

In-Line Recommended Changes to the Proposed Bicycle Parking Code Update

SDCI's proposed changes are retained. Our recommended changes are formatted in **blue** and **red** text with underlining and strikethroughs to indicate recommended additions and deletions. **Yellow highlights** are proposed changes that need additional legal vetting and wordsmithing. In the spreadsheet, **blue highlighted cells** are merely to draw attention to recommended changes.

Seattle Municipal Code

23.54.015 Required parking and maximum parking limits

K. Bicycle parking. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table D for 23.54.015. Long-term parking for bicycles shall be for bicycles parked four or more hours. Short-term parking for bicycles shall be for bicycles parked less than four hours. In the case of a use not shown on Table D for 23.54.015, ~~((there is no minimum bicycle parking requirement))~~ one bicycle parking space per 10,000 gross square feet of either short- or long-term bicycle parking is required, except single-family residential use is exempt from bicycle parking requirements. The minimum requirements are based upon gross floor area of the use in a structure ~~minus gross floor area in parking uses~~, or the square footage of the use when located outside of an enclosed structure, or as otherwise specified. **All requirements set forth in this section 23.54.015.K may be further defined and clarified by rules, guidelines, and additional criteria promulgated by the Director of the Seattle Department of Transportation.**

~~((1. After the first 50 spaces for bicycles are provided, additional spaces are required at 1/2 the ratio shown in Table D for 23.54.015, except for rail transit facilities; passenger terminals; and park and ride lots.))~~

1. Rounding. For long-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole number. For short-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole even number.

2. Performance standards

a. ~~((Required bicycle parking shall be provided))~~ Provide bicycle parking **facilities** in a highly visible, safe, and accessible ~~((and convenient))~~ location, emphasizing user convenience and theft deterrence, based on rules, **guidelines, and criteria** promulgated by the Director of the Seattle Department of Transportation that address the considerations in this subsection 23.54.015.K.2.a.

(1) Provide secure locations and arrangements of long-term bicycle parking, with features such as locked rooms or cages and bicycle lockers. The bicycle parking should be installed in a manner that avoids creating conflicts with automobile accesses and driveways.

(2) Provide pedestrian and bicycle access to long-term bicycle parking that is separate from other vehicular entry and egress points.

(3) Provide adequate lighting in the bicycle parking area and access routes to it.

(4) If bicycle parking facilities are not clearly visible from the street or sidewalk, install directional signage **and other semiotic devices** in adequate amounts, **sufficient quality**, and in highly visible indoor and outdoor locations in a manner that promotes easy wayfinding for bicyclists. Wayfinding signage shall be visible from adjacent on-street bicycle facilities.

(5) Long-term bicycle parking shall be located where bicyclists are not required to carry bicycles on stairs to access the parking.

(6) Install ~~((Bicycle))~~ bicycle parking hardware ~~((shall be installed))~~ so that it can perform to its manufacturer's specifications and any design criteria promulgated by the ~~((Director of Transportation))~~ Director of the Seattle Department of Transportation, allowing adequate clearance for bicycles and their riders. ~~((Directional signage shall be installed when bike parking facilities are not clearly visible from the street or sidewalk.))~~

(7) ~~((If any covered automobile parking is provided,))~~ Provide full weather protection for all required long-term bicycle parking. ~~((shall be covered. If located off-street, bicycle and automobile parking areas shall be separated by a barrier or painted lines.~~

(8) Design the long-term parking facilities to accommodate a broad range of bicycle styles and to accommodate people of all abilities, including consideration of the abilities of people to lift heavy objects, large-sized bicycles for hauling children and cargo, and need to recharge batteries of electric-assist bicycles.

(9) The square-footage of long-term bicycle parking facilities shall exceed 9 square-feet for every bicycle space provided. The Director of the Seattle Department of Transportation may establish larger square-footage and rack spacing requirements through rule, guidelines, and criteria.

(10) Long-term bicycle parking facilities shall include signage displays to encourage a positive bicycling culture and promote anti-theft measures, such as proper locking techniques and voluntary bicycle registration.

3. Long term parking for bicycles shall be for bicycles parked four hours or more. Short term parking for bicycles shall be for bicycles parked less than four hours.

4)) 3. Bicycle parking required for **residential all** uses shall be located on-site. For the purpose of institutional uses, long-term bike parking, "on-site" encompasses the contiguous campus of buildings.

~~((5)) 4. Bicycle parking required for small efficiency dwelling units and congregate residence sleeping rooms is required to be covered for full weather protection. If the required, covered bicycle parking is located inside the building that contains small efficiency dwelling units or congregate residence sleeping rooms, the space required to provide the required bicycle parking shall be exempt from Floor Area Ratio (FAR) limits. Covered bicycle parking that is provided beyond the required bicycle parking shall not be exempt from FAR limits.~~

~~((6)) 4. Long-term b~~Bicycle parking facilities ~~shared by more than one use~~ are encouraged to be located near the main entrance of the applicable land uses, or within the spaces of the applicable ground floor land uses. Required short-term bicycle parking facilities must be within 50 feet of the entrance. For ground floor land uses, the required short-term bicycle parking facilities should be within 25 feet of the applicable entrance.

~~((7)) 6. Bicycle parking facilities required for non-residential uses shall be located on the lot or in a shared bicycle parking facility within ~~((100)) 600 feet of the lot, except as provided in subsection ~~((23.54.015.K.8)) 23.54.015.K.7.~~~~~~

5. All required bicycle parking and bicycle shower facilities shall be exempt from Floor Area Ratio (FAR) maximum limits.

~~**7. Both long-term and short-term ((Bicycle)) bicycle parking for non-residential uses may be located in ((a facility)) an off-site location within ((100)) 600 feet of the lot, ((that is not a shared bicycle parking facility, or)) and short-term public bicycle parking may be provided in ((the right-of-way)) a public place, subject to approval by the Director of the Seattle Department of Transportation. ((, in lieu of providing required on-site bicycle parking)) The Director of the Seattle Department of Transportation may consider whether bicycle parking in the public place shall be sufficient in quality to effectively serve bicycle parking demand from the site. ((, if the Director determines that:**~~

~~a. Safe, accessible, and convenient bicycle parking accessory to a non-residential use cannot be provided on-site or in a shared bicycle parking facility within 100 feet of the lot, without extraordinary physical or financial difficulty;~~

~~b. The bicycle parking in the right-of-way is equivalent to bicycle parking that would otherwise be required on-site, and takes into consideration the cost of materials, equipment and labor for installation;~~

~~c. The bicycle parking in the right-of-way is located within sufficient proximity to serve the bicycle parking demand generated by the project; and~~

~~d. Construction of the bicycle parking is completed before issuance of a 10 certificate of occupancy for the development.))~~

6. Building and property managers shall not charge for long-term bicycle parking beyond a reasonable amount that covers the maintenance, operations, and other relevant costs as determined by the Director of the Seattle Department of Transportation. For the calendar year 2018, rates of 15 dollars per month or 150 dollars per year, shall be considered a reasonable amount. Building managers may charge more if it can show its maintenance and operations costs significantly exceed these amounts. Calculations shall be based on total possible capacity, not on the number of people using the facility.

~~**7. Bicycle commuter shower facilities. Structures containing 100,000 square feet or more of office commercial and institutional use floor area shall include shower facilities and clothing storage areas for bicycle commuters. Two showers shall be required for every 100,000 square feet of office commercial and institutional use. They shall be available in a manner that results in equal shower access for all users. The facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to bicycle parking facilities.**~~

~~**8. Bicycle parking spaces within dwelling units, other than a private garage, or on balconies do not count toward the bicycle parking requirement.**~~

9. Events with an expected attendance of more than 2,000 and that require a city special event permit or other street use permit shall provide bicycle parking for 10 percent of the expected attendance. The Director of the Seattle Department of Transportation may adopt criteria and guidelines that require less or more bicycle parking by event type, such as parades.

10. An entertainment use venue or an event may meet its minimum short-term bicycle parking requirements by providing attended bicycle parking, also known as a "bike valet," compliant with criteria and guidelines established by the Director of the Seattle Department of Transportation.

12. Prior to a business receiving a certificate of occupancy for a new land use within an existing building, the building shall meet the minimum bicycle parking requirements established in this section for the particular new use.

13. In addition to the minimum bicycle parking requirements for long-term and short-term bicycle parking outlined in Table D for 23.54.015, the Director of the Seattle Department of Transportation shall establish criteria and guidelines by land use type for designing and providing space to accommodate bikeshare services, including requirements for square-footage, design, layout, and location.

Table D for 23.54.015 Parking for Bicycles

Table shows current, SDCI's proposal, and our recommended ratios.

Use	Long-term			Short-term		
	Current Code	Proposed Update	Recommended Change	Current Code	Proposed Update	Recommended Change
COMMERCIAL						
Eating and drinking establishments	1 per 12,000 sf	1 per 5,000 sf	<u>1 per 2,500 sf</u>	1 per 4,000 sf 1 per 2,000 sf in UC/SAO2	1 per 1,000 sf	Same as Proposal
Entertainment uses	1 per 12,000 sf	1 per 10,000 sf	Same as Proposal	1 per 40 seats and 1 per 1,000 sf of nonseat area; 1 per 20 seats and 1 per 1,000 sf of nonseat area in UC/SAO2	1 per 5,000 sf of seating area, and 1 per 1,000 sf of nonseating area	<u>1 per 8 attendees, calculated based on maximum attendance.</u>
Lodging uses	1 per 20 rentable rooms	3 per 40 rentable rooms	Same	2	1 per 20 rentable rooms, plus 1 per 4,000 square feet of conference and meeting rooms	<u>1 per 10 rentable rooms, PLUS 1 per 3,000 sf for conference and meeting rooms</u>
Medical services	1 per 12,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same
Offices and laboratories, research and development	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO2	1 per 2,000 sf	<u>1 per 1,750 sf</u>	1 per 40,000 sf	1 per 10,000 sf	Same
Sales and services, general	1 per 12,000 sf	1 per 4,000 sf	<u>1 per 2,000 sf</u>	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same
<u>Sales and services, heavy, automotive, and marine</u>	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 40,000 sf of occupied floor area.	1 per 10,000 sf of occupied floor area.	Same
INSTITUTIONS						
Institutions not listed below	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same	1 per 40,000 sf	1 per 10,000 sf	<u>1 per 5,000 sf</u>
Child care centers	1 per 4,000 sf	1 per 4,000 sf	<u>1 per 2,500 sf</u>	1 per 40,000 sf	1 per 20 children	<u>1 per 10 children</u>
Colleges	10% of the maximum students present at peak hour plus 5% of employees	1 per 5,000 sf	Same	None	1 per 2,500 sf	Same
Community clubs or centers	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf	1 per 1,000 sf	Same
Hospitals	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 4,000 sf	Same	1 per 40,000 sf	1 per 10,000 sf	Same
Libraries	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same
Museums	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf	1 per 2,000 sf	Same

Religious facilities	1 per 12,000 sf	1 per 4,000 sf	Same	1 per 40 seats or 1 per 1,000 sf of nonseat area	1 per 2,000 sf	<u>1 per 1,000 sf</u>
Schools, primary & secondary	1 per classroom	3 per classroom	<u>5 per classroom</u>	None	1 per classroom	<u>2 per classroom</u>
Schools, secondary: 9-12th grade	2 per classroom	3 per classroom		None	1 per classroom	
Vocational or fine arts schools	10% of the maximum students present at peak hour plus 5% of employees	1 per 5,000 sf	Same	None	1 per 2,500 sf	Same
MANUFACTURING USES						
Manufacturing	1 per 4,000 sf	1 per 4,000 sf	Same	None	1 per 20,000 sf	<u>1 per 10,000 sf</u>
RESIDENTIAL USES						
Congregate residences	0.75 per sleeping room	1 per sleeping room	Same	None	1 per 20 sleeping rooms	Same
Multi-family structures	1 per 4 dwelling unit or 0.75 per small efficiency dwelling unit	1 per dwelling unit and 1 per small efficiency dwelling unit	<u>1.25 per dwelling unit and 1 per small efficiency dwelling unit</u>	None	1 per 5 dwelling units	Same
Single Family	None	None	None	None	None	None
TRANSPORTATION FACILITIES						
Park and ride facilities on surface parking lots	At least 20	At least 20	Same	None	At least 10	Same
Park and ride facilities in parking garages	At least 20	At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	Clarify -- it's not clear what this means in practice and why it's included.	None	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	Clarify -- it's not clear what this means in practice and why it's included.
Flexible-use parking	1 per 20 auto spaces	1 per 20 auto spaces	<u>1 per 10 auto spaces</u>	None	None	None
Rail transit facilities and passenger terminals	At least 20	Spaces for 5% of projected AM peak period daily ridership	Same	None	Spaces for 2% of projected AM peak period daily ridership	<u>5% of AM peak period daily ridership.</u>

Footnote to Table D for 23.54.015:

((¹If a use is not shown on this Table D for 23.54.015, there is no minimum bicycle parking requirement. For the purposes of this Table D for 23.54.015, UC/SAO means urban centers or the Station Area Overlay District.))

¹ Required bicycle parking includes long-term and short-term amounts shown in this table.

~~((³))² For congregate residences that are owned by a not-for-profit entity or charity, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, the Director shall have the discretion to reduce the amount of required bicycle parking if it can be demonstrated that residents are less likely to travel by bicycle.~~

~~((4))~~³ The Director, in consultation with the Director of the Seattle Department of Transportation, may require more bicycle parking spaces based on the following factors: Area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information.

⁴ Long-term bicycle parking may be combined to a single location for light rail stations within one mile of each other.

23.54.020 Parking quantity exceptions

F. Reductions to ~~((minimum))~~ required parking~~((requirements))~~ ...

3. For new or expanding offices or manufacturing uses that require 40 or more parking spaces, the minimum required parking ~~((requirement))~~ may be reduced by up to a maximum of 40 percent by the substitution of alternative transportation programs, according to the following provisions:

d. For every ~~((four))~~ **two covered** long-term bicycle parking spaces provided, the total parking requirement shall be reduced by one space, up to a maximum of ~~((5))~~ **20** percent of the parking requirement, **provided ((that)) there is access to an arterial over improved streets.**

Special Events Committee

15.52.050 - Conditions authorized

The Special Events Committee may include in a special event permit, among other provisions, reasonable terms or conditions as to the time, place, and manner of the event as is necessary to coordinate multiple uses of public property, assure preservation of public property and public places, prevent dangerous, unlawful, or impermissible uses, protect the safety of persons and property and control vehicular and pedestrian traffic in and around the venue, and protect and insure the safety, comfort, or convenience of the public, provided that such requirements shall not be imposed in a manner that will unreasonably restrict expressive or other activity protected by the Washington or United States Constitutions. Such terms and conditions may include the implementation of a plan presented by the applicant and approved by the Committee for:

A. crowd control, traffic control, safety, and security;

...

G. where traffic congestion is anticipated, encouraging the use of alternative transportation choices such as transit, biking, and car pooling; and,

H. attended bicycle parking services, as required by subsection 23.54.015.K.11 and in compliance with guidelines and criteria established by the Director of the Seattle Department of Transportation.