

APPENDIX K: CITY OF SEATTLE BICYCLE PARKING REQUIREMENTS

This appendix contains the existing bicycle parking requirements for the City of Seattle. The requirements for Downtown Seattle are contained in the Seattle Municipal Code, and the requirements for areas outside of Downtown are included in the Land Use Code. The Plan recommends updating these requirements to provide additional bicycle parking spaces.

Bicycle Parking Requirements: Downtown Seattle

Council Bill Number: 115524

Ordinance Number: 122054

AN ORDINANCE related to land use and zoning; revising regulations for Downtown Seattle; amending the scope of Design Review departures from Land Use Code requirements; repealing, amending and adding definitions; amending, repealing and re-codifying various provisions and maps of the City of Seattle Land Use Code, Title 23 of the Seattle Municipal Code; providing for penalties; adopting Downtown Amenity Standards; providing for conditions to bonus development, including Leadership in Energy and Environmental Design ("LEED") criteria; and amending the Official Land Use Map, SMC 23.32, to rezone portions of Downtown.

Date introduced/referred: March 20, 2006

Date passed: April 3, 2006

Status: Passed as Amended

Vote: 8-0 (Excused: Drago)

Date of Mayor's signature: April 12, 2006

Committee: Urban Development and Planning

Sponsor: STEINBRUECK

23.49.019 Parking quantity, location and access requirements, and screening and landscaping of surface parking areas.

The regulations in this section do not apply to the Pike Market Mixed zones.

E. Bicycle Parking

1. The minimum number of off-street spaces for bicycle parking required for specific use categories is set forth in Chart 23.49.019 A below. In the case of a use not shown on Chart 23.49.019 A, there is no minimum bicycle parking requirement. After the first fifty (50) spaces for bicycles are provided for a use, additional spaces are required at one half (1/2) the ratio shown in Chart 23.49.019 A. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.

Chart 23.49.019 A*

Use	Bicycle Parking Required
Office	1 space per 5,000 square feet of gross floor area of office use
Hotel	0.05 spaces per hotel room
Retail use over 10,000 square feet of gross floor area	1 space per 5,000 square feet of retail use
Residential	1 space for every 2 dwelling units

*After the first 50 spaces for bicycles are provided for a use, additional spaces are required at one-half the chart ratio values.

2. Required bicycle parking shall be provided in a safe, accessible and convenient location. Bicycle parking hardware shall be installed according to its manufacturer's instructions, and the Seattle Department of Transportation design criteria, 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. When any covered automobile parking is provided, all required long-term bicycle parking shall be covered. When located off-street, bicycle and automobile parking areas shall be separated by a barrier or painted lines.

3. Bicycle parking facilities for nonresidential uses shall be located on the lot or in a shared bicycle parking facility within one hundred (100) feet of the lot, except as provided in subsection 6 below.

4. Bicycle parking for residential uses shall be located on-site.

5. Co-location of bicycle parking facilities by more than one (1) use is encouraged.

6. For nonresidential uses, the applicant may make a payment to the City to fund public bicycle parking in the public right-of-way in lieu of providing required bicycle parking on- or off-site, if the Director determines that:

- a. Safe, accessible and convenient bicycle parking accessory to a nonresidential use cannot be provided on-site or in a shared bicycle parking facility within one hundred (100) feet of the lot, without extraordinary physical or financial difficulty;
- b. The payment is comparable to the cost of providing the equivalent bicycle parking on-site, and takes in consideration the cost of materials, equipment and labor for installation; and
- c. The bicycle parking funded by the payment is located within sufficient proximity to serve the bicycle parking demand generated by the project.
- d. Any such payment shall be placed in a dedicated fund or account and used within five (5) years of receipt to provide the bicycle parking.

F. Bicycle Commuter Shower Facilities

Structures containing two hundred fifty thousand (250,000) square feet or more of office gross floor area shall include shower facilities and clothing storage areas for bicycle commuters. One shower per gender shall be required for every two hundred fifty thousand (250,000) square feet of office use. Such facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to parking facilities for bicycles.

Bicycle Parking Requirements: Outside of Downtown Seattle

Jory Phillips/Lish Whitson/Margaret Klockars/Bob Morgan/Rebecca Herzfeld
Commercial Code 2006 LU Code Ord v8
September 15, 2006
Version # 8

Bicycle parking

The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Chart E. In the case of a use not shown on Chart E, there is no minimum bicycle parking requirement. The minimum requirements are based upon gross floor area of the use in a structure, or the square footage of the use when located outside of an enclosed structure, or as otherwise specified.

1. After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Chart E, except for rail transit facilities; passenger terminals; and park and ride lots. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.
2. Required bicycle parking shall be provided in a safe, accessible and convenient location. 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, 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. When any covered automobile parking is provided, all required long-term bicycle parking shall be covered. When located off-street, bicycle and automobile parking areas must be separated by a barrier or painted lines.
3. Long-term parking for bicycles shall be for bicycles parked four (4) hours or more. Short-term parking for bicycles shall be for bicycles parked less than four (4) hours.
4. Bicycle parking required for residential uses must be located on-site.
5. Bicycle parking facilities shared by more than one use are encouraged.
6. Bicycle parking facilities required for nonresidential uses shall be located on the lot or in a shared bicycle parking facility within one hundred (100) feet of the lot, except as provided in subsection 7 below.
7. Bicycle parking may be located in a facility within one hundred (100) feet of the lot that is not a shared bicycle parking facility, or the applicant may make a payment to the City to fund public bicycle parking in lieu of providing required on-site bicycle parking, if the Director determines that:

- a. Safe, accessible and convenient bicycle parking accessory to a nonresidential use cannot be provided on-site or in a shared bicycle parking facility within one- hundred (100) feet of the lot, without extraordinary physical or financial difficulty;
- b. The payment is comparable to the cost of providing the equivalent bicycle parking on-site, and takes into consideration the cost of materials, equipment and labor for installation;
- c. The bicycle parking funded by the payment is located within sufficient proximity to serve the bicycle parking demand generated by the project; and
- d. Construction of the bicycle parking funded by the payment is assured before issuance of a certificate of occupancy for the development.

Chart E *
for Section 23.54.015
PARKING FOR BICYCLES

<u>Use</u>		<u>Bike Parking Requirements</u>	
		<u>Long-term</u>	<u>Short-term</u>
<u>Commercial Uses</u>			
<u>I.</u>	<u>General sales and services</u>	<u>1 per 12,000 sq ft</u>	<u>1 per 4,000 sq ft;</u> <u>1 per 2,000 sq ft in</u> <u>UC/SAO¹</u>
<u>II.</u>	<u>Heavy sales and services</u>	<u>1 per 4,000 sq ft</u>	<u>1 per 40,000 sq ft.</u>
<u>III.</u>	<u>Eating and drinking establishments</u>	<u>1 per 12,000 sq ft</u>	<u>1 per 4,000 sq ft;</u> <u>1 per 2,000 sq ft in</u> <u>UC/SAO</u>
<u>IV.</u>	<u>Lodging</u>	<u>1 per 20 rentable rooms</u>	<u>2</u>
<u>V.</u>	<u>Entertainment</u>	<u>1 per 12,000 sq ft</u>	<u>1 per 40 seats and 1 per</u> <u>1000 sq ft of non-seat</u> <u>area;</u> <u>1 per 20 seats and 1 per</u> <u>1,000 sq ft of non-seat</u> <u>area in UC/SAO</u>
<u>VI.</u>	<u>Medical services</u>	<u>1 per 12,000 sq ft</u>	<u>1 per 4,000 sq ft;</u> <u>1 per 2,000 sq ft in</u> <u>UC/SAO</u>
<u>VII.</u>	<u>Offices and Research and Development Laboratories</u>	<u>1 per 4,000 sq ft;</u> <u>1 per 2,000 sq ft in UC/SAO</u>	<u>1 per 40,000 sq ft.</u>
<u>Transportation Facilities</u>			
<u>VII.</u>	<u>Rail transit facilities and Passenger terminals</u>	<u>At least 20²</u>	<u>None</u>
<u>IX.</u>	<u>Principal use parking except Park and ride lots</u>	<u>1 per 20 auto spaces</u>	<u>None</u>
<u>X.</u>	<u>Park and ride lots</u>	<u>At least 20²</u>	<u>None</u>
<u>Manufacturing</u>			
<u>XI.</u>	<u>Manufacturing</u>	<u>1 per 4,000 sq ft</u>	<u>None</u>

*After the first 50 spaces for bicycles are provided for a use, additional spaces are required at one-half the chart ratio values.

Chart E
for Section 23.54.015
PARKING FOR BICYCLES

Use		Bike Parking Requirements	
		Long-term	Short-term
<u>Institutions</u>			
<u>XII.</u>	<u>Institutions not listed below</u>	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO	1 per 40,000 sq ft.
<u>XIII.</u>	<u>Child care centers</u>	1 per 4,000 sq ft	1 per 40,000 sq ft.
<u>XIV.</u>	<u>Museums</u>	1 per 4,000 sq ft	1 per 4,000 sq ft
<u>XV.</u>	<u>Community clubs or centers</u>	1 per 4,000 sq ft	1 per 4,000 sq ft
<u>XVI.</u>	<u>Religious facilities</u>	1 per 12,000 sq ft	1 per 40 seats or 1 per 1000 sq ft of non-seat area
<u>XVII.</u>	<u>Libraries</u>	1 per 4,000 sq ft	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO
<u>XVIII.</u>	<u>Hospitals</u>	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO	1 per 40,000 sq ft.
<u>XIX.</u>	<u>Colleges</u>	A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees.	None
<u>XX.</u>	<u>Vocational or fine arts schools</u>	A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees.	None
<u>XXI.</u>	<u>Elementary schools</u>	1 per classroom	None
<u>XXII.</u>	<u>Secondary (Middle and High) schools</u>	2 per classroom	None
<u>Residential Uses</u>			
<u>XXIII.</u>	<u>Multi-family structures</u>	1 per 4 units	None
<u>XXIV.</u>	<u>Congregate residences</u>	1 per 20 residents	None
<p>1. For the purposes of this chart, UC/SAO means Urban Centers or the Station Area Overlay District.</p> <p>2. The Director in consultation with the Director 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 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.</p>			

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