



## Chapter 3

### Right-of-Way Improvement Requirements

#### 3.1 Overview of Requirements from the Land Use Code (Ch. 23.53 & 23.22)

The City of Seattle Land Use Code (Chapter 23.53 of the Seattle Municipal Code) requires that streets adjacent and leading to lots being created, developed, or redeveloped, be improved or brought up to the minimum conditions specified in the Land Use Code and this Manual.

The street improvement requirements vary with land use zones to reflect the intensity of development, the scale and character of the zone, and to provide a balance between the need to accommodate vehicular and pedestrian traffic and the desire to preserve existing neighborhood character. In addition to the requirements for street and alley improvements contained in the Land Use Code, further street and alley improvements may be required through the environmental review process.

All required street improvements shall be constructed by the developer and accepted by the Transportation Department prior to issuance of the final Certificate of Occupancy. A temporary Certificate of Occupancy may be issued prior to completion of street improvements when approved by the Director of Transportation.

#### What improvements are required for:

- Existing Streets
  - New Streets
  - Alleys
  - Vehicle Access Easements Across Private Property
- 

### Right-of-Way Improvement Requirements

#### 3.1.1 Existing Streets

#### Right-of-Way and Roadway

##### Width Requirements

- Arterials
- Non Arterials
- Is Your Project on an Arterial?

## Improvement Requirements



[By Zone](#)



[Find Your Zone with DPD GIS](#) (Choose Zoning from the Map Legend)

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### 3.1.1a Existing Streets, Arterial Width Requirements

#### Arterial Street Right-of-Way and Roadway Width Requirements for Existing Streets

Street right-of-way and roadway widths for most existing arterials have been established by the Transportation Department. Those arterials which require additional right of way to provide for adequate pavement width, sidewalks, and/or street trees have been identified.

#### Required Street Right-of-Way and Roadway Widths for Seattle Arterials

[Arterial Listings »](#)

Where the street right-of-way or roadway width has not been established, it will be determined for a permit applicant by the Transportation Department upon request.

When new street improvements are required and the existing street right-of-way width does not meet the established width the additional street right-of-way shall be dedicated. When there is no requirement for the installation of curb, sidewalk, or pavement improvements, or a curb already exists, a setback and No-Protest Agreement are permitted in lieu of a dedication and improvements.

When the existing roadway is narrower than the required roadway, and no new pavement or curb improvements are required, a [No-Protest Agreement](#) shall be provided in lieu of roadway widening. Get more information on [No Protest Agreements](#).

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#### Existing Streets | No Protest Agreements

**Dedication:** Dedication of property for street right-of-way purposes is required when the existing street right-of-way width is less than the width specified and when new street improvements are to be installed. In most cases, the required dedication will be equal to half the difference between the existing street right-of-way width and the minimum required street right-of-way width. Refer to Chapter 23.53 of the Land Use Code for a full statement of dedication requirements.

**Setback:** A setback is permitted in lieu of a dedication when there is no requirement for the installation of curb, sidewalk, and pavement improvements, or a curb already exists. In most cases, site improvements must be set back from the existing street right-of-way line an amount equal to the required dedication. However, in all residential zones except Highrise (HR) zones an additional 3-foot setback is also required.

The area of the setback may be used to meet land use development standards, except for required parking. (The setback may be included within other setbacks required by the Land Use Code.) It may also be used for other purposes which would not interfere with future street

improvements. Underground structures may be located in the setback area, when approved by the Director of Transportation. Refer to Chapter 23.53 of the Land Use Code for a full statement of setback requirements.

**No-Protest agreement for future improvements:** When the street right-of-way width or roadway width is less than required and no improvements for new pavement or curb are required, a No-Protest Agreement shall be provided in lieu of improvements. A No-Protest Agreement is a document signed by the property owner signifying agreement not to object to the formation of a Local Improvement District (LID) for constructing and paying for future street improvement.

### 3.1.1b Existing Streets, Non-Arterial Minimum Right-of Way Width Requirements

Low Density Residential			
Zone	Standard Street Right-of-Way <sup>1</sup>	Minimum Street Right-of-Way <sup>2</sup>	Standard Roadway Width <sup>3</sup>
SF, LDT, L1 , NC1	50 feet	40 feet	25 feet
Mid-Density Residential and Mixed Commercial/ Residential			
Zone	Standard Street Right-of-Way <sup>1</sup>	Minimum Street Right-of-Way <sup>2</sup>	Standard Roadway Width <sup>3</sup>
L2, NC2-30, NC2-40	60 feet	40 feet	32 feet
L3, L4, NC2-65	60 feet	52 feet	32 feet
High-Density Residential and Mixed Commercial/Residential and Industrial 1			
Zone	Standard Street Right-of-Way <sup>1</sup>	Minimum Street Right-of-Way <sup>2</sup>	Standard Roadway Width <sup>3</sup>
NC3, MR, HR	60 feet	52 feet	36 feet
C1, C2, IB, IC	66 feet	52 feet	40 feet
IG1, IG2	66 feet	56 feet	40 feet

<sup>1</sup> If a project is on a block which is split into more than one land use zone category, the zone category with the most frontage determines the minimum width required. If the land use categories have equal frontage, the one with the greater requirement shall be used to determine the minimum street width.

<sup>2</sup> If the street has greater than the minimum right-of-way width and less than the standard right-of-way width, consult with the SDOT Plan Review office regarding the required roadway width. Minimum requirements are identified in Chapter 23.53 of the Seattle Municipal Code.

<sup>3</sup> This width is the standard curb-to-curb design width of a fully improved street. If full street improvements are not constructed, the resultant interim pavement width may be less than this standard. See pages (reference to design standards from 2-18).

Where the existing right of way width is less than the width shown above right of way dedication or setback a [No-Protest Agreement is required](#).

### 3.1.1c Existing Streets, Improvement Requirements by Zone

[« Back to Previous Page](#)

#### Residential

- |   |   |
|---|---|
|  <b>SF</b> Single Family           |  <b>L1</b> Lowrise 1 |
|  <b>LDT</b> Lowrise/Duplex/Triplex |  <b>L2</b> Lowrise 2 |
|  <b>MR</b> Midrise                 |  <b>L3</b> Lowrise 3 |
|  <b>HR</b> Highrise                |  <b>L4</b> Lowrise 4 |

## Commercial

-  **NC1** Neighborhood - Commercial 1
-  **NC2** Neighborhood - Commercial 2
-  **NC3** Neighborhood - Commercial 3
-  **C1** Commercial 1
-  **C2** Commercial 1

## Industrial

-  Industrial Landscape Street Map
-  **IC** Industrial/Commercial
-  **IB** Industrial Buffer—directly across from or adjacent to commercial or residential zones
-  **IB** Industrial Buffer—not directly across from or adjacent to commercial or residential zones
-  **IG1** General Industrial 1
-  **IG2** General Industrial 2

## Downtown and Seattle Mixed Zones

-  Downtown
-  Seattle Mixed

## Existing Streets | Improvement Requirements by Zone | Residential

### 1-2 Units

Proposed projects with no more than two residential units.

### Partial Requirements

Projects that meet the following criteria:

- 3 to 9 units in SF zones
- 1 to 9 units or platting of 1 to 9 lots in LDT and L1 zones

- 1 to 5 units in L2, L3, L4, MR, HR zones
- Interior remodels and interior use changes
- Additions exempt from environmental (SEPA) review
- Parking lot expansion of less than 20% of existing parking



### Full Requirements

Those projects not meeting the above exceptions are required to provide full improvements.

## Existing Streets | Improvement Requirements by Zone | Residential | 1-2 Units

### One or Two New Dwelling Units or Residential Lots

- **Roadway width:** 16 feet plus thickened edge for drainage
- **Roadway surface:** Crushed rock (Portland cement concrete or asphalt concrete is required for roadways with a slope greater than 10%)

Refer to [Figure 3-4: Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface](#) [  33 kb ]

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

- **Curb, sidewalk:** Not required.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property lines on project side; to 5 feet beyond thickened edge on opposite side.
- **Dedication:** Not required.
- **Setback:** Not required.
- **No protest agreement:** Required.

Refer to [Figure 3-2: Crushed Rock Improvement](#) [  34 kb ]

Refer to [Figure 3-3: Crushed Rock Improvement Edged Detail](#) [  135 kb ]

## Existing Streets | Improvement Requirements by Zone | Residential | Partial

### Small Residential Projects with Partial Improvement Requirements

- **Roadway width:** 18 feet for existing pavement; 20 feet plus thickened edge when there is less than 18 feet of existing pavement.
- **Roadway surface:** Portland cement concrete or asphalt concrete.
- **Curb, sidewalk:** Not required.
- **Street trees:** Required as specified in the Land Use Code. Where there is no curb, trees shall be located on private property.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street; to 5 feet beyond pavement edge on opposite side.
- **Dedication:** Not required.

- **Setback:** Required when right-of-way width is less than shown in [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **No-protest agreement:** Required when the right-of-way or roadway width is less than shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) when the street does not have existing curbs, or when existing curbs or when the existing curb is not in the permanent location and no new curb is required.

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-6: Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface](#) [  33 kb ]

Refer to [Figure 3-7: Asphalt Concrete Pavement: Pavement Widening For Existing Hard Surface Streets](#) [  23 kb ]

## Existing Streets | Improvement Requirements by Zone | Residential | Full

### Residential Projects with Full Improvement Requirements

- **Roadway width:** Arterial widths are specified in the [Arterial List](#); Non-arterial widths are specified in the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **Roadway surface:** Portland cement concrete or asphalt concrete is required on the half-street on the project side of the street, plus one travel lane on the other side of the street.
- **Curb, sidewalk:** Required on project side of street.
- **Street trees:** Required as specified in the Land Use Code.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street and 5 feet beyond pavement edge on opposite side.
- **Dedication:** Required when there is less than the minimum required right of way width and street improvements are required.
- **Setback:** Required when right of way width is less than widths shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) and no dedication is required.
- **No-protest agreement:** Required when the right of way or roadway width is less than shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) or when there is no curb or when the existing curb is not in the permanent location and no new curb is required.
- [Summary Table of Street Improvement Requirements](#).

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-8: Pavement Widening For Existing Hard Surface Streets](#) [  27 kb ]

Refer to [Figure 3-9: Curb and Sidewalk Improvement: New Pavement for Streets without Existing Hard Surface](#) [  37 kb ]

## Existing Streets | Improvement Requirements by Zone | Commercial

Street improvement requirements for development or creation of new lots in NC1, NC2, NC3, C1, and C2 commercial zones are shown below and in the [Summary of Street Improvement](#)

## Requirements.



### **Partial Improvement Requirements**

- 1 to 5 residential units
- Major and minor vehicle repair uses or multipurpose convenience stores of less than 750 square feet
- Non-residential structures of less than 4000 square feet g.f.a.
- Mixed use structures with fewer than the units listed above and less than 4000 sq. ft. of non-residential use
- Interior remodels and interior use changes
- Additions exempt from environmental (SEPA) review
- Parking lot and open storage area expansion of less than 20% of area or parking spaces



### **Full Improvement Requirements**

Those projects not meeting the above exceptions are required to provide full improvements.

Existing Streets | Improvement Requirements by Zone | Commercial | Partial

Small Commercial Projects with Partial Improvement Requirements

- **Roadway width:** 18 feet for existing pavement; 20 feet plus thickened edge when there is less than 18 feet of existing pavement.
- **Roadway surface:** Portland cement concrete or asphalt concrete.
- **Curb, sidewalk:** Not required.
- **Street trees:** Required as specified in the Land Use Code. Where there is no curb, trees shall be placed on private property.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street and five feet beyond pavement edge on opposite side.
- **Dedication:** Not required unless additional right of way is needed to install the required pavement width.
- **Setback:** Required when right of way width is less than the width shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) and no dedication is required.
- **No-protest agreement:** Required when the right of way or roadway width is less than shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#), when the street does not have existing curbs, or when existing curbs are not in the permanent location.
- [Summary of Street Improvement Requirements.](#)

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-7: Asphalt Concrete Pavement: Pavement Widening For Existing Hard Surface Streets](#) [  23 kb ]

Refer to [Figure 3-10: Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface](#) [  33 kb ]

## Existing Streets | Improvement Requirements by Zone | Commercial | Full

### Commercial Projects with Full Improvement Requirements

- **Roadway width:** Arterial widths are specified in the Arterial List; Non-arterial widths are specified in the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **Roadway surface:** Portland cement concrete or asphalt concrete is required on the half-street on the project side of the street, plus one travel lane on the other side of the street.
- **Curb, sidewalk:** Required on project side of street.
- **Street trees:** Required as specified in the Land Use Code.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street and 5 feet beyond pavement edge on opposite side.
- **Dedication:** Required when there is less than the minimum required street right-of-way width and street improvements are required.
- **Setback:** Required when street right-of-way width is less than shown in the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) and no dedication is required.
- **No-protest agreement:** Required when the right of way or roadway width is less than shown in the [Non-Arterial Minimum Street Right-of-Way Width Requirements](#)

Table or when there is no curb or when the existing curb is not in the permanent location and no new curb is required.

- [Summary of Street Improvement Requirements.](#)

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-8: Pavement Widening For Existing Hard Surface Streets](#) [  27 kb ]

Refer to [Figure 3-9: Curb and Sidewalk Improvement: New Pavement for Streets without Existing Hard Surface](#) [  37 kb ]

## Existing Streets | Improvement Requirements by Zone | Industrial

**Industrial Commercial Zones (IC); Industrial Buffer (IB)** —directly across from or adjacent to commercial or residential zones



[Small Projects with Reduced Improvement Requirements](#)



[Projects with Full Improvement Requirements](#)

## Existing Streets | Improvement Requirements by Zone | Industrial | Reduced

**Small Projects in Industrial Commercial Zones (IC); Industrial Buffer (IB)** —directly across from or adjacent to commercial or residential zones with Reduced Improvement Requirements

- Major and minor vehicle repair uses or multipurpose convenience stores of less than 750 square feet.
- Non-residential structures of less than 4000 square feet gross floor area.
- Interior remodels and interior use changes.
- Additions exempt from environmental (SEPA) review.
- Parking lot and open storage expansion of less than 20% of area or existing parking spaces.
  - **Roadway width:** 18 feet for existing pavement; 20 feet plus thickened edge when there is less than 18 feet of existing pavement.
  - **Roadway surface:** Portland cement concrete or asphalt concrete
  - **Curb, sidewalk:** Not required.
  - **Street trees:** Required as specified in the Land Use Code. Where there is no curb, trees shall be placed on private property.
  - **Street drainage:** Required when street improvements are installed.
  - **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street and 5 feet beyond pavement edge on opposite side.
  - **Dedication:** Not required unless additional right-of-way is needed to install the required pavement width.
  - **Setback:** Required when right-of-way width is less than shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) and no dedication is required.
  - **No-protest agreement:** Required when roadway or right-of-way width is less than the minimum shown in the [Arterial List](#) or the [Non-Arterial Minimum Street](#)

- [Right-of-Way Width Requirements Table.](#)
- [Summary of Street Improvement Requirements.](#)

Types of small industrial projects with reduced improvement requirements are defined in Paragraph 23.53.020 E2 of the Land Use Code.

- Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]
- Refer to [Figure 3-6: Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface](#) [  33 kb ]
- Refer to [Figure 3-7: Asphalt Concrete Pavement: Pavement Widening For Existing Hard Surface Streets](#) [  23 kb ]

### Existing Streets | Improvement Requirements by Zone | Industrial | Full

#### Projects in Industrial Commercial Zones (IC); Industrial Buffer (IB) —directly across from or adjacent to commercial or residential zones - with Full Improvement Requirements

- **Roadway width:** Arterials width specified in the [Arterial List](#); Non-arterials width specified in [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **Roadway surface:** Portland cement concrete or asphalt concrete is required on the half-street on the project side of the street, plus one travel lane on the other side of the street.
- **Curb, sidewalk:** Required on project side of street.
- **Street trees:** Required as specified in the Land Use Code.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street and 5 feet beyond pavement edge on opposite side.
- **Dedication:** Required when there is less than the minimum required right of way width and street improvements are required.
- **Setback:** Required when street right-of-way width is less than the width shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **No-protest agreement:** Required when the street right of way or roadway width is less than the width shown in the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) or when there is no curb or when the existing curb is not in the permanent location and no new curb is required.
- [Summary of Street Improvement Requirements](#). Additional requirements for projects located within the Stadium Transition Area Overlay District, refer to Exhibit 23.74.010a: Pedestrian Environment Designation of the Land Use Code.

- Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]
- Refer to [Figure 3-8: Pavement Widening For Existing Hard Surface Streets](#) [  27 kb ]
- Refer to [Figure 3-9: Curb and Sidewalk Improvement: New Pavement for Streets without Existing Hard Surface](#) [  37 kb ]

### Existing Streets | Improvement Requirements by Zone | Industrial

#### General Industrial Zones (IG1, IG2); Industrial Buffer (IB) — not directly across from or

adjacent to commercial or residential zones

-  [Small Industrial Projects with Reduced Improvement Requirements](#)
-  [Larger Industrial Projects in IG1, IG2, and IB Zones on Designated Landscape Streets](#)
-  [Larger Industrial Projects in IG1, IG2, and IB Zones Not on Designated Landscape Streets](#)

## Existing Streets | Improvement Requirements by Zone | Industrial

### Small Industrial Projects in IG1, IG2, and IB Zones with Reduced Improvement Requirements

- **Roadway width:** Meet Fire Code requirements; 28 feet recommended by Transportation Department for operation of trucks.
- **Roadway surface:** Meet Fire Code requirements (Portland cement concrete or asphalt concrete is required for roadways with a slope greater than 10%).
- **Curb, sidewalk:** Not required.
- **Pedestrian walk:** Required.
- **Street drainage:** Required when street improvements are installed.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side and 5 feet or more beyond the pavement edge on the opposite side.
- **Dedication:** Not required.
- **Setback:** Required when the right of way width is less than shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **No-protest agreement:** Required when roadway or right of way width is less than the minimum shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- [Summary of Street Improvement Requirements for Existing Streets in General Industrial Zones Table](#).

[Refer to Figure 3-3: Crushed Rock Improvement Edged Detail](#) [  143 kb ]

[Refer to Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

[Refer to Figure 3-11: Crushed Rock Improvement Industrial Zones](#) [  34 kb ]

[Refer to Figure 3-12: Asphalt Concrete Pavement: New Pavement for Streets without Existing Hard Surface in Industrial Zones](#) [  33 kb ]

[Refer to Figure 4-15: Asphalt Pedestrian Walkway](#) [  380 kb ]

[Refer to Figure 4-16: Asphalt Pedestrian Walkway 10 Feet or More From Existing Roadway](#) [  573 kb ]

## Existing Streets | Improvement Requirements by Zone | Industrial

### Larger Industrial Projects in IG1, IG2, and IB Zones on Designated Landscape Streets

[View Designated Industrial Landscape Street Map](#)

- **Roadway width:** Arterial widths are specified in the Arterial List; Non-arterial widths are specified in the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **Roadway surface:** Portland cement concrete or asphalt concrete is required on the project side of the street, plus one travel lane on the other side of the street.
- **Curb, sidewalk:** Required.
- **Street trees:** Required as specified in the Land Use Code.
- **Street drainage:** Required.
- **Street grading:** Required when street improvements are installed: standard street cross section to property line on project side of street and 5 feet beyond edge of pavement on opposite side.
- **Dedication:** Required when there is less than the minimum required right of way width and street improvements are required.
- **Setback:** Required when the right of way width does not meet the minimum shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **No-Protest agreement:** Required when the right of way or roadway width is less than shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) or when the street does not have existing curbs or when the existing curb is not in the permanent location and no new curb is required.
- [Summary of Street Improvement Requirements for Existing Streets in General Industrial Zones](#).

Refer to <a href="#">Figure 3-5: Asphalt Thickened Edge Detail</a>	[  301 kb ]
Refer to <a href="#">Figure 3-8: Pavement Widening For Existing Hard Surface Streets</a>	[  27 kb ]
Refer to <a href="#">Figure 3-9: Curb and Sidewalk Improvement: New Pavement for Streets without Existing Hard Surface</a>	[  37 kb ]
Refer to <a href="#">Figure 3-13: New Concrete Sidewalk with Existing Curb</a>	[  23 kb ]

### Existing Streets | Improvement Requirements by Zone | Industrial

#### Larger Industrial Projects in IG1, IG2, and IB Zones Not on Designated Landscape Streets

- **Roadway width:** Meet Fire Code requirements; 28 feet recommended by the Transportation Department for operation of trucks.
- **Roadway surface:** Meet Fire Code requirements (Portland cement concrete or asphalt concrete is required for roadways with a slope greater than 10%)
- **Curb, sidewalk:** Not required.
- **Pedestrian walk:** Required.
- **Street drainage:** Required.
- **Street grading:** Standard street cross section when improvements are required.
- **Dedication:** Not required.
- **Setback:** Required when street right-of-way width is less than the width shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#).
- **No-protest agreement:** Required when the street right-of-way or roadway width is less than the width shown in the [Arterial List](#) or the [Non-Arterial Minimum Street Right-of-Way Width Requirements Table](#) when the street does not have existing curbs, or when existing curbs are not in the permanent location.

- [Summary of Street Improvement Requirements for Existing Streets in General Industrial Zones.](#)

Refer to [Figure 3-3: Crushed Rock Improvement Edged Detail](#) [  143 kb ]

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-11: Crushed Rock Improvement Industrial Zones](#) [  34 kb ]

Refer to [Figure 3-12: Asphalt Concrete Pavement: New Pavement for Streets without Existing Hard Surface in Industrial Zones](#) [  33 kb ]

## Existing Streets | Improvement Requirements by Zone | Downtown and Seattle Mixed Zones

### Downtown and Seattle Mixed Zones

Improvements are determined on a case by case basis. Contact the [Seattle Department of Transportation](#) for more information.

### 3.1.2 New Streets

#### Street Right-of-Way and Roadway

New streets created through the platting process or otherwise dedicated shall meet the improvement requirements specified below. The creation of new streets requires dedication of property to the City of Seattle for street purposes.

#### Width Requirements

 [Arterials](#)

 [Non Arterials](#)

#### Street Improvement Requirements

 [Arterials](#)

 [Non Arterials](#)

#### Connecting Streets

Vehicular access from the project site to the rest of the street system shall be provided. When the connecting streets between the project site and the nearest hard-surfaced street do not meet the Fire Code requirements for fire access, the project owner shall upgrade the streets as follows:

- For one or two dwelling units or single family homes, a crushed rock roadway at least 16 feet wide shall be provided; all other types of development shall provide a paved roadway at least 20 feet wide, unless there is an existing hard-surfaced roadway at least 18 feet wide.
- New roadway improvements shall be graded to the future street elevations (as shown on the Building Grade Sheet) with a thickened edge provided for drainage. The connecting roadway shall be paved at least 100 feet beyond the project boundary; crushed rock is acceptable for one or two dwelling units. If more than 100 feet of connecting roadway improvement is required, the remainder may be crushed rock if approved by the Fire Department.

Crushed rock is not allowed when the roadway grade exceeds 10%.

### 3.1.2a New Streets, Required Widths - Arterials

Street right-of-way and roadway widths for new arterials vary depending on the pavement width needed to serve projected traffic volumes and parking needs. The width required for new streets shall be determined by the Seattle Department of Transportation. For more information, contact [Street Use](#).

### Right-of-Way Improvement Requirements

### 3.1.2b New Streets, Required Widths - Non Arterials

Minimum street right-of-way and roadway widths required for new non-arterial streets. Street right-of-way widths for new non-arterial streets in Downtown or zoned Seattle Mixed shall be determined by the Seattle Department of Transportation. For more information, please contact [Street Use](#).

#### Right-of-Way and Roadway Widths for New Non Arterial Streets

Land Use Zone Categories*	Right-of-Way Width	Roadway Width
SF, LDT, L1, NC1	50 feet	25 feet
L2, L3, L4, NC2	56 feet	32 feet
MR, HR, NC3	60 feet	36 feet
C1, C2, IB, IC	60 feet	40 feet
IG1, IG2	66 feet	40 feet

\* If a project is on a block which is split into more than one land use zone category, the zone category with the most frontage determines the minimum width required. If the land use categories have equal frontage, the one with the greater requirement shall be used to determine the minimum width.

### 3.1.2c New Streets, Street Improvement Requirements - Arterials

New arterial streets shall be fully improved to the design roadway width and pavement depth, with curbs, sidewalks, and street trees on both sides of the street, and drainage facilities.

Refer to [Figure 3-14: Full Improvements for Newly Dedicated Streets](#)

[  39 kb ]

Improvement required for new streets. Utilities and appurtenances needed to serve the new development, such as water, electricity, telephone, public sewer, public storm drain, streetlights, and fire hydrants shall be installed in conjunction with construction of the street improvements.

### 3.1.2d New Streets, Street Improvement Requirements - Non Arterials

#### Residential

- |   |   |
|---|---|
|  <b>SF</b> Single Family           |  <b>L1</b> Lowrise 1 |
|  <b>LDT</b> Lowrise/Duplex/Triplex |  <b>L2</b> Lowrise 2 |
|  <b>MR</b> Midrise                 |  <b>L3</b> Lowrise 3 |
|  <b>HR</b> Highrise                |  <b>L4</b> Lowrise 4 |

#### Commercial

-  **NC1** Neighborhood - Commercial 1
-  **NC2** Neighborhood - Commercial 2
-  **NC3** Neighborhood - Commercial 3
-  **C1** Commercial 1
-  **C2** Commercial 1

#### Industrial

-  **IB** Industrial Buffer
-  **IG1** General Industrial 1
-  **IG2** General Industrial 2

#### Downtown and Seattle Mixed Zones

-  Downtown
-  Seattle Mixed Zones

#### New Streets | Street Improvement Requirements | Non Arterials | Residential

##### Partial Improvements

One to nine dwelling units in SF, LDT, and L1 zones  
One to five dwelling units in L2, L3, L4, MR, and HR zones

##### Full Improvements

Ten or more dwelling units in SF, LDT, and L1 zones  
Six or more dwelling units in L2, L3, L4, MR, and HR zones

## New Streets | Street Improvement Requirements | Non Arterials | Residential Street Improvements | Partial Improvements

### Partial Residential Street Improvements

- **Roadway surface:** Portland cement concrete or asphalt concrete.
- **Curb, sidewalk:** Not required.
- **Street grading:** Standard street cross section to right of way line on both sides of street.
- **Street drainage:** Required.

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-6: Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface](#) [  33 kb ]

Refer to [Figure 3-7: Asphalt Concrete Pavement: Pavement Widening For Existing Hard Surface Streets](#) [  23 kb ]

## New Streets | Street Improvement Requirements | Non Arterials | Residential Street Improvements | Full Improvements

### Full Residential Street Improvements

- **Roadway surface:** Portland cement concrete or asphalt concrete.
- **Curb, sidewalk:** Required on both sides of the street.
- **Street grading:** Standard street cross section to the street right-of-way line on both sides of the street.
- **Street drainage:** Required.

Refer to [Figure 3-5: Asphalt Thickened Edge Detail](#) [  301 kb ]

Refer to [Figure 3-9: Curb and Sidewalk Improvement: New Pavement for Streets without Existing Hard Surface](#) [  37 kb ]

If the street could be extended in the future to serve additional lots, or if the street is an extension of an existing paved street, the new street shall be paved to the level of improvement shown above.

## New Streets | Street Improvement Requirements | Non Arterials | Commercial

### Commercial (NC1, NC2, NC3, C1, C2)

- **Roadway surface:** Portland cement concrete or asphalt concrete. Designed pavement section required in C1 and C2 zones.
- **Curb, sidewalk:** Required on both sides.
- **Street grading:** Standard street cross section to property line on both sides.

- **Street drainage**: Required.

Refer to [Figure 3-14: Full Improvements for Newly Dedicated Streets](#) [  39 kb ]

If the street could be extended in the future to serve additional lots, or if the street is an extension of an existing paved street, the new street shall be paved to the level of improvement shown above.

## New Streets | Street Improvement Requirements | Non Arterials | Industrial

### Industrial (IB, IC, IG1, IG2)

- **Roadway surface**: Portland cement concrete or asphalt concrete with designed pavement section.
- **Curb, sidewalk**: Required on both sides.
- **Street grading**: Standard street cross section to right of way lines on both sides of street.
- **Street drainage**: Required.
- **Street trees**: Required.

Refer to [Figure 3-14: Full Improvements for Newly Dedicated Streets](#) [  39 kb ]

If the street could be extended in the future to serve additional lots, or if the street is an extension of an existing paved street, the new street shall be paved to the level of improvement shown above.

## New Streets | Street Improvement Requirements | Non Arterials | Downtown and Seattle Mixed Zones

### Downtown and Seattle Mixed Zones

Street right-of-way and pavement widths for new streets in Downtown and Seattle Mixed Zones shall be specified by the Seattle Department of Transportation on a case-by-case basis. Contact [Street Use](#) for more information.

### 3.1.3 Alleys

#### Existing Alleys

- [Required for Access](#)
- [Not Required for Access](#)

#### New Alleys

- [Width Requirements](#)
- [Improvement Requirements](#)

### 3.1.3a Alleys, Existing Alleys - Required for Access

The Land Use Code requires the use of alleys for access in certain zones if the alley is already improved. The alley shall be considered improved for this purpose if it is paved to the width shown below:

#### Existing Right of Way and Pavement Widths for Alleys to be Considered to be Improved

Land Use Zone Category*	Width of Alley**
SF, LDT, L1, L2, L3, NC1	10 feet
L4, MR, HR, NC2	12 feet
NC3, C1, C2	16 feet

\*When an alley abuts lots in more than one land use zone category, the zone category with the most frontage on that block along both sides of the alley, excluding SF and LDT zones, determines the minimum width. If the categories have equal frontage, the one with the greater requirement shall be used to determine the minimum alley width.

\*\* This width is solely for the purpose of determining if an alley must be used for access.



[Right-of-Way and Pavement Width Requirements for Alleys Used for Access](#)



[Right-of-Way Improvement Requirements for Alleys Used for Access](#)

### Alleys | Existing Alleys | Required for Access | ROW and Pavement Width Requirements

The permit applicant shall check the specific zone requirements in the Land Use Code to determine whether alley access is required. Alleys used for access shall be upgraded to meet the minimum right of way and pavement widths as shown:

#### Minimum Right-of-Way and Pavement Width Requirements for Existing Alleys Used for Access

Land Use Zone Category*	Width
SF, LDT	10 feet
L1, L2, NC1	12 feet
L3, L4, MR, HR, NC2	16 feet
NC3, C1, C2, IG1, IG2, IB, IC, All Downtown Zones	20 feet

\* When an alley abuts lots in more than one land use zone category, the zone category with the most frontage on that block along both sides of the alley, excluding SF and LDT zones, determines the minimum width. If the categories have equal frontage, the one with the greater requirement shall be used to determine the minimum alley width.

#### Dedication Requirements

Generally, if the right-of-way width is less than the required width, a dedication equal to half the

difference between the current alley right of way width and the minimum right of way width established above shall be required. Refer to Chapter 23.53 of the Land Use Code for a full description of dedication requirements.

A partial dedication from 2 feet below to 16 feet above the established alley surface grade may be permitted by the Director of Transportation when the areas above and below the dedication are not needed for utilities or other alley purposes.

## Alleys | Existing Alleys | Required for Access | Improvement Requirements

Alley improvements for all land use zones are required when the alley is used for access, as listed below:

### No Requirements

- 1-2 dwelling units, if alley is unimproved but in common usage for existing residences



### Partial Requirements

- 1 to 9 new dwelling units or residential lots;
- Major, minor vehicle repair uses or multipurpose convenience stores of less than 750 square feet;
- Non-residential structures of less than 4,000 square feet;
- Mixed use structures with less than 10 units and less than 4,000 square feet of non-residential use;
- Interior remodels and interior use changes;
- Additions exempt from SEPA review;
- Parking lot and open storage area expansion of less than 20% of area or parking spaces; and
- Types of small projects with reduced improvement requirements are defined in paragraph 23.53.030 E1a(1) in the Land Use Code.



### Full Requirements

- All types of development not listed above

## Alleys | Existing Alleys | Required for Access | Improvement Requirements

### Partial Requirements

- **Dedication:** When existing right-of-way width is less than required.
- **Surface Improvements:** Adjacent to Project - Crushed rock
  - To First Connecting Street - Crushed Rock
  - To Second Connecting Streets - No improvement required
- **Alley Drainage:** Required for all portion of alley being improved
- **Alley Grading:** Standard alley cross-section at established grade for portion of alley being improved
- **Turnaround:** Required if alley is a dead end and is open to an arterial; turnaround shall be dedicated or provided by easement

Refer to [Figure 3-15: Alley Improvement](#) [  28 kb ]

## Alleys | Existing Alleys | Required for Access | Improvement Requirements

### Full Requirements

- **Dedication:** Required when alley right-of-way width is less than [requirements for existing alleys used for access](#).
- **Surface improvements:**
  - Adjacent to Project - Portland cement concrete or asphalt concrete
  - To First Connecting Street -Portland cement concrete or asphalt concrete
  - To Second Connecting Street -- crushed rock
- **Alley drainage:** Required for portion of alley being improved.
- **Alley grading:** Standard alley cross section at established grade for portion of alley being improved.
- **Turnaround:** Required if alley is a dead end and is open to an arterial; turnaround shall be dedicated or provided by easement.

Refer to [Figure 3-15: Alley Improvement](#) [  28 kb ]

Section 23.53.030 E1a(1) of the Land Use Code describes projects with reduced improvement requirements

When clearance between the alley pavement edge and right of way line is needed to return to existing grade at the property line, and when approved by the Director of Transportation, the alley may be paved to within 6 inches or 1 foot of the right of way line. The Transportation Department will not maintain alleys unless they are paved from street to street or improved with a turnaround. It is the responsibility of abutting property owners to maintain crushed rock alleys and dead end alleys without turnarounds.

**Pedestrian easement for alley-only access:** When a building lot in a residential zone does not abut a street and the sole vehicular access is from an alley, the Land Use Code requires a 10-foot wide easement providing pedestrian access from the lot to an improved street. The easement shall be paved with a walkway at least 3 feet wide when serving one or two dwelling units, and 5 feet wide when serving three or more dwelling units. Lighting as specified in the Land Use Code is required when the easement exceeds 100 feet in length. The pedestrian access easement shall not exceed 200 feet in length.

### 3.1.3b Alleys, Existing Alleys - Not Required for Access

**Improvement requirement:** There is no pavement requirement for existing alleys not used for access.

**Setback requirements:** When an alley is not used for access to parking or loading spaces and is less than the minimum right of way width shown below a setback is required to allow for future widening of the alley. Setback requirements are specified in Chapter 23.53 of the Land Use Code. Generally, the setback is equal to half the difference between the existing right of way width and the required right of way width specified.

### Minimum Right-of-Way and Pavement Width Requirements for Existing Alleys Used for Access

Land Use Zone Category*	Width
SF, LDT	10 feet
L1, L2, NC1	12 feet
L3, L4, MR, HR, NC2, NC3	16 feet
C1, C2, IG1, IG2, IB, IC, All Downtown Zones	20 feet

\* When an alley abuts lots in more than one land use zone category, the zone category with the most frontage on that block along both sides of the alley, excluding SF and LDT zones, determines the minimum width. If the categories have equal frontage, the one with the greater requirement shall be used to determine the minimum alley width.

**No protest agreement:** A [No-Protest Agreement](#) for future alley improvements is also required if the alley is not improved.

**Grading:** All structures on the lot shall be designed to accommodate the approved grade of the future alley as shown on the Building Grade Sheet. More information on grading requirements.

### 3.1.3c Alleys, New Alleys - Required Widths

#### Right-of-Way and Pavement Width of New Alleys

Land Use Zone Categories	Width
SF, LDT, L1, NC1	12 feet
L2, L3, NC2	16 feet
MR, HR, NC3, C1, C2, IC, IB, IG1, IG2, All Downtown Zones	20 feet

Note: When an alley abuts lots in more than one land use zone category, the zone category with the most frontage on that block along both sides of the alley, excluding property zoned SF, LDT, L1, and NC1, determines the required alley width. If the categories have equal frontage, the one with the greater requirement shall be used to determine the alley width.

#### Right-of-Way Improvement Requirements

### 3.1.3d Alleys, New Alleys - Required Improvements

#### Required Improvements for New Alleys

- **Alley surface:** Portland cement concrete or asphalt concrete for the entire length and width of alley.
- **Turnaround:** Required when alley is not dedicated through from street to street.
- **Alley grading:** Grade to standard alley section for full width of alley.
- **Alley drainage:** Required.

Refer to [Figure 3-15: Alley Improvement](#) [  28 kb ]

### 3.1.4 Vehicle Access Easements Across Private Property

When vehicle access to a building lot is provided by easement across private property, the easement widths specified in the Land Use Code and shown below shall be provided. If the

easement is over 600 feet long, a fire hydrant may be required.

### Type of Development

1-2 Dwelling Units	
Minimum Easement Width	10 -12 feet
Pavement Width	10 feet crushed rock
Pedestrian Walkway Width	Not required
Turnaround	Yes, if easement is over 50 feet long
Clearances to SF Structures	None specified
3-4 Dwelling Units	
Minimum Easement Width	20 feet
Pavement Width	16 feet
Pedestrian Walkway Width	Not required
Turnaround	Yes
Clearances to SF Structures	None specified
5-9 Dwelling units or fewer than 10 parking spaces in non-residential zones	
Minimum Easement Width	20 feet
Pavement Width	16 feet
Pedestrian Walkway Width	Not required
Turnaround	Yes
Clearances to SF Structures	5 feet
10+ Dwelling units or more than 10 parking spaces in non-residential zones	
Minimum Easement Width	32 feet
Pavement Width	24 feet
Pedestrian Walkway Width	5 feet
Turnaround	Yes
Clearances to SF Structures	10 feet

Vehicle access easements serving one or two dwelling units shall be surfaced with crushed rock at least 6 inches in depth.

Vehicle access easements serving more than two dwelling units shall be surfaced with 3 inches of asphalt over 6 inches of crushed rock.

A 2-foot wide shoulder shall be provided on each side for clearance. Easements shall be graded to a crowned cross section with thickened edge or a "v" cross section to provide for collection of storm water. Control of storm water runoff from the easement shall meet the same drainage control requirements as the building lot. The top 12 inches of subgrade shall be prepared as specified in [Seattle Standard Specification 2.06](#).

[Approved turnarounds for easements serving residential development.](#)

If you have questions please contact the [Seattle Department of Transportation](#).

### 3.3 Contact Information

Organization Name/Website	Phone
Department of Planning and Development (DPD) General Information	
DPD Applicant Services Center and Permit Specialists	(206) 684-8850
Seattle Department of Transportation (SDOT) General Information	
SDOT Street Use Division	(206) 684-5283
Seattle Parks and Recreation Real Estate Section:	(206) 233-7935

Additional contact information and resources are located in the [City of Seattle Staff Directory](#), which is searchable by Department, Division and individual staff.