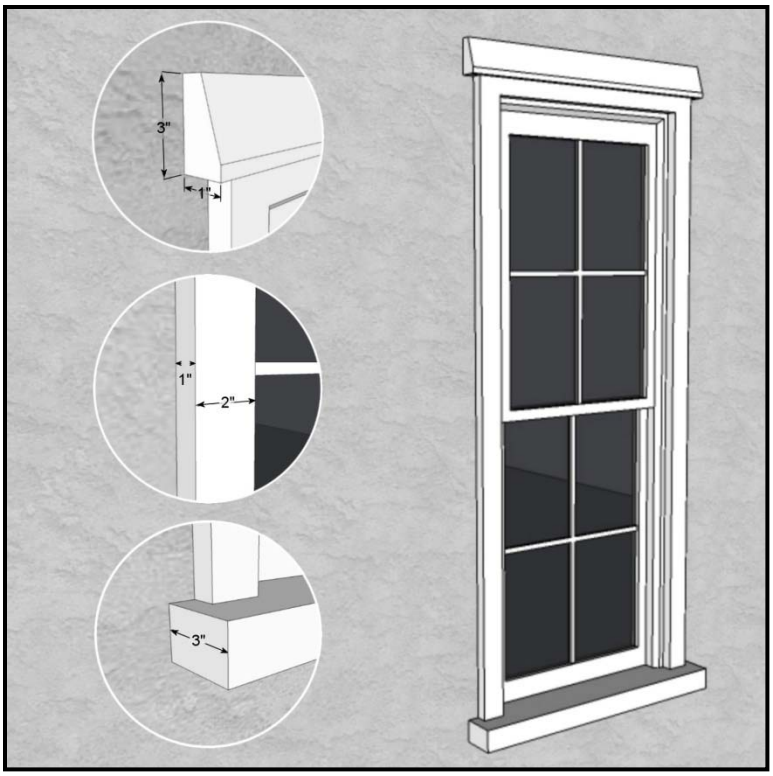


Figure 15.39.320D *Drip cap, sill, and trim details.*

ii. Windows shall be accented through use of multiple panes;

iii. Windows shall be accented through the use of contrasting trim color and other detailing.

5. **Blank Walls**. "Blank walls" (building facade sections without windows or doors) greater than twenty (20) feet in length shall not be allowed along facades facing streets or common areas.

D. **Roofs**.

1. The following roof forms shall be used in townhouse and duplex developments:

a. Hip

b. Gable

c. Shed

d. Mansard

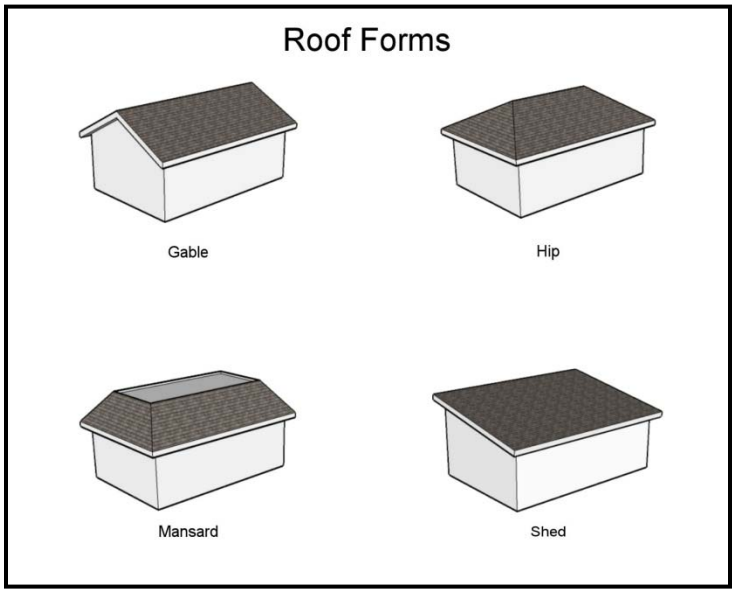


Figure 15.39.320E *Examples of permitted roof forms.*

2. Townhouse and duplex roofs shall incorporate at least one of the architectural elements in Group 1 and at least two of the architectural elements in Group 2:

a. Group 1

i. Vertical or horizontal changes in rooflines; and/or

ii. Varied roof forms.

Figure 15.39.320F *Example of vertical and horizontal changes in rooflines and variations in roof forms.*

b. Group 2

i. Dormers;

Figure 15.525~~39~~.320G
Example of dormers.

ii. Deep roof overhangs. To qualify, the overhang shall be at least twenty-four (24) inches;

Figure 15.39.320 H
Example of deep roof overhangs and brackets.

iii. Rafter tails, brackets, corbels, or other decorative supports; and/or

Figure 15.39.320I
Example of rafter tails.

Figure 15.39.320J
Example of corbels (which are generally thicker than brackets).

iv. Prominent cornice, soffit, or fascia details.

Figure 15.39.320K *Examples of cornice, soffit and fascia details.*

4. Building rooftops shall be designed to effectively screen mechanical equipment from street-level view through at least one (1) of the following methods:

   a. A concealing roof line;

b. A terraced facade;

c. A screening wall or grillwork directly surrounding the equipment; or

d. Sufficient setback from the facade edge to be concealed from ground-level view.

15.505.330 ~~15.39.330~~ Building Colors and Materials

Intent: Add visual interest and contribute to human scale through texture, color and detailing. Materials should be durable so that the development will continue to be an attractive part of the community over time.

A. The following requirements shall apply to the selection of color and materials in townhouse and duplex developments:

1. Colors and materials shall be varied and contrasting to differentiate dwelling units and provide variety and individuality;

2. Architectural elements, such as trim, shall have contrasting colors;

B. Quality, durable materials shall be used in building design. Materials that have a track record of installation difficulties or lack of durability shall be subject to provision of warranty information from manufacturers and installers. Building materials with a history of problems with installation and rapid decay may be disallowed.

15.505.340 ~~15.39.340~~ Ground Level Living Space

Intent: Provide ground level living space to contribute to natural surveillance of the area.

A. Dwelling units shall have a minimum ground level living space of at least one hundred and fifty (150) square feet with a minimum width of ten (10) feet (see Figure 15.525~~39~~.340A).

B. The ground level living space shall be oriented to common areas using the following hierarchy:

1. Street.

2. Auto court.

3. Courtyard or other common open space.

C. The following uses do not count as living space:

1. Garages.

2. Utility/laundry rooms.

3. Bathrooms.

4. Workshops.

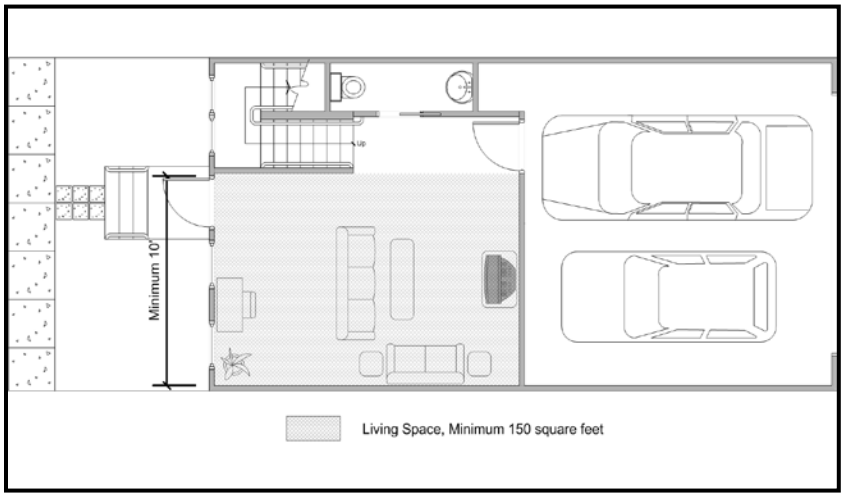


Figure 15.525~~39~~.340A *Example of ground level living space.*

15.505.350 ~~15.39.350~~ Building Security

Intent: Provide for safety in the design of building doors and windows, hallways and common areas.

A. Ground floor bedroom windows of residential units shall be separated from the sidewalk and public areas in one (1) of the following manners:

1. The ground floor raised above ground level a minimum of four (4) feet;

2. Pedestrian paths at least five (5) feet away (horizontal separation) from ground floor bedroom windows, with landscaping in between (refer to SMC 17.56 for CPTED landscaping regulations).

B. Windows, balconies, decks, and similar features shall be provided on facades facing streets, alleys, auto courts, and open space to allow for natural surveillance.

C. Dumpsters and recycling containers shall be conveniently located for residents, and be screened in a manner that allows sufficient visibility to prevent hiding places for unwanted persons.

D. The following items are minimum security requirements for door and window treatment for residential units:

1. For all exterior doors:

a. Solid-core wood doors, metal doors, or fiberglass doors;

b. Through-door viewers with a minimum one hundred eighty (180) degree viewing range;

c. Single-cylinder deadbolts extending a minimum of one (1) inch into the frame;

d. Security strikeplates a minimum of three and one-half (3-1/2) inches in height mounted with screws a minimum of three (3) inches in length;

e. Double locks on sliding doors;

2. Double locks on ground floor and sliding windows.

These items shall be inspected and approved by the City of SeaTac Crime Prevention Officer prior to issuance of a certificate of occupancy. The City of SeaTac Crime Prevention Officer may approve alternate designs that provide a similar or greater degree of security.

15.505.400 ~~15.39.400~~ Open Space and Private Amenity Space

Purpose: To provide for adequate recreation and open space areas for the residents of townhouse and duplex units, to separate such areas from automobile-oriented space, and to enhance the environmental quality of residential districts.

15.505.410 ~~15.39.410~~ Minimum Open Space and Private Amenity Space Required

Intent: Provide opportunities for both active recreation and outdoor areas for passive enjoyment of natural areas.

A. A minimum of three hundred (300) square feet of ground related open space is required per unit and shall be provided as private open space for each unit or combined for common open space.

B. Each dwelling unit shall have a minimum of one hundred (100) square feet of private amenity space.

15.505.420 ~~15.39.420~~ Location and Layout of Open Space and Private Amenity Space

Intent: Provide accessible, useable, safe, and maintainable recreation and open space. Open space areas should be oriented to sunlight and views, and provide attractive amenities such as paths, picnic areas, seating, active recreation facilities, and good lighting.

A. The location, layout, and proposed type of open space shall be subject to approval by the Director~~ of Community and Economic Development~~, and shall conform to the following:

1. **Private and Common Ground Related Open Space.**

a. The following shall not count toward required open space:

i. Areas with slopes greater than four percent (4%) that do not have an enhanced accessibility system of ramps, stairs, terraces, trails or other site improvements.

ii. Required landscaping (such as façade and perimeter).

iii. Sensitive area buffers without common access links such as pedestrian trails.

iv. Driveways, parking areas, and other vehicular uses.

2. **Private Ground Related Open Space.**

a. Minimum Width: Ten (10) feet.

b. The open space shall be located in the rear of the unit.

c. The open space shall be contiguous.

Figure 15.39.420A *Example of private ground related open space.*

3. **Common Ground Related Open Space.**

   a. Minimum Width: Twenty (20) feet.

   b. Open space areas shall be centrally located near a majority of units, accessible and usable to residents, and visible from surrounding dwelling units.

   c. In developments greater than fifty (50) units, open space area shall be divided into several, smaller, usable areas located so as to be convenient and accessible to each building.

   d. When the total required open space area is less than three thousand (3,000) square feet, the open space shall be one (1) continuous outdoor site.

   e. If the total required area for open space is more than three thousand (3,000) square feet, the space may be divided into several usable indoor or outdoor sites, provided at least one (1) outdoor area is at least two thousand (2,000) square feet, and all others at least five hundred (500) square feet.

   f. A Type III landscaping buffer with a minimum width of five (5) feet shall separate the open space from streets, parking areas, and driveways.

Figure 15.39.420B – Example of common ground related open space.

4. **Private Amenity Space.**

   a. A private deck, porch, balcony, patio, or roof garden may be counted toward the requirement, provided it has a minimum depth of six (6) feet and width of ten (10) feet.

   b. A yard can be counted toward the requirement, provided it has a minimum depth of ten (10) feet and width of ten (10) feet and is not used to meet the ground related open space requirement.

15.505.500 ~~15.39.500~~ Landscaping and Screening

Purpose: The purpose of this section is to provide landscaping and screening in developments to preserve and enhance the aesthetic character of the City, to improve the quality of the built environment, and to increase compatibility between different land uses.

15.505.510~~15.39.510~~ Landscaping

Intent: Provide landscaping to enhance the aesthetic character of the development and the neighborhood, and reduce impacts on drainage systems and natural habitats.

A. The following standards shall apply to townhouse and duplex landscaping: SMC ~~15.14.010 through 15.14.040, 15.14.090, 15.14.110, 15.14.140 through 15.14.240~~ 15.445.005 through 15.445.170, 15.445.220, 15.445.230, 15.445.250, 15.445.260, 15.445.300 through 15.445.450.

B. Areas of development sites that are not occupied by buildings or infrastructure shall be landscaped with ground cover.

C. **Front Yard Landscaping.**

1. Dwelling units shall incorporate at least one (1) of the following landscaping methods for front yards:

a. Five (5) feet of Type V, located either behind the sidewalk or adjacent to the building facade;

b. One (1) tree for every two (2) dwelling units spaced no more than twenty-five (25) feet on center; or

c. A three (3) foot tall picket fence surrounding the front yard for each dwelling unit.

2. The front yard landscaping may be reduced or waived by the Director ~~of Community and Economic Development~~ for developments with reduced front yard setbacks within the City Center or Station Areas.

D. **Development Site Side/Rear Yard Landscaping.**

1. Development sites shall incorporate at least one (1) of the following landscaping methods for side/rear yards:

a. Five (5) feet of Type III;

b. A six (6) foot tall fence; or

c. None with zero-lot-line design approved by the Director ~~of Community and Economic Development~~.

E. **Driveway and Alley Landscaping.**

1. Driveways and alleys adjacent to dwelling units shall have at least five (5) feet of Type V.

F. **Auto Court Landscaping.**

1. Auto courts shall include both of the following landscaping methods:

a. Three (3) feet of Type V adjacent to buildings with main entries onto the auto court.

b. One (1) tree for every two (2) dwelling units. The trees shall be evenly distributed throughout the auto court.

15.505.520 ~~15.39.520~~ Fences and Walls

Intent: Provide fences and walls that create privacy and enclosure while contributing a positive visual impact to the development for residents and the public.

A. **Maximum Height.**

1. **Front Yard:** The maximum height of a fence or wall shall be three (3) feet.

2. **Rear and Side Yard**: The maximum height of a fence or wall along rear or side yards shall be six (6) feet.

NOTE: For the purpose of fences, the front yard shall be determined by the location of the dwelling unit's main entry.

B. **Materials**. Fences and walls shall be constructed of wood, wrought iron, brick, stone, or other high quality material. Chain-link fencing is prohibited.

15.505.600~~15.39.600~~ On-Site Parking

Purpose: These standards are intended to provide adequate parking and aesthetic considerations for townhouse and duplex developments.

15.505.610~~15.39.610~~ Required On-Site Parking

Intent: Ensure an adequate amount of parking is provided for new development.

A. Outside of City Center and Station Areas

1. Minimum Resident Parking: Two (2) spaces per unit

2. Minimum Visitor Parking: One-quarter (0.25) space per unit

B. Within Station Area or City Center

1. Resident Parking

a. Minimum: One (1) space per unit

b. Maximum: Two (2) spaces per unit

2. Minimum Visitor Parking: One-quarter (0.25) space per unit

15.505.620~~15.39.620~~ Location and Design of Parking

Intent: Minimize parking as a visual element of a site and enhance the pedestrian environment.

A. **Location.**

1. Resident parking spaces shall be provided in the rear of each unit accessed via an alley, auto court, or drive separate from the street. The spaces shall be in the unit's garage, carport, and/or driveway.

2. Parking shall not be permitted in front or side yards.

3. Visitor parking shall be provided in surface parking areas located a maximum of one hundred fifty (150) feet from the units.

B. **Design.**

1. The following standards shall apply to townhouse and duplex vehicle parking areas: SMC ~~15.14.090~~15.445.250, ~~15.15.100~~15.455.410, and ~~15.15.110~~15.455.450.

15.505.700 ~~15.39.700~~ Maintenance

Purpose: Ensure the maintenance of common open space, facilities, and infrastructure.

A. Provision shall be made for perpetual maintenance of all common open space and facilities, including easements, yards, sewer lines, storm drains, driveways, buildings, parking lots, and similar features, through the establishment of a home owners association or other similar entity.

Chapter 15.510 ~~15.19~~
Design Standards for Multi-Family Housing

SECTIONS:

15.510.005 ~~15.19.070~~ **Purpose**
15.510.010 ~~15.19.060~~ **Authority and Application**
15.510.050 ~~15.19.180~~ **Density Calculation**
15.510.100 ~~15.19.100~~ **Site Design and Building Orientation**
15.510.110 ~~15.19.110~~ Building Orientation with Respect to Streetscape
15.510.120 ~~15.19.120~~ Site Layout
15.510.130 ~~15.19.130~~ Pedestrian Circulation
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~~**15.19.750 Small Lot Single-Family**~~
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15.510.005 ~~15.19.070~~ Purpose

The following design standards are intended to implement the City's vision for multi-family housing as set forth in the City of SeaTac Comprehensive Plan. The standards serve three (3) basic purposes: to promote quality development, to increase neighborhood compatibility, and to enhance security.

A. **Quality Design.** A quality development is one that is functional and pleasant for its residents as well as the public. Such a development starts with an investment in quality materials that will not rapidly decay, and design that ensures ample privacy as well as amenities for residents. Well-designed environments will provide places for residents to meet and visit, open spaces located to take advantage of sunny exposures, and safe places for children to play. A high quality development will also contribute to an attractive streetscape by providing buildings with architectural detailing, entries that present themselves with an air of pride, and landscaping that adds color, texture and comfort to a neighborhood.

B. **Neighborhood Compatibility.** Good design also ensures neighborhood compatibility by appropriate scale and massing adjacent to existing housing. Landscaping and the careful placement

of windows and balconies for privacy help to create a pleasant environment.

C. **Enhanced Security.** Crime Prevention Through Environmental Design (CPTED) is a concept that employs site and building design as a crime prevention strategy intended to reduce the opportunity for criminal behavior, reduce the incidence and fear of crime, reduce calls for police service, and improve the quality of life. It includes four (4) principles:

1. **Natural surveillance.** The arrangement of space and buildings that enables residents to observe their surroundings. Natural surveillance increases safety by allowing residents to see trespassers. Making a potential offender feel that they will be seen and reported discourages criminal behavior.

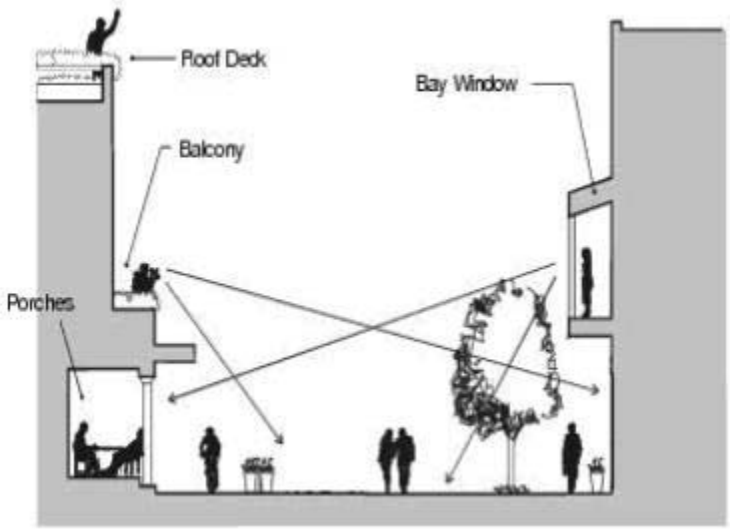


Figure 15.520.005 ~~15.19.070~~ Windows and balconies overlooking a street contribute to an active and safe streetscape.

2. **Natural access control.** The placement of walkways, building entrances, fences, landscaping, and lighting to discourage access to crime targets and create the perception of risk to offenders. Natural access control enhances safety through design, which reduces or supplements the use of more costly access control such as security guards and mechanical devices.

3. **Territorial reinforcement.** Extending the sense of ownership from the private residence to the nearby areas outside the dwelling through physical improvements such as fencing, pavement, landscaping and lighting. Clearly defined territory deters entrance by those with criminal intent and makes their actions more visible and likely to be reported by those who recognize the territory as their own.

4. **Maintenance**. Ensuring that buildings and grounds are maintained for resident safety, neighborhood aesthetics, and to reflect building management. Maintenance serves as an expression of ownership and allows for continued use of the space for its intended purpose. Maintenance prevents a reduction of visibility from landscaping and obstructed or inoperative lighting. A clean and well-maintained site tells offenders that residents care about their surroundings and criminal behavior will not be tolerated.

   Multi-family projects subject to the design standards in this chapter are envisioned to create developments that are good places to live. These developments will respond better to existing communities and contribute positively to the emergent urban center of the City of SeaTac.

15.510.010 ~~15.19.060~~ Authority and Application

A. The provisions of this chapter shall apply to all multi-family development of three (3) units or more throughout the City. These standards shall supersede existing regulations elsewhere in SMC Title 15 when in conflict with this chapter.

B. The provisions of this chapter shall apply to all development meeting one (1) or more of the following thresholds:

1. All new construction requiring building permits; and/or

2. **Major Redevelopment**.

   a. Additions or alterations to a building, excluding interior-only improvements, which total fifty percent (50%) or more of the gross square footage (GSF) of the existing building(s), except for the S. 154th Street Station Area.

   b. **Major Redevelopment in the S. 154th Street Station Area.** Additions or alterations to a building, excluding interior-only improvements, which total twenty-five

percent (25%) or more of the gross square footage (GSF) of the existing building(s).

c. Only the portions of the building being altered or added to shall be required to integrate multi-family design standards into the design of the alteration or addition.

C. **Departures**. In order to provide flexibility and creativity of project designs, departures from these design standards may be permitted, subject to the approval of the Director ~~of Community and Economic Development~~, providing:

1. The strict interpretation or application of these Design Standards would be inconsistent with related provisions of the Zoning Code or would be contrary to the overall goals and objectives of the Comprehensive Plan; or

2. The departure creates a project design that better meets the overall purpose and intent of the design standards.

15.510.050~~15.19.180~~ Density Calculation

Intent: Ensure appropriate densities on properties with sensitive areas.

A. The maximum allowable density for a property shall be calculated as follows:

Net Site Area/Minimum Lot Size = Maximum # of Allowed Units

B. For the purposes of this section, the net site area is the total site area minus any areas that are classified as one (1) of the following sensitive areas:

1. Class I, II or III wetlands;

2. Class I, II or III streams;

3. Slopes greater than forty percent (40%).

C. Buffers for the above sensitive areas shall be considered part of the net site area but shall not be built on. Development on a site with wetlands, streams, or steep slopes shall meet all Federal, State and local laws and regulations. Units shall be clustered on the developable portion of the site.

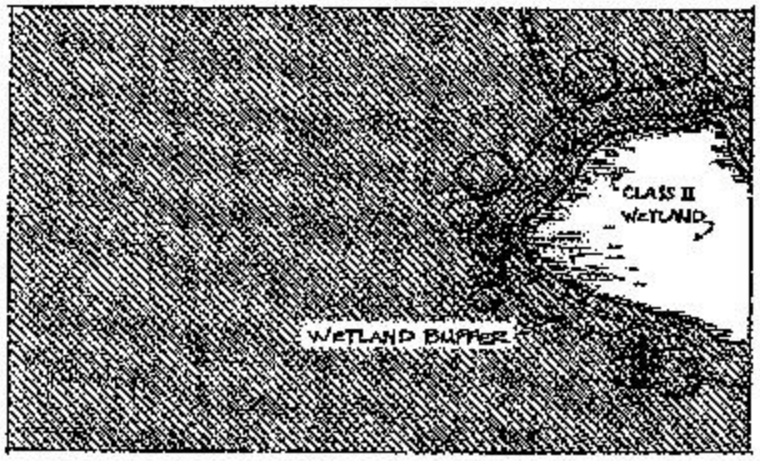


Figure 15.19.180 Net Site Area.
The net site area (crosshatched in this illustration) excludes sensitive areas, such as wetlands, but includes sensitive area buffers.

D. Example. The following example illustrates the calculation of maximum density for a sample property in the UH-900 (urban high residential) zone. The sample property is ten (10) acres in size and contains two (2) acres of wetlands and one (1) acre of wetland buffer:

Net Site Area = Total Site Area – Sensitive Areas

Net Site Area = 10 Acres – 2 Acres = 8 Acres

Net Site Area/Minimum Lot Size = Maximum # of Allowed Units

8 Acres (348,480 Square Feet) / 900 sf = 387 Units

This calculation is the maximum number of allowable units for the site. The actual number of units shall be determined by site design and must meet all required development standards of the zoning and building codes.

15.510.100 ~~15.19.100~~ Site Design and Building Orientation

Purpose: Design multi-family sites to have both an external orientation to the streetscape, and an internal orientation to the residential environment with unifying open space and pedestrian pathways. Design emphasis should be given to the pedestrian, rather than the auto environment through placement of parking in a less prominent location (such as underground, or to the side of the building, rather than in front). Site layout should observe principles of

"natural surveillance," "natural access control" and "territorial reinforcement" by arranging circulation systems, parking areas, sidewalks, and open space to give the perception of being a residential and controlled space in which illegal activity will be observed and reported. Lighting and landscaping should allow for safety and visibility of public and semi-public areas.

15.510.110 ~~15.19.110~~ Building Orientation with Respect to Streetscape

Intent: Provide a building presence on the street for convenient pedestrian access, to provide "eyes on the street" and to contribute to the streetscape with visually interesting buildings.

A. Multi-family buildings shall be oriented in one (1) of the following manners:

1. In a complex with one (1) building:

a. The building shall be oriented to a street, with a prominent entrance and clear connection to the sidewalk. The primary entrance of the building shall be located on the facade facing the street with the highest roadway classification as delineated by the SeaTac Comprehensive Plan. In cases where the building is adjacent to private streets only, the location of the primary entrance shall be determined by the Director ~~of Community and Economic Development~~, taking into consideration pedestrian and vehicle connectivity and the surrounding pattern of development;

b. When physical site limitations such as topography; existing trees or other natural features prevent the main entrance from being located on the street-facing facade, the building may be oriented to a courtyard with a prominent pedestrian entrance and clear connection to the public sidewalk;

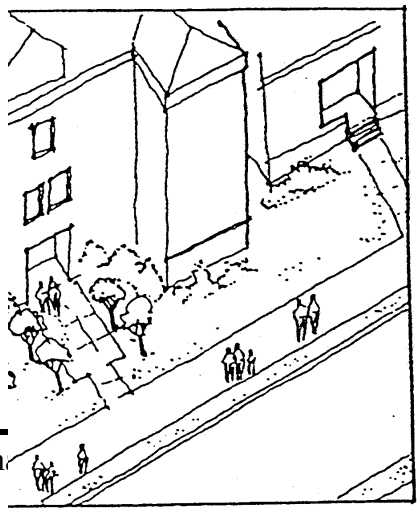


Figure 15.520.110~~15.19.110~~ This building is located facing the street with a prominent entrance and pedestrian path to the sidewalk.

2. In complexes with several buildings, those buildings shall be oriented in one (1) of the following manners:

   a. Buildings shall be oriented to the streetscape with prominent entries and walkways connecting directly to the public sidewalk; or

   b. Buildings shall be oriented to an interior courtyard, or to a cohesive system of open space and pedestrian pathways with a prominent pedestrian entry to the site and walkway connecting directly to the public sidewalk.

15.510.120 ~~15.19.120~~ Site Layout

Intent: Arrange buildings and open space to define territorial areas and control access.

A. Arrange the site in a cohesive and planned manner through one (1) or more of the following methods:

   1. Divide large multi-building developments into several smaller usable areas, each with individually designed open space, children's play areas, internal circulation, and parking;

   2. Configure several buildings around a courtyard;

   3. In a development with one (1) building, configure the building around a courtyard or create several smaller areas of open space each near a separate entry;

   4. Provide a secured site with controlled auto and pedestrian access via gates with a security system.

B. Limit the number of persons accessing buildings by a common entryway.

1. The number of dwellings using a common, unsecured building entrance shall be limited to not more than four (4);

2. The number of units using the same access point shall be limited to not more than twelve (12) units in secured buildings, unless a prominent entryway and lobby are provided;

3. Provide a secured building with a prominent entryway and lobby in buildings of four (4) or more stories. A secured building is one where access is controlled by key or card key on all building entrances.

The above provisions shall be reviewed and approved by the ~~Community and Economic Development~~ Director as satisfying the requirement of the territorial reinforcement objective. More than one (1) of the above methods maybe required if necessary to achieve the objective.

15.510.130 ~~15.19.130~~ Pedestrian Circulation

Intent: Enhance pedestrian safety and convenience by providing an integrated pedestrian circulation system throughout the development. Contact points between pedestrians and vehicular paths should be minimized; where necessary they should be designed to alert drivers to crossing pedestrians.

A. All developments shall feature a fully integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system.

B. Pedestrian circulation shall consist of sidewalks or designated pathways, raised or otherwise separated from parking and vehicular circulation. Sidewalks and pedestrian ways shall be a minimum of four (4) feet in width, clear of any vehicle overhangs.

C. Pedestrian entrances from the street shall be clearly defined and designed so as to be separated from and more prominent than driveways and entrances to parking garages.

D. Pedestrian paths should be visible from buildings or parking lots, and shall be designed to avoid creating “dead ends” or isolated areas.

15.510.140 ~~15.19.140~~ Location of Parking

Intent: Integrate parking into the development in a manner that maximizes accessibility and convenience, while ensuring that parking does not dominate the streetscape and site design. Parking located close to and visible from each unit contributes to a feeling of security. Effective parking designs include private, secured parking located within each unit, common underground parking areas that are well-designed, or surface parking located to be visible from units and connected by convenient pedestrian ways. Parking accessible from alleys, or located to the sides or rear of buildings, helps to ensure that parking does not dominate the site.

A. No parking shall be located between a building and the front property line, other than a driveway for passenger loading and off-loading only in conformance with SMC ~~15.19.150~~15.510.150. Surface parking shall be located behind a building or to the side of a building.

B. Parking located next to a building and within forty (40) feet of the front property line shall not occupy more than the width of two (2) lengthwise parking stalls and one (1) travel lane, or sixty-two (62) feet, whichever is less.

C. **Corner Lots.** On corner lots, no parking shall be located between the building and either of the two (2) front property lines. If a parcel abuts more than two (2) public or private streets, no parking shall be located between the building and the front property line abutting the two (2) public and/or private streets with the highest classification.

D. **Security/Visibility.** Parking shall either be secured or visible from surrounding units.

E. **Large Parking Areas.** Large parking areas in multiple building developments shall be broken up into small lots related to the group of buildings served.

F. **Parking in Rear Setback.** Parking may be located in the rear setback area when access is from an alley abutting the rear lot line. On corner lots, such parking may not extend into the portion of the setback area required as a front yard adjacent to the street.

G. **Parking Located Below Grade.** Parking which is located below grade may be located within a required front or side setback area if situated completely below the level of the abutting sidewalk, and the required landscaping can be provided on top of the below-grade parking structure.

H. **Tandem Parking.** Tandem parking for parking spaces serving the same dwelling unit may be used if the parking is located within the rear setback area and gains access from an abutting alley, or when one (1) of the parking spaces is located within a private garage, and the other is located in the driveway providing access to the parking space within the private garage. Except for developments in which tandem spaces are located within the rear setback area and gain access from an abutting alley, not more than fifty percent (50%) of parking spaces within a multi-family development may be placed within a tandem configuration.

15.510.150 ~~15.19.150~~ Driveway Entrances

Intent: Ensure that parking does not dominate the streetscape, while allowing drop-off areas for convenience and accessibility.

Driveways serving front yard porte cochere building entries shall be as approved by the Director~~ of Community and Economic Development~~, and may include a maximum of three (3) short-term parking spaces.

15.510.160 ~~15.19.160~~ Exterior Lighting

Intent: Lighting design should consider the appropriate placement and quantity of light to provide for security and aesthetic appreciation while avoiding glare and excessive brightness. Lighting contributes to a residential community by extending the hours of outdoor use. Common industry standards for lighting design as outlined by the industry group IESNA (Illuminating Engineering Society of North America) shall provide guidance for appropriate lighting quantity and design. Additionally, lighting levels of adjacent uses should be considered to avoid competing light levels. Maximum light levels should be considered adjacent to single-family residential areas. Lighting directed to accent landscaping or architectural features is appropriate, especially at entries.

A. **Lighting Height.** Lighting standards shall be no greater than sixteen (16) feet in height, and used to illuminate surfaces intended for pedestrians or vehicles, as well as building entries. Light fixtures illuminating surfaces intended for pedestrians shall include pedestrian-scale elements a maximum of twelve (12) feet in height.

B. Exterior lighting shall be used to identify and distinguish the pedestrian walkway network from automobile circulation. Along pedestrian circulation corridors, lighting standards shall be placed between pedestrian ways and public and/or private streets, driveways or parking areas.

C. Effective lighting for pedestrian areas and pathways shall be directed toward the ground.

D. Light fixtures shall be sited and directed to minimize glare around residences.

E. Lighting shall be sited to provide visibility in common areas and building entrances, including mail kiosks, stair wells, parking garages, laundry rooms, exercise rooms, and outdoor common areas of the site.

15.510.200 ~~15.19.200~~ Building Design

Purpose: Attention to building design encourages an aesthetically appealing and safe place to live. Traditional residential forms such as porches, gables, bay windows, color and texture provide human scale that contributes to a sense of ownership and comfort.

15.510.210 ~~15.19.210~~ Pedestrian Building Entries

Intent: Provide pedestrian entries that are prominent and highly visible from other buildings and public areas and consider safe alignments of sidewalks and paths. Elevating units a short distance above the grade contributes to privacy and security.

A. **Entries from Street.** Entries from a street shall be clearly marked with weather protection, canopies, architectural elements, ornamental lighting, or landscaping.

B. **Entries from Parking Lots.** Entries from parking lots shall be subordinate to those related to the street.

C. **Pedestrian Paths.** Clear pedestrian paths separate from parking areas shall connect building entrances to sidewalks. Pedestrian paths shall be illuminated pursuant to Chapter 17.40 SMC, Walkway, Bikeway and Park Lighting.

D. **Raised Entries.** Multi-family buildings shall utilize half flight-up front entries off the street, giving privacy as well as a view of the street and sidewalk. An entry raised two and one-half (2.5) feet above the grade shall be considered sufficient to meet this requirement. In units where the grade is a minimum of two and one-half (2.5) feet above the adjacent parking, sidewalk or other common areas, the half flight-up entry requirement shall be deemed to have been met.

~~E~~1. The Director ~~of Community and Economic Development~~ may waive this requirement if half flight-up entries are not feasible or desirable in a given design, such as in senior housing, or where disabled access is required.

15.510.220 ~~15.19.220~~ Character and Massing

Intent: Reduce the apparent size of new buildings and create visual interest through architectural form and detailing. Architectural features and treatments shall not be restricted to a single façade. All sides of a building open to view by the public, whether viewed from public or private property, shall display a similar level of architectural quality and interest.

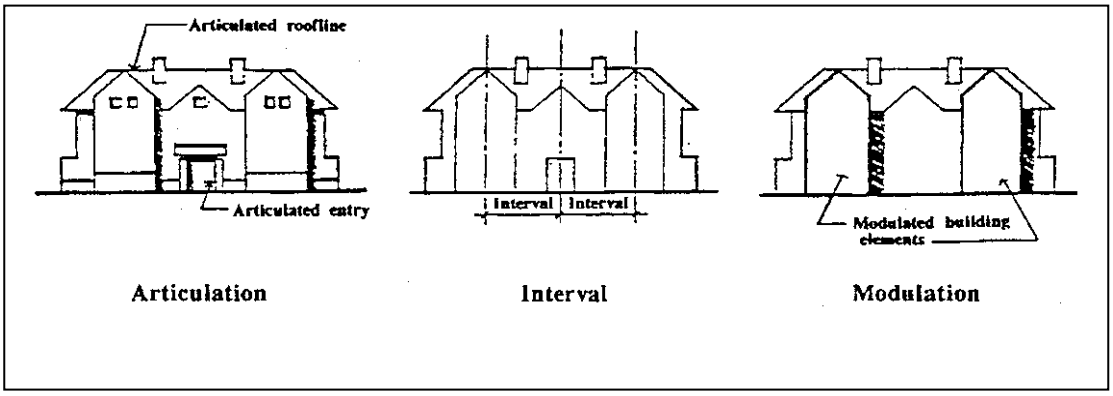


Figure 15.19.220 Architectural terms used to describe building massing concepts.

Articulation refers to the giving of emphasis to architectural elements (such as windows, balconies, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces.

An *interval* is the measure of articulation – the distance before architectural elements repeat.

Modulation is a measured and proportioned inflexion or setback in a building's face. Together, articulation, modulation and their interval create a sense of scale important to residential buildings.

A. **Building Façade Articulation.** Building facades shall be articulated with architectural elements that break up long blank walls, add visual interest, and enhance the character of the neighborhood.

A. **Vertical Articulation.** Vertical articulation shall occur at intervals of no more than forty (40) feet.

1. **Methods of Articulation.** Three (3) or more of the following methods of articulation shall be used such that the combination of features project a residential character:

~~1~~a. Providing a balcony, bay window, porch, patio, deck, or clearly defined entry for each interval.

~~2~~b. Providing, a lighting fixture, trellis, prominent ornamental tree or other landscape feature within each interval.

~~3~~c. Providing architectural features such as setbacks, indentations, overhangs, projections, cornices, bays, canopies, or awnings. Building modulations shall be a minimum of two (2) feet in depth and two (2) feet in width. The sum of the modulation depth and modulation width shall be no less than eight (8) feet.

~~4~~d. Use of material variations such as contrasting colors, brick or metal banding, or textural changes.

~~5~~e. Artwork or building ornamentation.

~~B~~C. **Modulation/Articulation Variety..** A variety of modulations and articulations shall be employed. No more than four (4) consecutive uniform modulations shall be used. Buildings greater than one hundred sixty (160) feet in length shall provide a prominent central feature among the modulations.

~~C~~D. **Windows.** Windows shall provide relief, detail and variation on the facade through the use of significant trim and architectural styling that lends human scale to the facade.

1. A minimum of two (2) of the following requirements for windows shall be met:

~~1~~a. Window shall be accented with a drip cap, sill, and trim. The drip cap shall be a minimum of three (3) inches in height and one (1) inch in depth; sills shall be a minimum of three (3) inches in width. Trim shall be a minimum of two (2) inches in width and one (1) inch in depth;

~~2~~b. Windows shall be accented through use of multiple panes;

~~3~~c. Windows shall be vertically oriented with a height one and one-half (1-1/2) to two (2) times the width;

~~4~~d. Windows shall be accented through the use of contrasting trim color and other detailing.

~~D~~E. **Variations in Building Setback.** Front facades incorporating a variation in building setback shall include within the setback such architectural elements as covered or recessed building entries, plazas or courtyards, or seating and planting areas.

~~E~~F. **Roof Lines.** Roof lines shall be varied through two (2) or more of the following methods. The maximum roof length without a variation shall be forty (40) feet.

1. **Dormers:** A projection from a sloping roof that contains a window.

2. **Roof Line with Architectural Focal Point:** A prominent rooftop feature such as a peak, tower, gable, dome, barrel vault or roof line trellis structure.

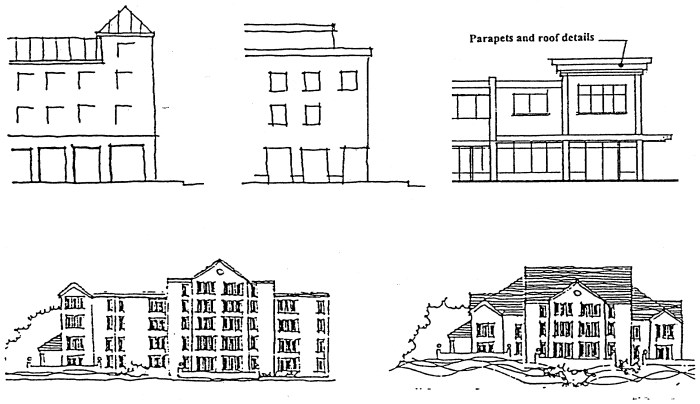
3. **Roof Line Variation:** The roof line articulated through a variation or step in roof height or detail, such as:

   a. **Projecting Cornice:** Roof line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet.

   b. **Articulated Parapet:** Roof line parapets shall incorporate angled, curved or stepped detail elements.

4. **Pitched Roof or Full Mansard:** A roof with angled edges, with or without a defined ridgeline and extended eaves.

5. **Terraced Roof:** A roof line incorporating setbacks for balconies, roof gardens, or patios.



~~F~~G. **Blank Walls.**

1. "Blank walls" (building facade sections without windows or doors) greater than twenty (20) feet in length that are visible from any right-of-way, private road, open space, sidewalk or through-block pathway shall be screened or treated as described in 15.510.220 ~~15.19.220~~ (~~F~~G) (2).

2. **Treatment of Blank Walls.** Sections of "blank walls" shall be avoided, but if necessary due to privacy or other design considerations, shall be treated in one (1) of the following manners:

   a. Install vertical trellis in front of the wall with climbing vines or other plant materials over at least seventy percent (70%) of the blank wall surface that is at the ground level, and over at least thirty (30) percent of the remainder of the blank wall surface;

   b. Provide a decorative masonry pattern, or other architectural feature as approved by the Director~~ of Community and Economic Development~~, over at least seventy percent (70%) of the blank wall surface that is at the ground level, and over at least thirty percent (30%) of the remainder of the blank wall surface; and/or

   c. Employ small setbacks, projections, indentations, or intervals of material change to break up the wall's surface.

3. In no case shall sections of blank walls forty (40) feet or more in length be allowed.

~~G~~H. **Rooftop Design.** Building rooftops shall be designed to effectively screen mechanical equipment from street-level view through one (1) or more of the following methods:

1. A concealing roof line;

2. A terraced facade;

3. A screening wall or grillwork directly surrounding the equipment; or

4. Sufficient setback from the facade edge to be concealed from ground-level view.

15.510.230 ~~15.19.230~~ Neighborhood Compatibility/Relation to Adjacent Development

Intent: Achieve a compatible transition between two (2) zones of differing height, bulk and scale requirements. Consideration should be given to the scale and design of surrounding buildings to promote compatibility and complement or enhance the character of existing neighborhoods.

A. **Abutting UL Zone/Residential Low Designation.** Properties abutting a UL zone, where the UL zone has a Comprehensive Plan designation of residential low, shall incorporate the following:

1. A maximum building height of thirty-five (35) feet shall apply to portions of a structure within sixty (60) feet of a UL zone with a residential low Comprehensive Plan designation. The thirty-five (35) foot height shall be measured from the base elevation of the UL-zoned property to the midpoint of any sloped roof; provided, that if the multi-family grade elevation is higher than the single-family property, in no case shall the height of the multi-family building be limited to less than thirty-five (35) feet as measured per SMC 15.110.070 Structure Height~~15.13.020(C)~~. The base elevation of the UL-zoned property shall be determined by the average of the elevation along the common property line with the subject property opposite the proposed multi-family building(s) at right angles from the property line. The allowed height shall increase at no more than one (1) foot vertical for each foot horizontal until the maximum allowed height in the zone is reached (see Figure 15.520.230A ~~15.19.230A~~).

2. A minimum roof pitch of six (6) feet of height for each twelve (12) linear feet of roof shall be required for all portions of

multi-family buildings within sixty (60) feet of a UL zone with a residential low Comprehensive Plan designation, and for all multi-family buildings fronting on a street directly across from a UL zone with a residential low Comprehensive Plan designation.

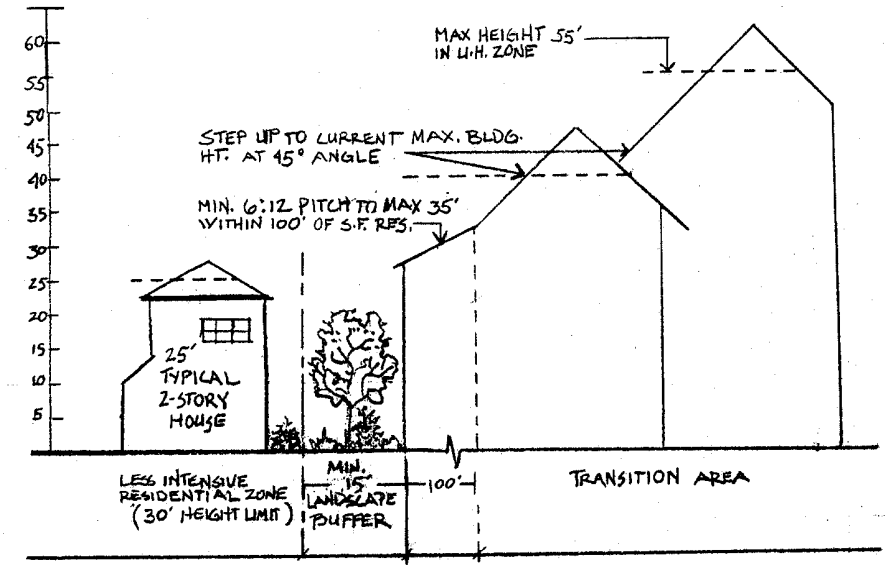


Figure 15.520.230A~~15.19.230A~~ Building height adjacent to a UL zone with a residential low Comprehensive Plan designation is limited to thirty-five (35) feet for the first sixty (60) feet, then may increase at a forty-five (45) degree angle. Height is measured per SMC 15.110.070 Structure Height~~15.13.020(C)~~

3. A minimum side and/or rear year building setback of twenty (20) feet shall apply if the side or rear property boundaries are adjacent to a UL zone with a residential low Comprehensive Plan designation. Side/rear yard landscaping shall occupy all or part of the required building setback, as specified in the landscaping chart in SMC 15.445.210. ~~by land use in SMC 15.14.060.~~

4. Scale and massing of adjacent residential development shall be considered in the design of new multi-family development. An effective architectural fit within the neighborhood shall be achieved through similarity of design with the adjacent development in one (1) or more of the following ways:

   a. Similar building proportions, including stepbacks on upper levels;

b. Similar building articulation;

c. Similar roof lines, pitches, and shapes;

d. Similar relationship to the street for entryways and setbacks; and/or

e. Similar architectural details or features such as bay windows, dormers, porches, finish materials, recessed entries, and other elements.

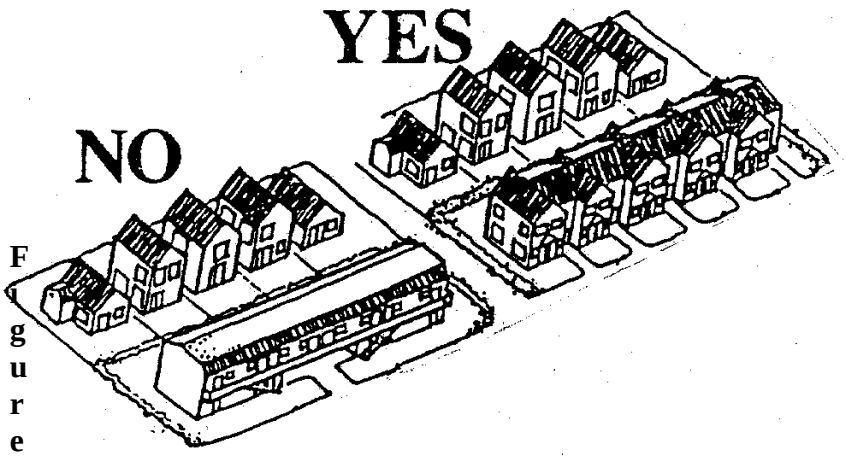


Figure ~~1~~ ~~1~~15.520.230A~~15.19.230A~~(4) The building on the right shows how a multi-family structure can be designed to complement an existing neighborhood through the use of similar building modulation and setbacks. The building on the right covers roughly the same lot area as the structure on the left, while appearing as if it "fits" in its surroundings.

B. **Abutting Townhouse Zone/Townhouse Designation.** Multi-family and mixed use projects abutting a Townhouse (T) zone, or properties with a Townhouse zone Comprehensive Plan designation, shall incorporate the following:

1. **Height Requirements within Forty-Five Feet of Townhouse Zone Property.** A maximum building height of thirty-five (35) feet shall apply to portions of a structure within forty-five (45) feet of the side and/or rear property line of an adjacent property with a Townhouse zone or Townhouse Comprehensive Plan designation.

2. **Height Allowances within Forty-Five Degree Plane of Townhouse Zone Property.** In order to preserve opportunities for light, view and privacy of adjacent townhouses, the height of a building may increase above thirty-five (35) feet as long as it does not project into a forty-five (45) degree angular plane gradient measured from the side and/or rear property line of the adjacent Townhouse Zone property.

3. **Height Allowances Beyond Sixty-Five (65) Feet of Townhouse Zone Property.** Building height after sixty-five (65) feet can increase to the maximum allowed by the zone within which the building is located after the requirements in 15.510.230~~15.19.230~~ (B)(2) are met.

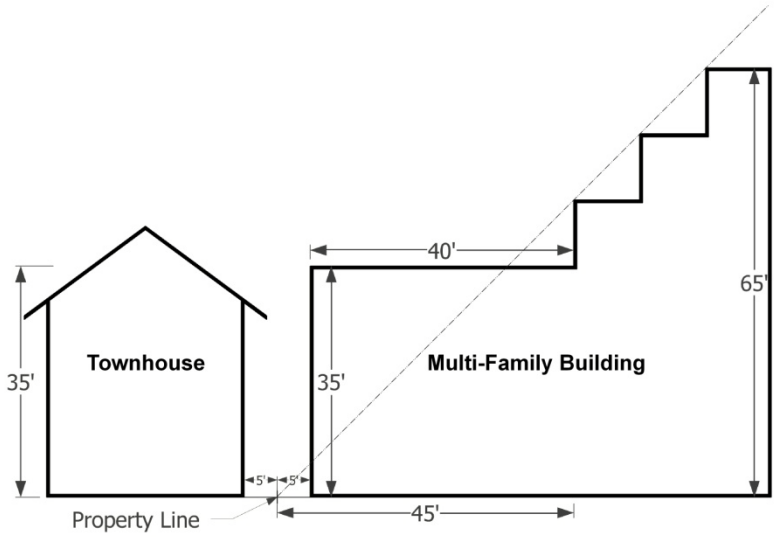


Figure 15.520.230B ~~15.19.230B~~ Diagram showing example of height requirements and allowances for multi-family and mixed use projects abutting Townhouse Zone or townhouse properties.

15.510.240 ~~15.19.240~~ Privacy

Intent: Respect adjacent properties by locating buildings to minimize disruption of privacy. One consideration is the views from upper stories of new buildings into adjacent private yards, especially in less intensive zones. Buildings should also be designed so that units within a development have appropriate private space.

A. Building design shall incorporate the following elements:

1. Stagger windows to avoid alignment with adjacent windows;

2. Reduce the number of windows and decks on the buildings overlooking private yards of neighboring properties; and

3. Use landscaping and open space to enhance privacy.

15.510.250 ~~15.19.250~~ Building Security

Intent: Provide for safety in the design of building doors and windows, hallways and common areas.

A. **Ground Floor Bedroom Windows.** Ground floor bedroom windows of residential units shall be separated from the sidewalk and public areas in one (1) of the following manners:

1. The ground floor shall be raised above ground level a minimum of four (4) feet and pedestrian paths shall be at least five (5) feet away (horizontal separation) from ground floor bedroom windows;

2. Pedestrian paths shall be at least five (5) feet away (horizontal separation) from ground floor bedroom windows, and windows shall be screened with decorative metal grating providing a fifty percent (50%) to seventy percent (70%) screen and landscaping providing filtered screening. Dense landscaping, such as hedges, shall not be used in front of windows.

B. **Exterior Access Corridors.** Exterior access corridors shall not be located directly adjacent to dwelling windows on upper floors.

C. **Windows on Street-Front Facades.** Windows on street-front facades shall be provided to allow views of the street.

D. **Common Areas.** Common areas shall be designed for visibility and security.

1. Windows and lighting shall be sited to provide visibility of common areas, including mail kiosks, stair wells, parking garages, laundry rooms, exercise rooms, and other common areas of the site.

2. Doors between common areas shall have through-door viewers with a minimum one hundred eighty (180) degree viewing range, or windowpanes.

3. Common areas shall have more than one (1) exit.

E. **Dumpsters and Recycling Containers**. Dumpsters and recycling containers shall be conveniently located for residents, and be screened in a manner that allows sufficient visibility to prevent hiding places for unwanted persons.

F. **Door and Window Treatment.** The following items are minimum security requirements for door and window treatment for residential units:

1. For all exterior doors and doors leading from individual units into common areas:

   a. Solid-core wood doors or metal doors;

   b. Through-door viewers with a minimum one hundred eighty (180) degree viewing range;

   c. Single-cylinder deadbolts extending a minimum of one (1) inch into the frame;

   d. Security strikeplates a minimum of three and one-half (3-1/2) inches in height mounted with screws a minimum of three (3) inches in length;

   e. Double locks on sliding doors;

2. Double locks on ground floor and sliding windows.

These items shall be inspected and approved by the City of SeaTac Crime Prevention Officer prior to issuance of a certificate of occupancy. The City of SeaTac Crime Prevention Officer may approve alternate designs that provide a similar degree of security.

15.510.260 ~~15.19.260~~ Building Materials

Intent: Add visual interest and contribute to human scale through texture, color and detailing. Materials should be durable so that the development will continue to be an attractive part of the community over time.

A. Quality, durable materials that add visual interest shall be used in building design.

1. Color and materials shall be varied in projects as follows:

a. In multi-building projects, colors or materials shall be varied from structure to structure to differentiate between buildings, and provide variety and individuality;

b. Colors and materials shall be used to visually reduce the size of buildings that are larger than others in the neighborhood, through:

i. Contrasting trim detailing;

ii. Contrasting shades or colors to distinguish the ground from upper floors, or one (1) section of building from another;

c. Bright or intense colors should be reserved for accent or trim.

2. A color and materials board shall be submitted and approved prior to permit approval.

B. Materials that have a track record of installation difficulties or lack of durability shall be subject to provision of warranty information from manufacturers and installers, and provision of a maintenance bond or letter of credit for a period of three (3) years. Building materials with a history of problems with installation and rapid decay may be disallowed.

15.510.300~~15.19.300~~ Vehicular Access and Circulation

Purpose: Vehicular access and circulation should emphasize the safety of pedestrians, enhance the streetscape in the neighborhood and minimize the traffic impact of new developments on existing neighborhoods.

15.510.310 ~~15.19.310~~ Vehicular Access

Intent: Facilitate access that provides adequate capacity while reducing curb cuts and providing for pedestrian safety.

A. Access to multi-family developments shall be from a major or minor arterial wherever possible.

B. Automobile access shall be consolidated with no more than one (1) driveway per one hundred fifty (150) linear feet of street frontage.

C. Dead end streets shall be permitted only where there is no feasible connection with an adjacent public and/or private street.

D. Developments shall be oriented to transit stops whenever possible. Lighting shall be provided along pedestrian walkway connections and adjacent to transit stop facilities.

E. In developments over one hundred (100) units, a bicycle circulation path separate from vehicular circulation and pedestrian paths shall connect buildings within the development. Benches, shade trees or other amenities shall be incorporated into the bicycle/circulation path as appropriate.

15.510.320 ~~15.19.320~~ Traffic Calming

Intent: Provide for traffic calming to discourage cut-through traffic and enhance neighborhood safety.

The following measures may be required on neighborhood streets near a new development if appropriate to control traffic, providing any access restrictions are approved by the City of SeaTac Fire Department as not adversely impacting fire and life safety access:

A. Crosswalks marked with a change in paving and pedestrian crossing lights;

B. Chicanes (mid-block narrowing of the street to slow traffic);

C. Traffic circles;

D. A bicycle path adjacent to and in addition to other required street frontage improvements;

E. The following additional traffic calming measures shall be required upon a petition by seventy-five percent (75%) of property owners on an affected section of street:

1. "Curb bulbs" or "chokers" (areas of widened sidewalk and curb at street entries) to restrict turns into existing neighborhood areas.

2. Streets restricted to one (1) way access, except for fire and life safety vehicles.

15.510.330 ~~15.19.330~~ Buffering Adjacent to Expanded Streets

Intent: Provide for the preservation of neighborhood character and pedestrian safety in areas where a street through an existing neighborhood must be expanded to serve new multi-family development.

If the capacity of an existing nonarterial street must be increased to serve a new multi-family development, the following shall be required for single-family properties along such street:

A. Fencing and landscaping of up to five (5) feet of Type II landscaping shall be provided adjacent to existing single-family properties. If significant existing landscaping is displaced, it may be required to be relocated or replaced on or adjacent to affected properties to preserve the neighborhood character.

B. Any access to properties that is adversely affected by a change in road configuration shall be restored at the developer's expense, including relocation of driveways, carports, and garages, if necessary.

These off-site improvements shall be required of the developer in addition to other street frontage improvements required by the City.

15.510.400 ~~15.19.400~~ Design of Surface and Structured Parking

Purpose: These standards are intended to provide for safety and aesthetic considerations in surface and under-building parking within multi-family developments.

15.510.410 ~~15.19.410~~ General Considerations

Intent: Minimize parking as a visual element of a site and enhance the pedestrian environment. Parking should be visible from living units or have secured entrances.

A. Parking located under or within buildings shall subordinate the garage entrance to the pedestrian entrance in terms of location and design.

B. All covered parking shall either be secure parking with electronic entries, or open carport-type structures with roof material of transparent glazing to allow surveillance from above. Unsecured "tuck-under" style parking and carports constructed of solid materials that block visibility of parking areas shall not be allowed.

15.510.420~~15.19.420~~ Design of Surface Parking Lots

Intent: Locate parking such that unsecured parking areas are visible from living units and safely illuminated. Landscaping should provide an aesthetically pleasing treatment, provide for summer shade and absorption of rainwater. Pedestrian pathways should allow for pedestrian safety from parking areas to residences where the two (2) areas are separated. Where multiple driveways are necessary, landscaping should be provided to separate and minimize the impact on the streetscape.

A. One (1) landscape island a minimum of five (5) feet in width, exclusive of curbs, shall be required for each seven (7) parking spaces as specified in SMC ~~15.35.840~~15.300.500(B).

B. Lighting levels in surface parking lots shall conform to the standards in Chapter 17.24 SMC, Parking Lot Lighting.

C. If carport structures are provided, they shall be designed with transparent glazing to allow views from units above.

D. Where sidewalks or walkways cross vehicular driveways, provide a continuous raised crossing, or distinguish the crossing from the driveway surface by marking with a contrasting paving material.

15.510.430 ~~15.19.430~~ Design of Structured Parking

Intent: Locate structured parking under or within multi-family buildings to enhance safety and aesthetics. Aesthetic considerations include appropriate screening and subordination of under the building parking.

Attention to security features as an integral part of the initial design allows security needs to be met without unduly compromising aesthetics or traffic flow patterns and operations, and without excessive construction or operating costs. The use of CPTED principles in the design of residential parking structures can enhance resident safety. Principles include good lighting, openness to public view, access control, and a security management plan that includes periodic review and updating.

A. **Lighting of Structured Parking.** Lighting levels in structured parking shall conform with the requirements of Chapter 17.28 SMC, Parking Structures.

B. **Elevators and Stairs.**

1. Elevator towers and stairwells shall be open to public view to the maximum extent possible. If enclosure of an elevator waiting area is necessary for fire code purposes or for weather protection, enclosure shall be with transparent glazing.

2. Potential hiding places below stairs should be closed off. If used for storage, such areas shall be secured with doors and padlocks.

3. Directional arrows indicating exits and elevators must be painted on walls.

4. Remote exterior stairway doors shall be equipped with one (1) way locks allowing people to exit but not to enter the facility at those locations.

C. **Floors**. Parking decks shall be flat to the maximum extent possible to increase visibility. Openness should be encouraged through methods such as long-span construction and high ceilings.

D. **Facades**.

1. Parking located at grade under a building shall be attractively screened through a combination of decorative grilles, or trelliswork. Screening shall provide for light, airflow, and natural surveillance into the structure, while limiting access. Since screening is intended to increase security by restricting access to the facility, the screening must be reasonably strong and durable to withstand vandalism and the elements.

   Separate enclosed garages serving individual units shall be completely enclosed or shall be screened as described above.

2. For underground structures, the first level below grade shall be daylighted by either grading the site down or using air wells to allow natural light and ventilation into the structure. Such openings shall be barred to prevent access and landscaped in a manner that provides both screening and visibility through the landscaping. Openings shall be adjacent to well-traveled walks or frequently used areas of open space.

3. Stand-alone, multi-level aboveground parking structures shall be avoided in multi-family complexes.

   a. Where allowed by a decision of the Director ~~of Community and Economic Development~~ due to special

design or site conditions, multi-level above-ground parking structures shall comply with the top floor variation, character and massing, and minimizing views into the interior requirements of SMC ~~15.35.910(D)~~15.300.460(C)(3), 15.300.460(C)(2) and ~~15.35.930~~15.300.460(C)(4)(~~A~~b), (~~B~~c), and (~~D~~e). Such structures shall be required to comply with SMC ~~15.35.945~~15.300.460(D), Ground Floor Uses in Parking Structures, when adjacent to a public street.

b. The facade of a stand-alone multi-level parking facility should provide filtered screening that allows visibility to streets and good visibility for patrolling police cars. Stairways on the building's exterior should be visible from the outside. If stairs are to be enclosed, glass or wire glass can be used.

E. **Circulation and Access Control.**

1. Vehicle entrances and exits shall be kept to a minimum. All entrances shall be gated, with gates that permit visibility into the garage.

2. Pedestrian entrances shall be concentrated to bring all pedestrians through one (1) portal, which improves the ability to see and be seen by others.

3. Emergency exits shall be provided.

4. Any ground-level pedestrian exits that open into nonsecure areas should be emergency exits only and fitted with panic bar hardware.

5. Dead end parking areas as well as nooks and crannies in the general design of the parking facility should be avoided.

F. **Active Security Measures.**

1. A security management plan shall be submitted and approved prior to building permit issuance. Such plan shall be reviewed and updated every three (3) to five (5) years in cooperation with the City's crime prevention specialist. The plan would include a security audit and proposed CPTED and active security measures.

2. Active security measures such as emergency phones and closed circuit television (CCTV) shall be provided in large developments if determined to be necessary by the Crime Prevention Officer. At a minimum, a conduit shall be provided for emergency communication and CCTV in stairs, elevator cabs, and elevator lobbies in structured parking for developments containing two hundred (200) or more units.

G. **Maintenance**. Residential parking structures shall be well-maintained, as trash and graffiti may leave the impression that the facility is not secure

15.510.500 ~~15.19.500~~ Recreation and Open Space

Purpose: To provide for adequate recreation and open space areas for the residents of multiple-family dwellings, to separate such areas from automobile-oriented space, and to enhance the environmental quality of multiple-family residential districts.

15.510.510 ~~15.19.510~~ Minimum Area Required

Intent: Provide opportunities for both active recreation and outdoor areas for passive enjoyment of natural areas. Recreation and open space areas should include amenities ~~for all~~ appropriate for the ages of people likely to live in the residences and be located with regard to climate conditions and safety.

A. Each multi-family building or complex of five (5) or more units shall provide a minimum area of recreation and open space, as follows:

1. **Outside of Overlay Districts.** For developments located outside the designated City Center, ~~and~~ S. 154th Street Station Area Overlay Districts and the Interim Angle Lake Station Area:

Unit Size	Minimum Required Open Space
2 bedroom or larger	200 square feet
1 bedroom	160 square feet
Studio	120 square feet

a. In all multi-family developments, at least fifty percent (50%) of the required recreation and open space must be usable outdoor multi-purpose space accessible by all residents as described in subsection (B) of this section.

b. Up to fifty percent (50%) of the required recreation and open space may be composed of indoor recreational space or outdoor single-purpose recreational facilities as described in SMC ~~15.19.510~~15.510.510(C).

2. **Within Overlay Districts.** For developments located within the designated City Center and S. 154th Street Station Area:

A minimum of sixty (60) square feet per unit of outdoor space. One hundred percent (100%) of such space shall be allocated for outdoor multi-purpose open space accessible by all residents as described in subsection (B) of this section.

B. **Multi-purpose Outdoor Recreation and Open Space.** This requirement shall be satisfied through compliance with one (1) or more of the following elements:

1. Courtyards, plazas or multi-purpose green-spaces which serve to organize the placement of buildings, as described in SMC ~~15.19.540~~15.510.540;

2. Upper level common decks, patios, terraces, or roof gardens;

3. The square footage length and width of publicly accessible pedestrian-only corridors dedicated to passive recreation and separate from the public street system, including access links in sensitive area buffers.

C. **Indoor Facilities and Outdoor Single-Purpose Facilities - Outside of Overlay Districts.** This recreation and open space allowance, for properties outside the City Center and S. 154th Street Station Area, may be met through one (1) or more of the following:

1. Tennis/sports courts;

2. Swimming pools;

3. Designated exercise areas;

4. Game rooms;

5. Lounge areas with food preparation facilities; or

6. Other similar facilities.

15.510.520 ~~15.19.520~~ Play Space for Children

Intent: Provide for adequate, safely located play space for children. Safe locations are ones that are accessible without crossing circulation areas, and provide for observation by parents and caretakers from the main use areas of nearby units, and from nearby seating and recreation areas. Retirement apartments and assisted living facilities are exempt from this section.

A. At least fifty percent (50%) of the required outdoor recreation and open space area required for units of two (2) or more bedrooms shall be laid out in a manner that makes it suitable and safe as play space for children. The children's play space shall contain a minimum of one (1) set of children's play equipment as approved by the Director ~~of Planning and Community Development~~. Sitting or recreation areas for adults shall be located in close proximity.

B. At least fifty percent (50%) of any indoor facilities and outdoor single-purpose facilities required for units of two (2) or more bedrooms shall be appropriate for use by children of various ages. Exercise facilities in complexes containing two (2) or more bedroom units shall provide for adult exercise opportunities with the ability to watch children nearby.

C. Play space for children shall be centrally located, visible from the dwellings, and away from hazardous areas like garbage dumpsters, drainage facilities, streets, other vehicular travel ways, woods, and parking areas.

D. All units two (2) bedroom units or larger shall be oriented to provide visibility of children's play areas from a kitchen or main living room area. Alternatively, closed circuit TV monitoring of children's play areas shall be installed and access shall be provided by apartment management to tenants with children.

15.510.530 ~~15.19.530~~ Location and Layout of Recreation and Open Space

Intent: Provide accessible, useable, safe, and maintainable recreation and open space. Open space areas should be oriented to sunlight and views, and provide attractive amenities such as paths, picnic areas, seating, active recreation facilities, and good lighting.

A. The location, layout, and proposed type of recreation space shall be subject to approval by the Director ~~of Community and Economic Development~~, and shall conform to the following:

1. Open space areas shall be centrally located near a majority of units, accessible and usable to residents, and visible from surrounding dwelling units.

2. In developments greater than one hundred (100) units, outdoor recreation and open space area shall be divided into several, smaller, usable areas located so as to be convenient and accessible to each building.

3. When the total required open space area is less than three thousand (3,000) square feet, the outdoor recreation and open space shall be one (1) continuous site, with a minimum width of twenty (20) feet.

4. If the total required area for multi-family recreation space is more than three thousand (3,000) square feet, the space may be divided into several usable indoor or outdoor sites, provided at least one (1) area is at least two thousand (2,000) square feet, and all others at least five hundred (500) square feet, with a minimum width of twenty (20) feet.

5. No driveways, parking or other vehicular uses can be located in the outdoor recreation or open space area.

6. Required front yard setback areas shall not count toward outdoor common recreation and open space.

7. A Type III landscaping buffer consisting of fencing and plant screening with a minimum width of five (5) feet shall separate the recreation space from public streets, parking areas, and driveways.

8. Decks, balconies and other similar appurtenances that do not have common access by all the complex residents shall not be counted towards the space requirements.

9. The square footage in required side and rear yards may be used to meet the recreation and open space requirements, except for the square footage in side and rear yards occupied by required Type I and II buffer landscaping for noncompatible uses. Side and rear yards must be developed as usable recreation or open space as specified in this chapter to count toward the requirement.

10. Other required landscaping (such as building facade landscaping and parking lot landscaping) and sensitive area

buffers without common access links such as pedestrian trails shall not be included toward the required recreation and open space requirement.

11. No required recreation or open space area shall have a slope greater than four percent (4%), unless the area has been developed with an enhanced accessibility system of ramps, stairs, terraces, trails, or other site improvements.

B. The space, layout, and proposed type of screening shall be subject to approval by the Director~~ of Community and Economic Development~~.

15.510.540 ~~15.19.540~~ Courtyards and Plazas

Intent: Provide landscaped courtyard, plaza and rooftop garden areas that include adequate seating, and focal landscaping.
Courtyards and plazas areas complying with the following requirements may count toward required outdoor open space areas:

A. **Dimensions**. The courtyard/plaza dimension is a measurement of the usable open space between two (2) buildings or to a property line, with a minimum width of at least twenty (20) feet or equal to the height of the building, up to seventy-five (75) feet, as determined by the Director~~ of Planning and Community Development~~.

B. Publicly accessible courtyards, plazas or multi-purpose green spaces shall link the open space elements with adjacent sidewalks, pedestrian paths, and/or bikeways.

C. Courtyard/plaza areas shall include a minimum of one (1) tree for each two hundred (200) square feet of required area. The plaza/focal area shall consist of at least fifty percent (50%) decorative paving, and include one (1) lineal foot of seating per each forty (40) square feet of required plaza area.

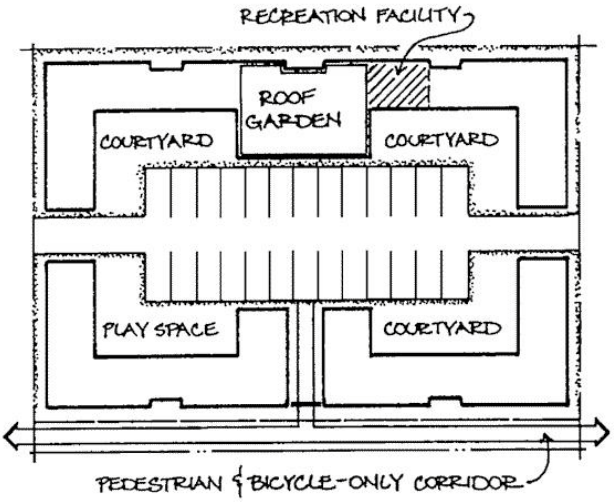


Figure 15.19.540 Sample arrangement of open space areas.

15.510.550 ~~15.19.550~~ Maintenance

Intent: Ensure the maintenance of on-site open space and recreational facilities.

Failure to maintain open space and recreational facilities in a usable manner is a violation of this title. Prior to occupancy, a maintenance program for open space and recreational facilities shall be submitted and approved by the ~~Community and Economic Development~~ Department. The program shall be secured with a maintenance bond, or other suitable financial guarantee as approved by the City, for a period of three (3) years in an amount equal to the estimated cost of maintenance over three (3) years.

15.510.560 ~~15.19.560~~ Cash Contribution in Lieu of On-Site Recreational

Intent: Allow for the contribution to an existing or future City park in lieu of on-site recreational facilities in smaller developments.

A. **Multi-Family Developments with Less than 20 Dwellings, Assisted Living Facilities and Retirement Apartments.** For multiple-family developments containing less than twenty (20) dwellings and all assisted living facilities or retirement apartments, the Director ~~of Community and Economic Development~~ may allow in-lieu payment to the City in an amount comparable to the cost of acquisition and installation of recreational facilities as would otherwise be required.

1. **Acceptance of Payment In Lieu Contributions.** Acceptance of such a voluntary contribution is discretionary on the part of the

City, and shall be permitted only when the size of the development site and its projected population is too small to result in usable, high quality recreational facilities, and the improvement of City park facilities in the vicinity will be of greater benefit to the residents of the proposed dwellings.

2. **Park Improvement Fund.** Such payments shall be placed in a fund to be used for capital improvements in existing neighborhood parks or for the development of new parks in the vicinity of the multiple-family dwelling development.

~~1.~~3. **Amount of Payment.** The amount of such payment shall be determined by the Director ~~of Community and Economic Development~~ based on a recommendation of the Parks Department Director. The recommendation shall be based on either the actual cost or a reasonable prototype cost of providing park land with quality, durable recreational facilities as would otherwise be required to be provided on-site.

B. **Multi-Family Developments with More than 19 Dwellings.** Multiple-family dwelling developments containing twenty (20) or more dwelling units (except for assisted living facilities or retirement apartments) shall provide the on-site recreation facilities required by this chapter. Multiple-family dwelling developments which are built in phases of less than twenty (20) dwelling units shall provide on-site recreation facilities for each phase or shall provide the total amount of recreation facilities required for the complete development in the first phase of construction.

15.510.600 ~~15.19.170~~ Landscaping

Intent: Provide buffering adjacent to noncompatible uses, enhance building facades, create pleasant outdoor spaces for relaxation, contribute to privacy, and help to define public from private space.

A Landscape buffering adjacent to noncompatible uses shall be provided as specified in SMC ~~15.14.060~~15.445.210 Landscaping Standards Chart.

B. Landscaping shall be used to soften the form of the building by screening blank walls and fences, terracing retaining walls, and use of foundation planting. Building facade landscaping shall be provided, as required by SMC ~~15.14.060~~15.445.210 Landscaping Standards Chart.

C. Create physical separation and transition from public and semi-public to semi-private and private areas on-site through the use of entryways, gates and landscaping.

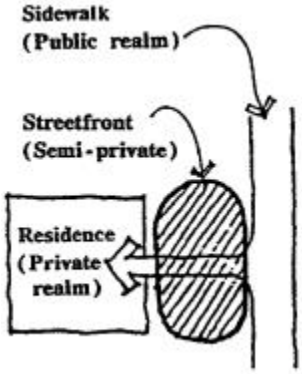


Figure 15.19.170A Defining and separating public from semi-public and private space contributes to both privacy and security.

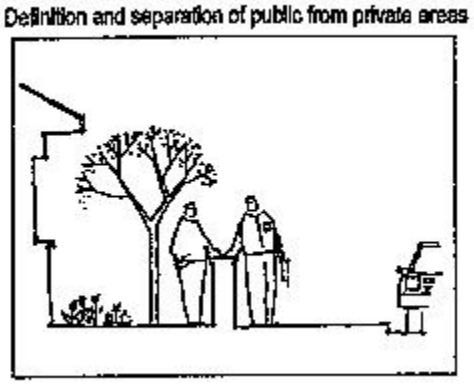


Figure 15.19.170BA small half-wall or fence maintains visibility while creating transition between public and private space.

D. Distinctive plantings shall be provided to define entries, seating areas, and provide accents in areas created by building modulation.

E. **Plaza/Focal Area Requirements.** At least one (1) plaza/focal area with distinctive plantings, a minimum of two hundred (200) square feet shall be provided for each twelve (12) units.

1. Plaza/focal areas shall include a minimum of one (1) tree for each two hundred (200) square feet of required area. The plaza/focal area shall consist of at least fifty percent (50%)

decorative paving, and include one (1) lineal foot of seating per each forty (40) square feet of required plaza area.

2. Such areas may count toward the required front yard landscaping requirement; provided, that the width of the required front yard landscaping may be reduced by a maximum of twenty-five percent (25%). (For instance in multi-family developments, the required twenty (20) feet of Type III street frontage landscaping may be reduced to no less than fifteen (15) feet of landscaping along the street frontage.)

F. **Landscaping and Sight Lines.** Landscaping shall be designed and maintained to allow sight lines through the property, except where this code requires Type I landscaping. Shrubs should be chosen and trimmed down to a maximum of three (3) feet in height; trees should be trimmed up to provide visual clearance below six (6) feet in height.

G. **Fences.** Fences more than seventy percent (70%) solid are not allowed in a front yard adjacent to the street unless the front yard is a private yard located on an arterial street. Chain link fences shall not be placed in a front yard and shall only be used elsewhere if coated or finished to prevent rust.

H. **Compatability of Plant Materials.** New plant materials shall be positioned in a manner that is compatible with native plants.

I. **Stormwater Facilities.** Locate stormwater facilities as elements of designed landscaping and so as not to impede pedestrian circulation.

15.510.700 ~~15.19.600~~ Incentives

Purpose: To encourage types of development that are beneficial for the community, or for which there is a particular need.

15.510.710 ~~15.19.610~~ Application of Incentives

Intent: Support the combination of multiple incentives while placing a cap on the total percentage of incentives that keeps the maximum density within a reasonable limit of the underlying zone.

A. The number of allowed units in a development may be increased for incorporation of the incentives in this section.

1. **Maximum Density Incentive.** The maximum density incentive that may be achieved through the application of

multiple incentives is a thirty percent (30%) increase in the base number of permitted units.

2. **Maximum Height Incentive.** The maximum height incentive that may be achieved through the application of multiple incentives is a fifteen (15) foot increase in the maximum building height identified in SMC ~~15.13.010~~15.400.100, Residential Standards Chart, and 15.400.200, Commercial, Industrial, Parks and Recreation Standards Chart.

   a. An incentive used to obtain additional height in this chapter may not be used to obtain additional density.

3. **Combining Incentives.** Density incentives as specified in ~~Chapter 15.24~~ SMC Chapter 15.425 Development Incentives may be combined with these incentives, but the total of all incentives may not exceed a thirty percent (30%) increase in the base number of permitted units. The bonuses shall be on a building by building basis and are not transferable from one building to another.

15.510.720 ~~15.19.620~~ Senior Housing

Intent: Encourage the provision of senior housing within the community to allow for a variety of housing options to aging persons as their family size and housing needs change. This incentive is not applicable to projects whose sole purpose is housing intended for seniors (age fifty-five (55) years or older) (i.e., adult family homes, assisted living facilities, continuing care retirement communities, retirement apartments, convalescent center/nursing homes, etc.)

A. **Density Bonus:** A twenty percent (20%) increase in the allowed number of units shall be permitted when a minimum of thirty-five percent (35%) of the units within the project are reserved as assisted living units or retirement apartments.

B. **Height Bonus:** A ten (10) foot increase in the maximum allowed height shall be permitted when a minimum of thirty-five percent (35%) of the units within the project are reserved as assisted living units or retirement apartments.

15.510.730 ~~15.19.630~~ Mixture of Unit Sizes

Intent: Promote a mixture of unit sizes within a development, in order to encourage the presence of residents during the daytime. Larger units typically house families, where an adult may be present during the daytime. Having a mixture of unit sizes can contribute to a more secure community.

A. **Density Bonus:** A ten percent (10%) increase in the allowed number of units shall be permitted with a mixture of unit sizes in a development with at least thirty-five percent (35%) of the units being two (2) bedroom or larger.

B. **Height Bonus:** A five (5) foot increase in the allowed height shall be permitted with a mixture of unit sizes in a development with at least thirty-five percent (35%) of the units being two (2) bedroom or larger.

15.510.740 ~~15.19.640~~ Condominium/Owner-Occupied Housing

Intent: Encourage units to be constructed as condominiums, and remain owner-occupied through codes, conditions, and restrictions (CCRs) or other restrictive covenants, contributing to a sense of ownership, investment in the community, and stability in the resident population of multi-family areas.

A. **Density Bonus**: A thirty percent (30%) increase in the allowed number of units shall be permitted for a condominium development, where the codes, conditions, and restrictions (CCRs) of the homeowners' association or other restrictive covenants are set up to maintain home ownership within the development and restrict the number of units that may be used as rental properties. CCRs shall be reviewed and approved by the Director ~~of Community and Economic Development~~ prior to recording to ensure this provision cannot be modified or eliminated.

B. **Height Bonus:** A fifteen (15) foot increase in the allowed building height shall be permitted for a condominium development, where the codes, conditions, and restrictions (CCRs) of the homeowners' association or other restrictive covenants are set up to maintain home ownership within the condominium and restrict the number of units that may be used as rental units. CCRs shall be reviewed and approved by the Director ~~of Community and Economic Development~~ prior to recording to ensure this provision cannot be modified or eliminated.

15.510.750 ~~15.19.650~~ Underground Parking

Intent: Promote the placement of parking underground in order to facilitate urban spaces, pedestrian orientation, and greater efficiency in use of land for housing and open space.

A. **Density Bonus:** A ten percent (10%) increase in the allowed number of units shall be permitted for developments where a

minimum of seventy-five percent (75%) of the parking is placed underground.

B. **Height Bonus:** A five (5) foot increase in the allowed building height shall be permitted for developments where a minimum of twenty-five percent (25%) of the parking is placed underground.

15.510.760 ~~15.19.660~~ Outdoor Recreation/Open Space

Intent: Encourage the placement of additional open space throughout multi-family developments in order to enhance outdoor recreational opportunities for residents.

A. **Density Bonus:** A ten percent (10%) increase in the allowed number of units shall be permitted when at least fifteen percent (15%) additional recreation and/or open space, over what is required, is provided within a multi-family development.

B. **Height Bonus:** A five (5) foot increase in the allowed building height shall be permitted when at least fifteen percent (15%) additional recreation and/or open space, over what is required, is provided within a multi-family development.

15.510.770 ~~15.19.670~~ Architectural Design

Intent: Promote enhanced building layout and design in multi-family buildings through the incorporation of additional design elements and features.

A. **Density Bonus:** A ten percent (10%) increase in the allowed number of units shall be permitted when additional building design is provided within a multi-family development.

B. **Height Bonus:** A five (5) foot increase in the allowed building height shall be permitted when additional building design is provided within a multi-family development.

C. The enhanced design elements shall consist of the following:

~~A~~1. Incorporate all methods of articulation identified in SMC ~~15.19.220~~15.510.220(~~A~~B)(1).

~~B~~2. Utilize all methods of window treatment identified in SMC ~~15.19.220~~15.510.220(~~C~~D).

~~C~~3. Incorporate three (3) or more roof line variations identified in SMC ~~15.19.220~~15.510.220(~~E~~F).

15.510.800 ~~15.19.800~~ Multi-Family Properties in the City Center and S. 154th Street Station Area Overlay Districts

Purpose: To define standards for multi-family properties in the City Center Overlay District and S. 154th Street Station Area Overlay District that allow for setback, density and open space standards appropriate to a more urban environment, while still providing for attractive open space amenities and neighborhood compatibility.

15.510.810 ~~15.19.810~~ Applicability

Intent: Ensure that multi-family developments within the City Center Overlay District and S. 154th Street Station Area Overlay District are subject to the same quality, compatibility and security principles and standards outlined in this chapter unless the specific purposes of the City Center Overlay District or S. 154th Street Station Area Overlay District create a need for a modified standard.

A. ~~F. These~~ The following requirements shall be in addition to the multi-family standards contained in this chapter.

~~E~~B. **Residential Mixed Use Parking.** Parking for residences on a mixed use site shall be clearly delineated and separate from parking for commercial uses.

~~A~~C. **City Center Overlay District.**

1. The following City Center Overlay District Standards shall apply to all multi-family projects in the designated City Center: SMC ~~15.35.200~~15.300.100 through ~~15.35.220~~15.300.120; ~~15.35.300~~15.300.200; ~~15.35.310~~15.300.210; ~~15.35.330~~15.300.230; ~~15.35.335~~15.300.250; ~~15.35.430~~15.300.325; ~~15.35.800~~15.300.400 through ~~15.35.850~~15.300.450, 15.300.500(B).

~~B~~2. The following City Center Overlay District Standards shall apply only to ground floor commercial in mixed use residential projects in the designated City Center: SMC ~~15.35.320~~15.300.220; ~~15.35.400~~15.300.300 through ~~15.35.420~~15.300.320; ~~15.35.510~~15.300.600(A); ~~15.35.520~~15.300.620; ~~15.35.530~~15.300.630(B);

~~15.35.570~~15.300.610(B); ~~15.35.600~~15.300.710(A) ~~through 15.35.620~~.

D~~C.~~ **S. 154th Street Station Area Overlay District.**

1. The following S. 154th Street Station Area Overlay District Standards shall apply to all multi-family projects in the designated S. 154th Street Station Area: SMC ~~15.38.200 through 15.38.220; 15.38.300; 15.38.310; 15.38.330; 15.38.335; 15.38.800 through 15.38.850.~~15.305.100 through 15.305.130; 15.305.200; 15.305.210; 15.305.230; 15.305.250; 15.305.400; 15.305.410; 15.305.450; 15.305.500.

~~D~~2. The following S. 154th Street Station Area Overlay District Standards shall apply only to ground floor commercial in mixed use residential projects in the designated S. 154th Street Station Area: SMC ~~15.38.320; 15.38.400 through 15.38.430; 15.38.470; 15.38.500 through 15.38.550; 15.38.600 through 15.38.620.~~15.305.220; 15.305.300 though 15.305.350; 15.305.600 though 15.305.620; 15.305.630(C); 15.305.710.

15.510.820 ~~15.19.830~~ Open Space in the City Center and S. 154th Street Station Area Overlay Districts

Intent: Provide standards for recreation and open space for multi-family properties located within the City Center and S. 154th Street Station Area overlay districts that allows achievement of urban densities while still providing an attractive streetscape and comfortable open space amenities for residents, including play space for children.

A. **Minimum Common Open Space.** For developments located within the designated City Center and S. 154th Street Station Area overlay districts , a minimum of sixty (60) square feet per unit of common outdoor space shall be required. Such open space shall be allocated according to the requirements of SMC ~~15.19.510~~15.510.510(B), and ~~15.19.520~~15.510.520 through ~~15.19.560~~15.510.560.

B. **Open Space for Residential Mixed Use Development**. For residential mixed use development in the City Center and S. 154th Street Station Area overlay districts, the commercial open space requirement in SMC ~~15.35.410~~15.300.310 and SMC ~~15.38.500~~15.305.300 through ~~15.38.550~~15.305.350 shall be applied

to that proportion of the site that is commercial, based on building square footage.

1. **Waiving Commercial Open Space Requirements.** Commercial open space requirements may be waived for ground floor retail, or service uses specified in SMC ~~15.35.620~~15.300.700(A)(3)(~~A~~a)(~~1~~i) and (~~2~~ii), and SMC ~~15.38.107~~15.305.057, at the discretion of the Director~~ of Community and Economic Development~~, to encourage the inclusion of retail and service uses that will serve the multi-family development and immediate neighborhood. The commercial open space requirement shall not be waived for ground floor uses such as hotel/motel and other commercial uses that generate significant demand for open space.

15.510.900 ~~15.19.900~~ Concept Illustrations

Each standard included examples and illustrations of ways in which the intent of the design standard could be achieved. The graphic illustrations are meant to be examples, and not the only acceptable means to accomplishing the intent of the standards being illustrated. Applicants and project designers are encouraged to consider designs, styles and techniques not pictured in the examples that fulfill the intent of the design standards.

Illustration: Building Orientation with Respect to Streetscape ~~(15.19.110)~~

Building entries may be oriented to an interior courtyard if the courtyard has a prominent pedestrian entry and walkway connecting directly to the public sidewalk.

Buildings may be oriented to a cohesive system of open space and pedestrian pathways where there is a prominent pedestrian entry to the site and walkway connecting directly to the public sidewalk.

Illustration: Landscaping Design ~~(15.19.170)~~

Entryways, gates, and landscaping shall define and separate public space from semi-public and private areas within the development.

Fences more than seventy percent (70%) solid are not allowed in a front yard adjacent to the street unless the front yard is a private yard and is located on an arterial street.

Illustration: Pedestrian Building Entries ~~(15.19.210)~~

Entries from the street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping. Entrances shall be prominent, visible from the street, and connected by a walkway to the public sidewalk.

Multi-family buildings shall utilize one-half (1/2) flight up entries off of the street where feasible.

Illustration: Character and Massing ~~(15.19.220)~~

Building facades shall be articulated at intervals of no more than forty (40) feet with architectural elements, which break up long blank walls, add visual interest, and enhance the character of the neighborhood.

Provide architectural features such as setbacks, indentation, overhangs, projections, cornices, bays, canopies, or awnings. Building modulations shall be a minimum of two (2) feet in depth and two (2) feet in width.

Illustration: Rooflines

Roof lines shall be varied at least every forty (40) feet through the use of dormers, stepped roofs, gables, towers, or other roof elements.

Illustration: Traffic Calming ~~(15.19.320)~~

Chicanes (mid-block narrowing of the road to slow traffic) are one (1) method that may be appropriate to enhance pedestrian safety near a new development.

Illustration: Covered and Structured Parking ~~(15.19.430(D))~~
Illustration: Facades ~~(15.19.430(D))~~

Shared parking at grade under a building shall be screened through decorative grilles or trellis work.

The first level below grade shall be daylighted. Such openings shall be barred to prevent access and landscaped in manner that provides both screening and visibility.

Illustration: Children's Play Areas ~~(15.19.520)~~

Children's play areas shall be centrally located, visible from inside dwellings, and located away from hazardous areas like garbage dumpsters, drainage facilities, streets, woods, and parking areas.

Chapter 15.515 ~~15.13.110~~
Special Design Standards for the ABC, CB-C, UH-UCR and O/CM Zones

SECTIONS:

15.515.005 Purpose
15.515.010 Authority and Application
15.515.100 ~~15.13.110(A)~~Standards Common to the ~~CB-C,~~ ABC, CB-C, UH-UCR and O/CM Zones
15.515.200 ~~15.13.110(B)~~Standards ~~Applicable~~ Specific to the CB-C, UH-UCR and O/CM Zones
15.515.300 Standards Specific to the ABC Zone.

15.515.005 Purpose

The following special standards are intended to promote integrated development and pedestrian-oriented design within the highest intensity/density areas of the City.

15.515.010 Authority and Application

A. The following standards will apply to properties, except within the City Center and S. 154th Street Station Area overlay districts, zoned aviation business center (ABC), community business in the urban center (CB-C), office/commercial medium (O/CM), and urban high-urban center residential (UH-UCR). See SMC Chapter 15.300 for standards specific to the City Center Overlay District and SMC Chapter 15.305 for standards specific to the S. 154th Street Station Area Overlay District.

B. ~~B6.~~ **Other Standards Applicable.** Except as specified in this ~~section~~ Chapter of the Zoning Code, all other relevant standards and requirements in this code shall apply.

15.515.100 ~~A.~~Standards Common to the ~~CB-C,~~ ABC, CB-C, UH-UCR and O/CM Zones.

The following standards apply to properties zoned aviation business center (ABC), community business in the urban center (CB-C), urban high-urban enter residential (UH-UCR) and office/commercial medium (O/CM), that are

located outside of the designated City Center and S. 154th Street Station Area overlay districts.

A. Standards Common to the CB-C, ABC, UH-UCR and O/CM Zones, except within the City Center and S. 154th Street Station Area overlay districts, zoned community business that are located in the urban center (CB-C) as defined in SMC 15.10.660 and delineated on the City of SeaTac Official Zoning Map, and to all properties zoned aviation business center (ABC), office/commercial medium (O/CM), and urban high-urban center residential (UH-UCR). See SMC Chapter 115.300 5.35 SMC for special standards specific to the City Center Overlay District and SMC Chapter 15.305 for standards specific to the S. 154th Street Station Area Overlay District.

A. 2. **Maximum Lot Coverage.**

1. Lot coverage standards as stated in the zone standards charts (SMC 15.13.01015.400.100 and 15.400.200), subject to the following restrictions and incentives:

A(6)a. Landscaping required by the code may not be counted toward the open space requirement; **Note: Relocated to Building Design/open space.**

b2. Land dedicated to the City without compensation for public rights-of-way and public transit may be included in calculating total land area for the purpose of determining maximum lot coverage;

B. d. **Circulation**. The following circulation standards apply to all parcels in the CB-C, ABC, CB-C, UH-UCR and O/CM zones, and are especially relevant to large parcels within these zones:

iv1. **Internal Circulation Plan.** An internal circulation plan shall be encouraged to assure smooth pedestrian and vehicular traffic flow in and between developments. Access and internal circulation shall be approved by the Public Works Department;

iii2. **Access Points.** Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion and potentially hazardous turning movements. Access points and street intersections should be designed in such a way as to not inhibit pedestrian activity;

ii2. **Pedestrian and Bicycle Pathways.** Pedestrian and bicycle

pathways shall be integral features of the development. These pathways shall be designed to tie together different businesses.

a. **Pedestrian and Bicycle Pathways Separate from Internal Roadway.** The pedestrian and bicycle pathways shall be separate from the internal roadway system.

b. **Connect to Off-Site Pedestrian and Bicycle Systems.** Where possible, the pedestrian and bicycle pathways shall connect to off-site pedestrian and bicycle systems;

~~v~~3. **Transit Access/Connection.** To promote public transit use, paved walkways and adequate lighting shall be provided between buildings and the nearest transit stop.

a. Paved, covered passenger waiting areas with good visibility shall be provided at all transit stop locations.

b. Development should be sited to enhance pedestrian access between buildings and transit service. Efforts shall be made to orient buildings toward transit stops and approaches rather than parking lots.

C. **Open Space.**

1. ~~A(3)(d)(i)~~Adjacent developments shall link open space;

2. ~~A(6)a.~~ Landscaping required by the code may not be counted toward the open space requirements;

~~4~~D. **Parking Standards.** In addition to the parking standards established under Chapter ~~15.15~~15.455 SMC, the following parking standards shall apply:

~~a~~1. **Location of Parking.**

a. No parking shall be located between the building and the front property line. On corner lots, no parking shall be located between the building and either of the two (2) front property lines.

b. If a parcel abuts more than two (2) streets, no parking shall be located between the building and the front property line abutting the two (2) streets with the

highest roadway classification.

~~b~~2. **Joint Use of Driveways and Parking.** The joint use of driveways and parking shall be encouraged to reduce overall parking needs. A convenient pedestrian connection must exist between the properties.

~~3~~E. **Building and Urban Design.**

~~a~~1. Buildings shall accentuate the natural topography and preserve important view corridors where appropriate.

2. Awnings.

a. **Awning Heights.** ~~E.~~Awnings shall be constructed at a height that does not hamper pedestrian traffic (minimum height of eight (8) feet and a maximum height of twelve (12) feet).

b. **Awning Extensions into Sidewalk.** ~~E.~~For buildings with less than a five (5) foot setback, awnings shall be allowed to extend two (2) feet into the sidewalk areas of fully improved street rights-of-way.

~~b~~2. **Location of Utility Distribution Lines.** New utility distribution lines shall be located underground, with the exception of high voltage electrical transmission lines.

~~1~~F. **Sign Standards.** In addition to sign standards of Chapter ~~15.16~~ 15.600 SMC for commercial or multi-family residential zones, the following special sign standards shall apply~~:~~ .

~~c~~1. **Sign Design.** All business signs shall be an integral part of and architecturally similar to the architectural design of the development, and shall be reviewed in the site plan.

~~5~~G. **Additional Development Conditions.**

~~a~~1. **Transportation Demand Management (TDM) Program.** In order to reduce the use of single-occupancy vehicles, a Transportation Demand Management (TDM) Program shall be created and established based on a transportation study's findings and/or as determined by the City Manager or designee. At a minimum, the property owner shall provide vanpool/carpool loading and parking facilities contained within the parking and circulation plan.

~~b~~2. **Solid Waste Management Program.** A Solid Waste Management Program to reduce solid waste generation and to recycle waste shall be established prior to development. During site plan review, the program shall be reviewed by the Public Works Department for consistency with City policies and other regulatory requirements. The City, if requested, will provide technical assistance to the applicant in developing such a program. At a minimum, this program shall include:~~i. An~~ an in-house recycling program and~~; ii. An~~ an on-site collection program for recyclable material.

~~c~~3. **Additional Development Conditions.** Additional development conditions may be imposed as mitigating measures on developments as part of the SEPA, site plan review, and rezone process.

H. ~~(A)(2)c.~~ **Development Incentives-Lot Coverage Bonuses.** Upon finding that the request for lot coverage bonuses meet the purpose of the zone, the Planning Commission shall recommend to the City Council whether or not to accept the benefit option. The benefit options include the following:

~~i~~1. **Park Fund.** A lot coverage bonus up to three percent (3%) may be granted upon contribution of five thousand dollars ($5,000) per acre of land developed. For the purpose of this bonus, per acre of land shall be determined as total parcel area minus any portions of the property that may be constrained due to wetlands, steep slopes, etc. Land may be dedicated to the City for the purpose of parks and/or open space in lieu of payment. Payments may be phased over a five (5) year period with a ten percent (10%) surcharge on all phased payments. Proof of payment or method of payment must be approved prior to the issuance of a building permit. Funds will be administered by the Department ~~of Community and Economic Development~~ and must be spent on projects consistent with an adopted City Parks and Recreation Plan.

~~ii~~2. **Child Care.** A lot coverage bonus up to five percent (5%) may be granted for development which provides child care facilities for employees. The facility shall be available to all employees of the development in conformance with the State Department of Social and Health Services requirements. A cooperatively managed child care facility established and run by employees is allowed.

~~iii~~3. **Art Exhibit Area.** A lot coverage bonus of one percent (1%) may be granted for each one thousand (1,000) square feet designated for an outdoor art exhibit. A minimum of two thousand (2,000) square feet for exhibiting art must be granted in order to use this option. A maximum bonus of three percent (3%) may be established upon recommendation by the Planning Commission. The art exhibit areas must be established in building and site plans that are submitted for permits. The art exhibit must be easily accessible to the general public.

~~iv~~**4.** **Transit Center.** A lot coverage bonus up to ten percent (10%) may be granted for property dedicated for a transit center. Land donated shall be transferred to and accepted by the local agency and transit operator who will be responsible for development of the transit center site. Proof of an acceptable site must be furnished at the time of submittal of the permit applications. Land area dedicated may be included to determine the maximum lot coverage for the development.

~~v~~5. **Structured Parking.** A lot coverage bonus up to five percent (5%) may be granted for projects that include a parking structure with a minimum of two hundred seventy-five (275) stalls.

~~vi~~6. **Mobile Home Relocation Assistance**. A lot coverage bonus up to ten percent (10%) shall be granted for redevelopment projects that provide relocation assistance to residents of mobile home parks consistent with an approved relocation plan. The City shall include any lot coverage bonus as part of an approved relocation plan.

15.515.200 ~~B.~~ Standards ~~Applicable~~ Specific to the CB-C, UH-UCR and O/CM Zones.

The following standards apply to properties located outside of the designated City Center and S. 154th Street Station Area overlay districts that are zoned community business in the urban center (CB-C), urban high-urban center residential (UH-UCR), and office/commercial medium (O/CM), as specified in this section.

~~Unless otherwise stated, the following standards will apply to properties zoned community business that are located in the urban center (CB-C) as defined in SMC 15.10.660 and delineated on the City of SeaTac Official Zoning Map and to all properties zoned office/commercial medium (O/CM), and urban high-urban center residential (UH-UCR).~~

Note: CB-C uses not allowed deleted because already in Div II Use Chart.

~~4~~A. ~~**Uses Not Allowed in CBC-Zone.** The following uses will not be allowed on CB-C properties.~~

~~# 023 Golf Course # 087 Truck Terminal~~

~~# 089 Distribution Center/Warehouse/Storage # 025 Drive-in Theater~~

~~# 088 Airport Support Facility # 133 Textile Mill~~

~~1B~~A. **Maximum Front Yard Setback.** The following maximum setback standards will apply to properties zoned CB-C, O/CM and UH-UCR.

~~a~~1. In addition to the minimum front yard setback specified in SMC ~~15.13.010~~15.400.100, Residential Standards Chart, and 15.400.200, Commercial, Industrial, Parks and Recreation Standards Chart, a maximum front yard setback of ten (10) feet shall be applied to new development and major redevelopment. A maximum front yard setback of ten (10) feet shall mean that the edge of the primary building shall be located no further than ten (10) feet from the property line.

~~b~~2. **Abutting Two or More Streets.** If a building is on a corner lot and abuts more than two (2) streets, the maximum front yard setback will apply to two (2) streets only; the setback will apply to the two (2) streets with the highest roadway classification as defined by the SeaTac Comprehensive Plan. If three (3) or more streets have the same roadway classification, then the property owner shall select the two (2) streets to which the maximum front yard setback shall be applied.

~~c~~3. **Through Lots.** For through lots, the maximum front yard setback requirements shall apply to the street with the highest roadway classification as defined by the SeaTac Comprehensive Plan. If both streets have the same roadway classification, then the property owner shall determine the location of the front yard.

~~d~~4. **Exceptions to Maximum Building Setback.** Exceptions to the maximum building setback shall be granted for:

~~i~~a. Auto sales/rentals, and other outdoor sales; ~~ii. Car~~ car washes; ~~v. Auto~~ auto service stations; ~~vii. Toll~~ toll booths.

iiib. Communications facilities, including wireless telecommunications facilities;

ivc. Utility substations;

vid. Site designs, approved by the City Manager or designeeDirector, that are intended to enhance pedestrian convenience and activity; and.

e5. **Waiving Maximum Front Yard Setback.** The ten (10) foot maximum front yard setback may be waived for major redevelopment, if the property owner/applicant demonstrates to the City Manager or his designeeDirector that this requirement is not feasible due to existing buildings/improvements on-site or the property's unique configuration. If the waiver is granted, the property owner/applicant shall incorporate pedestrian amenities that create a physical and design linkage between the building and the sidewalk/street. Examples of such amenities are plazas and covered/landscaped walkways from the sidewalk to the main entrance.

5CB. **Building Placement.** For properties where the front property line is equal to or wider than the property's depth, then the longest building facade shall be oriented toward the front property line and the main pedestrian entrance shall be located on this facade. For all properties, where the depth is greater than the front property line, the front of the building shall be oriented toward the front property line, to the maximum extent possible or as otherwise approved by the City Manager or his/her designeeDirector.

2DC. **Landscaping**. Except as otherwise provided in this subsection, landscaping shall be required in conformance with Chapter 15.1415.445 SMC.

a1. **Alternative Landscaping on Street Frontages in the CB-C, O/CM and UH-UCR Zones.** In order to create a building-sidewalk relationship that promotes pedestrian access and activity, the following landscaping standards will apply to the street frontages of properties zoned CB-C, O/CM, and UH-UCR. Where the building setback is smaller than the width of the street frontage landscaping normally required for a use per SMC 15.14.06015.445.210 Landscaping Standards Chart, the width of the street frontage landscaping shall be reduced to correspond with the building setback and the following alternative landscaping shall be required:

~~i~~a. Fifty percent (50%) of the amount of landscaping normally required along the street frontage shall be placed into plazas, roof-top gardens, and other pedestrian amenities (such as restrooms) accessible to the public during business hours. Additionally, street trees shall be planted within the public right-of-way in locations and amounts to be determined by the ~~City Manager or designee~~Director.

~~ii~~b. A percentage of the street frontage landscaping requirements will be waived for placing parking underground. Excluding the requirement for street trees, up to a maximum of eighty percent (80%) of the alternative landscaping will be waived, on a percentage-by-percentage basis, for placing parking underground (e.g., placing seventy-five percent (75%) of the site's required parking underground would meet seventy-five percent (75%) of the square footage portion of the alternative landscaping requirement).

~~3~~D. **Parking in UH-UCR Zone**. The following minimum parking standard will apply to the UH-UCR zone.

1. **Minimum Parking for Residential Units.** The minimum parking spaces required for residential units in the UH-UCR zone is one (1) space per dwelling unit.

2. **Visitor Parking.** Visitor parking will be required in the amount of one (1) space per every three (3) dwelling units.

3. **Exceptions to Minimum Parking Standards.** Exceptions to the minimum parking standards for "small, resident-oriented uses" may be granted in accordance with SMC ~~15.15.055~~15.455.140(D).

~~B6. **Other Standards Applicable.** Except as specified in this section of the Zoning Code, all other relevant standards and requirements in this code shall apply.~~ **Note: This note relocated to chapter authority and application.**

15.515.300 Standards Specific to the ABC Zone.

The following standards apply to properties zoned aviation business center (ABC).

A. Landscaping ~~B(2)b.~~**Bufferyard Requirements in the ABC Zone**. Bufferyard requirements shall be as stated in SMC ~~15.14.060~~15.445.210 Landscaping Standards Chart except as follows: In the ABC zone, Type III landscaping, fifteen (15) feet wide berm to conceal service areas, backs of buildings, and parking areas from street level view.

Chapter 15.520
Mixed Use Development Design Standards

SECTIONS:

15.520.005 Purpose
15.520.010 Authority and Application
15.520.100 Mixed Use Standards
15.520.200 Ground Floor Uses in Mixed Use Projects
15.520.300 Residential Mixed Use Standards~~15.13.107 Mixed Use in Residential Projects~~

15.520.005 Purpose

The purpose of this chapter is to establish mixed use standards for required commercial and residential mixed use projects.

15.520.010 Authority and Application

The provisions of this chapter shall apply to commercial and residential mixed use projects as required by the citywide Use Chart in SMC 15.205.040.

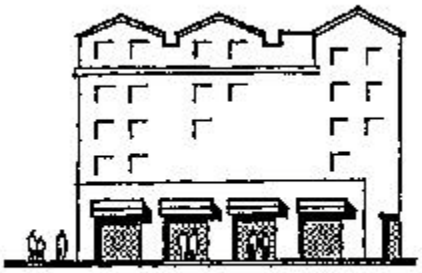
15.520.100 ~~15.35.610 Definition of~~ Mixed Use Standards

For the purposes of this code, ~~Mixed~~ mixed use refers to the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site in one (1) of the following ways:

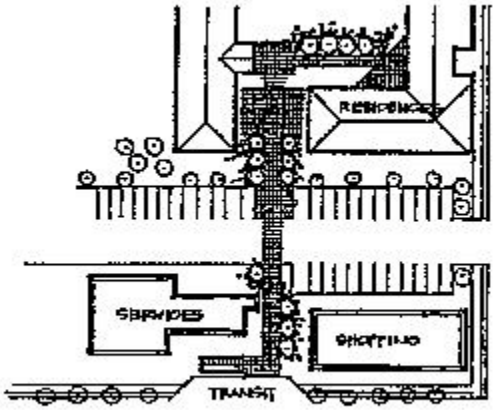
A. **Vertical Mixed Use**. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.

B. **Horizontal Mixed Use – Attached**. A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.

C. **Horizontal Mixed Use – Detached**. Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.



VERTICAL MIXED USE



HORIZONTAL MIXED USE – DETACHED

15.520.200~~15.35.620~~ Ground Floor Uses in Mixed Use ~~and/or High Capacity Transit Facility~~ Projects

A. **Ground Floor Use Requirements.** A minimum of fifty percent (50%) of the length of the exterior ground floor facing the street(s), excluding vehicle entrances, exits, and alleys, shall be designed to be occupied by a retail/commercial or service use.

B. **Ground Floor Depth.** The leasable ground floor area shall extend in depth a minimum of thirty (30) feet from the exterior building facade; provided, that the minimum required may be averaged, with no depth less than fifteen (15) feet.

C. **Types of Retail/Commercial or Service Uses Allowed:** ~~A partial list of permitted retail/commercial or service uses are specified below (for a detailed listing of permitted uses, refer to the City Center use charts):~~

1. **Retail/Commercial.** Retail/commercial uses such as retail food shops, groceries, drug stores, florists, apparel and specialty shops, hotels/motels, restaurants, and other retail/commercial uses that are not specifically auto-oriented in scale or nature.

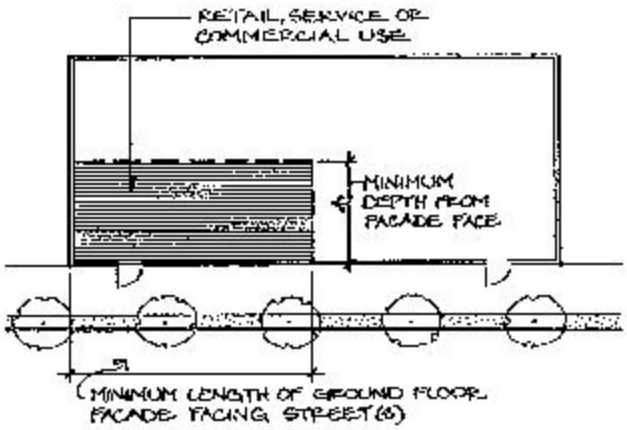
2. **Services**. General offices, such as professional, financial, insurance and real estate services; or personal services, such as beauty salons, dry cleaners, shoe repair shops, banks, health and social services, libraries and health clubs.

~~B~~D. **Interior Ceiling Height.** The minimum clear interior ceiling height standard for the retail/commercial or service use portion of mixed use buildings shall be a minimum ten (10) feet for all street level building space.

~~C~~E. **Design Standards.**

1. **Pedestrian-Level Architecture.** Pedestrian-level commercial uses in vertical mixed use projects shall be distinguished architecturally from attached residential units and shall utilize separate entrances where feasible.

~~D.~~2. **Identity Signs.** Ground floor businesses shall provide business identity signs that fit with the architectural character of the site and shall conform to all other applicable sign requirements identified in the SeaTac Municipal Code.



15.520.300 ~~15.13.107~~ Mixed Use in Residential Projects

In order to create a street environment that facilitates pedestrian activity and convenience, ground floor space in residential mixed use projects shall be used for pedestrian-oriented retail, service, or commercial uses such as those specified below, except within the ~~City Center , in which case the City Center mixed use standards contained within Chapter 15.35 SMC shall apply~~designated City Center and S. 154th Street Station Area overlay districts.

A. **Retail**. Retail uses such as retail food shops, groceries, drug stores, florists, apparel and specialty shops, and other retail uses that are not specifically auto oriented in scale or nature.

B. **Services**. Personal, professional, financial, insurance and real estate services, such as beauty salons, dry cleaners, shoe repair shops, banks, health and social services, libraries, health clubs.

C. **Commercial**. Hotels and general offices.

Chapter 15.525 ~~15.13.111~~
Business Park Design Standards

SECTIONS:

15.525.005 Purpose
15.525.010 Authority and Application
15.525.100 Performance Standards
15.525.200 General Standards

15.55.005 Purpose

The purpose of this chapter is to establish design standards to ensure high quality business and industrial park developments.

15.55.010 Authority and Application

The regulations of this chapter shall apply to all properties and developments located within the Business Park (BP) Zone .

15.525.100 Performance Standards

~~**15.13.111 Business Park Standards**~~
~~A. Uses Permitted. Uses permitted in the business park zone shall be those uses as listed under Chapter 15.12 SMC under the BP (business park) column; provided, that the use conforms with the following requirements (excluding reasonable construction activity):~~ (Note: Deleted because redundant with Use Chart.)

In addition to the performance standards listed in SMC 15.460, Performance Standards-General, uses in the Business Park zone shall conform with the following performance standards:

~~1.~~A. Does not emit significant quantities of dust, dirt, cinders, smoke, gases, fumes, odors or vapors into the atmosphere.

~~2.~~ B. Does not emit any liquid or solid wastes or other matter into any stream, river, or other waterway.

~~3.~~ C. Does not emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels over what is considered safe by the FCC.

~~4.~~ D. Does not emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels that would adversely impact electronic equipment of residences or businesses outside of the boundaries of the property the business is located.

~~5.~~ E. Does not use heavy trucking as a principal use such as truck terminals or heavy truck repair.

~~6.~~ F. Does not produce excessive noise or ground vibration perceptible without instruments at any point exterior to any lot.

~~7.~~ G. Does not utilize open/outdoor storage as a major component of the business. Incidental outside storage may be allowed upon approval of the ~~City Manager or designee~~Director and shall be screened pursuant with subsection (K)(3) of this section.

15.525.200 General Standards

A. Dimensional Standards.

~~E~~1. **Minimum Lot Size.**

a. To encourage large projects, a minimum lot size of five (5) acres is required.

~~1. The development shall relate open space and pedestrian facilities to other developments within the same and adjoining street blocks.~~ **Note: Relocated to "Design"**

~~2~~b. Projects of less than five (5) acres may be approved by City Council after review and recommendation by the Planning Commission. Approval shall be based upon a determination that the project is consistent with the purpose of the zone.

~~D~~2. **Building Height.** The maximum building height shall be consistent with the Federal Aviation Administration regulations.

~~F~~3. **Maximum Impervious Surface Coverage.** A maximum of seventy-five percent (75%) impervious surfaces shall be allowed per site. Impervious surfaces are defined as "roads, streets,

sidewalks and other paved areas, buildings (excluding overhangs), decks, terraces, and patios, incidental outside storage or any other material that would prevent water from percolating into the ground as if under natural conditions." Required landscaping may be counted as pervious surfaces.

~~C~~B. **Landscaping**. Except for bufferyard requirements below ~~as required~~ under subsection (~~B~~1) and the screening requirements under subsection (~~K~~F)(4)(b) of this section, landscaping shall be required in conformance with the requirements of Chapter ~~15.14~~15.445 SMC.

~~B~~1. Bufferyard requirements shall be as follows:

~~1~~a. Type I landscaping of twenty (20) feet wide when adjacent to residential uses.

~~2~~b. Type II landscaping of twenty (20) feet wide fronting rights-of-way.

~~H~~C. **Vehicular Access.**

1. Shared vehicular access to lots shall be required to reduce impervious surfaces and the number of access points.

2. Access points for each property shall be limited to no more that two (2) locations to public rights-of-way. Corner lots shall be limited to two (2) access points. Additional access points may be permitted by the City Manager or designee upon review of the site and its traffic conditions.

3. Preferential location of vanpool, carpool, or other ride-sharing vehicle parking spaces shall be given in respect to building entries. These spaces shall be identified through appropriate markings and/or signs.

~~I~~D. **Parking Areas.** Off-street parking shall conform to the requirements of Chapter ~~15.16~~15.455 SMC.

~~G~~E. **Design Standards.** All new development shall conform with the following design standards:

1. ~~E1.~~ The development shall relate open space and pedestrian facilities to other developments within the same and adjoining street blocks.

~~1.~~ 2. Offsets of a minimum of ten (10) feet in the building facade facing a right-of-way if the facade is more than fifty (50) feet in length.

~~2.~~ 3. Earth tone colors shall be used on all exterior building surfaces.

~~3.~~ 4. Nonreflective glass shall be used for all development. It shall be the responsibility of the applicant and/or the property owner to provide the City documentation as to the nonreflectibility of the glass.

~~4.~~ 5. All outdoor lighting fixtures shall be screened to prevent glare from being visible from residential properties and from rights-of-way. It shall be the responsibility of the applicant and/or the property owner to provide the documentation of how the outdoor lighting will be screened.

~~5.~~ 6~~.~~. Loading bays shall not be oriented towards or visible from residential properties or adjacent rights-of-way.

~~6.~~ 7~~.~~. Roof top mechanical equipment shall be screened with materials in the same architectural character of the structure.

~~7.~~ 8. Prefabricated pre-engineered metal buildings shall not be permitted. Metal building components may be incorporated as an exterior finish; provided, that the components fit the overall design concept for the structure.

~~K~~F. **Screening of Outdoor Storage Areas, Dumpsters, and Loading Bays**

1. All dumpsters shall be screened with material in the same architectural style of the building on the property. Dumpsters shall be screened from all residential areas, rights-of-way or adjacent properties.

2. The applicant and/or property owner shall submit written approval from the sanitation company to the City that any dumpster location provided for any development proposal is accessible by the sanitation company.

3. The incidental storage of all outside materials shall be screened from all residential properties, rights-of-way, or adjacent property. The type of screening shall be in the same architectural character of the building on the property.

4. Loading bays shall be screened from residential properties or adjacent rights-of-way using one of, or a combination of, the following methods:

   a. Using building design and layout to screen the loading bays.

   b. A twenty (20) foot Type I landscaped buffer backed by a decorative fence, approved by the City, of a minimum height of six (6) feet.

~~J~~G. **Signs (Project Identification Signs).**

1. Signs may be attached to the building or monument signs. No pole or freestanding signs shall be permitted.

2. Tenant identification signs shall be located near entries to the building and shall be in scale with the design of the building and entryway.

3. Only one (1) monument sign per street frontage of the development shall be allowed.

4. Monument signs displaying the tenants names shall be limited to eighty-five (85) square feet per face and fifteen (15) feet in height.

5. All signage shall be setback a minimum of five (5) feet from any right-of-way with the exception that if the signage is forty-two (42) inches in height or less, a one (1) foot setback will be allowed.

6. Signs may be internally or externally illuminated. If signs are externally illuminated, the applicant and/or property owner shall provide documentation showing that the exterior illumination does not create glare on residential properties, adjacent rights-of-way, or adjacent properties.

Chapter 15.530 ~~15.36~~ ~~Design Standards for~~ High Capacity Transit Facilities Design Standards

SECTIONS:

15.530.005 ~~15.36.010~~ Purpose
15.530.010 ~~15.36.020~~ Authority and Application
15.530.100 ~~15.36.100~~ Station Design
15.530.110 ~~15.36.110~~ Architectural Expression
15.530.120 ~~15.36.120~~ Site Furnishings
15.530.130 ~~15.36.130~~ Lighting
15.530.200 ~~15.36.200~~ Guideway Architecture
15.530.210 ~~15.36.210~~ Track Design
15.530.220 ~~15.36.220~~ Buffering of Track Corridor
15.530.230 ~~15.36.230~~ Elevated Structures
15.530.240 ~~15.36.240~~ Pedestrian Crossings of Track and Access to Stations
15.530.300 ~~15.36.300~~ Parking
15.530.310 ~~15.36.310~~ Minimum Parking Space Requirements
15.530.320 ~~15.36.320~~ Surface Parking Lot Landscaping and Treatment of Perimeter
15.530.330~~15.36.330~~ Pedestrian Circulation through Parking Lots
15.530.340~~15.36.340~~ Placement of Surface Parking Facilities
15.530.400 ~~15.36.400~~ Parking Structures
15.530.410 ~~15.36.410~~ Threshold Standards for the Inclusion of Structured Parking
15.530.420 ~~15.36.420~~ Parking Structure Design
15.530.430 ~~15.36.430~~ Parking Structure Character and Massing
15.530.440 ~~15.36.440~~ Ground Floor Uses in Parking Structures
15.530.500 ~~15.36.500~~ Community Connections
15.530.510 ~~15.36.510~~ Off-Site Improvements
15.530.600 ~~15.36.600~~ Signage
15.530.610 ~~15.36.610~~ Directional/Informational Signage
15.530.620 ~~15.36.620~~ Community Guides/Maps/Directories/Bulletin Boards
15.530.630 ~~15.36.630~~ Station-Related Advertising Signage
15.530.700 ~~15.36.700~~ Fire Safety
15.530.710 ~~15.36.710~~ Safety Standards

15.530.005 ~~15.36.010~~ Purpose

The design standards for high capacity transit (HCT) facilities are intended to encourage:

A. Facilities and stations that are well designed;

B. Development of distinctive community focal points;

C. Connections between the HCT network, adjacent development, and community vehicular, pedestrian and bicycle routes;

D. Incorporation of pedestrian-oriented furnishings and a variety of public spaces;

E. Adequate buffers between different types of land uses; and

F. Use of alternative travel modes to single occupant vehicles.

15.530.010 ~~15.36.020~~ Authority and Application

A. The provisions of this chapter shall apply to:

1. Any form of HCT, such as light or heavy rail, train, express bus, Personal Rapid Transit, People Mover, or other similar technology, that moves a large number of people to set destinations, but excluding transit systems designed to exclusively serve between airport terminals and/or associated airport facilities;

2. All property owned, purchased or leased by public agencies for the purpose of constructing and/or operating HCT systems and associated facilities; and

3. All HCT facility construction requiring a City building permit, but excluding bus stops, and/or minor expansions (less than twenty percent (20%)) of existing HCT facilities.

B. The design of light rail transit stations, guideways, and support facilities for light rail transit located on property owned by the Port of Seattle shall be subject to design requirements jointly developed by the Port, the City, and Sound Transit. Development and application of the design requirements shall be consistent with any Interlocal Agreement (ILA) between the City and the Port of Seattle.

C. In order to provide flexibility and creativity of project design, minor variations from these standards may be permitted, subject to the approval of the Director ~~of Community and Economic Developmen~~t, if the strict interpretation or application of these standards would be inconsistent with related and/or more restrictive provisions of the Zoning Code, or would be contrary to the overall purpose or intent of City goals and policies enumerated in the Comprehensive Plan.

15.530.100 ~~15.36.100~~ Station Design

15.530.110 ~~15.36.110~~ Architectural Expression

A. In order to ensure that HCT station facilities, associated site furnishings, and public art are designed as an expression of community identity, each HCT station within the City shall be consistent with a locally determined design theme.

B. HCT station design themes shall be approved by the City Council.

15.530.120 ~~15.36.120~~ Site Furnishings

A. **Weather Protection/Shelters.** In order to ensure that HCT weather protection/shelters are designed as an expression of community identity, roof designs shall conform to one (1) of the following options:

1. Roofline with Architectural Focal Point. A roofline focal point refers to a prominent rooftop feature such as a peak, barrel vault, undulating curve, or roofline art installation.

2. Roofline Variation. A roofline articulated through a variation or step in roof height or detail.

B. **Benches and Seating Areas.**

1. HCT station areas and platforms shall include seating areas designed and arranged as part of a coherent HCT station theme. Station platforms shall include at least one (1) linear foot of seating per each ten (10) linear foot length of station loading platform.

2. Usable open space areas adjacent to HCT stations, such as publicly accessible plazas, courtyards, and pocket parks, shall include at least one (1) linear foot of seating per each fifty (50) square feet of plaza, courtyard, or pocket park space on site.

3. HCT station seating shall be in the form of:

   a. Leaning rails associated with platform waiting areas (no more than fifty percent (50%) of total linear feet of seating);

   b. Benches or chairs of a minimum twenty (20) inches in width; and/or

   c. Seating incorporated into low walls, raised planters or building foundations at least twelve (12) inches wide and eighteen (18) inches high.

C. **Platform Landscaping and Associated Open Space.**

1. The principal ground level exterior entry point(s) to at-grade or elevated station platforms shall include a minimum two hundred (200) square feet of usable open space consisting of decorative paving.

   a. Usable open space shall include one (1) or more publicly accessible plazas, courtyards, pocket parks, or decorative paving areas constructed contiguous with new or existing sidewalks located either within the front yard setback or elsewhere on site.

   b. Developments proposed to include on-site plazas and pocket parks as publicly accessible project amenities shall link the open space elements with adjacent sidewalks, pedestrian paths, and/or bikeways.

2. Decorative paving areas shall be constructed of such materials as stamped, broom finish, or scored concrete; brick or modular pavers. One (1) deciduous tree of at least two (2) inches diameter (caliper) measured four (4) feet above the ground at the time of planting, or one (1) evergreen tree at least eight (8) feet in height from treetop to the ground level at the time of planting, shall be required for every two hundred (200) square feet of decorative paving area.

3. At-grade HCT stations shall include trees in landscape beds or planting wells on or adjacent to the station platform.

D. **Ornamental Fencing.**

1. The design, color and materials of any fencing associated with a HCT station shall be consistent with the City's established station design theme, in accordance with SMC ~~15.36.110~~15.530.110, Architectural Expression.

2. Where station area fencing is proposed to be included, the fence type shall conform to one (1) or more of the following options:

   a. Ornamental iron or steel;

   b. Cable and bollard fencing;

   c. Post and chain fencing; and/or

   d. Brick.

3. HCT station area fencing shall not include barbed wire, razor wire, or chain link fencing.

E. **Restroom Facilities.** HCT stations associated with a Park-and-Ride facility shall include public restrooms with sanitary sewer connections, as well as hot and cold running water.

F. **Bicycle Parking Areas.**

1. Rack space for a minimum of ten (10) bicycles shall be provided at each station.

2. Bicycle parking areas shall be located out of pedestrian walkways, and within fifty (50) feet of station entrances.

G. **Materials**. Exterior materials associated with HCT station structures shall be consistent with the City's established station design theme, in accordance with SMC ~~15.36.110~~15.530.110, Architectural Expression, and selected to handle long-term exposure to weather and heavy use.

15.530.130 ~~15.36.130~~ Lighting

A. Lighting associated with all HCT facilities shall be screened, hooded or otherwise limited in illumination area so as to minimize excessive "light throw" to off-site areas. Light fixtures shall be sited and directed to minimize glare.

B. Light post standards at the pedestrian level shall be no greater than sixteen (16) feet in height. Light post standards used to illuminate vehicular access ways and parking lots shall be no greater than twenty five (25) feet in height.

C. Exterior lighting shall be used to identify and distinguish the pedestrian walkway network from car or transit circulation. Along pedestrian circulation corridors, light post standards shall be placed between pedestrian ways and public and/or private streets, driveways or parking areas.

D. Light post standard designs shall be approved by the Director ~~of Community and Economic Development~~, or designee, consistent with the City's established station design theme, in accordance with SMC ~~15.36.110~~15.530.110, Architectural Expression.

15.530.200 ~~15.36.200~~ Guideway Architecture

15.530.210 ~~15.36.210~~ Track Design

A. At-grade HCT track within or immediately adjacent to a public street right-of-way shall be embedded in a nonasphalt, ornamental paving material, consisting of patterned and/or colored concrete, brick, cobble stone-patterned pavers, grass-crete, or other similar ornamental paving system, as approved by the Director ~~of Community and Economic Development~~.

B. Any structural supports for the HCT overhead catenary system within or immediately adjacent to a public street right-of-way shall be low profile and carefully selected as part of a unified street design. Where possible, the HCT overhead catenary system shall be supported through arm extensions attached to light standards or other traditional streetscape elements.

15.530.220 ~~15.36.220~~ Buffering of Track Corridor

A. **Landscaping**.

1. At-grade HCT track corridors shall be screened from adjacent streets and/or nearby development with minimum five (5) foot wide landscape strip(s) of trees, low shrubs and ground cover paralleling the track corridor, as approved by the Director ~~of Community and Economic Development, or designee.~~ The required five (5) foot landscape strip width dimension shall be a measurement of the usable soil area between pavement curb edges.

2. The area beneath elevated guideways not utilized for other public purposes including, but not limited to streets, sidewalks, parking and parks, shall be landscaped in accordance with SMC~~Chapter~~ 15.445~~15.14 SMC~~, Landscaping and Tree Retention, for Type IV landscaping which may be modified depending upon site conditions. Any modification shall be approved by the Director ~~of Community and Economic Development~~.

B. **Noise Barriers.** Where noise barrier sound walls are to be included in addition to the required landscape strip along HCT corridors, wall design and type shall conform to one (1) or more of the following options:

1. Pre-cast or cast-in-place concrete with architectural texturing; and/or

2. Patterned masonry.

C. **Light Rail Vehicle Noise Suppression.** Light rail vehicles and associated track shall utilize the best available noise suppression technology in order to minimize adverse impacts to adjacent properties.

D. **Track Corridor Access Control.**

1. At-grade HCT track within or immediately adjacent to a public street right-of-way, with the exception of dedicated crossing points, shall be separated from auto/pedestrian areas through the inclusion of one (1) of the following:

a. Cable and bollard fencing;

b. Post and chain fencing;

c. Contrasting surface material and texture;

d. Landscape median(s) between the HCT track right-of-way and auto/pedestrian areas; and/or

e. Rolled curb.

2. Where fencing along HCT track corridors is to be included in areas not within or adjacent to a public street right-of-way, the

fence type shall conform to one (1) or more of the following options:

a. Ornamental iron or steel;

b. Chain link with top rail, colored vinyl coating, and/or decorative slatting;

c. Cable and bollard fencing; and/or

d. Post and chain fencing.

3. HCT track corridor fencing shall not include barbed wire, razor wire, or chain link fencing without a colored vinyl coating and/or decorative slatting.

15.530.230 ~~15.36.230~~ Elevated Structures

The design of support columns for elevated sections of HCT track visible from the public right-of-way shall conform to at least one (1) of the following options, as approved by the Director~~of Community and Economic Development~~:

A. A decorative form pattern, or other architectural feature over at least fifty percent (50%) of the surface of support columns; and/or

B. Projections, indentations, or intervals of material change to break up the surface of support columns.

15.530.240 ~~15.36.240~~ Pedestrian Crossings of Track and Access to Stations

In order to minimize risk of collision with light rail transit vehicles or other vehicular traffic, pedestrian crossings of HCT track or public streets serving HCT stations shall conform to the following standard:

A. Crossings of City streets with less than thirty five thousand (35,000) daily vehicle trips shall include a signalized pedestrian crossing.

B. Crossings of City streets with more than thirty five thousand (35,000) daily vehicle trips shall include a pedestrian underpass or overpass.

15.530.300 ~~15.36.300~~ Parking

15.530.310 ~~15.36.310~~ Minimum Parking Space Requirements

A. In order to provide adequate off-street parking, the lead agency for HCT shall be required to provide a parking study, prepared as part of an EIS or separately, for each station demonstrating that the parking demand will be satisfied. The City Manager or designee shall review the proposed minimum number of required parking spaces per HCT station and make a determination as to adequacy, based on a comparable parking demand.

B. The minimum number of required parking spaces per HCT station, as established pursuant to this section preceding, shall be utilized as the basis for determining the threshold standard for the inclusion of structured parking, as specified in SMC ~~15.36.410~~15.530.410, Threshold Standard for the Inclusion of Structured Parking.

15.530.320 ~~15.36.320~~ Surface Parking Lot Landscaping and Treatment of Perimeter

A. At least ten percent (10%) of the interior surface parking area shall have landscaping when the total of parking spaces exceeds twenty (20), including a minimum of one (1) tree for every seven (7) parking spaces to be distributed between rows and/or spaces throughout the parking lot.

B. Surface parking shall be visually screened from public and/or private streets by means of building placement and/or landscaping. The perimeter of a parking lot shall be planted with a minimum of five (5) feet in width of Type III landscaping. Any abutting landscaped areas can be credited toward meeting this standard.

C. The required width dimension for interior parking area planting beds shall be a measurement of the usable soil area between pavement curb edges. Trees and required landscaping shall be placed in planting beds at least five (5) feet in width between parking rows and/or spaces within the interior of the parking lot.

15.530.330 ~~15.36.330~~ Pedestrian Circulation through Parking Lots

A. Pedestrian walkways shall be provided through surface parking lots containing one hundred (100) or more parking spaces. Pedestrian walkways shall be raised a minimum of three (3) inches, and shall be a minimum of six (6) feet-wide, separated from vehicular travel

lanes to the maximum extent possible and designed to provide safe access to HCT station platforms or existing pedestrian ways.

1. For parking rows perpendicular to HCT station loading platforms, pedestrian ways shall be located between two (2) rows of parking spaces at a minimum of one (1) pedestrian way every two hundred (200) feet.

2. For parking rows parallel to HCT station loading platforms, pedestrian ways shall be incorporated adjacent to a series of aligned landscape islands at a minimum of one (1) walkway every twenty-one (21) parking spaces.

B. The pedestrian way network shall be clearly distinguished from vehicular or transit circulation. This is particularly important in areas where these various travel modes intersect, such as at driveway entrances. Where sidewalks or walkways cross vehicular driveways, the pedestrian crossing shall be distinguished from the driveway surface by use of a continuous raised crossing or by marking with a contrasting paving material.

15.530.340 ~~15.36.340~~ Placement of Surface Parking Facilities

Except for short-term loading and off-loading areas, portions of HCT station surface parking lots within one hundred (100) feet of International Boulevard shall be allowed only as an interim use subject to the following requirements:

A. A site plan ~~as established in SMC 15.35.030(A)~~, and

B. A binding commitment that the portion of any surface parking facility within one hundred (100) feet of International Boulevard is made available for transit-oriented development within a set time period, as determined by the City.

The term "transit-oriented development" refers to public/private development that supports transit use. Transit-oriented development projects emphasize pedestrian access, and include a mix of residential, commercial, recreational and service activities at or around transit facilities.

15.530.400 ~~15.36.400~~ Parking Structures

15.530.410 ~~15.36.410~~ Threshold Standard for the Inclusion of Structured Parking

In order to meet City goals for high density development near transit stations, each HCT station with more than two hundred (200) associated parking spaces within the City shall include a parking structure either on-site or on adjacent property with capacity to house all of the total minimum number of required parking spaces, as established in SMC ~~15.36.310~~15.530.310, Minimum Parking Space Requirements.

15.530.420 ~~15.36.420~~ Parking Structure Design

A. Parking decks should be flat where feasible. At a minimum, a majority of both the ground floor and top parking decks shall be required to be flat, as opposed to continuously ramping.

B. External elevator towers and stairwells shall be open to public view, or enclosed with transparent glazing.

C. Lighting on and/or within multi-level parking structures shall be screened, hooded or otherwise limited in illumination area so as to minimize excessive "light throw" to off-site areas.

D. Parking structure top floor wall designs must conform to one (1) or more of the following options:

1. Architectural Focal Point. A prominent edge feature such as a glazed elevator and/or stair tower, or top floor line trellis structure.

2. Projecting Cornice. Top floor wall line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet.

3. Articulated Parapet. Top floor wall line parapets shall incorporate angled, curved or stepped detail elements.

15.530.430 ~~15.36.430~~ Parking Structure Character and Massing

Parking structure elevations over one hundred fifty (150) feet in length shall incorporate vertical and/or horizontal variation in setback, material or fenestration design along the length of the applicable facade, in at least one (1) of the following ways:

A. Vertical facades shall be designed to incorporate intervals of architectural variation at least every sixty (60) feet over the length of the applicable facade including one (1) or more of the following:

1. Varying the arrangement, proportioning and/or design of garage floor openings;

2. Incorporating changes in architectural materials, including texture and color; and/or

3. Projecting forward or recessing back portions or elements of the parking structure facade.

B. Horizontal facades shall be designed to differentiate the ground floor from upper floors including one (1) or more of the following:

1. Stepping back the upper floors from the ground floor parking structure facade;

2. Changing materials between the parking structure base and upper floors; and/or

3. Including a continuous cornice line or pedestrian weather protection element between the ground floor and upper floors.

15.530.440 ~~15.36.440~~ Ground Floor Uses in Parking Structures

A. Parking structures shall be designed so that a minimum of fifty percent (50%) of the length of the exterior ground floor facade(s) with existing or projected adjacent foot traffic, excluding vehicle entrances and exits, includes ground floor area either built out as, or convertible to, retail/commercial or service uses.

B. The applicable ground floor area shall extend in depth a minimum of twenty (20) feet from the exterior parking structure facade; provided, that the minimum required may be averaged, with no depth less than fifteen (15) feet.

C. The clear interior ceiling height standard for the retail/commercial or service use portion of parking structures shall be a minimum of ten (10) feet.

D. Parking structure ground floors shall include fire suppressing sprinkler systems at the time of construction.

15.530.500 ~~15.36.500~~ Community Connections

15.530.510 ~~15.36.510~~ Off-Site Improvements

A. To promote public transit use, the City and the lead agency for the development of high capacity transit facilities shall coordinate an assessment of the need for vehicular and pedestrian access improvements within a comfortable walking distance of each City of SeaTac high capacity transit station. Fifteen hundred (1,500) feet is considered a "comfortable walking distance," however, the actual distance could be greater or lesser depending on surrounding features.

B. HCT station area access improvements shall include the following:

1. HCT station platforms shall be connected to nearby core commercial, residential and employment areas through paved sidewalks, pedestrian-only walkways and/or pedestrian overpasses. Stations and park-and-ride facilities shall be linked when feasible with existing and proposed bike routes and pedestrian trails as shown in the City's Comprehensive Plan.

2. Station area street improvements shall include sidewalks, street trees, streetfront landscaping, improved lighting, and if applicable, bus stop and HOV lane improvements, as approved by both the SeaTac Director of Public Works and the Director ~~of Community and Economic Development~~.

15.530.600 ~~15.36.600~~ Signage

15.530.610 ~~15.36.610~~ Directional/Informational Signage

A. Directional and/or informational signage associated with HCT stations shall be consistent with the City's established station design theme, in accordance with SMC ~~15.36.110~~15.530.110, Architectural Expression.

B. The lead agency for the construction of HCT shall coordinate with the City in determining appropriate installation locations and design of station exterior and/or off-site signage.

15.530.620 ~~15.36.620~~ Community Guides/Maps/Directories/Bulletin Boards

A. Local information signs associated with HCT stations, in the form of community guides, maps, directories, and/or bulletin boards, are intended to convey information to the general public regarding local services, amenities, and/or general City information.

B. The lead agency shall coordinate with the City in determining appropriate installation locations for one (1) or more forms of local information signage at each HCT station.

15.530.630 ~~15.36.630~~ Station-Related Advertising Signage

No commercial advertising signage shall be visible from outside the HCT station.

15.530.700 ~~15.36.700~~ Fire Safety

15.530.710 ~~15.36.710~~ Fire Safety Standards

The design of HCT stations and associated facilities, including elevated structures, shall conform to the most current versions of all applicable sections of the Building Code, Fire Code, and National Fire Protection Standards No. 130.