

23.54.015 Required vehicular parking and maximum vehicular parking limits

A. Required parking. The minimum number of off-street motor vehicle parking spaces required for specific uses is set forth in Table A for 23.54.015 for nonresidential uses other than institutional uses, Table B for 23.54.015 for residential uses, and Table C for 23.54.015 for institutional uses, except as otherwise provided in this Chapter 23.54. Required parking is based upon gross floor area of a use within a structure minus gross floor area in parking uses, and the square footage of a use when located outside of an enclosed structure, or as otherwise specified. Maximum parking limits for specific uses and specific areas are set forth in subsection 23.54.015.C. Exceptions to motor vehicle parking requirements set forth in this Section 23.54.015 are provided in subsections 23.54.015.B and 23.54.015.C and in Section 23.54.020. This Chapter 23.54 does not apply to parking for construction activity, which is regulated by Section 23.42.044.

B. Required parking for specific zones and areas

1. Parking in downtown zones is regulated by Chapters 23.49 and 23.66, and not by this Section 23.54.015.
2. Parking in the MPC-YT zone is regulated by Section 23.75.180 and not by this Section 23.54.015.
3. Parking for major institution uses in the Major Institution Overlay District is regulated by Sections 23.54.015 and 23.54.016.
4. The Director shall adopt by rule a map of frequent transit and major transit service areas based on proximity to a transit station or stop served by a frequent transit

route or a major transit service. The determination whether a proposed development site is in a scheduled frequent transit or major transit service area shall be based on the map adopted by rule that exists on the date a project vests according to the standards of Section 23.76.026, provided that a rule that takes effect on a date after the project vests may be applied to determine whether the site is in a scheduled frequent transit or major transit service area, at the election of the project applicant in accordance with subsection 23.76.026.F.

C. Maximum parking limits for specific zones or areas

1. In the Stadium Transition Area Overlay District certain uses are subject to a maximum parking ratio pursuant to subsection 23.74.010.A.1.b. When there are multiple uses on a lot, the total parking requirement for all uses subject to a maximum ratio cannot exceed the aggregate maximum for those uses under Section 23.74.010.

2. In all commercial zones, except C2 zones outside of urban centers, no more than 145 spaces per lot may be provided as surface parking or as flexible-use parking.

3. In all Neighborhood Residential and multifamily zones, commercial uses are limited to no more than ten parking spaces per business establishment.

4. In the Northgate Overlay District, the Director may permit parking to exceed applicable maximum parking limits as a Type I decision pursuant to Chapter 23.76 if:

a. The parking is provided in a structure according to a joint-use parking agreement with King County Metro Transit; and

b. It can be demonstrated to the satisfaction of the Director through a parking demand study that the spaces are only needed to meet evening and weekend demand or as overflow on less than ten percent of the weekdays in a year, and the spaces shall otherwise be available for daytime use by the general public.

5. Notwithstanding the minimum parking requirements set out in Table A for 23.54.015, in the Industry and Innovation zones, the maximum parking ratio for all uses is one space per 1,000 square feet of gross floor area.

D. Parking waivers

1. No parking is required for the first 3,000 square feet of each business establishment.

2. No parking is required for ground level nonresidential spaces in mixed-use structures.

E. Fleet vehicles. Notwithstanding any other provisions of this Section 23.54.015, off-street parking shall be provided for all fleet vehicles and those parking spaces will not be counted toward the parking requirements of Table A for 23.54.015, Table B for 23.54.015, or Table C for 23.54.015.

F. Use and reuse of schools. For non-school uses permitted to locate in a former or existing public school, parking requirements will be determined by school use pursuant to criteria adopted according to Chapter 23.78.

G. Changes of use

1. New nonresidential uses in existing structures. Except as otherwise provided in this subsection 23.54.015.G, up to 20 required parking spaces are waived for a

new nonresidential use established in an existing structure or the expansion of an existing nonresidential use entirely within an existing structure. Existing required parking shall remain.

2. Residential uses in existing structures. No parking is required for a change of use from a nonresidential use to a residential use in an existing structure.

3. Commercial uses in existing structures. No parking is required for a change of use to a commercial use in an existing structure.

4. For purposes of this Section 23.54.015, "existing structure" means a structure that was established under permit, or for which a building permit has been granted and has not expired, at least two years prior to the application to establish the new use or expand the use.

5. Parking spaces required for loading and unloading of passengers are not eligible for the waiver under this subsection 23.54.015.G.

H. Uses not shown on parking tables. In the case of a use not shown on Table A for 23.54.015, Table B for 23.54.015, or Table C for 23.54.015, the requirements for off-street parking will be determined by the Director based on the requirements for the most comparable use. Where, in the judgment of the Director, none of the uses on Table A for 23.54.015, Table B for 23.54.015, and Table C for 23.54.015 are comparable to a proposed use, the Director may base a determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

I. Uses in multiple parking table categories. If an entire use or structure, or the same portion of a use or structure, falls under more than one category in Table A for 23.54.015, Table B for 23.54.015, or Table C for 23.54.015 then, unless otherwise specified, the category requiring the smallest number of parking spaces applies except as expressly set forth on such tables.

J. Existing parking deficits. Existing legal parking deficits of legally established uses are allowed to continue even if a change of use occurs. This subsection 23.54.015.J will not be construed to permit a parking deficit caused by the failure to satisfy conditions of a reduced parking requirement for any use or structure.

Table A for 23.54.015 Required parking for nonresidential uses other than institutions		
Use	Minimum parking required	
I. General nonresidential uses (other than institutions)		
* * *		
B.	COMMERCIAL USES	
	B.1. Animal shelters and kennels	1 space for each 2,000 square feet
	B.2. Eating and drinking establishments	1 space for each 500 square feet
	B.3. Entertainment uses, general, except as noted below ²	For public assembly areas: 1 space for each 8 fixed seats, or 1 space for each 100 square feet of public assembly area not containing fixed seats, or 1 space for each 500 square feet of total floor area in entertainment use, whichever is less

Table A for 23.54.015**Required parking for nonresidential uses other than institutions**

Use				Minimum parking required
		B.3.a.	Adult cabarets	1 space for each 500 square feet
		B.3.b.	Sports and recreation uses ³	1 space for each 500 square feet
	B.4.	Food processing and craft work		1 space for each 2,000 square feet
	B.5.	Laboratories, research and development		1 space for each 1,500 square feet
	B.6.	Lodging uses		1 space for each 4 rooms or 1 space for each 500 square feet of total floor area in lodging use, whichever is less; For bed and breakfast facilities in Neighborhood Residential and multifamily zones, 1 space for each 2 dwelling units, plus 1 space for each 2 guest rooms, or 1 space for each 500 square feet of total floor area in lodging use, whichever is less
	B.7.	Medical services		1 space for each 500 square feet
	B.8.	Offices		1 space for each 1,000 square feet
	B.9.	Sales and services, automotive		1 space for each 2,000 square feet
	B.10.	Sales and services, general, except as noted below		1 space for each 500 square feet
		B.10.a.	Pet daycare centers ⁴	1 space for each 500 square feet
	B.11.	Sales and services, heavy		1 space for each 2,000 square feet

Table A for 23.54.015**Required parking for nonresidential uses other than institutions**

Use	Minimum parking required
B.12. Sales and services, marine	1 space for each 2,000 square feet

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II. Nonresidential use requirements for specific areas

I.	Nonresidential uses in regional centers or the Station Area Overlay Districts ⁵	No minimum requirement
J.	Nonresidential uses in urban centers that are not within a Station Area Overlay District, if the nonresidential use is located within a frequent transit service area ⁵	No minimum requirement
K.	Nonresidential uses permitted in MR and HR zones pursuant to Section 23.45.504	No minimum requirement
L.	Nonresidential uses permitted in II zones	No minimum requirement

Footnotes for Table A for 23.54.015

¹ No parking is required for urban farms or community gardens in residential zones.

² Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three hours before an event is scheduled to begin and ending one hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five years. During an inaugural season, or for nonrecurring events, the best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be 50 percent or less of the facility's seating capacity, to an amount not less than that required for

Table A for 23.54.015**Required parking for nonresidential uses other than institutions**

Use	Minimum parking required
<p>the certified projected attendance, at the rate of one space for each ten fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least 15 days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series 15 days prior to the first event in the series. If the Director finds that a certification of projected attendance of 50 percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or advance ticket sales, the Director shall, within 15 days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.</p> <p>³ For indoor sports and recreation uses that exceed 25,000 square feet in size in a Manufacturing Industrial Center, the minimum requirement is one space for each 2,000 square feet.</p> <p>⁴ Parking for pet daycare centers shall include at least one space for each 20 animals that is reserved for loading and unloading of animals, provided that a total of no more than one parking space per 500 square feet is required. The number of required loading and unloading spaces is calculated based on the maximum number of animals the center is designed to accommodate.</p> <p>⁵ The general minimum requirements of Part I of Table A for 23.54.015 are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser minimum parking requirement (which may include no requirement) under any other provision. To the extent that a nonresidential use fits within more than one line in Table A for 23.54.015, the least of the applicable minimum parking requirements applies. The different parking requirements listed for certain categories of nonresidential uses shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23.</p>	

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required	
I. General residential uses ^{1, 2, 3}		
A.	Artist's studio/dwellings	1 space for each 2 dwelling units
B.	Assisted living facilities	No minimum requirement
C.	Caretaker's quarters	1 space for each 2 dwelling units
D.	Congregate residences	1 space for each 4 sleeping rooms
E.	Mobile home parks	1 space for each 2 mobile home lots as defined in Chapter 22.904
F.	Housing ^{4, 5}	1 space for each 2 dwelling units
II. Residential use requirements for specific areas ¹		
G.	All residential uses within regional centers or within a Station Area Overlay Districts	No minimum requirement
H.	All residential uses within urban centers that are not within a Station Area Overlay District if the residential use is located within a frequent transit or major transit service area	No minimum requirement
I.	All residential uses within a major transit service area	No minimum requirement
J.	Congregate residences located within a frequent transit service area	No minimum requirement

Table B for 23.54.015
Required parking for residential uses

Use	Minimum parking required
III. Residential use requirements for specific unit types or sizes ¹	
K. Dwelling units and congregate residences that are less than 1,200 square feet in size	No minimum requirement
L. Housing, Low-income	No minimum requirement
M. Residential structures serving seniors or persons with disabilities	No minimum requirement
<p>Footnotes to Table B for 23.54.015</p> <p>¹ The minimum amount of parking prescribed by Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a lesser amount of minimum parking, including no parking, under any other provision of this Section 23.54.015. If more than one provision in this Table B for 23.54.015 is applicable, the provision requiring the least amount of minimum parking applies.</p> <p>² For each moderate-income unit and each low-income unit, no minimum amount of parking is required.</p> <p>³ The Director shall waive parking requirements for any development that retains a Tier 2 tree or achieves a tree point score under Section 23.44.120, through planting or preserving medium/large or large trees, that would result in a ten percent canopy coverage for the lot at tree maturity. A reduction or waiving of parking requirements may be permitted if the Director finds that the reduction or waiver is necessary to protect a Tier 3 tree as defined in Chapter 25.11.</p> <p>⁴ No parking is required for accessory dwelling units.</p> <p>⁵ No parking is required for principal dwelling units on lots in any residential zone that are less than 3,000 square feet in size or less than 30 feet in width where access to parking is permitted through a required setback abutting a street according to the standards of subsections 23.44.160.F.2, 23.45.536.C.2, or 23.45.536.C.3.</p>	

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
I. General public uses and institutions¹	
A. Adult care centers ^{2,3}	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)
B. Child care centers	No minimum requirement
C. Colleges	A number of spaces equal to 15 percent of the maximum number of students that the facility is designed to accommodate; plus 30 percent of the number of employees the facility is designed to accommodate; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities
D. Community centers owned and operated by the Seattle Department of Parks and Recreation (SPR) ⁶	1 space for each 555 square feet; or for family support centers, 1 space for each 100 square feet
E. Community clubs and community centers not owned and operated by SPR ^{7,8}	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms containing fixed seats; plus 1 space for each 350 square feet of all other indoor areas
F. Community farms ⁸	1 space plus 1 space for each 10,000 square feet of site area, or 10 spaces, whichever is less
G. Hospitals	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
	other than staff doctors; plus 1 space for each 6 beds
H. Institutes for advanced study in Neighborhood Residential zones (existing) ¹	3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities; or 37 spaces for each 1,000 square feet of conference room space, whichever is greater
I. Libraries ^{8,9}	1 space for each 80 square feet of floor area of all auditoria and public meeting rooms containing fixed seats; plus 1 space for each 500 square feet of floor area of all other areas
J. Museums	1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; plus 1 space for every 10 fixed seats for floor area containing fixed seats; plus 1 space for each 250 square feet of other gross floor area open to the public
K. Private clubs	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts
L. Religious facilities	1 space for each 80 square feet of all auditoria and public assembly rooms

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
M. Schools, elementary and secondary ^{7, 10, 11}	1 space for each 80 square feet of all auditoria and public assembly rooms without fixed seats, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats
N. Vocational or fine arts schools	1 space for each 2 faculty that the facility is designed to accommodate; plus 1 space for each 2 full-time employees other than faculty that the facility is designed to accommodate; plus 1 space for each 5 students, based on the maximum number of students that the school is designed to accommodate
II. General public uses and institutions for specific areas	
O. General public uses, institutions and Major Institution uses, except hospitals, in regional centers or Station Area Overlay Districts ¹²	No minimum requirement
P. General public uses and institutions, except hospitals, including institutes for advanced study in Neighborhood Residential zones, within urban centers that are not within Station Area Overlay Districts, if the use is located within a frequent transit service area	No minimum requirement

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
Footnotes to Table C for 23.54.015	
¹ The Director may modify the parking requirements in this Table A for 23.54.015 for institutions in Neighborhood Residential and multifamily zones pursuant to the conditional uses provisions in Section 23.44.030 and Section 23.45.570.	
² The amount of required parking is calculated based on the maximum number of staff or clients that the center is designed to accommodate on site at any one time. No parking is required for adult care centers that provide housing for clients.	
³ As a Type I decision, the Director, in consultation with the Director of the Seattle Department of Transportation, may allow adult care centers to provide loading and unloading spaces on street, if not prevented by current or planned transportation projects adjacent to their property, when no other alternative exists.	
⁴ [Reserved]	
⁵ [Reserved]	
⁶ When family support centers are located within community centers owned and operated by the Department of Parks and Recreation, the Director may lower the combined parking requirement by up to a maximum of 15 percent, pursuant to subsection 23.54.020.l.	
⁷ Indoor gyms are not considered ball courts, nor are they considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the gymnasium is one parking space for every eight fixed seats. Each 20 inches of width of bleachers is counted as one fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement is one space for each 350 square feet.	
⁸ The Director may reduce the parking and loading requirements of Section 23.54.015 and the requirements of Section 23.44.080 or Section 23.45.536 on a case-by-case basis if the applicant can demonstrate that the modification is necessary due to the specific features, activities, or programs of the institution and links the reduction to the features of the institution that justify the reduction. Such modifications shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.	

Table C for 23.54.015
Required parking for public uses and institutions

Use	Minimum parking required
	<p>⁹ When a library is permitted in a multifamily or commercial zone as a conditional use, the Director may modify the parking requirements of this Section 23.54.015 and the requirements of Section 23.45.536 or Sections 23.47A.030 and 23.47A.032 on a case-by-case basis if the applicant can demonstrate that the modification is necessary due to the specific features, activities, or programs of the institution and links the reduction to the features of the institution that justify the reduction. Such modifications shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.</p>
	<p>¹⁰ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements are determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown in this Table C for 23.54.015 for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ten percent or less than that for the existing auditorium or other place of assembly, then no additional parking is required.</p>
	<p>¹¹ For public schools, development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.</p>
	<p>¹² The general requirements of lines A through P of this Table C for 23.54.015 for general public uses and institutions, and requirements of subsection 23.54.016.B for Major Institution uses, are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser parking requirement (which may include no requirement) under any other provision. To the extent that a general public use, institution, or Major Institution use fits within more than one line in this Table C for 23.54.015, the least of the applicable parking requirements applies. The different parking requirements listed for certain categories of general public uses or institutions shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23.</p>

23.54.016 Major Institutions—Parking and transportation

Except in the MPC-YT zone, Major Institution uses are subject to the following transportation and parking requirements:

A. General provisions

1. Minimum requirements for parking quantity are established in subsection 23.54.016.B.

2. The maximum number of spaces provided for the Major Institution use shall not exceed 135 percent of the minimum requirement, unless additional spaces are approved through administrative or Council review as provided in subsection 23.54.016.C.

For a Major Institution use in a regional center or Station Area Overlay District, the maximum limit shall not exceed 135 percent of the minimum parking requirements calculated pursuant to subsection 23.54.016.B.2.

3. Parking requirements for Major Institutions with more than one type of institutional use (for example, a hospital and a university), if applicable, shall be calculated for each use separately, and then added together to derive the total number of required spaces.

4. When a permit application is made for new development at an existing Major Institution and the new development is a hospital or located outside a regional center or Station Area Overlay District, parking requirements shall be calculated both for the entire Major Institution and for the proposed new development. If there is a parking deficit for the entire institution, the institution shall make up a portion of the deficit in addition to the quantity required for the new development, according to subsection

23.54.016.B.3. If there is a parking surplus above the maximum allowed number of spaces for the institution as a whole, required amounts of parking for new development will first be applied to the surplus in the required ratio of long-term and short-term spaces. Additional parking shall be permitted only when no surplus remains.

5. When determining parking requirements, individuals fitting into more than one category (for example, a student who is also an employee or a faculty member who is also a doctor) shall not be counted twice. The category requiring the greater number of parking spaces shall be used.

B. Parking quantity required

1. In regional centers and Station Area Overlay Districts, no parking is required for Major Institution uses, except for hospitals.

2. For all other Major Institutions the minimum number of parking spaces required is as follows:

a. Long-term parking

1) Medical institutions. A number of spaces equal to 80 percent of hospital-based doctors; plus 25 percent of staff doctors; plus 30 percent of all other employees present at peak hour;

2) Educational institutions. A number of spaces equal to 15 percent of the maximum students present at peak hour, excluding resident students; plus 30 percent of employees present at peak hour; plus 25 percent of the resident unmarried students; plus one space for each married student apartment unit.

b. Short-term parking

1) Medical institutions. A number of spaces equal to one space per six beds; plus one space per five average daily outpatients;

2) Educational institutions. A number of spaces equal to five percent of the maximum students present at peak hour excluding resident students.

c. Additional short-term parking requirements. When one of the following uses is a Major Institution use, the following additional short-term parking requirements shall be met. Such requirements may be met by joint use of parking areas and facilities if the Director determines that the uses have different hours of operation according to subsection 23.54.020.G:

1) Museum. One space for each 250 square feet of public floor area;

2) Theater, auditorium, or assembly hall. One space for each 200 square feet of audience assembly area not containing fixed seats, and one space for every ten seats for floor area containing fixed seats;

3) Spectator sports facility containing fewer than 20,000 seats. One space for each ten permanent seats and one space for each 100 square feet of spectator assembly area not containing fixed seats;

4) Spectator sports facility containing 20,000 or more seats. One space for each ten permanent seats and one bus space for each 300 permanent seats.

d. Bicycle parking. Bicycle parking meeting the development standards of subsections 23.54.037.B through 23.54.037.G and subsection 23.54.016.D.2 shall be provided in the following quantities:

- 1) Medical institutions. A number of spaces equal to two percent of employees, including doctors, present at peak hour;
- 2) Educational institutions. A number of spaces equal to ten percent of the maximum students present at peak hour plus five percent of employees.

If at the time of application for a master use permit, the applicant can demonstrate that the bicycle parking requirement is inappropriate for a particular institution because of topography, location, nature of the users of the institution, or other reasons, the Director may modify the bicycle parking requirement.

3. Parking deficits. In addition to providing the minimum required parking for a new structure, five percent of any vehicular or bicycle parking deficit as determined by the minimum requirements of this subsection 23.54.016.B, existing on May 2, 1990, shall be supplied before issuance of a certificate of occupancy.

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23.54.020 Parking quantity exceptions

The motor vehicle parking quantity exceptions set forth in this Section 23.54.020 apply in all zones except downtown zones, which are regulated by Section 23.49.019, and Major Institution zones, which are regulated by Section 23.54.016.

A. Adding units to existing structures in Multifamily and Commercial zones

1. For the purposes of this Section 23.54.020, "existing structures" means those structures that were established under permit, or for which a permit has been granted and has not expired as of the applicable date, as follows:

- a. In multifamily zones, August 10, 1982;
- b. In commercial zones, June 9, 1986.

2. In locations in a multifamily or commercial zone where there is a minimum parking requirement, one dwelling unit may either be added to an existing structure or may be built on a lot that contains an existing structure without additional parking if both of the following requirements are met:

- a. Either the existing parking provided on the lot meets development standards, or the lot area is not increased and existing parking is screened and landscaped to the greatest extent practical; and
- b. Any additional parking shall meet all development standards for the zone.

3. In locations in a multifamily or commercial zone where there is a minimum parking requirement, the Director may authorize a reduction or waiver of the parking requirement as a Type I decision when dwelling units are proposed to be added either to an existing structure or on a lot that contains an existing structure, in addition to the exception permitted in subsection 23.54.020.A.2, if the only use of the structure will be residential and one of the following conditions is met:

- a. The topography of the lot or location of existing structures makes provision of an off-street parking space physically infeasible in a conforming location; or

b. The lot is located in a residential parking zone (RPZ) and a current parking study is submitted showing a utilization rate of less than 75 percent for on-street parking within 400 feet of all lot lines.

B. Tandem parking in multifamily structures. Off-street parking required for multifamily structures may be provided as tandem parking, as defined in Section 23.54.030. A tandem parking space counts at a rate of one space for every 20 linear feet of depth excluding required access aisles.

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F. Reductions to required parking

1. When parking is required, reductions permitted by this subsection 23.54.020.F will be calculated from the minimum required parking in Section 23.54.015. Total reductions to required parking as provided in this subsection 23.54.020.F may not exceed 50 percent.

2. Transit reduction

a. In multifamily and commercial zones, the minimum required parking for all uses is reduced by 50 percent if the property is located within a frequent transit service area, and the property is not located in a regional center, an urban center, or a Station Area Overlay District.

b. In industrial zones, the minimum parking requirement for a nonresidential use is reduced by 15 percent if the use is located within a frequent transit service area.

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

a. For every carpool space accompanied by a cash fee, performance bond, or alternative guarantee acceptable to the Director, the total required parking will be reduced by 1.9 spaces, up to a maximum of 40 percent of the parking requirement.

b. For every vanpool purchased or leased by the applicant for employee use, or equivalent cash fee for purchase of a van by the public ridesharing agency, the total required parking will be reduced by six spaces, up to a maximum of 20 percent of the parking requirement.

c. If transit or transportation passes are provided with a 50 percent or greater cost reduction to all employees in a proposed structure for the duration of the business establishment(s) within it, or five years, whichever is less, and if transit service is located within one-quarter mile (1,320 feet), the required parking shall be reduced by ten percent. With a 25 percent to 49 percent cost reduction, and if transit service is located within one-quarter mile (1,320 feet), the parking requirement shall be reduced by five percent.

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

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23.54.030 Parking space and access standards

All parking spaces provided, whether required by Section 23.54.015 or not, and required barrier-free parking, shall meet the standards of this Section 23.54.030.

A. Parking space dimensions

1. "Large vehicle" means the minimum size of a large vehicle parking space shall be 8 feet in width and 19 feet in length.
2. "Medium vehicle" means the minimum size of a medium vehicle parking space shall be 8 feet in width and 16 feet in length.
3. "Small vehicle" means the minimum size of a small vehicle parking space shall be 7.5 feet in width and 15 feet in length.
4. "Barrier-free parking" means a parking space meeting the following standards:
 - a. Parking spaces shall not be less than 8 feet in width and shall have an adjacent access aisle not less than 5 feet in width. Van-accessible parking spaces shall have an adjacent access aisle not less than 8 feet in width. Where two adjacent spaces are provided, the access aisle may be shared between the two spaces. Boundaries of access aisles shall be marked so that aisles will not be used as parking space.
 - b. A minimum length of 19 feet or when more than one barrier-free parking space is provided, at least one shall have a minimum length of 19 feet, and other spaces may be the lengths of small, medium, or large spaces in approximate proportion to the number of each size space provided on the lot.

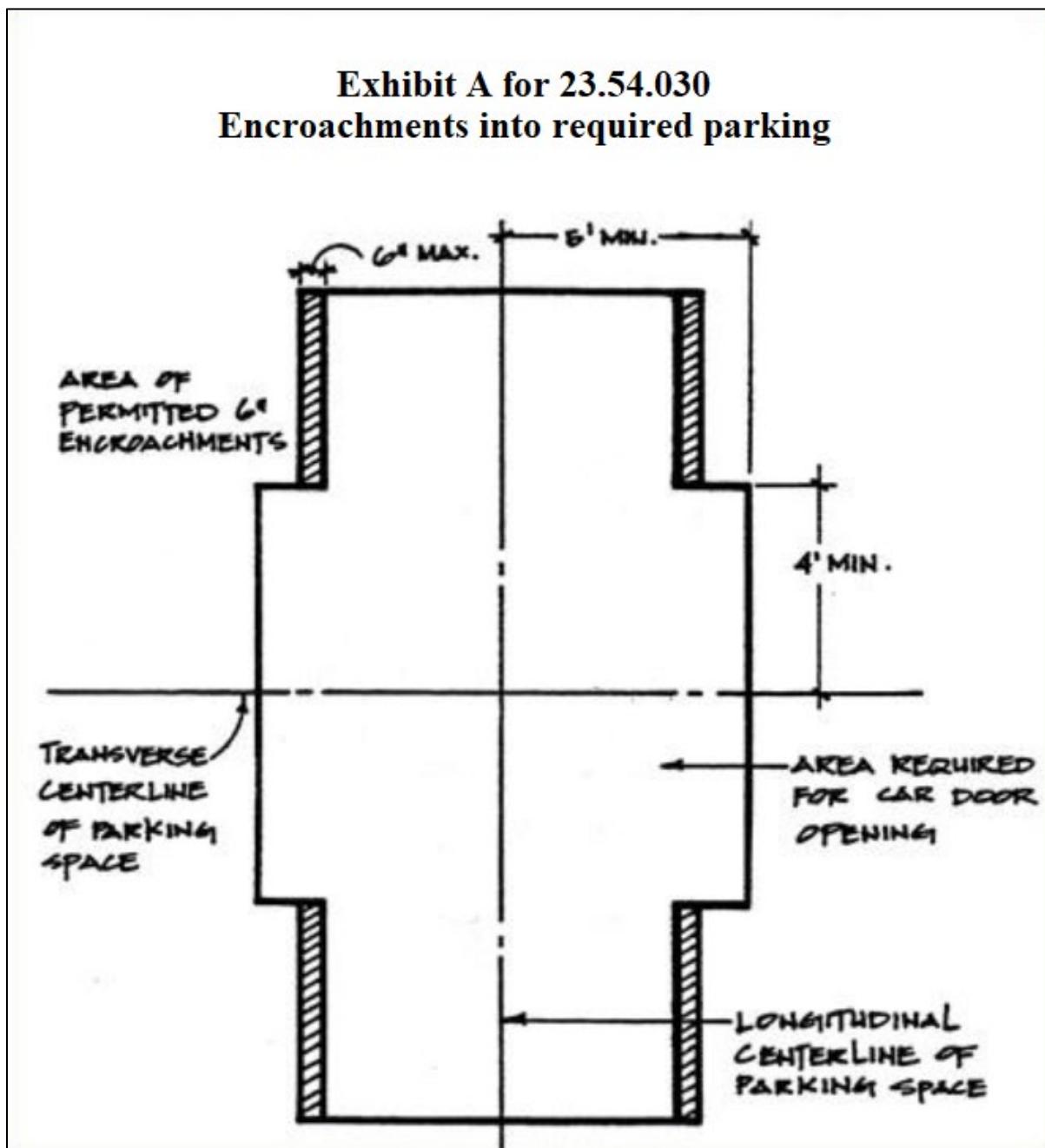
5. "Tandem parking" means a parking space equal to the width and two times the length of the vehicle size standards in subsections 23.54.030.A.1, 23.54.030.A.2, and 23.54.030.A.3 for the size of the vehicle to be accommodated.

6. No wall, post, guardrail, or other obstruction, or lot line, is permitted within the area for car door opening. Columns or other structural elements may encroach into the parking space a maximum of 6 inches on a side, except in the area for car door opening 5 feet from the longitudinal centerline, or 4 feet from the transverse centerline of a parking space (see Exhibit A for 23.54.030).

7. If the parking space is next to a lot line and the parking space is parallel to the lot line, the minimum width of the space is 9 feet.

Exhibit A for 23.54.030

Encroachments into required parking



B. Parking space requirements. The required size of parking spaces shall be determined by whether the parking is for a residential, live-work, or nonresidential use. In structures containing residential uses and also containing either nonresidential uses or

live-work units, parking that is clearly set aside and reserved for residential or live-work use shall meet the standards of subsection 23.54.030.B.1. Parking for all other uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking if required by the Seattle Building Code or the Seattle Residential Code.

1. Residential uses

a. When five or fewer parking spaces are provided, the minimum required size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.2, except as provided in subsection 23.54.030.B.1.d.

b. When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.

c. Assisted living facilities. Parking spaces shall be provided as in subsections 23.54.030.B.1.a and 23.54.030.B.1.b, except that a minimum of two spaces shall be striped for a large vehicle.

d. For an individual garage serving an individual dwelling unit, the minimum required size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.

2. Nonresidential uses

a. When ten or fewer parking spaces are provided, a maximum of 25 percent of the parking spaces may be striped for small vehicles. A minimum of 75 percent of the spaces shall be striped for large vehicles.

b. When between 11 and 19 parking spaces are provided, a minimum of 25 percent of the parking spaces shall be striped for small vehicles. The minimum required size for these small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

c. When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

d. The minimum vehicle clearance shall be at least 6 feet 9 inches on at least one floor, and there shall be at least one direct entrance that is at least 6 feet 9 inches in height for all parking garages accessory to nonresidential uses and live-work units and for all flexible-use parking garages.

3. Live-work uses. The first required parking space shall meet the parking standards for residential use. Additional required parking for a live-work use shall meet the parking standards for nonresidential use.

C. Backing distances and moving other vehicles

1. Adequate ingress to and egress from all parking spaces shall be provided without having to move another vehicle, except in the case of multiple spaces provided for a dwelling unit or in the case of tandem parking authorized under subsection 23.54.020.B.

2. Except for lots with fewer than three parking spaces, ingress to and egress from all parking spaces shall be provided without requiring backing more than 50 feet.

D. Driveways. Driveway requirements for residential and nonresidential uses are described below. When a driveway is used for both residential and nonresidential parking, it shall meet the standards for nonresidential uses described in subsection 23.54.030.D.2.

1. Residential uses

a. Driveway width. Driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet in width for one-way or two-way traffic.

b. Except for driveways serving one dwelling unit, driveways more than 100 feet in length that serve 30 or fewer parking spaces shall either:

1) Be a minimum of 16 feet wide, tapered over a 20 foot distance to a 10 foot opening at the lot line; or

2) Be a minimum of 10 feet wide and provide a passing area at least 20 feet wide and 20 feet long. The passing area shall begin 20 feet from the lot line, with an appropriate taper to meet the 10-foot opening at the lot line. If a taper is provided at the other end of the passing area, it shall have a minimum length of 20 feet.

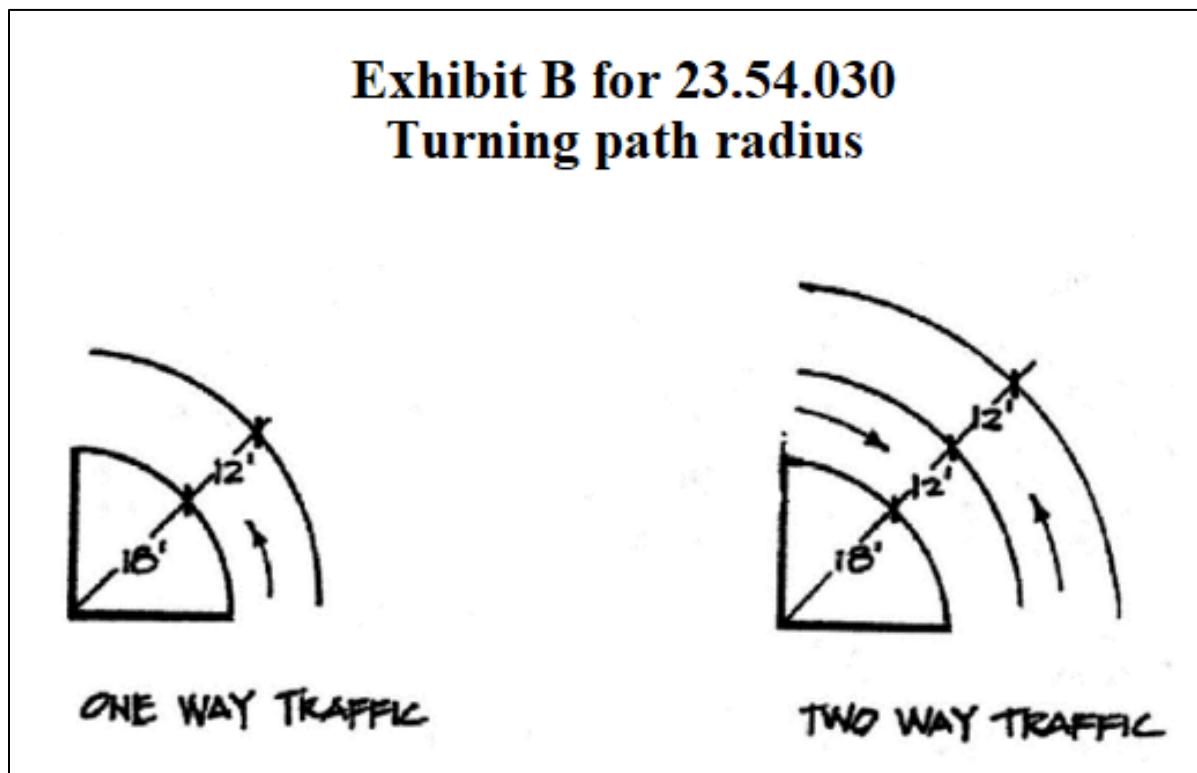
c. Driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.

d. Driveways for two attached dwelling units may be paired so that there is a single curb cut providing access. The maximum width of the paired driveway is 18 feet.

e. Driveways with a turning radius of more than 35 degrees shall conform to the minimum turning path radius shown in Exhibit B for 23.54.030.

Exhibit B for 23.54.030

Turning path radius



f. Vehicles may back onto a street from a parking area serving five or fewer vehicles, provided that either:

1) The street is not an arterial as defined in Section 11.18.010;

or

2) For a lot with one dwelling unit or one parking space, the Director may permit backing onto an arterial based on a safety analysis that addresses visibility, traffic volume, and other relevant issues.

g. Nonconforming driveways. The number of parking spaces served by an existing driveway that does not meet the standards of this subsection 23.54.030.D.1 shall not be increased. This prohibition may be waived by the Director after consulting with the Director of the Seattle Department of Transportation, based on a safety analysis.

2. Nonresidential uses

a. Driveway widths

1) The minimum width of driveways for one-way traffic shall be 12 feet and the maximum width shall be 15 feet.

2) The minimum width of driveways for two-way traffic shall be 22 feet and the maximum width shall be 25 feet.

b. Driveways shall conform to the minimum turning path radius shown in Exhibit B for 23.54.030.

c. For driveways that provide access to a solid waste management use the Director may allow both a maximum driveway width greater than the limits set in subsection 23.54.030.D.2.a and appropriate turning path radii, as determined necessary for truck maneuvering.

3. Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that:

- a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible;
- b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and
- c. The driveway is still useable as access to the lot.

E. Parking aisles

1. Parking aisles shall be provided according to the requirements of Table A for 23.54.030 and Exhibit C for 23.54.030.

Table A for 23.54.030 Parking aisle dimensions						
Parking angle	Stall width	Stall length (in feet)	Aisle width (in feet) ¹	Curb depth per car (in feet)	Unit width (in feet) ²	Curb length per car (in feet)
0°	Small	18	10	7.5	25	18
	Medium	20	10	8	26	20
	Large	24	12	8	28	24
45°	Small	15	11	15.91	42.82	10.61
	Medium	16	13	16.97	46.94	11.3
	Large	19	13	19.09	51.18	11.3

Table A for 23.54.030**Parking aisle dimensions**

60°	Small	15	13	16.74	46.48	8.66
	Medium	16	15	17.86	50.72	9.24
	Large	19	17.5	20.45	58.41	9.24
75°	Small	15	16.5	16.43	49.36	7.76
	Medium	16	18.5	17.52	53.55	8.25
	Large	19	20	20.42	60.84 ²	8.25
90°	Small	15	20	15	50	7.5
	Medium	16	22	16	54	8
	Large	19	24 ³	19	62 ²	8

Footnotes for Table A for 23.54.030

¹ Required aisle width is for one-way traffic only. If two-way traffic is proposed, then the minimum aisle width shall be 20 feet or greater.

² 60 feet may be substituted for required unit width on lots where the available width is in 60-foot whole multiples, provided that the minimum width of the parking stalls shall be 9 feet.

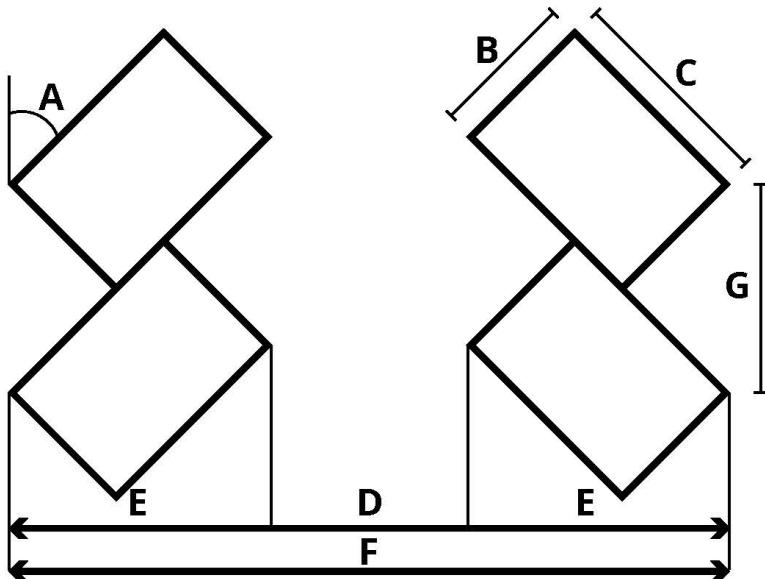
³ For lots 44 feet in width or less, the Director may reduce the aisle width to as low as 20 feet if large parking spaces are provided at 90 degrees as long as the spaces are 9 feet wide.

Exhibit C for 23.54.030

Parking aisle dimension measurement

Exhibit C for 23.54.030

Parking aisle dimension measurement



The following equations may be used to compute dimensions for parking angles other than those provided in the chart above.

$$E = C \sin A + B \cos A$$

$$G = B / \sin A$$

Note: Aisle widths shall be provided as required for the next greater parking angle shown in the chart above.

2. Minimum aisle widths shall be provided for the largest vehicles served by the aisle.

3. Turning and maneuvering areas shall be located on private property, except that alleys may be credited as aisle space.

4. Aisle slope shall not exceed 17 percent provided that the Director may permit a greater slope if the criteria in subsections 23.54.030.D.3.a, 23.54.030.D.3.b, and 23.54.030.D.3.c are met.

* * *

F. Attendant parking. In downtown zones, any off-street parking area or structure providing more than five parking spaces where automobiles are parked solely by attendants employed for that purpose shall have parking spaces at least 8 feet in width,

and 15 feet in length. Subsections 23.54.030.A, 23.54.030.B, 23.54.030.C, 23.54.030.D, and 23.54.030.E shall not apply, except that the grade curvature of any area used for automobile travel or storage shall not exceed that specified in subsection 23.54.030.D.3. Should attendant operation be discontinued, the provisions of subsections 23.54.030.A, 23.54.030.B, 2054.030.C, 23.54.030.D, and 23.54.030.E shall apply to the parking.

G. Off-street bus parking. Bus parking spaces, when required, shall be 13 feet in width and 40 feet in length. Buses parked together shall not be required to have adequate ingress and egress from each parking space.

H. The Director may, as a Type I decision, modify any required dimension or distribution percentage of parking spaces identified in subsections 23.54.030.A or 23.54.030.B to allow more efficient use of a surface parking area or parking garage, when the parking area or parking garage provides adequate and safe circulation.

* * *

23.54.031 Curb cuts

The number of permitted curb cuts is determined by whether the parking served by the curb cut is for residential or nonresidential use, and by the zone in which the use is located. If a curb cut is used for more than one use or for one or more live-work units, the requirements for the use with the largest curb cut requirements shall apply.

A. Residential uses

1. Number of curb cuts

a. For lots not located on a principal arterial as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table A for 23.54.031:

Table A for 23.54.031 Curb cuts for lots not located on a principal arterial or easement frontage	
Street or easement frontage of the lot	Number of curb cuts permitted
80 feet or less	1
Greater than 80 feet up to 160 feet	2
Greater than 160 feet up to 240 feet	3
Greater than 240 feet up to 320 feet	4
For lots with frontage in excess of 320 feet, the pattern established above continues.	

b. For lots on principal arterials as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table B for 23.54.031:

Table B for 23.54.031 Curb cuts for principal arterial street frontage	
Street or easement frontage of the lot	Number of curb cuts permitted
160 feet or less	1
Greater than 160 feet up to 320 feet	2
Greater than 320 feet up to 480 feet	3
For lots with street frontage in excess of 480 feet, the pattern established above continues.	

c. On a lot that has both principal arterial and non-principal arterial street frontage, the total number of curb cuts on the principal arterial is calculated using only the length of the street lot line on the principal arterial.

d. If two adjoining lots share a common driveway, the combined frontage of the two lots will be considered as one in determining the maximum number of permitted curb cuts.

2. Curb cut width. Curb cuts shall not exceed a maximum width of 10 feet except that:

a. For lots on principal arterials as designated by the Seattle Department of Transportation, the maximum curb cut width is 23 feet;

b. One curb cut greater than 10 feet but in no case greater than 20 feet in width may be substituted for each two curb cuts permitted by subsection 23.54.031.A.1;

c. A greater width may be specifically permitted by the development standards in a zone;

d. If subsection 23.54.030.D requires a driveway greater than 10 feet in width, the curb cut may be as wide as the required width of the driveway; and

e. A curb cut may be less than the maximum width permitted but shall be at least as wide as the minimum required width of the driveway it serves.

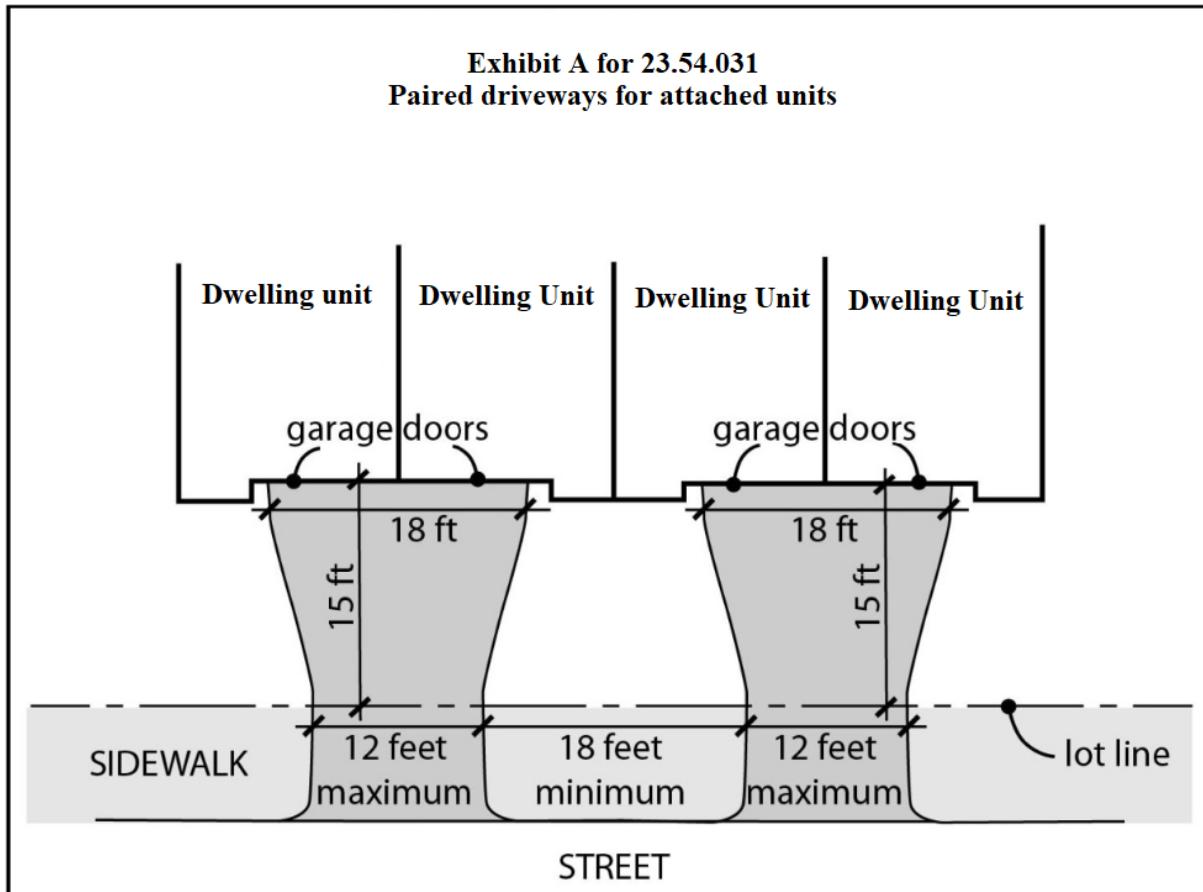
3. Distance between curb cuts

a. The minimum distance between any two curb cuts located on a lot is 30 feet, except as provided in subsection 23.54.031.A.3.b.

b. For attached dwelling units, the minimum distance between curb cuts is 18 feet (See Exhibit A for 23.54.031). For attached dwelling units located on abutting lots, the minimum distance between curb cuts is 18 feet.

Exhibit A for 23.54.031

Paired driveways for attached units



B. Nonresidential uses in all zones except industrial zones

1. Number of curb cuts

a. In all residential zones, RC zones, and within the Major Institution

Overlay District, two-way curb cuts are permitted according to Table C for 23.54.031:

Table C for 23.54.031**Number of curb cuts in residential zones, RC zones, and the Major Institution Overlay District**

Street frontage of the lot	Number of curb cuts permitted
80 feet or less	1
Greater than 80 feet up to 240 feet	2
Greater than 240 feet up to 360 feet	3
Greater than 360 feet up to 480 feet	4
For lots with frontage in excess of 480 feet, one curb cut is permitted for every 120 feet of street frontage.	

b. The Director may allow two one-way curb cuts to be substituted for one two-way curb cut, after determining, as a Type I decision, that there would not be a significant conflict with pedestrian traffic.

c. The Director shall, as a Type I decision, determine the number and location of curb cuts in C1 and C2 zones and the location of curb cuts in SM zones.

d. In downtown zones, a maximum of two curb cuts for one-way traffic at least 40 feet apart, or one curb cut for two-way traffic, are permitted on each street front where access is permitted by subsection 23.49.019.H. No curb cut shall be located within 40 feet of an intersection. These standards may be modified by the Director as a Type I decision on lots with steep slopes or other special conditions, to the minimum extent necessary to provide vehicular and pedestrian safety and facilitate a smooth flow of traffic.

e. For public schools, the Director shall permit, as a Type I decision, the minimum number of curb cuts that the Director determines is necessary.

f. In NC zones, curb cuts shall be provided according to subsection 23.47A.032.A, or, when subsection 23.47A.032.A does not specify the maximum number of curb cuts, according to subsection 23.54.031.B.1.a.

g. For police and fire stations the Director shall permit the minimum number of curb cuts that the Director determines is necessary to provide adequate maneuverability for emergency vehicles and access to the lot for passenger vehicles.

2. Curb cut widths

a. For one-way traffic, the minimum width of curb cuts is 12 feet, and the maximum width is 15 feet.

b. For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.

c. For public schools, the maximum width of a curb cut is 25 feet.

Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79.

d. For fire and police stations, the Director may allow curb cuts up to, and no wider than, the minimum width necessary to provide access for official emergency vehicles that have limited maneuverability and that must rapidly respond to emergencies.

Curb cuts for fire and police stations are considered curb cuts for two-way traffic.

e. If one of the following conditions applies, the Director may require a curb cut of up to 30 feet in width, if it is found that a wider curb cut is necessary for safe access:

- 1) The abutting street has a single lane on the side that abuts the lot; or
- 2) The curb lane abutting the lot is less than 11 feet wide; or
- 3) The proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles; or
- 4) Off-street loading berths are required according to Section 23.54.035.

3. The entrances to all garages accessory to nonresidential uses or live-work units and the entrances to all flexible-use parking garages shall be at least 6 feet 9 inches high.

C. All uses in industrial zones

1. Number and location of curb cuts. The number and location of curb cuts will be determined by the Director.

2. Curb cut width. Curb cut width in industrial zones shall be as follows:

- a. Except as set forth in subsection 23.54.031.C.2.d, if the curb cut provides access to a parking area or structure, it must be a minimum of 15 feet wide and a maximum of 30 feet wide.

- b. If the curb cut provides access to a loading berth, the maximum width may be increased to 50 feet.

c. Within the minimum and maximum widths established by this subsection 23.54.031.C, the Director shall determine the size of the curb cuts.

d. If the curb cut provides access to a solid waste management use, the Director may determine the maximum width of the curb cut.

D. Curb cuts for access easements

1. If a lot is crossed by an access easement serving other lots, the curb cut serving the easement may be as wide as the easement roadway.

2. The curb cut serving an access easement shall not be counted against the number or amount of curb cuts permitted to a lot if the lot is not itself served by the easement.

E. Curb cut flare. A flare with a maximum width of 2.5 feet is permitted on either side of curb cuts in any zone.

F. Replacement of unused curb cuts. When a curb cut is no longer needed to provide access to a lot, the curb and any planting strip must be replaced.

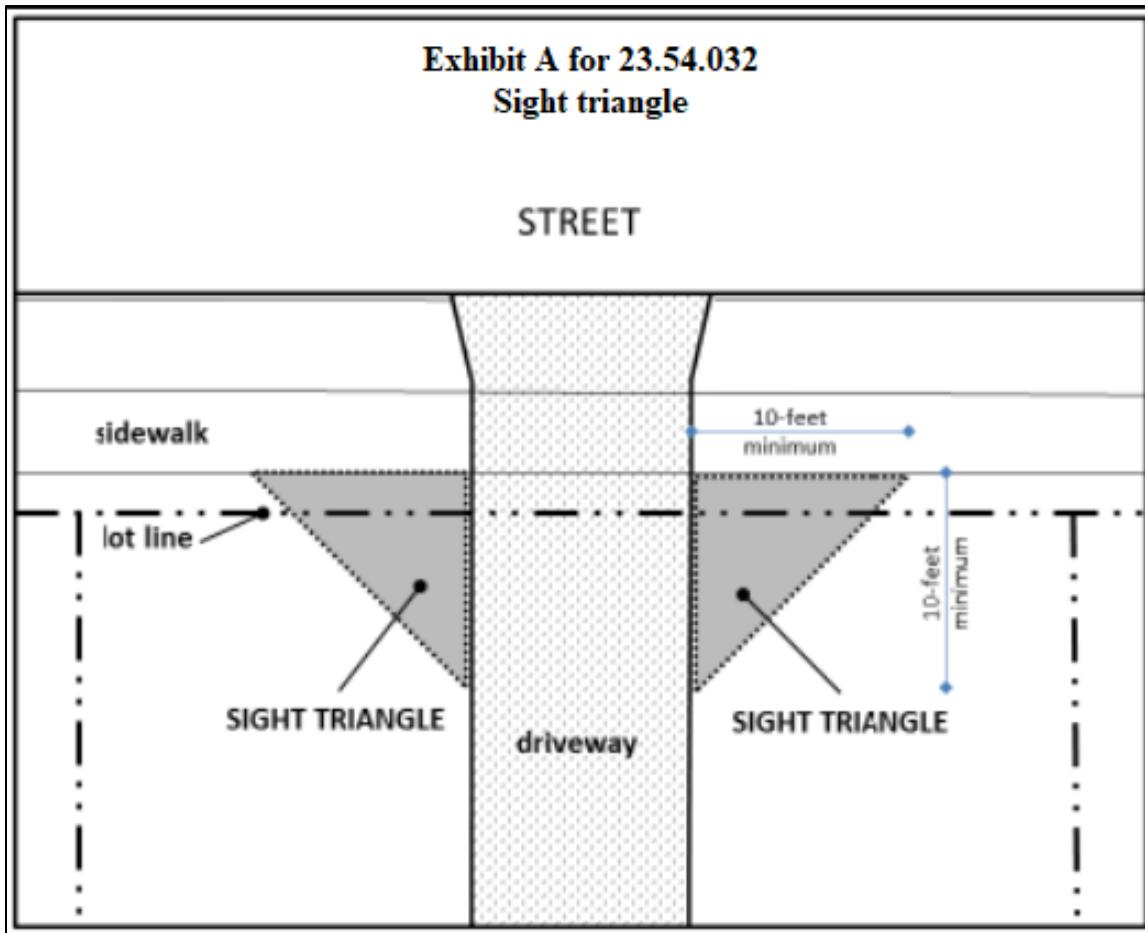
G. Curb cuts are not allowed on streets if alley access to a lot is feasible but has not been provided.

23.54.032 Sight triangles

A. For exit-only driveways and easements, and two-way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk, as depicted in Exhibit A for 23.54.032.

Exhibit A for 23.54.032

Sight triangle



B. For two-way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

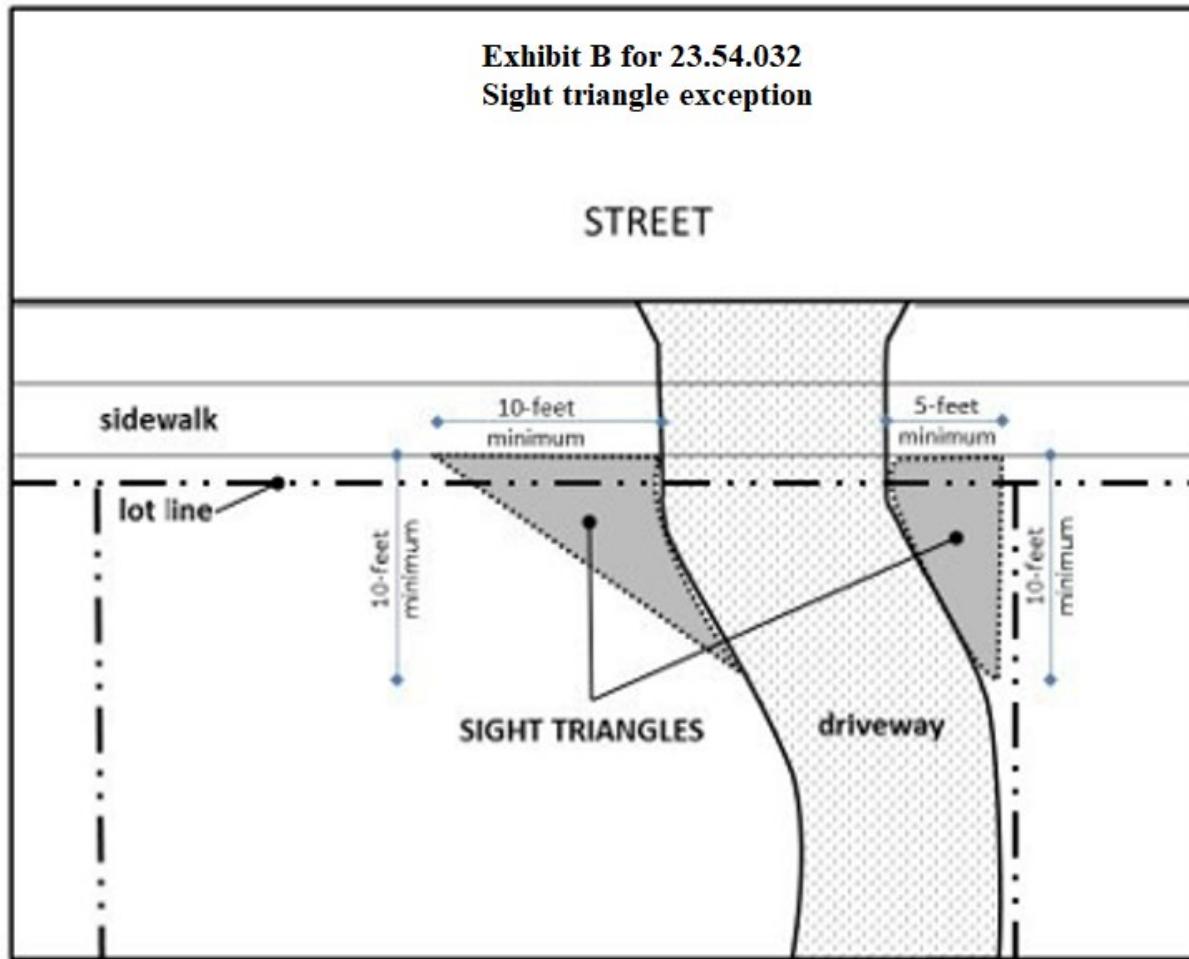
C. The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.

D. When the driveway or easement is less than 10 feet from the lot line, the sight triangle may be provided as follows:

1. An easement may be provided sufficient to maintain the sight triangle. The easement shall be recorded with the King County Recorder's Office; or
2. The driveway may be shared with a driveway on the neighboring lot; or
3. The driveway or easement may begin 5 feet from the lot line, as depicted in Exhibit B for 23.54.032.

Exhibit B for 23.54.032

Sight triangle exception



- E. An exception to the sight triangle requirement may be made for driveways serving lots containing only residential uses and fewer than three parking spaces, when providing the sight triangle would be impractical.

F. In all downtown, industrial, Commercial 1, and Commercial 2 zones, the sight triangle at a garage exit may be provided by mirrors and/or other approved safety measures.

G. Sight triangles are not required for one-way entrances into a parking garage or surface parking area.

H. Sight triangles are not required when access to parking is provided from an alley.

* * *

23.54.033 Pedestrian access to garage

For new structures that include a garage, in a zone where flexible-use parking is permitted, at least one pedestrian access walkway or route shall be provided between a garage and a public right-of-way, which may be an alley, including a side-hinged door for pedestrian use. A fire exit door, or other access through lobbies, may serve this purpose if the access route and doors are accessible for ingress and egress by garage users.

23.54.034 Electric vehicle (EV) charging infrastructure

New parking spaces provided on a lot when a new building is constructed shall be EV-ready as specified in this Section 23.54.034. The required number of EV-ready parking spaces shall be determined by whether the parking is for a residential or nonresidential use. Parking that is clearly set aside and reserved for residential use shall meet the standards of subsection 23.54.034.A; parking for all other uses within the structure shall meet the standards of subsection 23.54.034.B.

A. Residential uses

1. Private parking for individual dwelling units. When parking for any individual dwelling unit is provided in a private garage, carport, or parking area, separate from any parking facilities serving other units, at least one parking space for each unit in that garage, carport, or surface parking area shall be EV-ready.

2. Surface parking for multiple dwelling units. When parking for multiple dwelling units is provided in a surface parking area serving multiple dwelling units, the number of parking spaces that shall be EV-ready shall be as follows:

- a. When up to 25 parking spaces are provided, the first 12 parking spaces shall be EV-ready; and
- b. When more than 25 parking spaces are provided, 45 percent of all parking spaces shall be EV-ready.

3. Parking garages for multiple dwelling units. When parking for multiple dwelling units is provided in a parking garage serving multiple dwelling units, a minimum of 45 percent of those parking spaces shall be EV-ready.

B. Nonresidential uses

1. When parking is provided for nonresidential uses, a minimum of 30 percent of those spaces shall be EV-ready, except as provided in subsection 23.54.034.B.2 and subsection 23.54.034.B.3.

2. For the uses listed in subsection 23.54.034.B.3, the following requirements apply:

- a. Where fewer than ten parking spaces are provided for the use, one EV-ready space is required.

b. Where ten or more parking spaces are provided for the use, 10 percent of parking spaces shall be EV-ready.

3. The following uses are subject to the alternative requirements in 23.54.034.B.2:

a. The following institutional uses:

1. Community club or center;
2. Child care center;
3. Community farm;
4. Library;
5. Museum;
6. Private club;
7. Religious facility; and
8. School, elementary or secondary;

b. Entertainment uses;

- c. Eating and drinking establishments;
- d. Automotive sales and services;
- e. Multipurpose retail sales;
- f. Heavy sales and services, except heavy commercial services; and
- g. Marine sales and services.

C. Rounding. When calculating the number of required EV-ready parking spaces, any fraction or portion of an EV-ready parking space required shall be rounded up to the nearest whole number.

D. Reductions

1. The Director may, in consultation with the Director of Seattle City Light, reduce the requirements of this Section 23.54.034 as a Type I decision if there is substantial evidence that the added electrical load that can be attributed to meeting the requirements will:

a. Alter the local utility infrastructure design requirements on the utility side of the legal point of service, so as to require on-property power transformation;

or

b. Require an upgrade to an existing residential electrical service.

2. In cases where the provisions of subsection 23.54.034.D.1 have been met, the maximum quantity of EV charging infrastructure required to be installed shall be reduced to the maximum service size that would not require the changes to transformation or electrical service in subsection 23.54.034.D.1. The Director may first reduce the required level of EV infrastructure at EV-ready parking spaces from 40-amp to 20-amp circuits. If necessary, the Director may also then reduce the number of required EV-ready parking spaces or otherwise reduce the level of EV infrastructure at EV-ready parking spaces.

3. The Director may establish by rule the procedures and documentation required for a reduction request.

E. All EV charging infrastructure shall be installed in accordance with the Seattle Electrical Code. Where EV-ready surface parking spaces are located more than 4 feet from

a building, raceways shall be extended to a pull box or stub in the vicinity of the designated space and shall be protected from vehicles.

F. Accessible parking. Where new EV-ready parking spaces and new accessible parking are both provided, parking facilities shall be designed so that at least 20 percent of the accessible parking spaces or two accessible parking spaces, whichever is greater, shall be EV-ready. The accessible parking EV-ready infrastructure may also serve adjacent parking spaces not designated as accessible parking. The EV-ready accessible parking spaces, rounded up to the next whole number, are allowed to be included in the total number of electric vehicle parking spaces required under 23.54.034.A. and 23.54.034.B.

G. Nothing in this Section 23.54.034 shall be construed to modify the minimum number of off-street motor vehicle parking spaces required for specific uses or the maximum number of parking spaces allowed, as set forth in Section 23.54.015 or elsewhere in this Title 23.

H. This Section 23.54.034 does not require EV supply equipment, as defined by Article 100 of the Seattle Electrical Code, to be installed.

23.54.035 Loading berth requirements and space standards

* * *

B. Exception to loading requirements

1. For uses with less than 16,000 square feet of gross floor area that provide a loading space on a street or alley, the loading berth requirements may be waived by the Director if, after review, the Director of the Seattle Department of Transportation finds that the street or alley berth is adequate.

2. Within the Downtown and South Lake Union Regional Centers and within the MPC-YT zone, loading berth requirements may be waived or modified if the Director finds, after consultation with and approval by the Director of the Seattle Department of Transportation, that the number of loading berths in Table A for 23.54.035 is not required and that the modified number will be sufficient. The applicant shall submit specific information addressing the following criteria, upon which the Director's determination shall be based:

- a. All loading is proposed to occur on-site or any loading that is proposed to occur in a public right-of-way can take place without disrupting pedestrian circulation or vehicular traffic;
- b. Additional evidence relating to the size, character, and operation of the building and likely tenancy; and
- c. Where loading occurs at a central loading facility, goods can be distributed to other buildings on-site without disrupting pedestrian circulation or vehicular traffic.

* * *

23.54.037 Bicycle parking

A. Number of spaces

1. The minimum number of parking spaces for bicycles required for specified uses is set forth in Table A for 23.54.037.
2. 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 A for 23.54.037, one bicycle parking space per 10,000 gross square feet of either short- or long-term bicycle parking is required.

3. 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.

4. 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.

B. Performance standards. Provide bicycle parking in a highly visible, safe, and convenient location, emphasizing user convenience and theft deterrence, based on rules promulgated by the Director of the Seattle Department of Transportation that address the considerations in this subsection 23.54.037.B.

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. For a garage with bicycle parking and motor vehicle parking for more than two dwelling units, provide pedestrian and bicycle access to long-term bicycle parking that is separate from other vehicular entry and egress points or uses the same entry or egress point but has a marked walkway for pedestrians and bicyclists.

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

4. If short-term bicycle parking facilities are not clearly visible from the street or sidewalk or adjacent on-street bicycle facilities, install directional signage in adequate amounts and in highly visible locations in a manner that promotes easy wayfinding for bicyclists.

5. Provide signage to long-term bicycle parking that is oriented to building users.

6. Long-term bicycle parking shall be located where bicyclists are not required to carry bicycles on exterior stairs with more than five steps to access the parking. The Director, as a Type I decision, may allow long-term bicycle parking for rowhouse and townhouse development to be accessed by stairs with more than five steps, if the slope of the lot makes access with five or fewer steps infeasible.

7. Where practicable, long-term bicycle parking shall include a variety of rack types to accommodate different types of bicycles.

8. Install bicycle parking hardware so that it can perform to its manufacturer's specifications and any design criteria promulgated by the Director of the Seattle Department of Transportation, allowing adequate clearance for bicycles and their riders.

9. Provide full weather protection for all required long-term bicycle parking.

C. Location of bicycle parking

1. Long-term bicycle parking required for residential uses shall be located on-site except as provided in subsection 23.54.037.C.3.

2. Short-term bicycle parking may be provided on the lot or in an adjacent right-of-way, subject to approval by the Director of the Seattle Department of Transportation, or as provided in subsection 23.54.037.C.3.

3. Both long-term and short-term bicycle parking for residential uses may be provided off-site if within 600 feet of the residential use to which the bicycle parking is accessory and if the site of the bicycle parking is functionally interrelated to the site of the residential use to which the bicycle parking is accessory, such as within a unit lot subdivision or if the sites are connected by access easements, or if a covenant or similar property right is established to allow use of the off-site bicycle parking.

D. Long-term 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 long-term 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 long-term bicycle parking shall be exempt from floor area ratio (FAR) limits. Covered long-term bicycle parking that is provided beyond the required bicycle parking shall not be exempt from FAR limits.

E. Bicycle parking facilities shared by more than one use are encouraged.

F. Except as provided in subsection 23.54.015.G, bicycle parking facilities required for nonresidential uses shall be located:

1. On the lot; or

2. For a functionally interrelated campus containing more than one building, in a shared bicycle parking facility within 600 feet of the lot; or
 3. Short-term bicycle parking may be provided in an adjacent right-of-way, subject to approval by the Director of the Seattle Department of Transportation.

G. For nonresidential uses on a functionally interrelated campus containing more than one building, both long-term and short-term bicycle parking may be located in an off-site location within 600 feet of the lot, and short-term public bicycle parking may be provided in a right-of-way, subject to approval by the Director of the Seattle Department of Transportation. 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.

H. Bicycle commuter shower facilities. Structures containing 100,000 square feet or more of office 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 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, which may include in places accessible by elevator from the bicycle parking location.

I. Bicycle parking spaces within dwelling units or on balconies do not count toward the bicycle parking requirement, except if the bike parking spaces are located:

1. In a private garage; or
2. Within the ground floor of a dwelling unit in an attached dwelling unit.

Table A for 23.54.037**Parking for bicycles¹**

Use	Bike parking requirements	
	Long-term	Short-term
* * *		
D. RESIDENTIAL USES³		
D.1 Assisted living facility	None	None
D.2 Congregate residences ^{4, 5, 6}	1 per 4 sleeping rooms	1 per 80 sleeping rooms. 2 spaces minimum
D.3 Permanent supportive housing	None	None
D.4 Other residential uses ^{4, 5}	1 per dwelling unit ⁶	1 per 20 dwelling units, except none for projects with less than 20 dwelling units
E. TRANSPORTATION FACILITIES		
E.1 Park and ride facilities on surface parking lots	At least 20 ⁷	At least 10
E.2 Park and ride facilities in parking garages	At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property
E.3 Flexible-use parking garages and flexible-use parking surface lots	1 per 20 auto spaces	None

Table A for 23.54.037**Parking for bicycles¹**

Use	Bike parking requirements	
	Long-term	Short-term
E.4 Passenger terminals	Spaces for 5 percent of projected AM peak period daily ridership ⁷	Spaces for 2 percent of projected AM peak period daily ridership ⁷
E.5 Light rail transit stations	Regulated by subsection 23.80.008.L	Regulated by subsection 23.80.008.L

Footnotes to Table A for 23.54.037

¹ Required bicycle parking includes long-term and short-term amounts shown in this Table A for 23.54.037.

² The Director may reduce short-term bicycle parking requirements for theaters and spectator sports facilities that provide bicycle valet services authorized through a Transportation Management Program. A bicycle valet service is a service that allows bicycles to be temporarily stored in a secure area, such as a monitored bicycle corral.

³ For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table A for 23.54.037.

⁴ For residential structures that are owned and operated by a not-for-profit entity serving seniors or persons with disabilities, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, as a Type I decision, the Director shall have the discretion to reduce the amount of required bicycle parking to as few as zero if it can be demonstrated that residents are less likely to travel by bicycle.

⁵ In low-income housing, there is no minimum required long-term bicycle parking requirement for each unit subject to affordability limits no higher than 30 percent of median income and long-term bicycle parking requirements may be waived by the Director as a Type I decision for each unit subject to affordability limits greater than 30 percent of median income and no higher than 80 percent of median income if a reasonable alternative is provided (e.g., in-unit vertical bike storage).

⁶ Long-term bike parking is not required in NR zones.

⁷ 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;

Table A for 23.54.037
Parking for bicycles¹

Use	Bike parking requirements	
	Long-term	Short-term
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.		