

# Multi-Family Housing Design Standards Update

## Work Session:

## Final Review Process - #2



Planning Commission

June 5, 2018

# Discussion Items

*PURPOSE: Continue final review of proposed changes to multi-family code*

## **AGENDA**

- 1) Project Recap**
- 2) Follow Up Issues from Last Meeting**
- 3) Work Session - Confirm following sections:**
  - **Neighborhood Compatibility**
  - **Pedestrian Circulation**
  - **Vehicle Access and Parking**
- 3) Next Steps**

# Project Recap: Final Reviews

## Review #1: 5/15

- ✓ Purpose Statement
- ✓ Authority & Application
- ✓ Site Design & Building Orientation

## Review #2: 6/5

- Neighborhood Compatibility
- Pedestrian Access
- Parking & Vehicular Access

## Review #3: 6/19

- Recreation Space
- Landscaping
- Building Design
- Special Standards (*Overlay Districts, Development Incentives*)

# Follow Up Issues

## 15.510.050 Density Calculation

- *PC Request:* Address how this section will change if Critical Areas Chapter is amended to allow for King County Wetland Mitigation Bank

## 15.510.110 Building Orientation

- *PC Request:* Consider changes which address orienting buildings to maximize views



# Work Session

## Summary of Proposed Revisions:

- **Removed redundant code** where already covered by:
  - SMC Title 17, Crime Prevention through Environmental Design (CTED)
  - SMC Title 11, Streets, Sidewalks & Public Thoroughfares
- **Made revisions to streamline or improve clarity**  
**Changed standards with intent of removing development barriers** – especially where SeaTac code out of line with local “best practice”

# ***Neighborhood Compatibility***

## **Revised Intent Statement:**

Achieve a compatible transition between land use designations of differing development intensities. Consideration shall be given to the scale and design of surrounding buildings to promote compatibility and complement or enhance the character of existing neighborhoods.

### *Example:*

- *Reduced building height adjacent to single family*

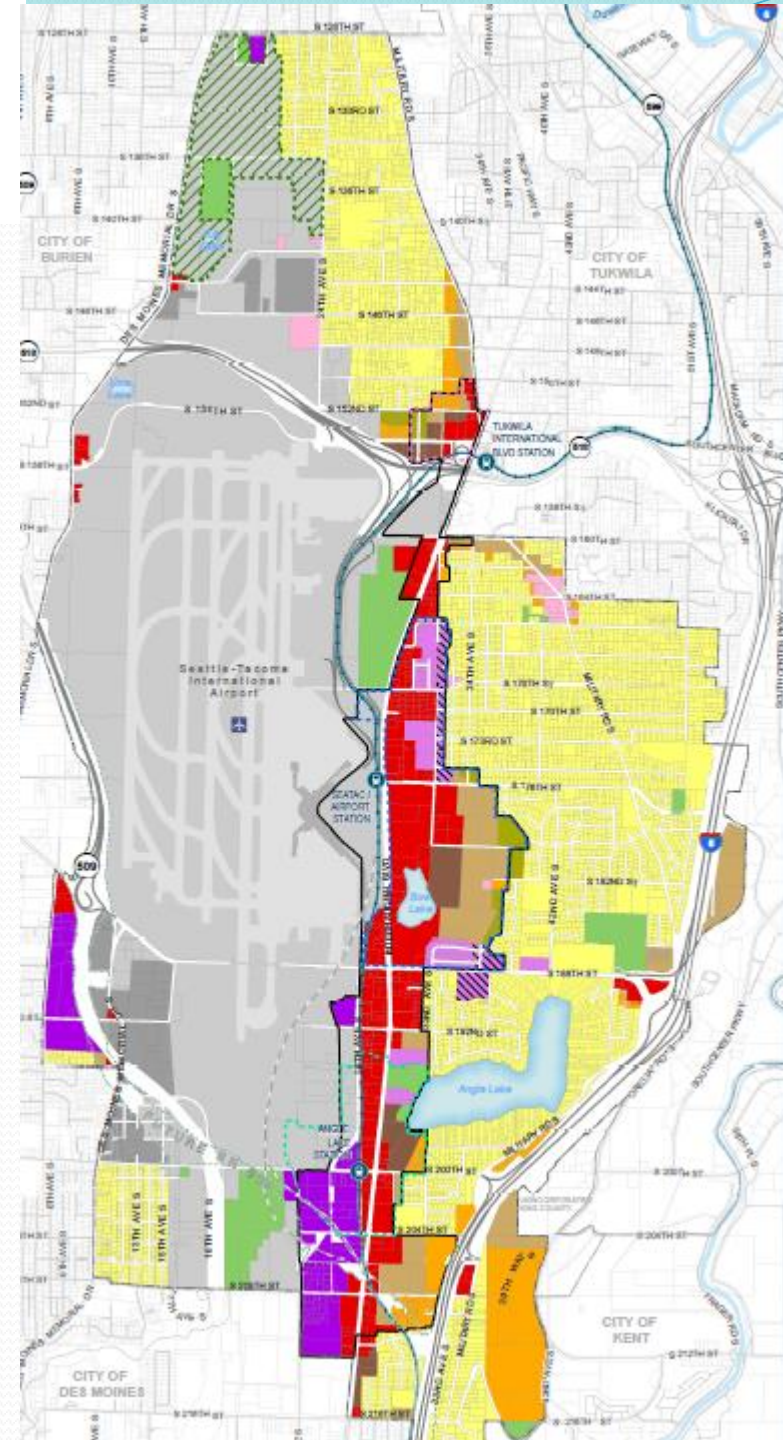


# Neighborhood Compatibility

## Where Requirements Apply:

- **Abutting Residential Low** (single-family) designation
- **Abutting Townhouse** designation

COMPREHENSIVE PLAN DESIGNATION	BLDG HEIGHT
Residential Low	30'
Townhouse	35'
Commercial Low	35'
Residential Medium	40'
Office/Commercial/Mixed Use; Commercial Medium	45'
Residential High	55'
Residential High Mixed Use	No limit
Commercial High	No limit



# *Neighborhood Compatibility*

## Existing Requirements:

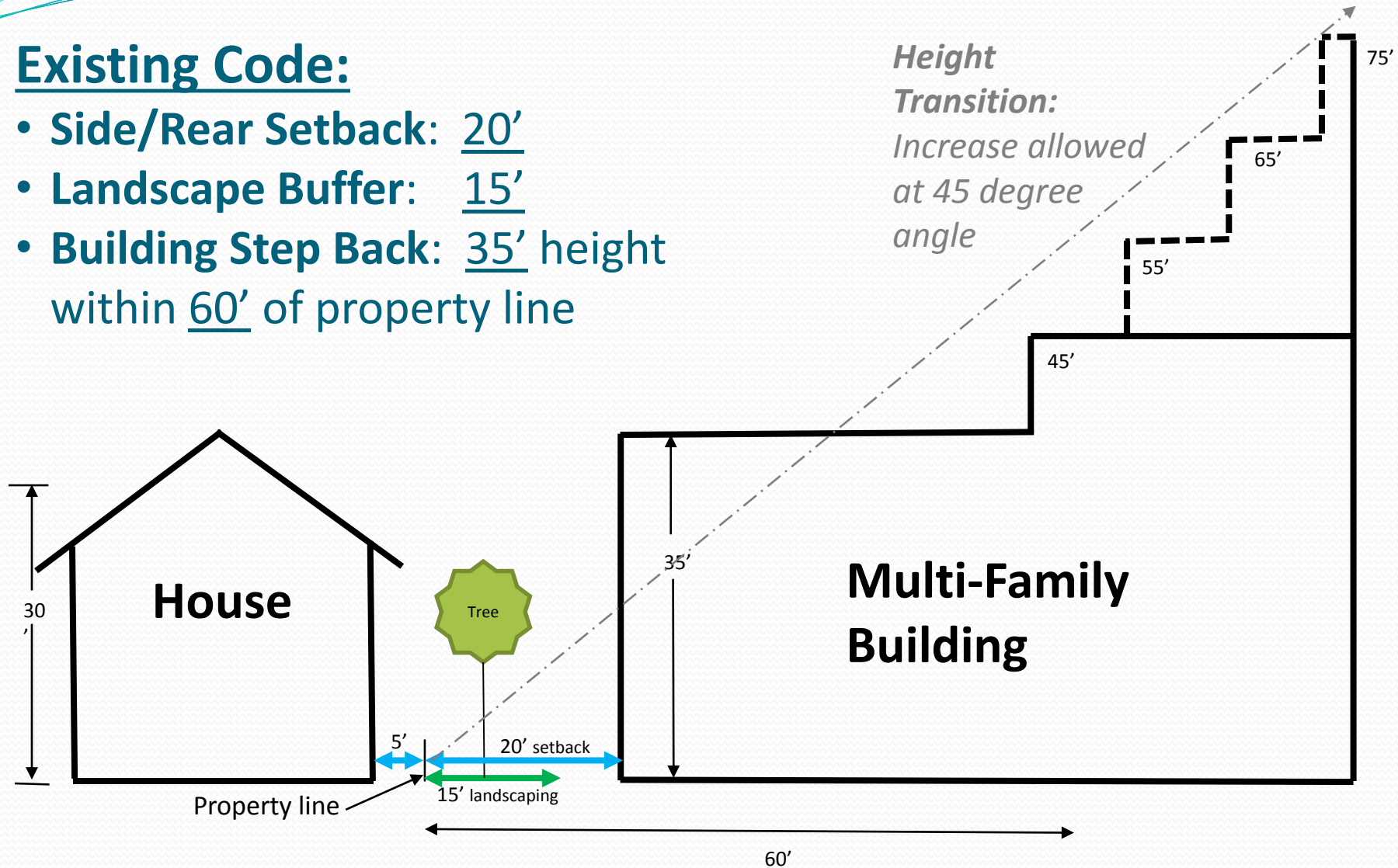
- Increase building setback
- Provide landscape buffer
- Reduce building height
- Some façade and building design standards





## Existing Code:

- Side/Rear Setback: 20'
- Landscape Buffer: 15'
- Building Step Back: 35' height within 60' of property line

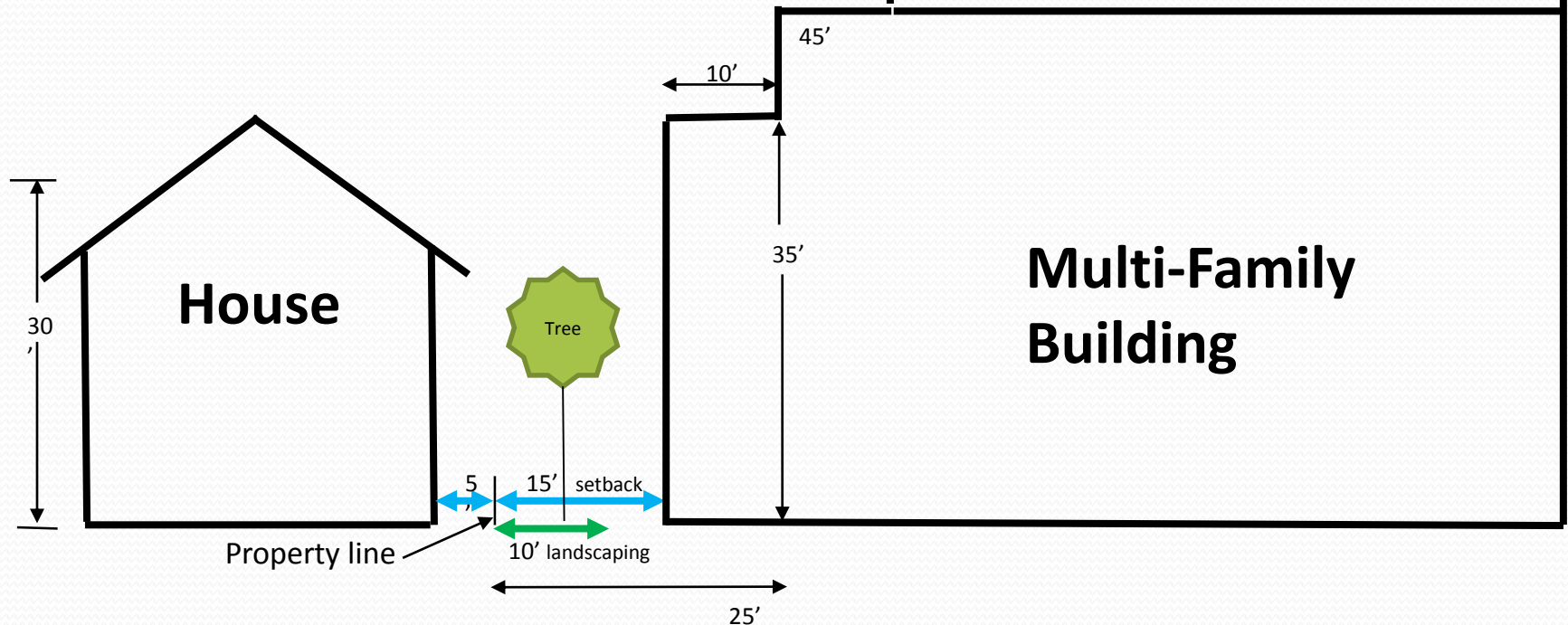


## Proposed Code:

- **Side/Rear Setback:** 15' 20'
- **Landscape Buffer:** 10' 15'
- **Building Step Back:** 35' height within 60' of property line within 10' of setback (25' of property line)

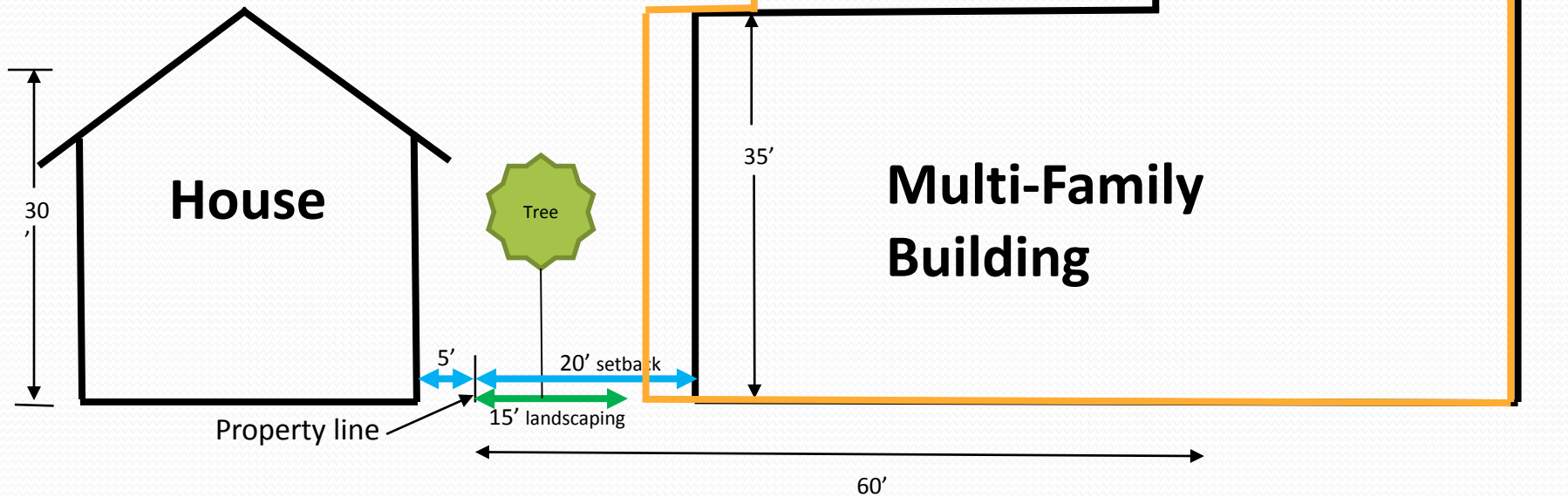
## **Height Transition:**

10' horizontal by 10' vertical  
(no requirement after 55')



## Proposed Code:

- Side/Rear Setback: 15'20'
- Landscape Buffer: 10'15'
- Building Step Back: 35'  
height within 60' of  
property line within 10' of  
setback (25' of property  
line)



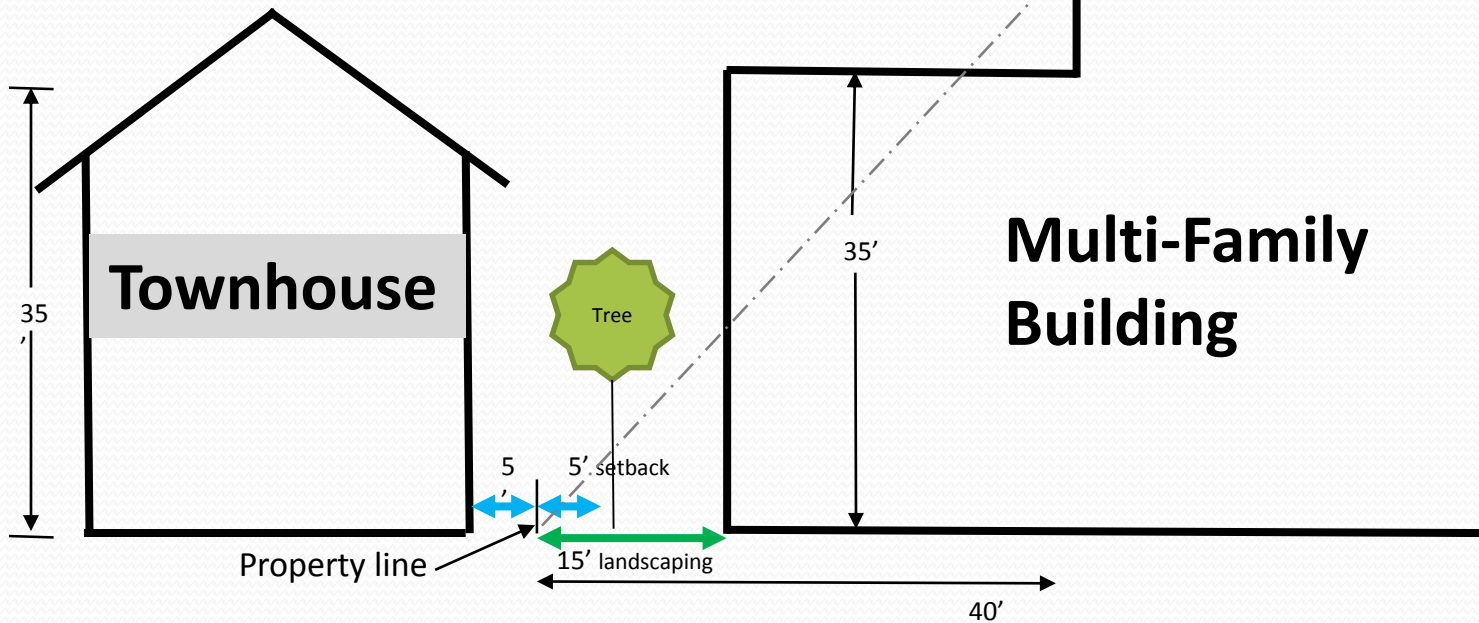
## Existing Code:

- Side/Rear Setback: 5'
- Landscape Buffer: 15'
- Building Step Back: 35' height  
40' from property line

*Height*

*Transition:*

*Increase allowed  
at 45 degree  
angle*

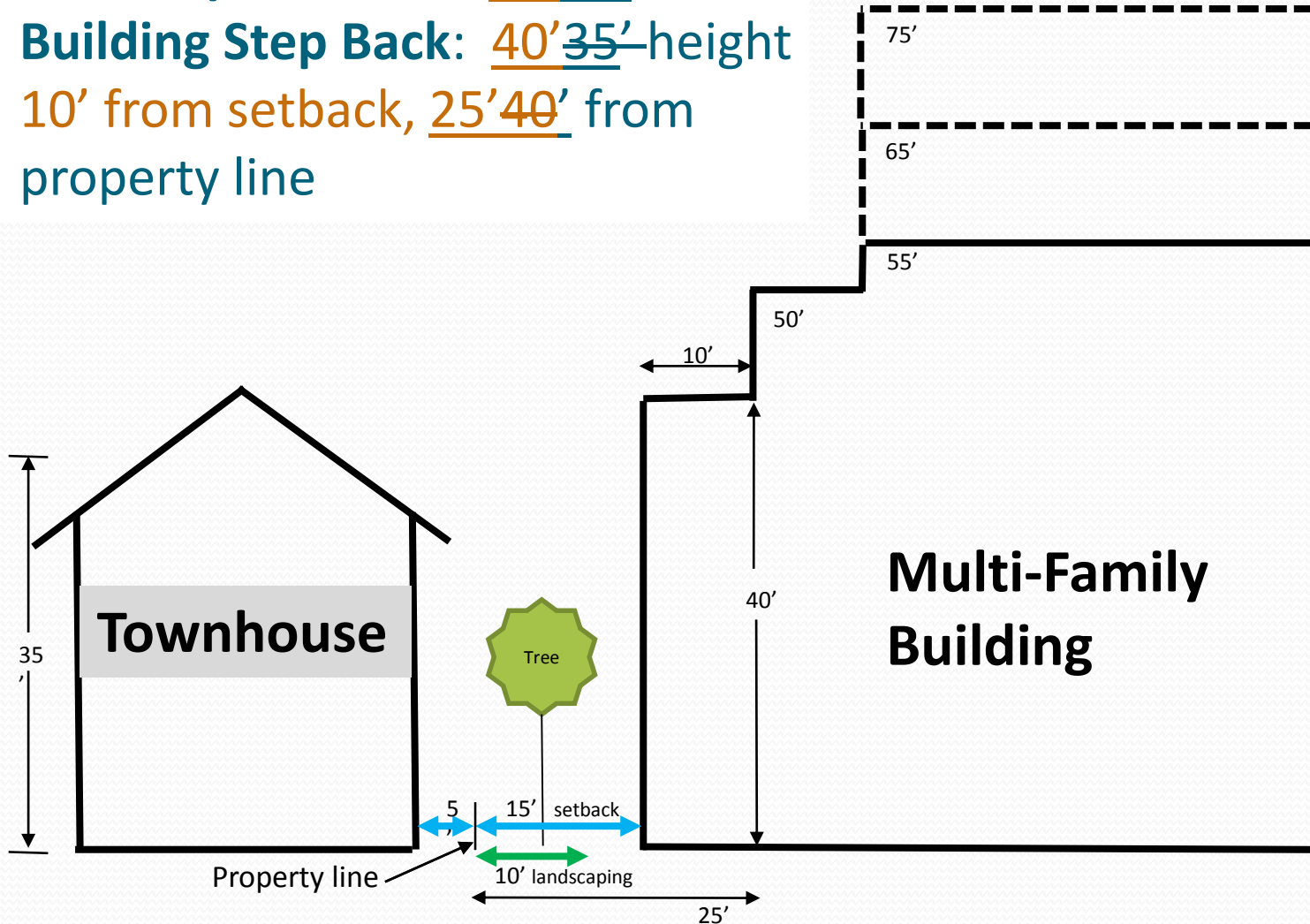


## Proposed Code:

- **Side/Rear Setback:** 15'5'
- **Landscape Buffer:** 10'15'
- **Building Step Back:** 40'35' height  
10' from setback, 25'40' from  
property line

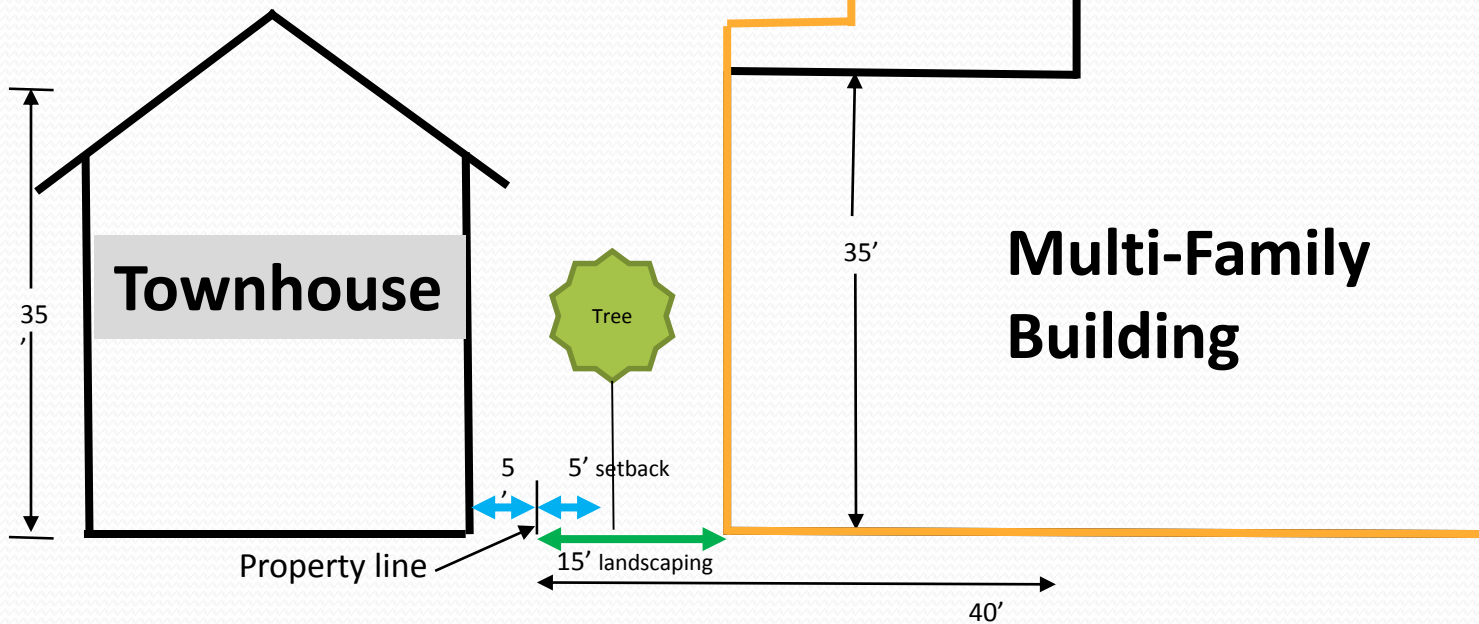
## **Height Transition:**

10' horizontal by 10' vertical  
(no requirement after 55')



## Proposed Code:

- **Side/Rear Setback:** 15'5'
- **Landscape Buffer:** 10'15'
- **Building Step Back:** 40'35' height  
10' from setback, 25'40' from property line

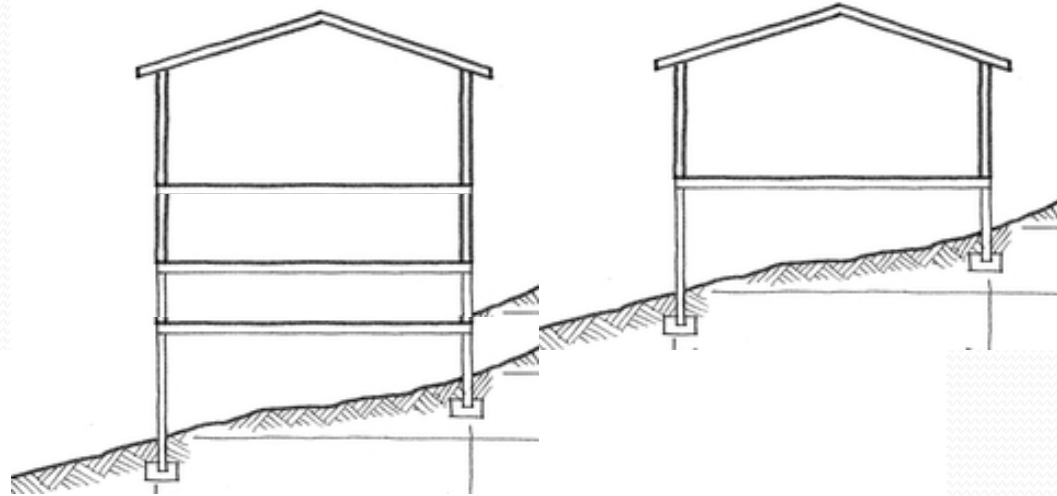


# *Neighborhood Compatibility*

## New Section Proposed:

### **Building Height on Sloped Properties**

- In cases where the multi-family property is at a lower elevation than the abutting lower density property, building height may be adjusted per this section based on the elevation of the lower density property's minimum setback.



# ***Pedestrian Circulation***

## **Summary of Proposed Changes:**

- Revised purpose statement to better align with Chapter goals
- Added clarifying language regarding requirement for differentiated and grade separated pedestrian surfaces
- Increased 4' walkway width to 5'

*Example:  
SeaTac condo  
development near  
Orillia Road*





# *Vehicle Access and Parking*

## Vehicular Access:

- Deleted language requiring orientation of developments to transit stops because redundant with other parts of code requiring connectivity to street
- Deleted requirement for separate bicycle path for developments over 100 units because bicycles can utilize access drives (*which are generally low traffic areas*)

# *Vehicle Access and Parking*

## **Location of Parking:**

- Deleted:
  - Crime Prevention through Environmental Design (CPTED) language because redundant with CPTED chapter in SMC Title 17
  - “Parking Located Below Grade” and “Tandem Parking” sections because code provides other mechanisms for achieving these parking methods
- Removed “Traffic Calming” and “Buffering Adjacent to Expanded Streets” sections because public streets regulated by SMC Title 11 Streets, Sidewalks and Public Thoroughfares

# *Vehicle Access and Parking*

## **Design of Surface Parking Lots:**

- Deleted sentence in “Intent” statement regarding landscaping between multiple driveways, because no standard exists that requires this and driveway separation seems sufficient currently.
- Changed code references from City Center Overlay District to citywide/general standards with no change in requirements
- Removed sections redundant with CPTED Chapter, *(including requirement for carport structures with transparent glazing as roof materials)*

# *Vehicle Access and Parking*

## Design of Structured Parking:

- Removed redundant CPTED language
- Added requirement that structured parking **within a multi-family building** constitute less than 50% of the ground floor facing a street (*including driveway entrance*)



# *Vehicle Access and Parking*

## Design of Structured Parking (cont.):

### Stand-Alone Parking Structures

- Changed requirement for stand-alone parking structures to follow City Center Overlay District standards regarding ground floor use requirements to to citywide/general standards.
- Main difference:
  - Citywide/general standards require 1,000 sf of ground floor to be built as commercial space
  - Until recently, City Center code required 400 sf of commercial space

## ANTICIPATED SCHEDULE

<u>June</u>	6/5	PC Final Review Process #2
	6/19	PC Final Review Process #3
<u>July</u>		Planning & Economic (PED) Development Committee review
	TBD	<b>Public Hearing</b>