Division V. Design Standards

Design standards for commercial and mixed use development, high capacity transit facilities, industrial, high-density single-family development, multi-family residential projects, and townhouses and duplexes are included in this Division.

The topics the design standards address varies with the type of use or activity. Generally speaking, the design standards relate to site design and how the development relates to adjacent properties. Access, building massing, lighting and screening, are examples of issues that are addressed.

These standards are supplemental to the development standards included in Division IV.

CHAPTERS:

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Chapter 15.500
Commercial and Mixed Use Design Standards

SECTIONS:

15.500.005 Purpose

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

15.500.010 Authority and Application

The provisions of this chapter shall apply to the following types of developments:

A. Commercial and mixed use projects, including residential mixed use, within the Urban Center boundary in the following zones:

Residential High-Mixed-Use (RH-MU)
Commercial Medium-2 (CM-2),
Aviation Business Center (ABC)
Commercial High (CH)

B. Residential mixed use projects required by the Division II Use Chart in SMC 15.205.105, the City Center Overlay District Use Chart in SMC 15.300.115, and the S. 154th St. Station Area Overlay District Use Chart in SMC 15.310.115.

C. Commercial and mixed use projects, including residential mixed use, within the City Center and S. 154th St. Station Area overlay districts.

15.500.100 Residential Mixed Use Standards

A. Purpose

1. The purposes of the following mixed use requirements for residential mixed use projects are to create a street environment that facilitates pedestrian activity and convenience and to encourage the development of new residential communities.

B. **General Residential Mixed Use Standards.**

1. General residential mixed use standards shall apply to all residential mixed use projects required by the Division II Use Chart in SMC 15.205.105, the City Center Overlay District Use Chart in SMC 15.300.115 and the S. 154th St. Station Area Overlay District Use Chart in SMC 15.310.115.

2. Ground Floor Use Requirements. A minimum of fifty percent (50%) of the length of the exterior ground floor facing the street(s), shall be used for pedestrian-oriented retail, service, or commercial uses.

    a. Pedestrian-oriented ground floor uses must be retail, service, or commercial uses such as those specified below:

        i. 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.

        ii. 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.

        iii. Commercial. Hotels, and general offices.

3. Minimum Percentage of Residential Gross Floor Area Required. Fifty (50%) of the gross floor area of residential mixed use projects shall be dedicated to residential use.

15.500.200 Commercial and Mixed Use Standards within the Urban Center

A. The general standards in SMC 15.500.200 through 15.500.220 shall apply to commercial and mixed use developments, including the non-residential portions of residential mixed use projects, in the following zones within the Urban Center boundary (excluding developments located within an overlay district): CH, ABC, CI, RH-MU and CM-2 zones.

15.500.210 Site Design

A. **Site Layout.**

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

B. **Building Placement.**

1. Exceptions to Maximum Building Setback. Exceptions to the maximum building setback shall be granted for the following**:**

    a. Auto sales/rentals and other outdoor sales;

    b. Car washes;

    c. Communications facilities, including wireless telecommunications facilities;

    d. Utility substations;

    e. Auto service stations;

    f. Toll booths;

    g. Major redevelopment, if the property owner/applicant demonstrates to the City Manager or the City Manager's designee 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 include, but are not limited to, plazas and covered/landscaped walkways connecting the sidewalk to the main entrance; and

    h. Site designs, approved by the City Manager or designee, that are intended to enhance pedestrian convenience and activity.

2. Building Orientation.

    a. 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.

b. For 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 designee.

C. **Undergrounding New Utility Distribution Lines**. New utility distribution lines shall be located underground, with the exception of high voltage electrical transmission lines.

15.500.220 Access and Circulation

A. **Circulation.**

1. The following circulation standards apply to all parcels in the CH, ABC, CI, RH-MU and CM-2 zones, and are especially relevant to large parcels within these zones:

a. Adjacent developments shall link open space;

b. Pedestrian and bicycle pathways shall be integral features of the development. These pathways shall be designed to tie together different businesses. The pedestrian and bicycle pathways shall be separate from the internal roadway system. Where possible, the pedestrian and bicycle pathways shall connect to off-site pedestrian and bicycle systems;

c. 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;

d. 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;

e. To promote public transit use, paved walkways and adequate lighting shall be provided between buildings and the nearest transit stop. Paved, covered passenger waiting areas with good visibility shall be provided at all transit stop locations. 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.

B. **Internal Circulation Plan.**

1. An internal circulation plan shall be required to assure smooth pedestrian and vehicular traffic flow in and between developments and shall be approved by the Planning Department.

C. **Pedestrian Requirements.**

1. All developments shall feature a fully integrated pedestrian circulation system that connects buildings and parking areas with the adjacent street sidewalk system and adjacent properties.

2. Sidewalks shall be raised and/or buffered from the internal roadway system by landscaping and/or decorative bollards.

3. A convenient pedestrian connection must exist between adjacent properties.

D. **Vehicular Requirements.**

1. Site access shall be approved by the Public Works Department.

2. The joint use of driveways and parking shall be encouraged to reduce overall parking needs.

E. **Mass Transit.** In order to promote public transit use, developments shall conform with the following:

1. Paved walkways and adequate lighting shall be provided between buildings and the nearest transit stop.

2. Development shall be sited to enhance pedestrian access between buildings and transit service.

15.500.300 Mixed Use Standards within the City Center and S. 154th St. Station Area Overlay Districts

A. **Purpose.** Incorporate a mixture of different types of uses in one (1) structure or in close proximity to encourage pedestrian circulation, maximize site development potential and create an active environment. Design ground floors to accommodate commercial uses that benefit from a high degree of pedestrian activity while upper floors should be devoted to residential uses.

B. The following regulations shall apply to City Center and S. 154th St. Station Area overlay district developments proposing land uses specified as being part of a mixed use or residential mixed use development in the City Center Overlay District Use Chart in SMC 15.300.115 and the S. 154th St. Station Area Overlay District Use Chart in SMC 15.310.115.

C. **Definition of Mixed Use.** 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:

1. 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.

2. 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.

3. 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.

D. **Ground Floor Uses in Mixed Use and/or High Capacity Transit Facility Projects.** The following shall apply to vertically mixed use buildings, as well as structures in horizontal mixed use projects sited within the maximum front yard setback:

(For ground floor use requirements relative to parking structures, see SMC 15.465.830).

1. Minimum Ground Floor Use Requirement. 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.

a. Minimum 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.

b. Minimum 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.

2. Ground Floor Uses. 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 Overlay District use charts):

a. 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.

b. 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.

3. Distinguishing Commercial from Residential Uses. Pedestrian-level commercial uses in vertical mixed use projects shall be distinguished architecturally from attached residential units and shall utilize separate entrances where feasible.

4. Ground Floor 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.

15.500.400 Additional Standards

A. In addition to the requirements within this chapter, development standards from the following chapters may apply to commercial and multi-family projects:

Chapter 15.400 Dimensional Standards SMC
Chapter 15.430 Fences and Walls SMC
Chapter 15.445 Landscaping and Tree Retention SMC
Chapter 15.520 Multi-Family Housing Design Standards SMC
Chapter 15.460 Open Space and Amenities SMC
Chapter 15.465 Parking and Circulation SMC
Chapter 15.475 Security for Residential Developments SMC
Chapter 15.480 Service and Utility Areas SMC
Chapter 15.600 Signs SMC

B. In addition to the requirements within this chapter, and the chapters identified in SMC 15.500.400(A), development standards from elsewhere in this title may apply to commercial and mixed use projects.

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Chapter 15.505
High Capacity Transit Facilities Design Standards

SECTIONS:

15.505.005 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.

15.505.010 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 the Interlocal Agreement (ILA) dated September 4, 1997, 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 Planning and Community Development, 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.

15.505.100 Station Design:

15.505.110 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.

15.505.120 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 15.505.110, 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 15.505.110, Architectural Expression, and selected to handle long-term exposure to weather and heavy use.

15.505.130 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 Planning and Community Development, or designee, consistent with the City's established station design theme, in accordance with SMC 15.505.110, Architectural Expression.

15.505.200 Guideway Architecture:

15.505.210 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 Planning and Community 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.

15.505.220 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 Planning and Community 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 15.445, 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 Planning and Community 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.

15.505.230 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 Planning and Community 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.

15.505.240 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.

15.505.300 Parking:

15.505.310 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 15.505.410, Threshold Standard for the Inclusion of Structured Parking.

15.505.320 Surface Parking

Please refer to SMC 15.465, Parking and Circulation, for additional regulations pertaining to HCT surface parking.

15.505.400 Parking Structures:

15.505.410 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 15.505.310, Minimum Parking Space Requirements.

15.505.420 Design

Please refer to SMC 15.465, Parking and Circulation, for additional regulations pertaining to HCT structured parking.

15.505.500 Community Connections:

15.505.510 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 Director of Planning and Community Development.

15.505.600 Signage:

15.505.610 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 15.505.110, 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.

15.505.620 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.

15.505.630 Station-Related Advertising Signage

No commercial advertising signage shall be visible from outside the HCT station.

15.505.700 Fire Safety:

15.505.710 Fire Safety Standards

The design of HCT stations and associated facilities, including elevated structures, shall conform to all applicable sections of the Building Code, Fire Code, and National Fire Protection Standards No. 130.

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Chapter 15.510
High Density Single-Family Design Standards

SECTIONS:

15.510.005 Purpose

To allow for high density single-family development within the RM and RH zones, as an alternative to multi-family housing.

15.510.010 Authority and Application

The regulations of this chapter shall apply to all high density single-family projects..

15.520.020 Design Standards

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

A. The minimum lot size within the RM and RH zones for small lot single-family development shall be three thousand (3,000) square feet.

B. The maximum height shall be thirty-five (35) feet for high density single-family development.

C. High density single-family development shall have 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. High density 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.

D. High Density single-family development shall follow the design standards for townhouses as outlined in the townhouse chapter in SMC 15.525.320 Roofs.

E. Off-street parking shall be located in the rear of each home.

F. 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.

G. High Density single-family development shall include private yards of at least two hundred (200) square feet.

15.510.030 Additional Standards

A. In addition to the requirements within this chapter, development standards from the following chapters may apply to high density single-family projects:

Chapter 15.400 Dimensional Standards SMC
Chapter 15.430 Fences and Walls SMC
Chapter 15.445 Landscaping and Tree Retention SMC
Chapter 15.460 Open Space and Amenities SMC
Chapter 15.465 Parking and Circulation SMC
Chapter 15.475 Security for Residential Developments SMC
Chapter 15.480 Service and Utility Areas SMC

B. In addition to the requirements within this chapter, and the chapters identified in SMC 15.510.015(A), development standards from elsewhere in this title may apply to high density single-family projects.

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Chapter 15.515
Industrial Low Zone (IL) and Commercial Industrial Zone (CI) Design Standards

SECTIONS:

15.515.005 Purpose

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

15.515.010 Authority and Application

The regulations of this chapter shall apply to all properties and developments located within the Industrial Low (IL) Zone and to business and industrial park developments within the Commercial Industrial (CI) Zone.

15.515.100 Performance Standards

In addition to the performance standards listed in SMC 15.470, Performance Standards, uses in the Industrial Low (IL) Zone and business and industrial park developments in the Commercial Industrial (CI) Zone shall conform with the following performance standards:

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

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

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.

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.

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

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

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 and shall be screened pursuant with subsection (K)(3) of this section.

15.515.200 Design Standards

All new development shall conform with the following design standards:

A. 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.

B. Earth tone colors shall be used on all exterior building surfaces.

C. 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 nonreflectivity of the glass.

D. 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.

E. Loading bays shall be screened from residential properties or adjacent rights-of-way using one of the methods listed in SMC 15.515.300 (C)..

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

G. 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.

15.515.300 Screening of Outdoor Storage Areas, Dumpsters, and Loading Bays

All new development shall conform with the following screening requirements:

A. 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.

B. 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.

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

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

2. 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.

15.515.400 Landscaping

In addition to the general landscaping standards in SMC 15.445, Landscaping and Tree Retention, see SMC 15.445.300, Industrial Low and Industrial Medium Landscaping,for additional landscaping requirements.

15.515.500 Additional Standards

A. In addition to the requirements within this chapter, development standards from the following chapters may apply to Industrial Low (IL) Zone projects and business and industrial park projects in the Commercial Industrial (CI) Zone:

Chapter 15.500 Commercial and Mixed Use Development Design Standards SMC
Chapter 15.400 Dimensional Standards SMC
Chapter 15.430 Fences and Walls SMC
Chapter 15.445 Landscaping and Tree Retention SMC
Chapter 15.465 Parking and Circulation SMC
Chapter 15.480 Service and Utility Areas SMC
Chapter 15.600 Signs SMC

B. In addition to the requirements within this chapter, and the chapters identified in SMC 15.515.600(A), development standards from elsewhere in this title may apply to Industrial Low (IL) Zone projects and business and industrial park projects in the Commercial Industrial (CI) Zone.

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Chapter 15.520 Multi-Family Housing Design Standards

SECTIONS:

15.520.005 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.

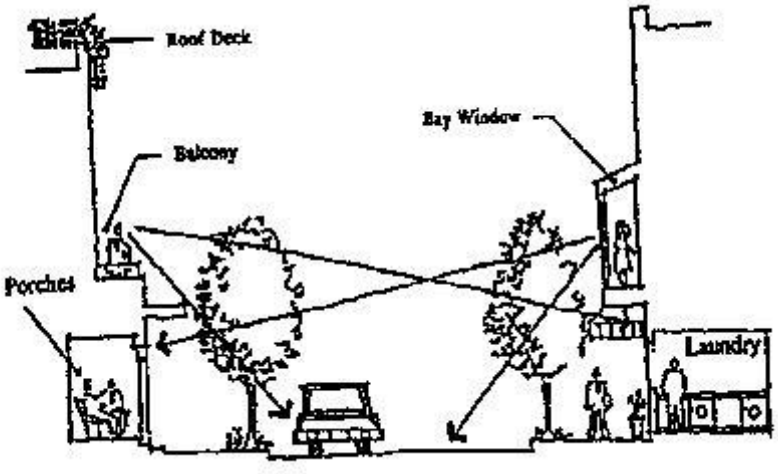


Figure 15.520.005 WINDOWS AND BALCONIES OVERLOOKING A STREET CONTRIBUTE TO AN ACTIVE AND SAFE STREETSCAPE.

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.

15.520.010 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. 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 Planning and Community 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.

15.520.100 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.

15.520.110 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 Planning and Community Development, taking into consideration pedestrian and vehicle connectivity and the surrounding pattern of development;

1. 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;

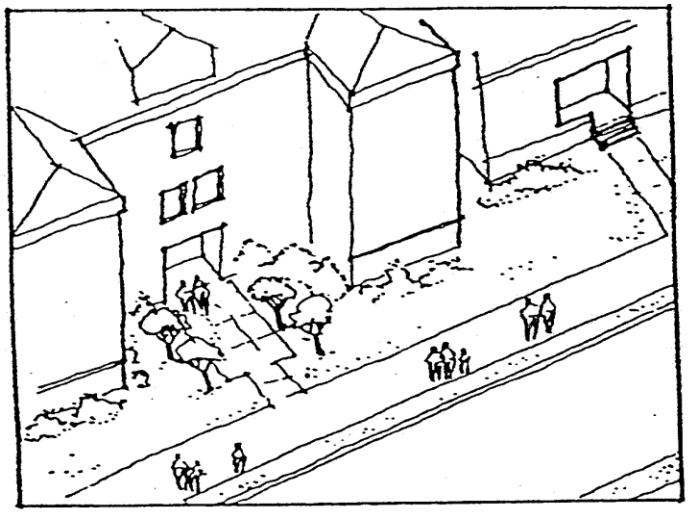


Figure 15.520.110. THIS BUILDING IS LOCATED FACING THE STREET WITH A PROMINENT ENTRANCE AND PEDESTRIAN PATH TO THE SIDEWALK.

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.

15.520.120 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 Planning 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.

15.520.130 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.

15.520.150 Driveway Entrances

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

15.520.160 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 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.

15.520.200 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.

15.520.210 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 a street shall be clearly marked with weather protection, canopies, architectural elements, ornamental lighting, or landscaping.

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

C. 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. 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. The Director of Planning and Community 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.

15.520.220 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.

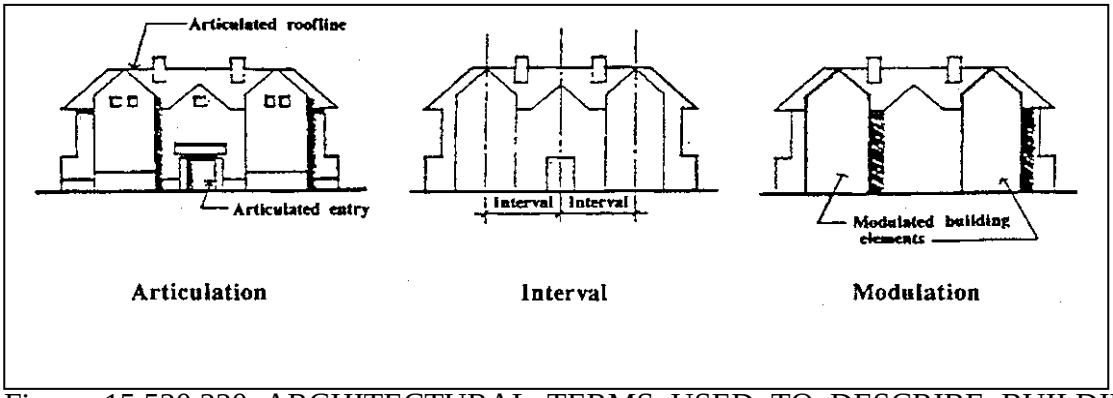


Figure 15.520.220 ARCHITECTURAL TERMS USED TO DESCRIBE BUILDING MASSING CONCEPTS.

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

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

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

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

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

5. Artwork or building ornamentation.

B. 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. 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.

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

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

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

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

D. 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. 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.

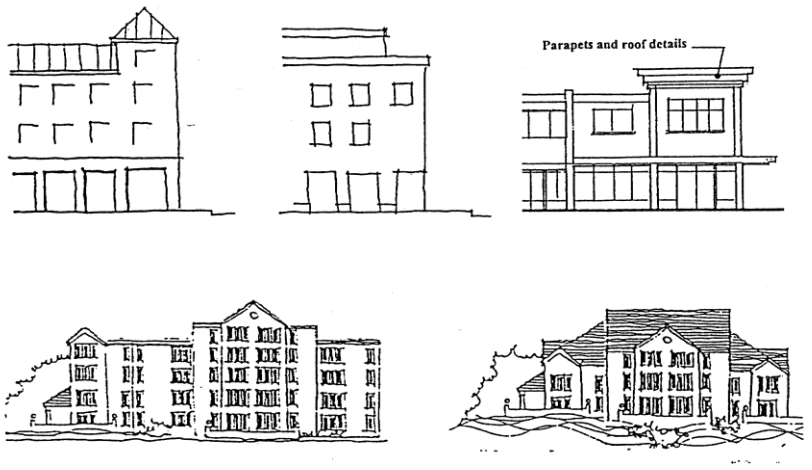
3. Roof Line Variation: The roof line articulated through a variation or step in roof height or detail, such as:

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. **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 15.520.220 (F) (2).

2. 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 Planning and Community 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.

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

G. 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.

15.520.230 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. Properties abutting an RL zone, where the RL 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 an RL zone with a residential low Comprehensive Plan designation. The thirty-five (35) foot height shall be measured from the base elevation of the RL-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 15.110.160 Structure Height. The base elevation of the RL-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).

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 an RL zone with a residential low Comprehensive Plan designation, and for all multi-family buildings fronting on a street directly across from an RL zone with a residential low Comprehensive Plan designation.

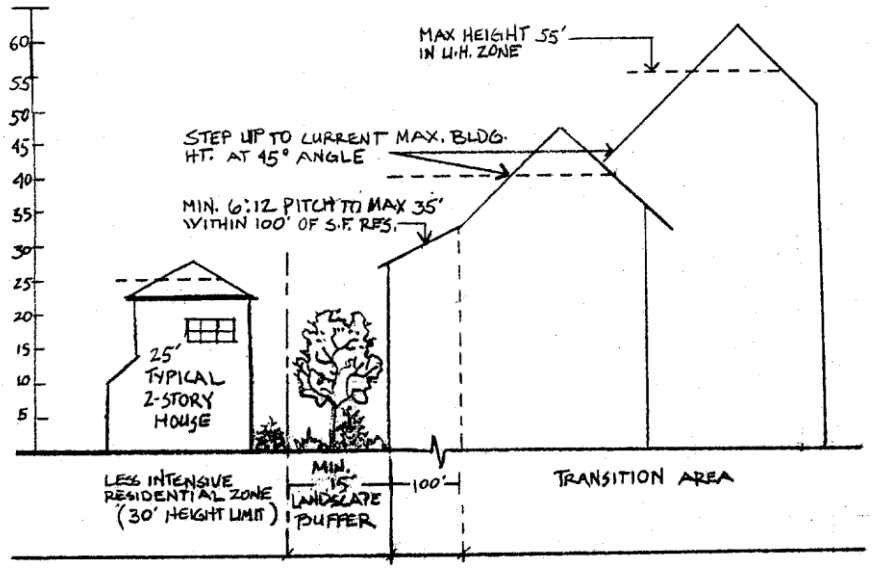


Figure 15.520.230. A BUILDING HEIGHT ADJACENT TO AN RL ZONE WITH A RESIDENTIAL LOW COMPREHENSIVE PLAN DESIGNATION IS LIMITED TO THIRTY-FIVE (35) FEET FOR THE FIRST SIXTY (60) FEET, THEN MAY INCREASE AT A FORTY-FIVE (45) DEGREE ANGLE. HEIGHT IS MEASURED PER SMC 15.110.160 STRUCTURE HEIGHT

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 RL 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 15.445.111.
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.

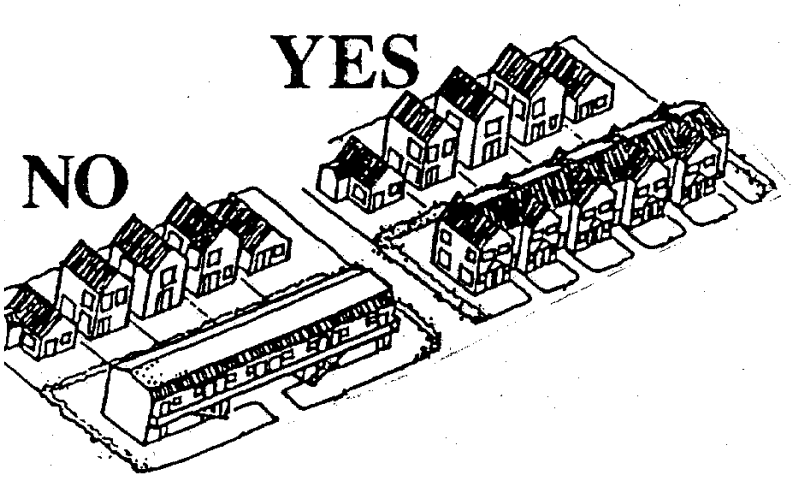


Figure 15.520.230A(4). THE BUILDING ON THE RIGHT SHOWS HOW A MULTI-FAMILY STRUCTURE CAN BE DESIGNED TO COMPLEMENT AN EXISTING NEIGHBORHOOD THROUGH THE USE OF SIMILAR BUILDING MODULATION AND SETBACKS. THE BUILDING ON THE RIGHT COVERS ROUGHLY THE SAME LOT AREA AS THE STRUCTURE ON THE LEFT, WHILE APPEARING AS IF IT "FITS" IN ITS SURROUNDINGS.

B. 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 15.520.230(B)(2) are met.

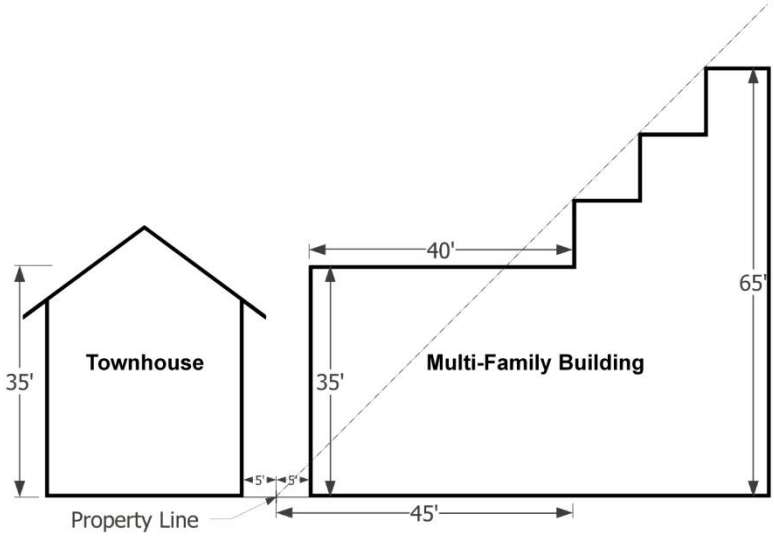


Figure 15.520.230B. DIAGRAM SHOWING EXAMPLE OF HEIGHT REQUIREMENTS AND ALLOWANCES FOR MULTI-FAMILY AND MIXED USE PROJECTS ABUTTING TOWNHOUSE ZONE OR TOWNHOUSE PROPERTIES.

15.520.240 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.

15.520.250 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. 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 shall not be located directly adjacent to dwelling windows on upper floors.

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

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

15.520.260 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.

15.520.300 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.

15.520.310 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.

15.19525.320 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. (Ord. 01-1031 § 1; Ord. 00-1002 § 2)

15.520.330 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.

15.520.400 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 other standards appropriate to a more urban environment, while still providing for attractive amenities and neighborhood compatibility.

15.520.405 Applicability

A. **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 and compatibility 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.

B. The requirements in SMC 15.520.400 through 15.520.420 shall be in addition to the multi-family standards contained in this chapter.

15.520.410 City Center Overlay District Multi-Family Design Standards

A. **Purpose:** Design multiple-family units in the City Center Overlay District that are of high quality, good architectural design, are compatible with adjacent development, especially single-family neighborhoods.

B. In addition to the standards within this chapter, multi-family development within the City Center Overlay District shall meet the following requirements:

1. The following standards shall apply to all multi-family projects in the City Center Overlay District:

Circulation standards in SMC 15.300.200 through 15.300.220
Site planning and building orientation standards in SMC 15.300.300 through 15.300.335
Off street parking requirements in SMC 15.300.500 through 15.300.510

2. The following standards shall apply only to ground floor retail/commercial and service uses in residential mixed use residential projects in the City Center Overlay District:

Site planning standards in 15.300.320
Building design standards in SMC 15.300.410, 15.300.420, 15.300.430, 15.300.470

15.520.420 S. 154th St. Station Area Overlay District: Multi-Family Design Standards

A. **Purpose**: Design multiple-family projects that are of high quality, good architectural design, are compatible with adjacent development, especially single-family neighborhoods, and that provide linked open space. Multi-family projects in the S. 154th St. Station Area Overlay District shall be designed to achieve the urban design vision set forth in SMC 15.310.010

B. **S. 154th St. Station Area Overlay District Multi-Family Design Standards.** In addition to the standards within this chapter, multi-family development within the S. 154th St. Station Area Overlay District shall meet the following requirements:

1. The following standards shall apply to all multi-family projects in the South 154th Street Station Area Overlay District:

Circulation standards in SMC 15.310.200 through 15.310.220
Site planning and building orientation standards in SMC 15.310.300 through 15.310.335
Off street parking requirements in SMC 15.310.500 through 15.310.510

2. The following standards shall apply only to ground floor retail/commercial and service uses in residential mixed use residential projects in the S. 154th St. Station Area Overlay District:

Site planning standards in 15.310.320
Building design standards in 15.310.410, 15.310.415, 15.310.420, 15.310.430, 15.310.470

15.520.500 Additional Standards

A. In addition to the requirements within this chapter, development standards from the following chapters may apply to multi-family projects:

Chapter 15.500 Commercial and Mixed Use Development Design Standards SMC
Chapter 15.135 Development Incentives SMC
Chapter 15.400 Dimensional Standards SMC
Chapter 15.430 Fences and Walls SMC
Chapter 15.445 Landscaping and Tree Retention SMC
Chapter 15.460 Open Space and Amenities SMC
Chapter 15.465 Parking and Circulation SMC
Chapter 15.475 Security for Residential Developments SMC
Chapter 15.480 Service and Utility Areas SMC

B. In addition to the requirements within this chapter, and the chapters identified in SMC 15.520.500(A), development standards from elsewhere in this title may apply to multi-family projects.

15.520.600 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

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

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

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

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

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

Illustration: Facades

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

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.

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Chapter 15.525
Townhouse and Duplex Design Standards

SECTIONS:

15.525.005 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 15.525.005A. 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 15.525.005A.

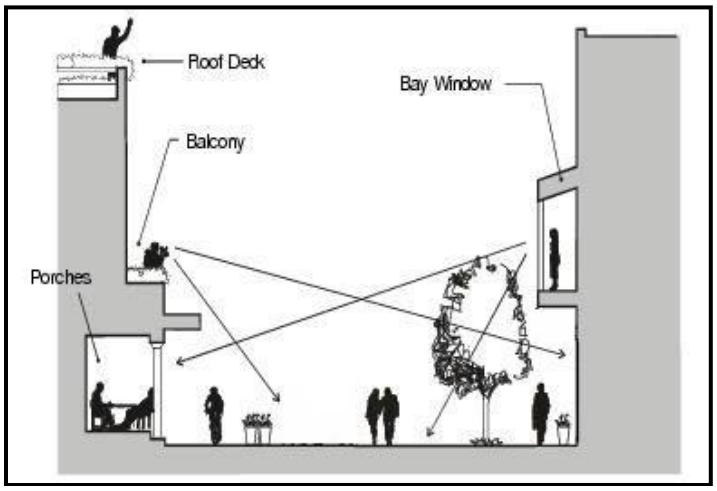


Figure 15.525.005A. WINDOWS AND BALCONIES OVERLOOKING A STREET CONTRIBUTE TO AN ACTIVE AND SAFE STREETSCAPE.

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.

15.525.010 Authority and Application

A. The provisions of this chapter shall apply to all townhouse and duplex developments throughout the City.

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.

15.525.015 Departures

A. 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 Planning and Community 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 meets or exceeds the overall purpose and intent of the design standards.

15.525.100 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.

15.525.110 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 an RL Comprehensive Plan designation	10’
	Minimum Side Yard not adjacent to property with an RL Comprehensive Plan designation	5’ (0’ with approved design)
	Minimum Rear Yard adjacent to property with an RL Comprehensive Plan designation	10’
	Minimum Rear Yard not adjacent to property with an RL 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 sf
Maximum Building Group Length		8 units
Minimum Distance Between Building Groups		10’
Auto Court Width (measured building to building)		
	Minimum	30’
	Maximum	40’

15.525.200 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.

15.525.210 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 15.525.210A.

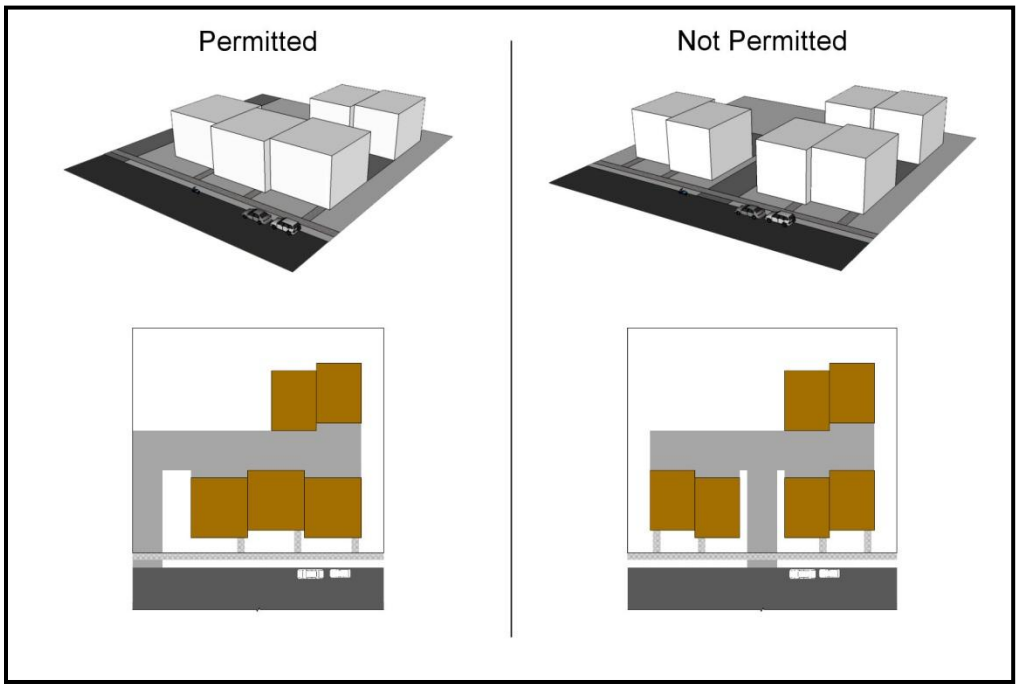


Figure 15.525.210A. ISOMETRIC AND PLAN VIEWS ILLUSTRATING THE REQUIRED NUMBER OF UNITS FRONTING ON A STREET.

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 15.525.210B.

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 15.525.210B.

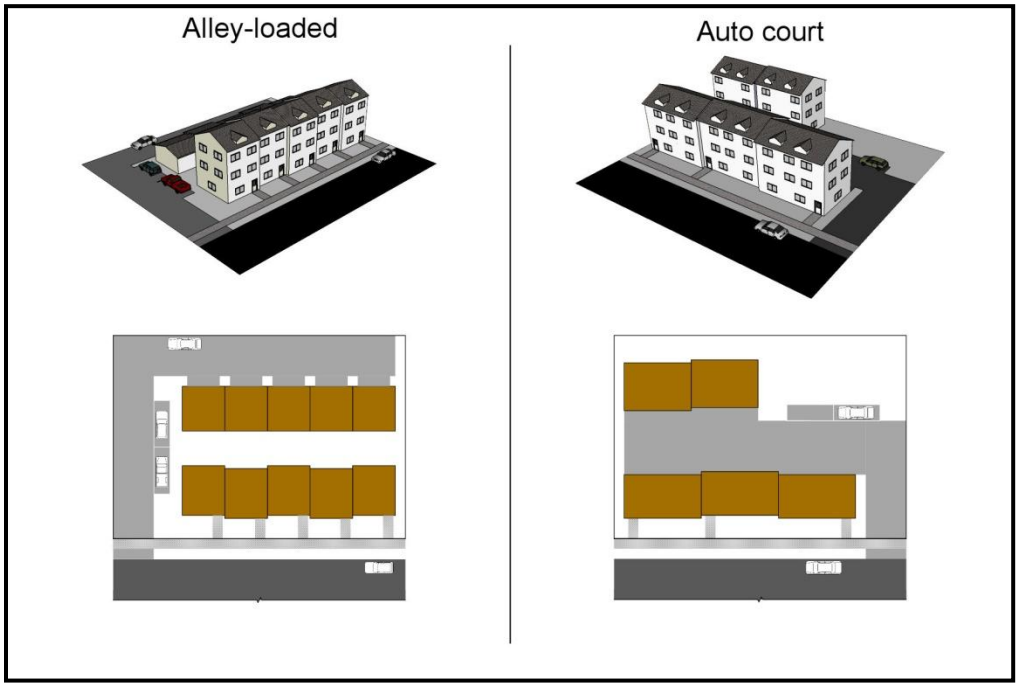


Figure 15.525.210B. Isometric and plan views of alley-loaded and auto court configurations.

15.525.220 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 15.525.220A and 15.525.220B.

Figure 15.525.220A. EXAMPLE OF UNITS ORIENTED TO THE STREET.

Figure 15.525.220B. EXAMPLE OF UNITS ORIENTED TO THE AUTO COURT.

15.525.230 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 17.40 , Walkway, Bikeway and Park Lighting.

15.525.240 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 15.525.240A.

Figure 15.525.240A. 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 15.525.240B for an illustration.

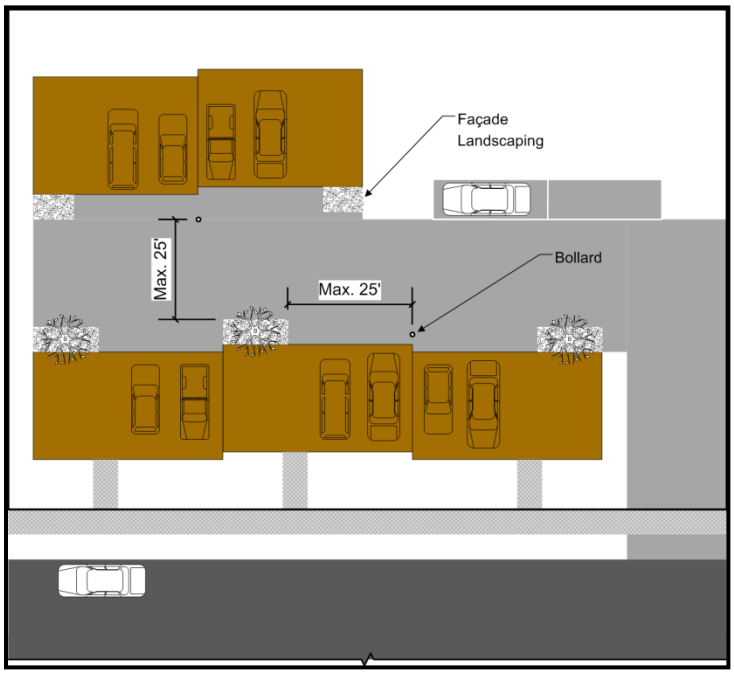


Figure 15.525.240B. LOCATION OF TRAFFIC CALMING ELEMENTS IN AN AUTO COURT.

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 15.525.240C. EXAMPLE OF AUTO COURT CONSTRUCTED WITH SCORED AND DYED CONCRETE.

15.525.250 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.

15.525.300 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.

15.525.310 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.

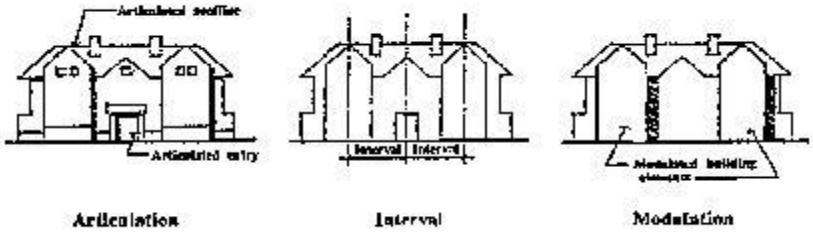
C. For units without street frontage, main entries shall connect to the street sidewalk system through auto courts or clear pedestrian paths.

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 15.525.310A CLEARLY DEFINED MAIN ENTRY WITH WEATHER PROTECTION AND VARIOUS ARCHITECTURAL DESIGN ELEMENTS

15.525.320 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 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.

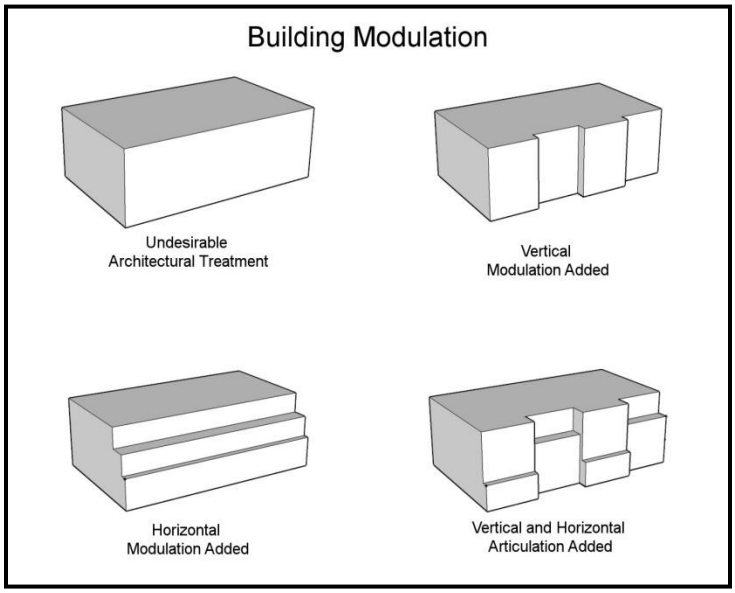


Figure 15.525.320A. EXAMPLES OF VERTICAL AND HORIZONTAL MODULATION.

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 15.525.320B.

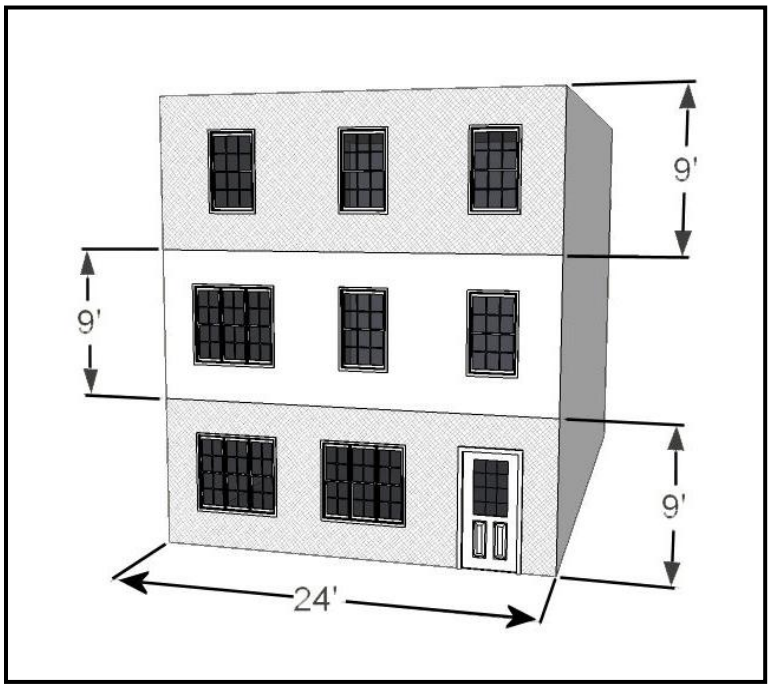


Figure 15.525.320B. ILLUSTRATION OF THE WINDOW REQUIREMENT. EACH FLOOR HAS A FAÇADE AREA OF 216 SQUARE FEET AND REQUIRES 43.2 SQUARE FEET OF WINDOWS. THE FIRST FLOOR HAS 66 SQUARE FEET OF WINDOWS, MEETING THE MINIMUM REQUIREMENT. THE SECOND FLOOR HAS 46.5 SQUARE FEET OF WINDOWS, MEETING THE REQUIREMENT. 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 15.525.320C;

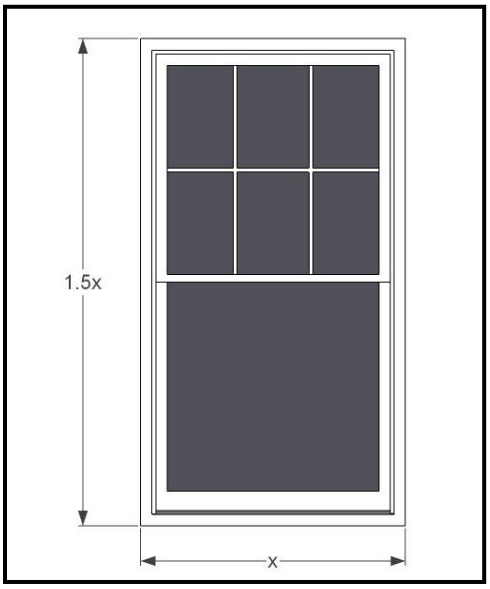


Figure 15.525.320C. MINIMUM VERTICAL ORIENTATION FOR WINDOWS.

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 15.525.320D for details;

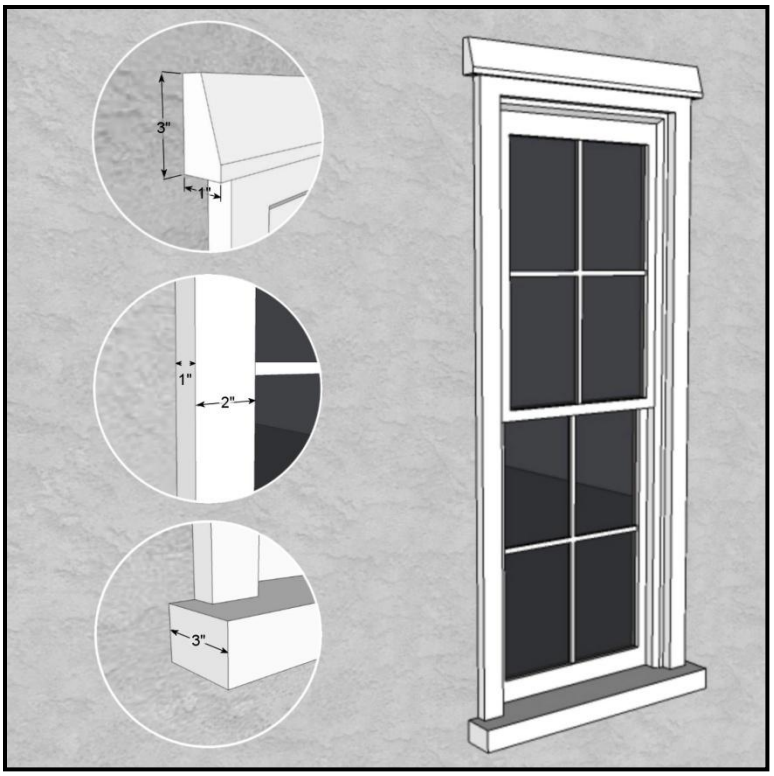
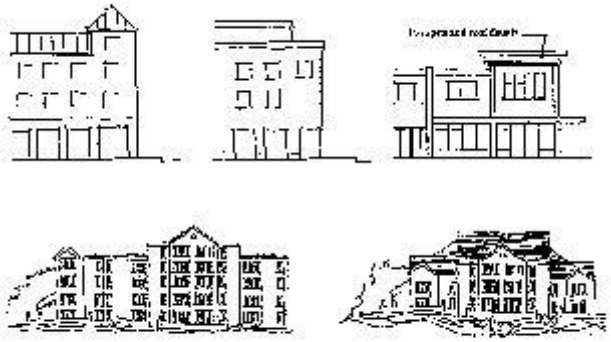


Figure 15.525.320D. DRIP CAP, SILL, AND TRIM DETAILS.

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" (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

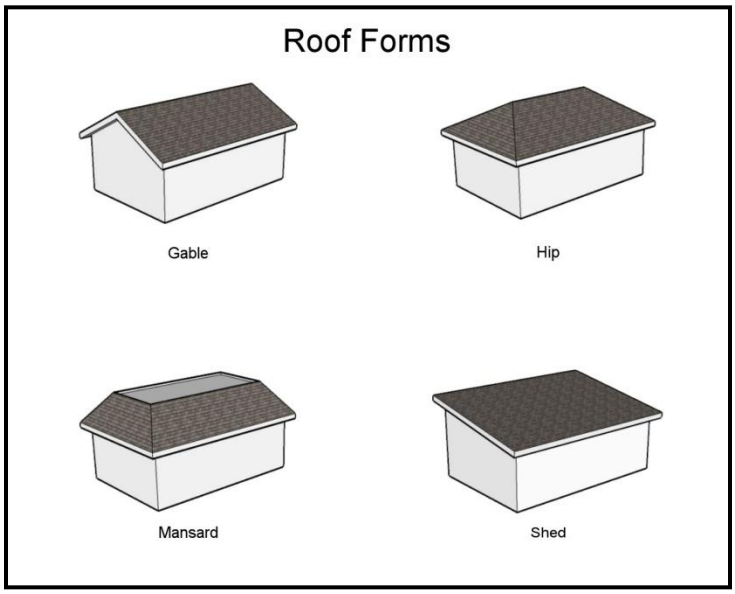


Figure 15.525.320E. EXAMPLES OF PERMITTED ROOF FORMS.

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 15.525.320F. EXAMPLE OF VERTICAL AND HORIZONTAL CHANGES IN ROOFLINES AND VARIATIONS IN ROOF FORMS.

b. Group 2

i. Dormers;

Figure 15.525.320G. EXAMPLE OF DORMERS.

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

Figure 15.525.320H. EXAMPLE OF DEEP ROOF OVERHANGS AND BRACKETS.

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

Figure 15.525.320I. EXAMPLE OF RAFTER TAILS.

Figure 15.525.320J. EXAMPLE OF CORBELS (WHICH ARE GENERALLY THICKER THAN BRACKETS).

iv. Prominent cornice, soffit, or fascia details.

Figure 15.525.320K. EXAMPLES OF CORNICE, SOFFIT AND FASCIA DETAILS.

3. 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.

15.525.330 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.

15.525.340 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 15.525.340A).

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.

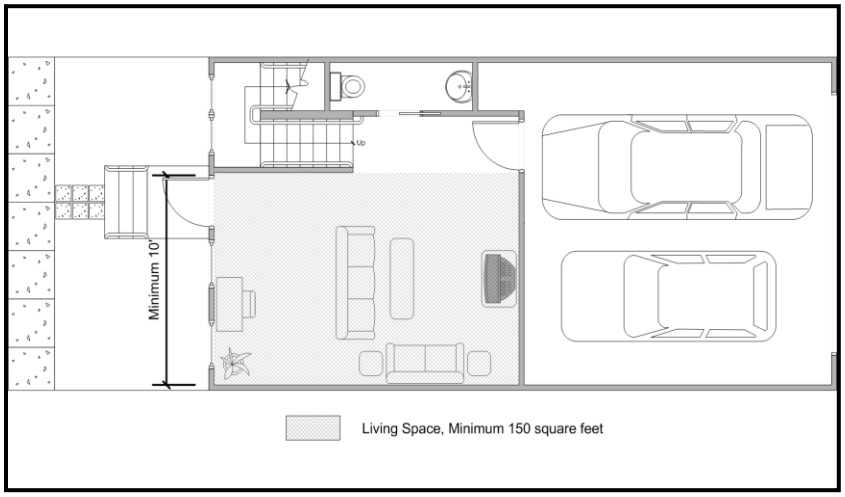


Figure 15.525.340A. EXAMPLE OF GROUND LEVEL LIVING SPACE.

15.525.400 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.

15.525.500 Additional Standards

A. In addition to the requirements within this chapter, development standards from the following chapters may apply to townhouse and duplex projects:

Chapter 15.400 Dimensional Standards SMC
Chapter 15.430 Fences and Walls SMC
Chapter 15.445 Landscaping and Tree Retention SMC
Chapter 15.460 Open Space and Amenities SMC
Chapter 15.465 Parking and Circulation SMC
Chapter 15.475 Security for Residential Developments SMC
Chapter 15.480 Service and Utility Areas SMC

B. In addition to the requirements within this chapter, and the chapters identified in SMC 15.525.500(A), development standards from elsewhere in this title may apply to townhouse and duplex projects.