

March 6, 2018

MEMORANDUM

To: Planning, Land Use and Zoning Committee
From: Ketil Freeman and Lish Whitson, Council Central Staff
Subject: Council Bill 119173: Potential amendments for consideration

On March 7 the Planning, Land Use and Zoning Committee (PLUZ) will begin discussion of potential amendments to [Council Bill 119173](#) (CB 119173). This bill would amend the City's off-street parking regulations for both cars and bicycles to increase opportunities for shared parking, thus setting new or reinforcing existing parking policies in places where Seattle invests in frequent transit service. No changes to on-street parking management are proposed as part of this legislation. Discussion of specific issues related to CB 119173 can be found in memos prepared for the January 3, January 13 and February 7 PLUZ Committee meetings.

This memo includes draft amendatory language for Committee consideration. These amendments have been identified through discussion with members of the community or as best practices identified during earlier zoning efforts. Councilmembers may identify additional potential amendments prior to a possible committee vote on March 21.

Summary of CB 119173

CB 119173 is a comprehensive review of off-street parking regulations for both motor vehicles and bicycles. The legislation responds to one of the recommendations of the Housing Affordability and Livability Agenda (HALA). It covers a wide range of parking-related topics:

- "Unbundling" of parking: requiring that renting or leasing of parking be covered by a separate agreement from rental agreements and leases,
- Calling non-required or public parking "flexible use parking" and broadening the locations where flexible use parking is permitted and how it can be used,
- Allowing more flexibility for park and rides,
- Allowing for more flexibility for the public to use required accessory parking,
- Adopting a new definition of frequent transit service through a Seattle Department of Construction and Inspections (SDCI) Director's Rule,
- Adopting new bicycle parking quantity and design standards,
- Expanding the distance off-site, off-street parking is allowed from a use,
- Adjusting parking requirements for affordable dwelling units,
- Adding design standards to allow for the public use of accessory parking,
- Limiting exceptions to maximum parking requirements, and
- Clarifying SEPA policies

The proposed regulations build on a body of scholarship and practice that finds significant negative impacts to requiring more parking than will be used.¹ Among those negative impacts are additional car

¹ Much of this scholarship is contained in Donald Shoup, *The High Cost of Free Parking* (Chicago: American Planning Association, Planner's Press, 2011). More recent studies have generally upheld Shoup's thesis.

trips and resulting congestion; increased development costs and reduced development density, resulting in increased rents; and negative urban design character and reduced pedestrian activity. In recognition of these impacts, Seattle has chosen to reduce or remove off-street parking requirements in areas where there is good access to transit, starting with Downtown Seattle in the 1980s, commercial zones in 2006, and multifamily zones in 2009.

In recognition of the impact of development costs on housing costs, the HALA Task Force made three recommendations regarding off-street parking requirements:

- Do not re-introduce parking mandates in urban villages;
- Review the definition of frequent transit service; and
- Reduce parking requirements for multifamily housing outside urban villages

CB 119173 is SDCI's response to these proposals. CB 119173 also seeks to address two findings of the Seattle Hearing Examiner related to the definition of frequent transit service.

Next Steps

At the March 7 PLUZ meeting, Committee members will begin discussion of the draft amendments described in Attachment 1 to this memo. On March 21, the Committee may vote on amendments and the bill itself. Depending on the amendments the Committee adopts, additional public notice or environmental review may be required prior to a final Council vote on the legislation.

Attachments:

1. Potential amendments to Council Bill 119173
2. Amendment A: Unbundling thresholds
3. Amendment B: Car-share exemption
4. Amendment C: Off-site parking
5. Amendment D: Frequent Transit Service
6. Amendment E1: Parking for affordable housing units
7. Amendment E2: University parking impact area
8. Amendment E3: Fautleroy
9. Amendment F: SEPA mitigation authority
10. Amendment G: Direction for bicycle parking rulemaking
11. Amendment H: Light rail transit facilities bicycle parking
12. Amendment I: Residential bicycle parking ratio reductions
13. Amendment J: Bicycle commuter shower facility FAR exemption
14. Amendment K: Maximum distance to off-site bicycle parking

cc: Kirstan Arestad, Central Staff Director

Attachment 1: Potential Issues for Council Consideration of CB 119173

Topic	Issue	Options	Discussion
<p>A. Unbundling of parking from leases</p>	<p>1. Thresholds</p>	<p>a. Councilmember Johnson: Require unbundling for residential buildings, unless the parking is intrinsic to the unit, and for commercial buildings larger than 4,000 square feet</p>	<p>Unbundling parking from other aspects of leases allows potential tenants to better understand and weigh the costs of parking from other parts of a commercial lease. The bill recommends requiring this for buildings larger than 10,000 square feet. This change would apply the requirement to commercial leases in buildings larger than 4,000 square feet and most residential buildings in order to allow tenants to weigh and balance different options.</p>
		<p>b. Adopt the Executive’s recommendation of requiring unbundling only for leases in structures with 10 or more residential units or greater than 10,000 commercial square feet</p>	
<p>B. Car share</p>	<p>1. Surface parking</p>	<p>a. Councilmember Johnson: Do not allow car share vehicles to park between the sidewalk and buildings</p>	<p>CB 119173 would allow for up to three car share vehicles to park in surface parking spaces between buildings and the street. This is intended to provide visible, easily accessible locations where car share vehicles can be made accessible to the surrounding neighborhood. Generally, the City prohibits parking between buildings and the sidewalk “in order to maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic,</p>
		<p>b. Adopt the Executive’s recommendation</p>	

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Topic	Issue	Options	Discussion
			<p>minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts.” (Seattle 2035, Policy LU 6.7)</p>
<p>C. Off-site parking</p>	<p>1. Distance from primary use</p>	<p>a. Councilmember Herbold: Maintain the current limit of 800 feet from the primary use.</p> <p>b. Adopt the Executive’s recommendation of 1,320 feet (quarter mile) from the primary use.</p>	<p>One of the goals of CB 119173 is to allow for greater sharing of parking between buildings and uses so that fewer spaces need to be built overall. The Code currently allows off-site and shared parking to be located up to 800 feet away from a primary use. The bill proposes to extend the distance between a building and its off-site parking to a quarter mile. This will allow more flexibility, but may make the off-site parking less accessible to occupants of a building.</p>
<p>D. Frequent Transit Service</p>	<p>1. Definition</p>	<p>a. Councilmember Johnson: Adopt a definition of frequent transit service in the code that uses scheduled headways over a defined time period to indicate whether transit is frequent. Define a frequent transit area as within a quarter mile of a bus stop served by frequent transit</p>	<p>Currently, frequent transit service is defined in the Code as headways in one direction of 15 minutes for at least 12 hours a day, six days a week, and transit headways of 30 minutes for eighteen hours a day. Disagreement over the meaning of this definition has resulted in</p>

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		<p>service or a half mile of a rail transit station.</p> <p>b. Adopt the Executive’s recommendation of delegating to a Director’s Rule.</p>	<p>appeals to the Seattle Hearing Examiner. The Executive’s proposal would instead delegate rulemaking authority for frequent transit service to a Director’s Rule.</p> <p>Councilmember Johnson proposes to adopt a definition in the Code that averages scheduled headways across a defined time period for each bus route, requires a minimum number of headways per hour, and uses a map to be adopted by Director’s Rule to define exactly which properties are within a frequent transit service area.</p>
E. Parking requirements	1. Affordable housing	<p>a. Councilmember Johnson: Remove the parking requirement for affordable housing units permanently affordable to households earning less than 80% of area median income</p> <p>b. Adopt the Executive’s proposal of requiring between 1 space per 3 dwelling units and 1 space per 6 dwelling units for affordable housing units depending on the income, age</p>	<p>Parking spaces can cost \$35,000 a space to build. For affordable housing projects, the cost to build these spaces is incorporated into the total building cost, and increases the cost of building these projects. The City has lower requirements for affordable units and units dedicated to older residents and people with disabilities because these populations are less likely to own a</p>

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Topic	Issue	Options	Discussion
		<p>and disability status of the intended residents of the unit.</p>	<p>car compared to the general population. This amendment would remove the requirement for dwelling units that will be affordable to households earning less than 80% of the Area Median Income.</p>
	<p>2. University District Parking Impact Area</p>	<p>a. Councilmember Johnson: Clarify that the University District Parking Impact Area parking requirements do not apply to areas within the University Urban Center.</p> <p>b. Adopt the Executive’s proposal of applying the University District Parking Impact Area requirements to the parts of the University Urban Center where the boundaries overlap.</p>	<p>The University Parking Impact Area (UPIA) was created in 1987. It requires higher parking requirements for dwelling units with multiple bedrooms than are required in other areas. In 2006, the Council removed parking requirements from multifamily and commercial zones in urban centers.</p> <p>In areas where the University Community Urban Center overlaps with the University District Parking Impact Area, the Seattle Department of Construction and Inspections (SDCI) has applied the urban center requirements to the portions of the urban center that overlap the UPIA.</p>

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Topic	Issue	Options	Discussion
	3. Fauntleroy	<ul style="list-style-type: none"> a. Councilmember Herbold: Exempt the area near the Fauntleroy Ferry Terminal from parking reductions. b. Adopt the Executive’s proposal of reducing parking requirements near frequent transit service. 	<p>The Fauntleroy community has expressed concern regarding on-street parking congestion within the neighborhood. This amendment would exempt the area within a quarter mile of the Fauntleroy Ferry Terminal from parking reductions that would otherwise apply in the area due to its proximity to the RapidRide C line.</p>
F. SEPA	1. Mitigation	<ul style="list-style-type: none"> a. Councilmember Herbold: Allow for mitigation of parking impacts in urban villages with frequent transit service and allow mitigation of SEPA impacts through reductions in Restricted Parking Zone permits. b. Adopt the Executive’s proposal of not allowing SEPA mitigation of parking impacts in areas where the Council has removed parking requirements. 	<p>The City’s State Environmental Policy Act (SEPA) policies require consideration of parking impacts. However, the City has removed the authority to mitigate the parking impacts of projects in areas where the City has removed parking requirements. This amendment would allow for the mitigation of parking impacts through transportation management programs, incentives for use of alternatives to single-occupancy vehicles, increasing the amount of parking required for a development or reducing Restricted Parking zone permits available to occupants of the development.</p>

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<p>G. Bicycle Parking Rulemaking</p>	<p>1. Clarifications and further direction related to long term bicycle parking.</p>	<p>a. Councilmembers Johnson and O'Brien: Make clarifying edits and include specific direction that long-term bicycle parking should include a variety of rack types to accommodate different types of bicycles.</p>	<p>The bill would delegate authority to the SDOT Director to establish performance standards for long and short term bicycle parking by rule.</p> <p>This delegation includes specific language related to standards for security, access, lighting, wayfinding, facility installation, and weather protection. The amendment would add direction related to accommodating a range of bicycle types in long term parking.</p>
		<p>b. Adopt the Executive's proposal.</p>	
<p>H. Bicycle Parking for Light Rail Transit Facilities</p>	<p>1. Request to SDOT and SDCI to propose a discretionary process for modifying bicycle parking requirements for light rail transit facilities.</p>	<p>a. Councilmember Johnson and O'Brien: Maintain proposed bike parking ratios for light rail transit facilities, and direct SDOT and SDCI to propose by the end of the 2nd quarter a discretionary review process to modify ratios based on a recommendation from the Light Rail Review Panel or a successor body.</p>	<p>Currently, most transportation facilities have a minimum standard of at least 20 long term bicycle parking spaces and no short term spaces. The bill would establish long and short term bicycle parking requirements based on a percentage of projected AM peak period ridership. The minimum amount required could be increased based on local characteristics by the SDCI Director after consulting with the SDOT director.</p>
		<p>b. Adopt the Executive's proposal.</p>	

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Topic	Issue	Options	Discussion
			<p>The amendment would request that the SDOT and SDCI Director develop a discretionary process for determining whether and how to modify bicycle parking requirements.</p>
<p>I. Threshold for Reduction in Residential Bicycle Parking Ratios</p>	<p>1. Restore reduced residential bicycle parking ratios above a 50-space threshold.</p>	<p>a. Councilmember Johnson: For residential uses only, restore reduced bike parking ratios above a 50-unit threshold.</p> <p>b. Adopt the Executive’s proposal.</p>	<p>Currently, above a 50-space threshold, bicycle parking requirements are halved for all uses except rail transit facilities, passenger terminal and park and ride lots. The bill would eliminate this allowable reduction in bicycle parking requirements.</p> <p>The amendment would partially restore the reduced requirements.</p>
<p>J. Floor Area Ratio (FAR) Exemption for Bicycle Commuter Shower Facilities</p>	<p>1. Exempt floor area for required Bicycle Commuter Shower Facilities from FAR calculations.</p>	<p>a. Councilmember Johnson and O’Brien: Exempt floor area for required commuter shower facilities from FAR limitations.</p> <p>b. Adopt the Executive’s proposal.</p>	<p>The bill would require shower facilities in buildings with over 100,000 square feet in office use. Two showers would be required for every 100,000 square feet. Shower facilities are exempt from FAR limitations downtown. See SMC 23.49.011.B.1.p. However, they are not exempt in other zones where offices could be developed.</p>

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Topic	Issue	Options	Discussion
			<p>The proposed amendment would exempt required shower facilities from FAR measurement. Exempting shower facilities from FAR limitations would not appreciably increase the size or bulk of office structures as the requirement only applies to buildings over 100,000 square feet in size.</p>
<p>K. Bicycle parking off-site distance</p>	<p>1. Increase the maximum allowable off-site distance for bicycle parking.</p>	<p>a. Councilmember Herbold: Increase the maximum allowable off-site distance for bicycle parking to match proposed maximums for car parking.</p> <p>c. Adopt the Executive’s proposal.</p>	<p>The Code currently requires that bicycle parking for residential uses be located on-site and allows off-site bicycle parking for non-residential uses to be located within 100 feet of the principal use. The bill would extend the distance for non-residential off-site parking to 600 feet.</p> <p>The amendment would increase the maximum allowable off-site distance for both residential and non-residential uses to 1320 feet to match allowable distances for cars.</p>

Amendment A: Unbundling Thresholds

Amendment A: Unbundling thresholds

Councilmember Rob Johnson

This amendment would change the thresholds for requiring unbundling of parking leases and primary leases.

The proposed legislation would require that landlords offer separate leases for parking spaces and the primary leases for structures that include 10 dwelling units or more per lot and commercial structures that contain 10,000 square feet or more of gross floor area. Exceptions to the residential unbundling requirement are provided for residential units with rent and income limits and residential units where the parking space is intrinsic to the unit, such as townhouses with garages. Lodging, car sales and services, heavy sales and service uses, and marine sales and service uses would not be subject to the commercial unbundling requirement.

The proposed amendment would reduce the unbundling requirement to all residential buildings and commercial structures with 4,000 square feet or more of gross floor area. The exceptions would continue.

Notes:

A single underline indicates language proposed to be added to the Seattle Municipal Code by CB 119173

A double underline indicates language proposed to be added by the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code by the amendment

Section 4. A new Section 23.42.070 is added to the Seattle Municipal Code as follows:

23.42.070 Parking for rented or leased multifamily dwelling units and commercial uses

A. Parking for multifamily dwelling units

1. Off-street parking accessory to rented or leased multifamily dwelling units ~~in~~ ~~structures that include 10 dwelling units or more per lot~~ shall not be included in any dwelling unit rental agreement and shall be subject to a rental agreement addendum or in a separate rental agreement.

Amendment A: Unbundling Thresholds

2. Multifamily residential uses with rent and income criteria as described in Part III of Table B for 23.54.015 shall be exempt from the requirement of subsection 23.42.070.A.1.

3. Multifamily dwelling units with individual garages that are functionally a part of the dwelling unit, including but not limited to townhouses and rowhouses, shall be exempt from the requirement of subsection 23.42.070.A.1.

B. Parking for commercial uses

1. Unless commercial uses are listed as exempt in subsection 23.42.070.B.2, off-street parking accessory to rented or leased commercial use spaces in structures that contain ~~10,000~~4,000 square feet or more of gross floor area shall not be included in any new rental or lease agreement and shall be subject to a separate rental or lease agreement. The measurement of gross floor area in a structure shall be as described in Section 23.86.007 and shall include gross floor area for non-exempt and exempt uses if uses are known, minus gross floor area in parking uses, for determining if the structure exceeds the minimum floor area for this requirement.

2. Exempt uses include:

- a. Lodging uses;
- b. Sales and services, automotive;
- c. Sales and services, heavy; and
- d. Sales and services, marine.

Amendment B: Remove the street-level car share exemption from setback requirements

Amendment B: Remove the street-level car share exemption from setback requirements

Councilmember Rob Johnson

This amendment would remove a proposed exemption from standard parking location, access and screening requirements for car-sharing program vehicles. The proposal would allow off-street parking for up to three car share vehicles per property in commercial and Midrise and Highrise zones to park in surface spaces between a building and the street, allow extra curbcuts for those car-sharing spaces and exempt those spaces from screening and landscaping requirements.

The amendment would maintain the current policy in order to maintain an attractive pedestrian environment, and would continue to limit all parking from being located between buildings and the street.

Notes:

A single underline indicates language proposed to be added to the Seattle Municipal Code by CB 119173

A double underline indicates language proposed to be added by the proposed amendment

A dashed underline indicates language proposed to be removed from the Seattle Municipal Code by CB 119173, which would be retained by the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code by the amendment

Section 9. Section 23.45.536 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.45.536 Parking location, access, and screening

A. Off-street parking spaces are required to the extent provided in Chapter 23.54. (~~(Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage.))~~)

B. Location of parking

1. If parking is required, it shall be located on the same lot as the use requiring the parking, except as otherwise provided in this subsection 23.45.536.B.

Amendment B: Remove the street-level car share exemption from setback requirements

2. Except as otherwise provided in this subsection 23.45.536.B, surface parking may be located anywhere on a lot except:

- a. ~~((between))~~ Between a principal structure and a street lot line;
- b. ~~((in))~~ In the required front setback or side street side setback; and
- c. ~~((within))~~ Within 7 feet of any street lot line.

3. Parking in a structure. Parking may be located in a structure or under a structure, provided that no portion of a garage that is higher than 4 feet above existing or finished grade, whichever is lower, shall be closer to a street lot line than any part of the street-level, street-facing facade of the structure in which it is located;

4. On a through lot, parking may be located between the structure and one front lot line. The front setback in which the parking may be located will be determined by the Director based on the prevailing character and setback patterns of the block.

5. On waterfront lots in the Shoreline District, parking may be located between the structure and the front lot line, if necessary to prevent blockage of view corridors or to keep parking away from the edge of the water, as required by Chapter 23.60A, Shoreline District.

6. Parking that is required and accessory to a residential or non-residential use may be located on a lot within ~~((800))~~ one-quarter mile (1,320 feet) of the lot where the ~~((residential))~~ use that requires the parking is located, provided that:

- a. ~~((the))~~ The lot is not located in a single-family zone; and
- b. ~~((the))~~ The requirements of Section 23.54.025 for required parking are

met.

~~7. In Midrise and Highrise zones, surface parking for up to three car sharing program vehicles, including vehicles used for free-floating car sharing as defined in Section~~

Amendment B: Remove the street-level car share exemption from setback requirements

~~11.14.237, may be located in a side or front setback including between a principal or accessory structure and a street lot line.~~

C. Access to parking

1. Alley access required. Except as otherwise expressly required or permitted in subsections 23.45.536.C or 23.45.536.D, access to parking shall be from the alley if the lot abuts an alley and one of the conditions in this subsection 23.45.536.C.1 is met.

a. The alley is improved to the standards of subsection 23.53.030.C;

b. The development gains additional FAR pursuant to subsection 23.45.510.C; or

c. The Director determines that alley access is feasible and desirable to mitigate parking access impacts, improve public safety, and/or maintain on-street parking capacity.

2. Street access required. Access to parking shall be from the street if:

a. The lot does not abut an alley.

b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons:

1) Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard;

2) Topography makes alley access infeasible; or

3) The alley is on the uphill side of a steeply sloping lot, and the following conditions are met:

a) Access from the street is to a common parking garage in or under the structure, located a maximum of 4 feet above grade.

Amendment B: Remove the street-level car share exemption from setback requirements

b) The siting of development results in an increased Green Factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access is used.

3. On corner lots, if street access is permitted pursuant to subsection 23.45.536.C.2, the applicant may determine the street from which access is taken, unless the Director determines that the use of the street chosen by the applicant would create a significant safety hazard.

4. On steeply sloping lots, the Director may permit the use of both an alley and a street for access, provided that the following conditions are met:

a. Access from the street is to a common parking garage in or under the structure, that is underground or extends no more than 4 feet above grade.

b. The siting of development results in an increased Green Factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access alone is used.

c. In LR zones, if the project uses both the alley and street for access to parking other than required barrier-free parking spaces, the project does not qualify for the higher FAR limit in subsection 23.45.510.B.

5. Access to required barrier-free parking spaces that meet the standards in the Seattle Residential Code, Section ((~~R322~~) R320), or the Seattle Building Code, Chapter 11, may be from either the street or alley, or both.

6. If the alley is used for access, the alley shall be improved according to the standards in subsections 23.53.030.E and 23.53.030.F, except that if a development gains

Amendment B: Remove the street-level car share exemption from setback requirements

additional FAR pursuant to subsection 23.45.510.C, the alley shall be paved rather than improved with crushed rock, even for lots containing fewer than ten units.

7. If the lot does not abut an improved alley or street, access may be permitted from an easement that meets the provisions of Chapter 23.53, Requirements for Streets, Alleys, and Easements.

8. If street access is required, either:

a. ~~((driveways))~~ Driveways that provide access from the street to garages opening on a street-facing facade of individual townhouse or rowhouse units shall be paved with permeable materials; or

b. ~~((access))~~ Access to a majority of garages opening on street-facing facades of individual townhouse or rowhouse units shall be provided by shared driveways.

~~9. Access to surface parking for car sharing program vehicles provided under subsection 23.45.536.B.7 may be from the street, alley, or both. Provision of access to this type of parking does not alter other access requirements or limitations in this subsection 23.45.536.C, except that a curb cut allowed by this subsection 23.45.536.C may be widened to jointly accommodate this type of parking.~~

D. Screening of parking

1. ~~Parking~~ ~~Except for parking allowed by subsection 23.45.536.B.7, parking~~ shall be screened from direct street view by:

a. ~~((the))~~ The street-facing facade of a structure;

b. ~~((garage))~~ Garage doors;

c. ~~((a))~~ A fence or wall; or

Amendment B: Remove the street-level car share exemption from setback requirements

d. (~~landscaped~~) Landscaped areas, including bioretention facilities or landscaped berms.

2. Screening provided by a fence, wall, or vegetation in a landscaped area shall not be located within any required sight triangle and shall meet the following conditions:

a. The fence, wall, or vegetation in the landscaped area shall be at least 3 feet tall measured from the elevation of the curb, or from the elevation of the street if no curb is present. If the elevation of the ground at the base of the fence, wall, or landscaped area is higher than the finished elevation of the parking surface, the difference in elevation may be measured as a portion of the required height of the screen, so long as the fence, wall, or vegetation in the landscaped area is at least 3 feet in height. If located in a setback, the fence or wall shall meet the requirements of subsection 23.45.518.J.7.

b. The fence, wall, or vegetation in the landscaped area shall be set back at least 3 feet from the lot line.

3. Screening by garage doors. If parking is provided in a garage in or attached to a principal structure and garage door(s) face a street, the garage door(s) may be no more than 75 square feet in area.

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Amendment B: Remove the street-level car share exemption from setback requirements

Section 16. Section 23.47A.032 of the Seattle Municipal Code, last amended by Ordinance 124843, is amended as follows:

23.47A.032 Parking location and access

A. Access to parking

1. NC zones. The following rules apply in NC zones, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D:

a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. If alley access is infeasible, the Director may allow street access.

b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.

c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.

d. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

~~e. Access to surface parking for car-sharing program vehicles provided under subsection 23.47A.032.D.5 may be from the street, alley, or both. Provision of access to this type of parking does not alter other access requirements or limitations in subsection 23.45.536.C, except that a curb cut for a garage door allowed by this subsection 23.47A.032.A may be widened to jointly accommodate this type of parking.~~

Amendment B: Remove the street-level car share exemption from setback requirements

2. In addition to the provisions governing NC zones in subsection 23.47A.032.A.1, the following rules apply in pedestrian-designated zones, except as may be permitted under subsection 23.47A.032.D:

a. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

b. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.

3. In C1 and C2 zones, access to off-street parking may from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.A.1, 23.47A.032.A.2, and 23.54.030.F.2.

4. In the event of conflict between the standards for curb cuts in this subsection 23.47A.032.A and the provisions of subsection 23.54.030.F, the standards in subsection 23.54.030.F shall control.

B. Location of parking

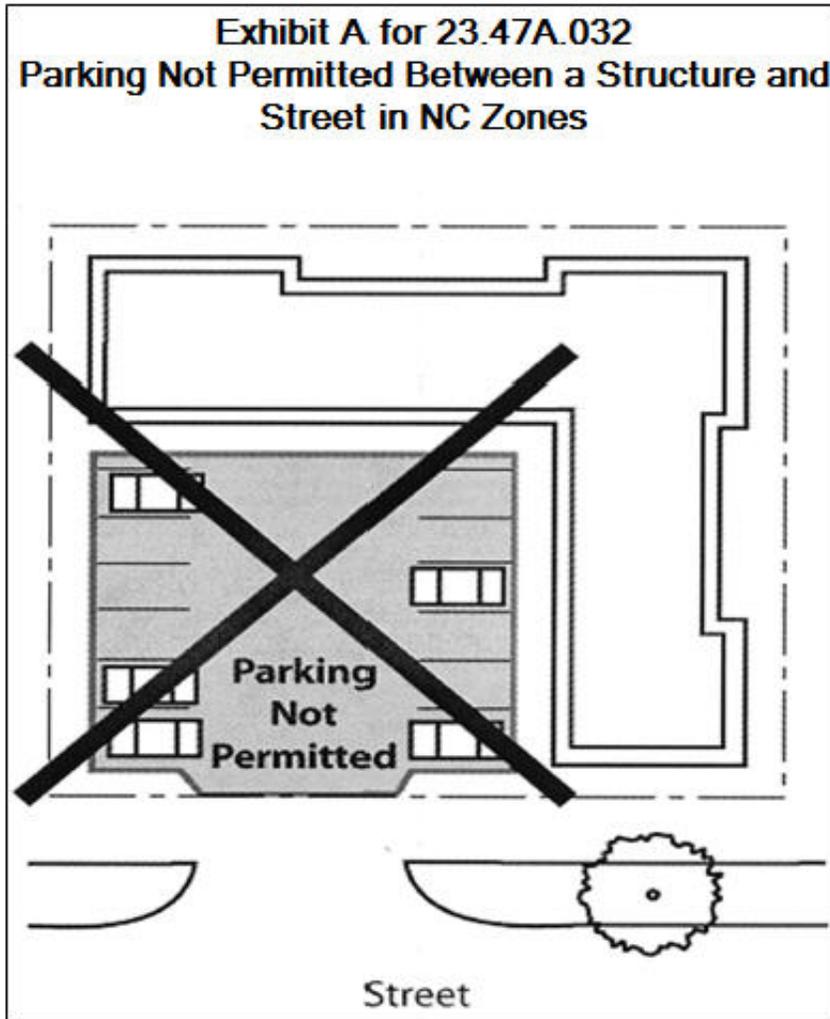
1. The following rules apply in NC zones, except as provided in subsection 23.47A.032.D: ((-))

a. Parking shall not be located between a structure and a street lot line (Exhibit A for 23.47A.032).

Amendment B: Remove the street-level car share exemption from setback requirements

Exhibit A for 23.47A.032

Parking Not Permitted Between a Structure and Street in NC Zones



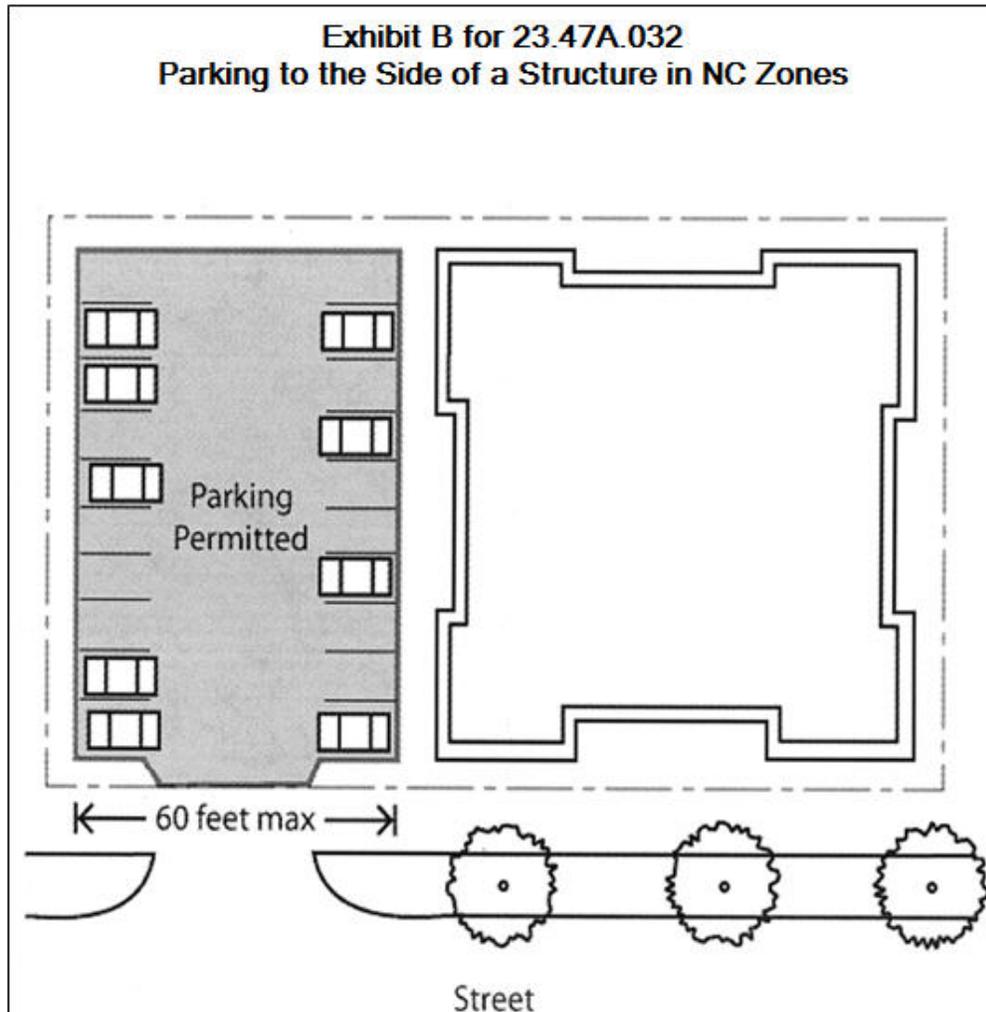
b. Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

c. Parking to the side of a structure shall not exceed 60 feet of street frontage (Exhibit B for 23.47A.032).

Amendment B: Remove the street-level car share exemption from setback requirements

Exhibit B for 23.47A.032

Parking to the Side of a Structure in NC Zones



2. In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.

3. Off-street parking may be located anywhere on a lot in C1 and C2 zones, except that structures with residential uses in C zones, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking location for NC zones as provided in subsection 23.47A.032.B.1, except that if a lot in a C zone is bordered by streets on all sides, then parking may be provided between a street and a structure, but only on sides facing other commercially ((-)) zoned lots.

Amendment B: Remove the street-level car share exemption from setback requirements

4. Required parking shall be located no farther than ~~((800))~~ one-quarter mile ~~(1,320 feet)~~ from the lot with the use to which it is accessory, and off-site parking shall comply with the provisions of Section 23.54.025. ~~((, Off-site parking.))~~

C. When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line, for purposes of this section only. In making a determination, the Director will consider the following criteria:

1. The extent to which each street's pedestrian-oriented character or commercial continuity would be disrupted by curb cuts, driveways, or parking adjacent to the street;
2. The potential for pedestrian and automobile conflicts; and
3. The relative traffic capacity of each street as an indicator of the street's role as a principal commercial street.

D. Exceptions to parking location and access requirements ~~((,))~~

1. Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director.

2. If a lot borders an unopened right-of-way, the Director may apply the parking access and location requirements as if that street did not border the lot if, after consultation with the Director of Transportation, the Director determines that the street is unlikely to be opened or improved.

3. On waterfront lots in the Shoreline District, parking may be located between the structure and the front lot line, if necessary to prevent blockage of view corridors or to keep parking away from the edge of the water as required by the Shoreline Master Program.

Amendment B: Remove the street-level car share exemption from setback requirements

4. For fire and police stations, the Director shall determine the appropriate access to parking based upon needs of emergency and other vehicles and the configuration of the site.

~~5. In NC2, NC3, C1, and C2 zones, surface parking for up to three car-sharing program vehicles, including vehicles used for free-floating car sharing as defined in Section 11.14.237, may be located in a side or front setback including between a principal structure and a street lot line, except this type of parking shall not be permitted along a principal pedestrian street in a pedestrian-designated zone.~~

* * *

Amendment C: Distance to off-site parking

Amendment C: Distance to off-site parking

Councilmember Lisa Herbold

This amendment would maintain the current rules regarding the distance to parking, when parking is provided off-site. The current code allows parking to be located up to 800 feet away from the primary use. Council bill 119173 would allow parking to be located up to a quarter mile (1,320 feet) from the primary use. This amendment maintains the current distance limit in order to maintain access between a use and the parking intended to serve that use.

Notes:

A single underline indicates language proposed to be added to the Seattle Municipal Code by CB 119173

A double underline indicates language proposed to be added by the proposed amendment

A dashed underline indicates language proposed to be removed from the code by CB 119173 that would be retained under the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code or CB 119173 by the amendment

Section 9. Section 23.45.536 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.45.536 Parking location, access, and screening

A. Off-street parking spaces are required to the extent provided in Chapter 23.54. (~~(Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage.))~~

B. Location of parking

1. If parking is required, it shall be located on the same lot as the use requiring the parking, except as otherwise provided in this subsection 23.45.536.B.

2. Except as otherwise provided in this subsection 23.45.536.B, surface parking may be located anywhere on a lot except:

Amendment C: Distance to off-site parking

- a. ~~((between))~~ Between a principal structure and a street lot line;
- b. ~~((in))~~ In the required front setback or side street side setback; and
- c. ~~((within))~~ Within 7 feet of any street lot line.

3. Parking in a structure. Parking may be located in a structure or under a structure, provided that no portion of a garage that is higher than 4 feet above existing or finished grade, whichever is lower, shall be closer to a street lot line than any part of the street-level, street-facing facade of the structure in which it is located;

4. On a through lot, parking may be located between the structure and one front lot line. The front setback in which the parking may be located will be determined by the Director based on the prevailing character and setback patterns of the block.

5. On waterfront lots in the Shoreline District, parking may be located between the structure and the front lot line, if necessary to prevent blockage of view corridors or to keep parking away from the edge of the water, as required by Chapter 23.60A, Shoreline District.

6. Parking that is required and accessory to a residential or non-residential use may be located on a lot within ~~800 one-quarter mile (1,320 feet)~~ of the lot where the ~~((residential))~~ use that requires the parking is located, provided that:

- a. ~~((the))~~ The lot is not located in a single-family zone; and
- b. ~~((the))~~ The requirements of Section 23.54.025 for required parking are

met.

7. In Midrise and Highrise zones, surface parking for up to three car-sharing program vehicles, including vehicles used for free-floating car sharing as defined in Section 11.14.237, may be located in a side or front setback including between a principal or accessory structure and a street lot line.

Amendment C: Distance to off-site parking

* * *

Section 13. Section 23.46.022 of the Seattle Municipal Code, enacted by Ordinance 112777, is amended as follows:

23.46.022 Parking requirements ((-))

A. Parking Quantity. Each permitted commercial use shall provide a minimum number of off-street parking spaces according to the requirements of Section 23.54.015. ~~((Required parking.))~~

B. Location of Parking. ~~((Parking))~~ Required parking for commercial uses may be located:

1. On the same lot, according to the locational requirements of the designated residential zone; or
2. Within ~~((eight hundred (800)))~~ one-quarter mile (1,320 feet) of the lot on which the commercial use is located, when either:
 - a. The parking is located in a commercial zone; or
 - b. The parking is part of the joint use of existing parking in an RC zone.
3. ~~((When))~~ If required parking is provided on a lot other than the lot of the use to which it is accessory, the provisions of Section 23.54.025 ~~((, Parking covenants,))~~ shall apply.

Section 16. Section 23.47A.032 of the Seattle Municipal Code, last amended by Ordinance 124843, is amended as follows:

23.47A.032 Parking location and access

* * *

B. Location of parking

Amendment C: Distance to off-site parking

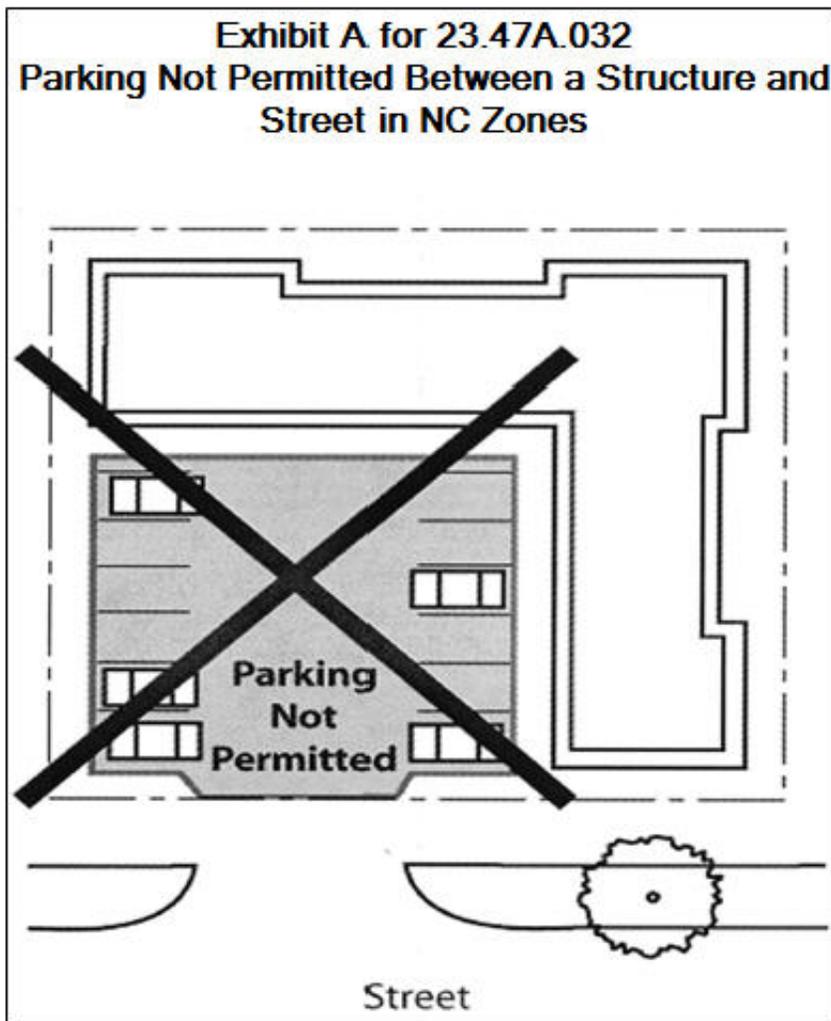
1. The following rules apply in NC zones, except as provided in subsection 23.47A.032.D: ((-))

a. Parking shall not be located between a structure and a street lot line

(Exhibit A for 23.47A.032).

Exhibit A for 23.47A.032

Parking Not Permitted Between a Structure and Street in NC Zones



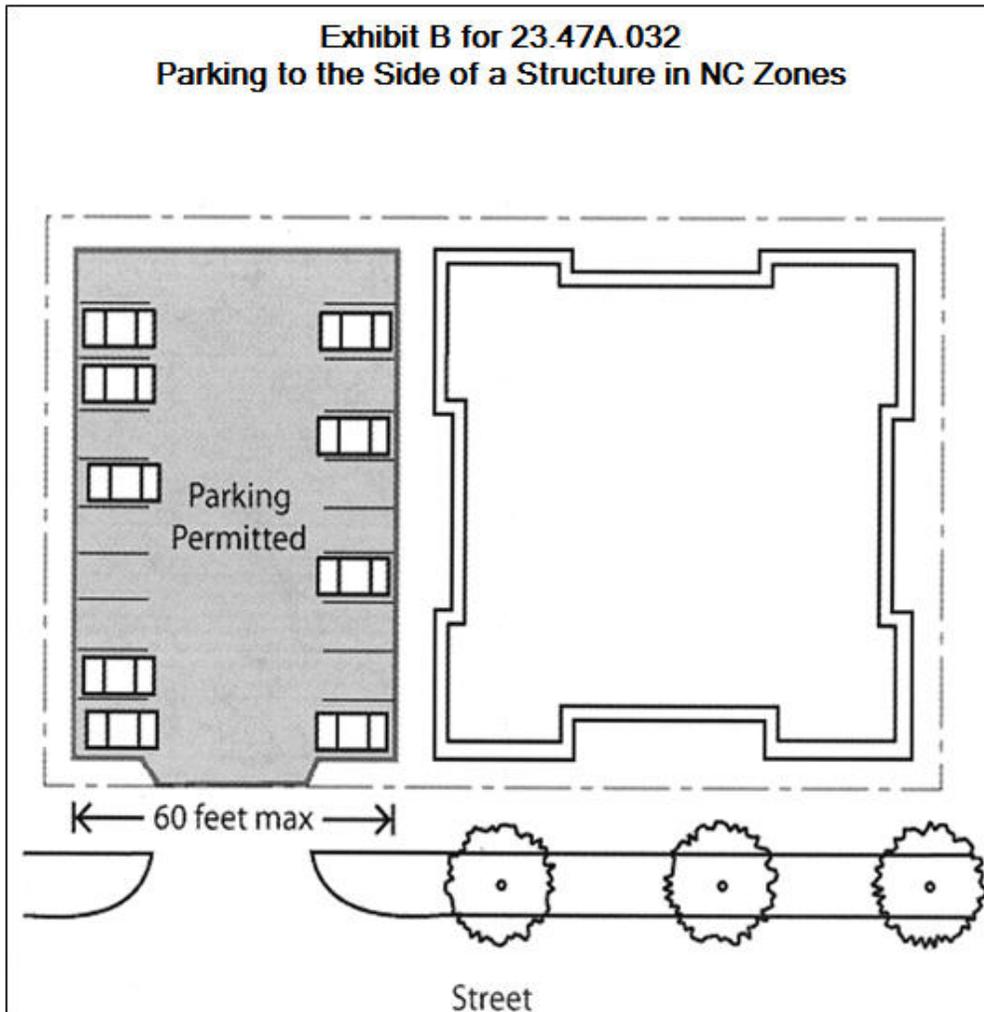
b. Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

Amendment C: Distance to off-site parking

c. Parking to the side of a structure shall not exceed 60 feet of street frontage (Exhibit B for 23.47A.032).

Exhibit B for 23.47A.032

Parking to the Side of a Structure in NC Zones



2. In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.

3. Off-street parking may be located anywhere on a lot in C1 and C2 zones, except that structures with residential uses in C zones, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking location for NC zones as provided in subsection 23.47A.032.B.1,

Amendment C: Distance to off-site parking

except that if a lot in a C zone is bordered by streets on all sides, then parking may be provided between a street and a structure, but only on sides facing other commercially ((-)) zoned lots.

4. Required parking shall be located no farther than ~~800 one-quarter mile (1,320 feet)~~ from the lot with the use to which it is accessory, and off-site parking shall comply with the provisions of Section 23.54.025. ~~((, Off-site parking-))~~

* * *

Section 17. Subsection 23.48.085.A of the Seattle Municipal Code, which section was last amended by Ordinance 125432, is amended as follows:

23.48.085 Parking and loading location, access, and curb cuts

A. Parking accessory to non-residential uses may be provided on-site ~~((and/or))~~ or within ~~800 one-quarter mile (1,320 feet)~~ of the lot to which it is accessory, according to the provisions of Section 23.54.025. ~~((, Off-site parking-))~~

* * *

Section 41. Section 23.54.020 of the Seattle Municipal Code, last amended by Ordinance 124770, is amended as follows:

23.54.020 Parking quantity exceptions

The motor vehicle parking quantity exceptions set forth in this ~~((section))~~ 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.

* * *

Amendment C: Distance to off-site parking

G. ~~((Shared Parking.))~~ Reductions in required parking for shared parking

1. ~~((Shared Parking, General Provisions.))~~ General provisions for required parking when it is shared parking

a. Shared parking is allowed between two ~~((2))~~ or more uses to satisfy all or a portion of ~~((the minimum))~~ required off-street parking ~~((requirement of))~~ for those uses as provided in subsections ~~((G2 and G3))~~ 23.54.020.G.2 and 23.54.020.G.3.

b. Shared parking to satisfy required parking is allowed between different categories of uses or between uses with different hours of operation, but not both.

c. A use for which an application is being made for shared parking must be located within ~~((eight hundred (800) feet))~~ one-quarter mile (1,320 feet) of the parking.

d. No reduction to ~~((the))~~ required parking ~~((requirement))~~ may be made if the proposed uses have already received a reduction through the provisions for cooperative parking, subsection 23.54.020.H.

e. Reductions to required parking permitted through shared use of parking will be determined as a percentage of the ~~((minimum))~~ parking requirement as modified by the reductions permitted in subsections 23.54.020.A through 23.54.020.F.

f. An agreement providing for the shared use of parking to satisfy required parking, executed by the parties involved, must be filed with the Director. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. If the agreement is no longer in force, then required parking must be provided as otherwise required by this ~~((chapter))~~ Chapter 23.54.

Amendment C: Distance to off-site parking

2. Shared (~~(Parking for Different Categories of Uses.)~~) required parking for different categories of uses

a. A business establishment may share required parking according to only one of the subsections (~~(G2b, G2c or G2d)~~) 23.54.020.G.2.b, 23.54.020.G.2.c, or 23.54.020.G.2.d.

b. If an office use shares required parking with one of the following uses, the required parking for the non-office use may be reduced by 20 percent, provided that the reduction will not exceed the minimum required parking for the office use:

(1) (~~(general)~~) General sales and services; (~~(-)~~)

(2) (~~(heavy)~~) Heavy sales and services uses; (~~(-)~~)

(3) (~~(eating)~~) Eating and drinking establishments; (~~(-)~~)

(4) (~~(lodging)~~) Lodging uses; (~~(-)~~)

(5) (~~(entertainment)~~) Entertainment; (~~(-)~~)

(6) (~~(medical)~~) Medical services; (~~(-)~~)

(7) (~~(animal)~~) Animal shelters and kennels; (~~(-)~~)

(8) (~~(automotive)~~) Automotive sales and services; (~~(-)~~) or

(9) (~~(maritime)~~) Maritime sales and services. (~~(- the parking requirement for the non-office use may be reduced by twenty (20) percent, provided that the reduction will not exceed the minimum parking requirement for the office use.)~~)

c. If a residential use shares required parking with one of the following uses, the required parking for the residential use may be reduced by 30 percent, provided that the reduction does not exceed the minimum required parking for the non-residential use:

(1) (~~(general)~~) General sales and services; (~~(-)~~)

Amendment C: Distance to off-site parking

(2) ~~((heavy))~~ Heavy sales and services uses; ~~((7))~~

(3) ~~((medical))~~ Medical services; ~~((7))~~

(4) ~~((animal))~~ Animal shelters and kennels; ~~((7))~~

(5) ~~((automotive))~~ Automotive sales and services; ~~((7))~~ or

(6) ~~((maritime))~~ Maritime sales and services; ~~((; the parking~~

~~requirement for the residential use may be reduced by thirty (30) percent, provided that the reduction does not exceed the minimum parking requirement for the non-residential use.))~~

d. If an office and a residential use share required off-street parking, the required parking ~~((requirement))~~ for the residential use may be reduced by ~~((fifty (50)))~~ 50 percent, provided that the reduction does not exceed the minimum required parking ~~((requirement))~~ for the office use.

3. Shared ~~((Parking for Uses With Different Hours of Operation.))~~ required parking for non-residential uses with different hours of operation

a. For the purposes of this ~~((section))~~ Section 23.54.020, the following uses will be considered daytime uses:

(1) Commercial uses, except eating and drinking establishments, lodging uses, and entertainment uses;

(2) Storage uses;

(3) Manufacturing uses; and

(4) Other similar primarily daytime uses, when authorized by the

Director.

b. For the purposes of this ~~((section))~~ Section 23.54.020, the following uses will be considered nighttime or Sunday uses:

Amendment C: Distance to off-site parking

- (1) Auditoriums accessory to public or private schools;
- (2) Religious facilities;
- (3) Entertainment uses, such as theaters, bowling alleys, and dance halls;
- (4) Eating and drinking establishments; and
- (5) Other similar primarily nighttime or Sunday uses, when authorized by the Director.

c. Up to (~~ninety (90)~~) 90 percent of the required parking (~~required~~) for a daytime use may be supplied by the off-street parking provided by a nighttime or Sunday use and vice-versa, when authorized by the Director, except that this may be increased to (~~one hundred (100)~~) 100 percent when the nighttime or Sunday use is a religious facility.

d. The applicant must show that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking to satisfy required parking is proposed.

e. The establishment of (~~park and pool lots~~) a park and ride facility use is permitted subject to use allowances in the zone, provided that (~~the park and pool lot~~) it will not use spaces required by another use if there is a substantial conflict in the principal operating hours of the (~~park and pool lot~~) park and ride use and the other use.

H. (~~Cooperative Parking~~) Reductions in required parking for cooperative parking

1. Cooperative parking to satisfy required parking is permitted between two (~~2~~) or more business establishments that are commercial uses according to the provisions of this subsection 23.54.020.H.

Amendment C: Distance to off-site parking

2. Up to a ~~((twenty (20)))~~ 20 percent reduction in the total number of required parking spaces for four ~~((4))~~ or more separate business establishments, ~~((fifteen (15)))~~ 15 percent reduction for three ~~((3))~~ business establishments, and ten ~~((10))~~ percent reduction for two ~~((2))~~ commercial uses may be authorized by the Director under the following conditions:

a. No reductions to ~~((the parking requirement))~~ required parking may be made if the proposed business establishments have already received a reduction through the provisions for shared parking ~~((;))~~ in subsection 23.54.020.G, ~~((of this section.))~~

b. Each business establishment for which the application is being made for cooperative parking is located within ~~((eight hundred (800)))~~ 800 ~~((;))~~ one-quarter mile (1,320 feet) of the parking, and the parking is located in a commercial or residential-commercial zone or the Seattle Mixed (SM) zone.

c. The reductions to required parking permitted through cooperative parking will be determined as a percentage of the minimum parking requirement as modified by the reductions permitted in subsections 23.54.020.A through 23.54.020.F, ~~((of this section.))~~

d. An agreement providing for the cooperative use of parking to satisfy required parking must be filed with the Director when the facility or area is established as cooperative parking. Cooperative parking privileges will continue in effect only as long as the agreement to use the cooperative parking remains in force. If the agreement is no longer in force, then required parking, as applicable, must be provided as otherwise required by this ~~((chapter))~~ Chapter 23.54. New business establishments seeking to meet required parking ~~((requirements))~~ by becoming part of an existing cooperative arrangement must provide the Director with an amendment to the agreement stating their inclusion in the cooperative parking facility or area.

* * *

Amendment D: Frequent Transit Service Definition

Amendment D: Frequent Transit Service Definition

Councilmember Rob Johnson

This amendment would amend Sections 39 and 59 to adopt a new definition of frequent transit service. Frequent transit service would be defined as scheduled service providing an average of at least four trips an hour between 6 a.m. and 7 p.m. on weekdays and two trips an hour between 7 p.m. and midnight and between 7 a.m. and midnight on weekends.

Reductions or elimination of parking requirements would apply to uses within a quarter mile of a stop serving a route with frequent transit service and within a half mile of a rail transit station.

Key differences between the current definition and the proposed definition include (1) using average service over time, (2) using scheduled service, and (3) applying the definition of frequent transit service to areas within a half mile of a transit station, rather than a quarter mile.

A single underline indicates language proposed to be added to the Seattle Municipal Code by CB 119173

A double underline indicates language proposed to be added by the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code by the amendment

Section 39. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.54.015 Required parking and maximum parking limits

A. ((~~Minimum~~)) Required parking. ((~~requirements~~)) 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 non-residential 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 ((~~Section 23.54.015 and Section 23.54.020~~)) Chapter 23.54. ((~~The minimum~~)) Required parking

Amendment D: Frequent Transit Service Definition

~~((requirements are))~~ 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 ~~((the))~~ motor vehicle parking requirements set forth in this Section 23.54.015 are provided in: ~~((subsection))~~ subsections 23.54.015.B and 23.54.015.C; and in Section 23.54.020, Parking quantity exceptions, unless otherwise specified. This Chapter 23.54 does not apply to parking for construction activity, which is regulated by Section 23.42.044.

B. ~~((Parking requirements))~~ Required parking for specific zones and areas

1. Parking in downtown zones is regulated by ~~((Section 23.49.019))~~ 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. Parking in the Northgate Overlay District is regulated by Chapter 23.54, except as modified by Section 23.71.016.~~
5. ~~No parking is required for single-family residential uses 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 yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.~~
6. ~~No parking is required for urban farms or community gardens in residential zones.))~~

Amendment D: Frequent Transit Service Definition

4. The Director shall adopt by rule a ~~definition of frequent transit service and a~~ map of frequent transit service areas based on proximity to ~~one or more a transit station or stop~~ ~~serving a route stops~~ providing ~~scheduled~~ frequent transit service. The determination whether a proposed development site is in a scheduled frequent transit service area shall be based on the frequent transit service area 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 service area, at the election of the project applicant in accordance with Section 23.76.026.G.

* * *

Section 59. Section 23.84A.038 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.84A.038 “T”

* * *

“Transit service, frequent” means ~~scheduled~~ transit service ((~~headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and transit service headways of 30 minutes or less for at least 18 hours every day.~~) ~~defined as frequent in a Director’s rule.~~ with scheduled headways in a typical week meeting or exceeding the following scheduled frequencies:

- On weekdays from 6 AM to 7 PM, average scheduled headways of 15 minutes in each direction, and no individual hour with fewer than three total transit trips in each direction;

Amendment D: Frequent Transit Service Definition

- On weekdays from 7 PM to 12 AM, average scheduled headways of 30 minutes in each direction, and no individual hour with fewer than one total trip in each direction;
- On weekends from 6 AM to 12 AM, average scheduled headways of 30 minutes, and no individual hour with fewer than one total trip in each direction.
- Segments of overlapping routes that are co-scheduled and provide these scheduled frequencies shall be considered to provide frequent transit service, segments of these routes that do not overlap and do not meet these frequencies will not be considered to provide frequent transit service.

“Transit service area, frequent” means an area within 1,320 feet walking distance of a bus stop served by a route with frequent transit service or an area within 2,640 feet walking distance of a rail transit station as shown on a map adopted by a Director’s rule.

* * *

Amendment E1: Parking requirements for affordable housing

Amendment E1: Parking requirements for affordable housing

Councilmember Rob Johnson

This amendment would remove parking requirements for affordable housing units and clarify the rules for how the affordable housing parking requirements apply. Currently, the code provides parking requirements for five different categories of affordable unit:

1. Dwelling units rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median income, for the life of the building;
2. Dwelling units rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median income, for the life of the building;
3. Low-income disabled multifamily residential uses;
4. Low-income elderly/low-income disabled multifamily residential uses; and
5. Low-income elderly multifamily residential uses not located in urban centers or within the Station Area Overlay District.

Parking requirements for these unit types range from one space per unit to one space per six units depending on the category and the number of bedrooms the units have.

Council Bill 119173 proposes to simplify these categories to four separate categories of units with income and rent restrictions, as follows:

1. For each dwelling unit rent and income-restricted at or below 60 percent of the median income
2. For each dwelling unit rent and income-restricted at or below 80 percent of the median income
3. For each dwelling unit rent and income-restricted at or below 80 percent of the median income and with one or more persons who either has a disability as defined by Federal Fair Housing Amendments Act or is 55 or more years of age
4. For each dwelling unit rent and income-restricted at or below 80 percent of the median income and with one or more persons who is 62 or more years of age

This amendment would collapse these four categories into one category: dwelling units rent and income-restricted at or below 80 percent of the median income. In recognition of the correlation between lower number of cars and lower-income, there would be no parking required for such units. Finally, the amendment would clarify that this requirement applies to residential units that meet this requirement, not the entire building.

Amendment E1: Parking requirements for affordable housing

Notes:

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A double underline indicates language proposed to be added by the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code by the amendment

Section 39. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.54.015 Required parking and maximum parking limits

A. ~~((Minimum))~~ Required parking. ~~((requirements.))~~ 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 non-residential 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 ~~((Section 23.54.015 and Section 23.54.020))~~ Chapter 23.54. ~~((The minimum))~~ Required parking ~~((requirements are))~~ 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 ~~((the))~~ motor vehicle parking requirements set forth in this Section 23.54.015 are provided in: ~~((subsection))~~ subsections 23.54.015.B and 23.54.015.C; and in Section 23.54.020, Parking quantity exceptions, unless otherwise specified. This Chapter 23.54 does not apply to parking for construction activity, which is regulated by Section 23.42.044.

Amendment E1: Parking requirements for affordable housing

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Table B for 23.54.015 Required Parking for Residential Uses		
Use		Minimum parking required
I. General residential uses		
A.	Adult family homes	1 space for each dwelling unit
B.	Artist’s studio/dwellings	1 space for each dwelling unit
C.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space
D.	Caretaker’s quarters	1 space for each dwelling unit
E.	Congregate residences	1 space for each 4 sleeping rooms
F.	Cottage housing developments	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
H.	Mobile home parks	1 space for each mobile home lot as defined in Chapter 22.904
I.	Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015 ((-)) ¹	1 space for each dwelling unit, or 1 space for each 2 small efficiency dwelling units
J.	Nursing homes ²	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds
K.	Single-family dwelling units	1 space for each dwelling unit ³
II. Residential use requirements for specific areas		
L.	All residential uses within urban centers or within the Station Area Overlay District ¹	No minimum requirement

Amendment E1: Parking requirements for affordable housing

Table B for 23.54.015 Required Parking for Residential Uses		
M.	All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within ((1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use.)) a frequent transit service area ^{1 4}	No minimum requirement
N.	Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 ¹	1 space per dwelling unit for dwelling units with fewer than two bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms
O.	Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 ¹	1.5 spaces for each dwelling unit
III. Multifamily residential use requirements with <u>rent and income</u> criteria		
P.	((Multifamily residential uses: for)) For each dwelling unit ((rented to and occupied by a household with an income at time of its initial occupancy)) rent and income restricted at or below ((30)) 60 percent of the median income^{1,4}, for the life of the building¹)	((0.33 space for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms)) 1 space for each 5 dwelling units
(Q.)	((Multifamily residential uses: for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median income³, for the life of the building¹)	((0.75 spaces for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms))
(R.)	((Low income disabled multifamily residential uses))	((1 space for each 4 dwelling units))
Q.P.	For each dwelling unit rent and income-restricted at or below 80 percent of the median income^{1, 4}	1 space for each 3 dwelling units No minimum requirement

Amendment E1: Parking requirements for affordable housing

Table B for 23.54.015 Required Parking for Residential Uses		
((S.)) R.	((Low-income elderly/low-income disabled multifamily residential uses⁺³)) For each dwelling unit rent and income restricted at or below 80 percent of the median income and with one or more persons who either has a disability as defined by Federal Fair Housing Amendments Act or is 55 or more years of age⁺⁴	1 space for each 5 dwelling units
((T.)) S.	((Low-income elderly multifamily residential uses⁺³)) For each dwelling unit rent and income restricted at or below 80 percent of the median income and with one or more persons who is 62 or more years of age⁺⁴ ((not located in urban centers or within the Station Area Overlay District))	1 space for each 6 dwelling units
<p>Footnotes to Table B for 23.54.015</p> <p>¹ The minimum amount of parking prescribed by ((line)) Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a greater or a lesser amount of <u>minimum</u> parking, including no parking, under any other provision of this Section 23.54.015. If more than one such provision may apply, the provision requiring the least amount of <u>minimum</u> parking applies, except that if an applicable <u>minimum</u> parking requirement in ((line)) Part II of Table B for 23.54.015 requires more parking than ((line I, the)) Part I or another applicable requirement in Part II, it shall be applicable and other <u>minimum</u> parking requirements in ((line I does)) Parts I and II of Table B shall not apply. <u>The minimum amount of parking prescribed by Part III 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 lines L or M in Part II of Table B for 23.54.015. applies to individual units within a use, structure or development in addition to any requirements in Parts I or II of of Table B for 23.54.015.</u></p> <p>² For development within single-family zones the Director may waive some or all of the <u>minimum</u> parking requirements according to Section 23.44.015 as a special or reasonable accommodation. In other zones, if the applicant can demonstrate that less parking is needed to provide a special or reasonable accommodation, the Director may reduce the requirement. The Director shall specify the <u>minimum</u> parking required and link the parking reduction to the features of the program that allow such reduction. The parking reductions are effective only as long as the conditions that justify the waiver are present. When the conditions are no longer present, the development shall provide the amount of <u>minimum</u> parking that otherwise is required.</p> <p>³ <u>No parking is required for single-family residential uses 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 yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.</u></p>		

Amendment E1: Parking requirements for affordable housing

Table B for 23.54.015
Required Parking for Residential Uses

~~((³Notice of income restrictions.))~~ ⁴Dwelling units qualifying for parking reductions according to Part III of Table B for 23.54.015 shall be subject to a recorded restrictive housing covenant or recorded regulatory agreement that includes rent and income restrictions at or below ~~either 30, 60, or~~ 80 percent of median income, without a minimum household income requirement. ((If these provisions are applied to a development, then prior to the issuance of any permit to establish, construct or modify the development, or to reduce the amount of parking accessory to the development, the applicant shall record)) The housing covenant or regulatory agreement including rent and income restrictions qualifying the development for parking reductions according to Part III of Table B for 23.54.015 shall be for a term of at least 15 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, ((a restrictive covenant)) signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing. ((, that provides notice that compliance with the income limits prescribed by this Section 23.54.015 is a condition for maintaining the reduced parking allowed by this Section 23.54.015, and requiring any subsequent owner to provide the amount of parking otherwise required in the event the income limits are not met.)) If these provisions are applied to a development for housing for persons 55 or more years of age, such housing shall have qualified for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.

Amendment E2: Clarify rules for the University Urban Center

Amendment E2: Clarify rules for the University Urban Center

Councilmember Rob Johnson

This amendment would clarify the relationship between the parking regulations for the University District Parking Impact Area (UDPIA) and the residential parking requirements that apply to the University Community Urban Center (UCUC). SDCI's practice has been to apply the urban center parking limits to development within the UCUC, and to apply the UDPIA requirements to areas outside of the urban center. The proposed legislation would apply the higher of the two requirements in areas where they overlap. This amendment would maintain SDCI's current practice of applying the urban center requirements in the UCUC.

Notes:

A single underline indicates language proposed to be added to the Seattle Municipal Code by CB 119173

A double underline indicates language proposed to be added by the proposed amendment

A ~~single strikethrough~~ indicates language proposed to be removed from the code by CB 119173

A ~~double strikethrough~~ indicates language proposed to be removed from the code by the amendment

Section 39. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.54.015 Required parking and maximum parking limits

A. ~~((Minimum))~~ Required parking. ~~((requirements.))~~ 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 non-residential 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 ~~((Section 23.54.015 and Section 23.54.020))~~ Chapter 23.54. ~~((The minimum))~~ Required parking ~~((requirements are))~~ 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 ~~((the))~~ motor vehicle parking requirements

Amendment E2: Clarify rules for the University Urban Center

set forth in this Section 23.54.015 are provided in: ~~((subsection))~~ subsections 23.54.015.B and 23.54.015.C; and in Section 23.54.020, Parking quantity exceptions, unless otherwise specified.

This Chapter 23.54 does not apply to parking for construction activity, which is regulated by Section 23.42.044.

* * *

Table B for 23.54.015 Required Parking for Residential Uses		
Use		Minimum parking required
I. General residential uses		
A.	Adult family homes	1 space for each dwelling unit
B.	Artist’s studio/dwellings	1 space for each dwelling unit
C.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space
D.	Caretaker’s quarters	1 space for each dwelling unit
E.	Congregate residences	1 space for each 4 sleeping rooms
F.	Cottage housing developments	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
H.	Mobile home parks	1 space for each mobile home lot as defined in Chapter 22.904
I.	Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015 ((-)) ¹	1 space for each dwelling unit, or 1 space for each 2 small efficiency dwelling units
J.	Nursing homes ²	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds
K.	Single-family dwelling units	1 space for each dwelling unit ³
II. Residential use requirements for specific areas		
L.	All residential uses within urban centers or within the Station Area Overlay District ¹	No minimum requirement

Amendment E2: Clarify rules for the University Urban Center

Table B for 23.54.015		
<u>Required Parking for Residential Uses</u>		
M.	All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within ((1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use.)) <u>a frequent transit service area¹</u>	No minimum requirement
N.	Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 ¹	1 space per dwelling unit for dwelling units with fewer than two bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms
O.	Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 ¹	1.5 spaces for each dwelling unit
III. Multifamily residential use requirements with <u>rent and income criteria</u>		
P.	((Multifamily residential uses: for)) <u>For each dwelling unit ((rented to and occupied by a household with an income at time of its initial occupancy)) rent and income-restricted at or below ((30)) 60 percent of the median income^{1,4} ((³, for the life of the building⁺))</u>	((0.33 space for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms)) <u>1 space for each 5 dwelling units</u>
((Q.))	((Multifamily residential uses: for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median income³, for the life of the building⁺))	((0.75 spaces for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms))
((R.))	((Low income disabled multifamily residential uses))	((1 space for each 4 dwelling units))
Q.	<u>For each dwelling unit rent and income-restricted at or below 80 percent of the median income^{1,4}</u>	<u>1 space for each 3 dwelling units</u>
((S.)) R.	((Low income elderly/low income disabled multifamily residential uses^{1,3})) <u>For each dwelling unit rent and income-restricted at or below 80 percent of the median income and with one or more persons who either has a disability as defined by Federal Fair Housing Amendments Act or is 55 or more years of age^{1,4}</u>	1 space for each 5 dwelling units

Amendment E2: Clarify rules for the University Urban Center

Table B for 23.54.015		
Required Parking for Residential Uses		
((T:)) S.	((Low income elderly multifamily residential uses^{1,3})) For each dwelling unit rent and income-restricted at or below 80 percent of the median income and with one or more persons who is 62 or more years of age ^{1, 4} ((not located in urban centers or within the Station Area Overlay District))	1 space for each 6 dwelling units
<p>Footnotes to Table B for 23.54.015</p> <p>¹ The minimum amount of parking prescribed by ((line)) Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a greater or a lesser amount of <u>minimum</u> parking, including no parking, under any other provision of this Section 23.54.015. If more than one such provision may apply, the provision requiring the least amount of <u>minimum</u> parking applies, except that if an applicable <u>minimum</u> parking requirement in ((line)) Part II of Table B for 23.54.015 requires more parking than ((line I, the)) Part I or another applicable requirement in Part II, it shall be applicable and other minimum parking requirements in ((line I does)) Parts Part I and II of Table B shall not apply. <u>The minimum amount of parking prescribed by Part III 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 lines L or M in Part II of Table B for 23.54.015.</u></p> <p>² For development within single-family zones the Director may waive some or all of the <u>minimum</u> parking requirements according to Section 23.44.015 as a special or reasonable accommodation. In other zones, if the applicant can demonstrate that less parking is needed to provide a special or reasonable accommodation, the Director may reduce the requirement. The Director shall specify the <u>minimum</u> parking required and link the parking reduction to the features of the program that allow such reduction. The parking reductions are effective only as long as the conditions that justify the waiver are present. When the conditions are no longer present, the development shall provide the amount of <u>minimum</u> parking that otherwise is required.</p> <p>³ <u>No parking is required for single-family residential uses 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 yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.</u></p> <p>((³Notice of income restrictions.)) ⁴ <u>Dwelling units qualifying for parking reductions according to Part III of Table B for 23.54.015 shall be subject to a recorded restrictive housing covenant or recorded regulatory agreement that includes rent and income restrictions at or below either 30, 60, or 80 percent of median income, without a minimum household income requirement. ((If these provisions are applied to a development, then prior to the issuance of any permit to establish, construct or modify the development, or to reduce the amount of parking accessory to the development, the applicant shall record)) <u>The housing covenant or regulatory agreement including rent and income restrictions qualifying the development for parking reductions according to Part III of Table B for 23.54.015 shall be for a term of at least 15 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, ((a restrictive covenant)) signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing. ((, that provides notice that compliance with the income limits prescribed by this Section 23.54.015 is a condition for maintaining the reduced parking</u></u></p>		

Table B for 23.54.015

Required Parking for Residential Uses

allowed by this Section 23.54.015, and requiring any subsequent owner to provide the amount of parking otherwise required in the event the income limits are not met.)) If these provisions are applied to a development for housing for persons 55 or more years of age, such housing shall have qualified for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.

* * *

Amendment E3: Parking requirements near the Fauntleroy ferry terminal

Amendment E3: Parking requirements near the Fauntleroy ferry terminal

Councilmember Lisa Herbold

The Fauntleroy community has experienced off-street parking impacts from people parking in their neighborhood for extended periods prior to using the Fauntleroy ferry terminal. This amendment would recognize the increased parking demand near the terminal and would apply the standard parking requirements to development in multifamily and commercial zones within a quarter mile of the Fauntleroy ferry terminal in order to relieve any additional burden on the on-street parking supply in this area.

Notes:

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Section 39. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.54.015 Required parking and maximum parking limits

A. ~~((Minimum))~~ Required parking. ~~((requirements.))~~ 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 non-residential 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 ~~((Section 23.54.015 and Section 23.54.020))~~ Chapter 23.54. ~~((The minimum))~~ Required parking ~~((requirements are))~~ 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

Amendment E3: Parking requirements near the Fautleroy ferry terminal

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 ~~((the))~~ motor vehicle parking requirements set forth in this Section 23.54.015 are provided in: ~~((subsection))~~ subsections 23.54.015.B and 23.54.015.C; and in Section 23.54.020, Parking quantity exceptions, unless otherwise specified. This Chapter 23.54 does not apply to parking for construction activity, which is regulated by Section 23.42.044.

* * *

Table B for 23.54.015 Required Parking for Residential Uses		
Use		Minimum parking required
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D.	Caretaker’s quarters	1 space for each dwelling unit
E.	Congregate residences	1 space for each 4 sleeping rooms
F.	Cottage housing developments	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
H.	Mobile home parks	1 space for each mobile home lot as defined in Chapter 22.904
I.	Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015 ((:)) ¹	1 space for each dwelling unit, or 1 space for each 2 small efficiency dwelling units

Amendment E3: Parking requirements near the Fauntleroy ferry terminal

Table B for 23.54.015 Required Parking for Residential Uses		
J.	Nursing homes ²	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds
K.	Single-family dwelling units	1 space for each dwelling unit ³
II. Residential use requirements for specific areas		
L.	All residential uses within urban centers or within the Station Area Overlay District ¹	No minimum requirement
M.	All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within ((1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use.)) <u>a frequent transit service area^{1 4}</u>	No minimum requirement
N.	Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 ¹	1 space per dwelling unit for dwelling units with fewer than two bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms
O.	Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 ¹	1.5 spaces for each dwelling unit
III. Multifamily residential use requirements with <u>rent and income</u> criteria		
P.	((Multifamily residential uses: for)) For each dwelling unit ((rented to and occupied by a household with an income at time of its initial occupancy)) <u>rent and income-restricted</u> at or below ((30)) <u>60</u> percent of the median income ^{1, 45} ((3, for the life of the building¹))	((0.33 space for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms)) <u>1 space for each 5 dwelling units</u>

Amendment E3: Parking requirements near the Fautleroy ferry terminal

Table B for 23.54.015 Required Parking for Residential Uses		
((Q.))	((Multifamily residential uses: for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median income²; for the life of the building¹))	((0.75 spaces for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms))
((R.))	((Low income disabled multifamily residential uses))	((1 space for each 4 dwelling units))
Q.	For each dwelling unit rent and income-restricted at or below 80 percent of the median income ^{1, 4, 5}	1 space for each 3 dwelling units
((S.)) R.	((Low income elderly/low income disabled multifamily residential uses^{1, 3})) For each dwelling unit rent and income-restricted at or below 80 percent of the median income and with one or more persons who either has a disability as defined by Federal Fair Housing Amendments Act or is 55 or more years of age ^{1, 4, 5}	1 space for each 5 dwelling units
((T.)) S.	((Low income elderly multifamily residential uses^{1, 3})) For each dwelling unit rent and income-restricted at or below 80 percent of the median income and with one or more persons who is 62 or more years of age ^{1, 4, 5} ((not located in urban centers or within the Station Area Overlay District))	1 space for each 6 dwelling units

Footnotes to Table B for 23.54.015

¹ The minimum amount of parking prescribed by ~~((line))~~ Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a greater or a lesser amount of minimum parking, including no parking, under any other provision of this Section 23.54.015. If more than one such provision may apply, the provision requiring the least amount of minimum parking applies, except that if an applicable minimum parking requirement in ~~((line))~~ Part II of Table B for 23.54.015 requires more parking than ~~((line I, the))~~ Part I or another applicable requirement in Part II, it shall be applicable and other minimum parking requirements in ~~((line I does))~~ Parts I and II of Table B shall not apply. The minimum amount of parking prescribed by Part III 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 lines L or M in Part II of Table B for 23.54.015.

² For development within single-family zones the Director may waive some or all of the minimum parking requirements according to Section 23.44.015 as a special or reasonable accommodation. In other zones, if the applicant can demonstrate that less parking is needed to

Table B for 23.54.015
Required Parking for Residential Uses

provide a special or reasonable accommodation, the Director may reduce the requirement. The Director shall specify the minimum parking required and link the parking reduction to the features of the program that allow such reduction. The parking reductions are effective only as long as the conditions that justify the waiver are present. When the conditions are no longer present, the development shall provide the amount of minimum parking that otherwise is required.

³ No parking is required for single-family residential uses 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 yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.

⁴ Except as provided in Part III of Table B, the minimum amounts of parking prescribed by Part I of Table B apply within 1,320 feet of the Fauntleroy Ferry Terminal.

~~((³Notice of income restrictions-))~~ ⁴⁵ Dwelling units qualifying for parking reductions according to Part III of Table B for 23.54.015 shall be subject to a recorded restrictive housing covenant or recorded regulatory agreement that includes rent and income restrictions at or below either 30, 60, or 80 percent of median income, without a minimum household income requirement. ((If these provisions are applied to a development, then prior to the issuance of any permit to establish, construct or modify the development, or to reduce the amount of parking accessory to the development, the applicant shall record)) The housing covenant or regulatory agreement including rent and income restrictions qualifying the development for parking reductions according to Part III of Table B for 23.54.015 shall be for a term of at least 15 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, ((a restrictive covenant)) signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing. ((, that provides notice that compliance with the income limits prescribed by this Section 23.54.015 is a condition for maintaining the reduced parking allowed by this Section 23.54.015, and requiring any subsequent owner to provide the amount of parking otherwise required in the event the income limits are not met.)) If these provisions are applied to a development for housing for persons 55 or more years of age, such housing shall have qualified for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.

Amendment F: SEPA mitigation of off-street parking impacts in urban villages near frequent transit service

Amendment F: SEPA mitigation of off-street parking impacts in urban villages near frequent transit service

Councilmember Lisa Herbold

This amendment would change the City's policies under the State Environmental Policy Act (SEPA) to allow the city to condition approval of development on parking for projects within an area with frequent transit service in an urban village and to allow mitigation of parking impacts through limits on RPZ permits.

The City's SEPA policies, pursuant to Washington State law, require analysis of impacts of development on parking. If impacts are identified, the City's SEPA policies provide a range of methods to mitigate those impacts, including:

- Transportation management programs;
- Parking management and allocation plans;
- Incentives for use of alternatives to single-occupancy vehicles;
- Increasing the amount of parking required for the development; or
- Reducing non-residential development densities.

However, the SEPA policies remove the authority to mitigate parking impacts from individual projects in areas where parking requirements have been removed. This includes the following areas:

- Most Urban Centers, such as Capitol Hill/First Hill, Downtown, South Lake Union, Uptown and parts of the University Community;
- Station Area Overlay districts (around light rail stations);
- Parts of urban villages within a frequent transit service area; and
- Areas where on-street parking is not at capacity and would not be at capacity after the development.

The proposed amendment would allow parking mitigation in frequent transit service areas in urban villages when parking is over capacity as defined by the Seattle Department of Transportation and would add restrictions on RPZ permits as a potential mitigation measure.

Amendment F: SEPA mitigation of off-street parking impacts in urban villages near frequent transit service

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Section 60. Section 25.05.675 of the Seattle Municipal Code, last amended by Ordinance 125291, is amended as follows:

25.05.675 Specific environmental policies

* * *

M. Parking

1. Policy background ((-))

a. It is the City's policy to encourage use of a broad range of transportation options and to reduce reliance on single-occupant vehicles.

((a)) ~~b.~~ Increased parking demand associated with development projects may adversely affect the availability of parking in an area, especially one that is not well served by transit or other transportation choices.

((b)) ~~c.~~ Parking regulations, ((to mitigate)) where appropriate, and other policies and regulations designating preferred land use patterns and promoting transportation choices, combine to alleviate most growth-related parking impacts ((and to accommodate most of the)) including cumulative ((effects of future projects on parking are implemented through the City's Land Use Code)) impacts. This policy recognizes that the City's land use and

Amendment F: SEPA mitigation of off-street parking impacts in urban villages near frequent transit service

transportation planning policies encourage development patterns that support personal choices among many transportation modes and maximize the ability of the street network to function efficiently. This policy also recognizes the substantial costs imposed on housing by requiring construction of parking, which adversely affects the ability to provide housing, including affordable housing. City land use policies that encourage residential and commercial growth in the areas with the greatest availability of transportation choices promote efficiencies that may reduce or limit per capita parking demand. ((However, in some neighborhoods, due)) Due, however, to ((inadequate off-street)) shortfalls in available parking resulting from existing or projected demands, the City recognizes that in some neighborhoods ((streets are unable to absorb)) parking spillover impacts may occur. ((The City recognizes that the cost of providing additional parking may have an adverse effect on the affordability of housing.))

2. Policies

a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. This is achieved by requiring parking impact mitigation of development projects where appropriate as provided for in the Land Use Code or other codes. It is also achieved through implementing growth-management policies, transportation policies, and policies that support reducing or eliminating off-street parking requirements where residents and others may conveniently choose to use other forms of transportation instead of relying on automobiles.

b. Subject to the overview and cumulative effects policies set forth in Sections 25.05.665 and 25.05.670, the decision maker may condition a project to mitigate the effects of development in an area on parking; provided that:

Amendment F: SEPA mitigation of off-street parking impacts in urban villages near frequent transit service

1) No SEPA authority is provided to mitigate the impact of individual developments on parking availability in the Downtown and South Lake Union Urban Centers;

2) No SEPA authority is provided for the decision maker to mitigate the impact of individual developments on parking availability for ~~((residential))~~ uses located within:

a) ~~((the))~~ The Capitol Hill/First Hill Urban Center, the Uptown Urban Center, and the University District Urban Center, except the portion of the Ravenna Urban Village that is not within one-quarter mile (1,320 feet) of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot;

b) ~~((the))~~ The Station Area Overlay District; and

c) ~~((portions))~~ Portions of urban villages within ~~one-quarter mile (1,320 feet)~~ of a street with frequent transit service, measured as the walking distance from the nearest transit stop to ~~((the))~~ a lot line, ~~((of the lot))~~ which in the case of unit lots shall be made from the parent lot frequent transit service areas, in which case parking impact mitigation may be required only where on-street parking is at capacity, as defined by the Seattle Department of Transportation, or where the development itself would cause on-street parking to reach capacity as so defined;

3) Outside of the areas listed in this subsection 25.05.675.M.2.b, parking impact mitigation for multifamily development, except in the Alki area, as described in subsection 25.05.675.M.2.c, may be required only where on-street parking is at capacity, as

Amendment F: SEPA mitigation of off-street parking impacts in urban villages near frequent transit service

defined by the Seattle Department of Transportation, or where the development itself would cause on-street parking to reach capacity as so defined.

c. For the Alki area, as identified on Map B for 23.54.015, a higher number of spaces per unit than is required by Section 23.54.015 may be required to mitigate the adverse parking impacts of specific multifamily projects. Projects that generate a greater need for parking and that are located in places where the street cannot absorb that need—for example, because of proximity to ~~((the))~~ Alki Beach Park—may be required to provide additional parking spaces to meet the building’s actual need. In determining that need, the size of the development project, the size of the units, and the number of bedrooms in the units shall be considered.

d. If parking impact mitigation is authorized by this subsection 25.05.675.M, it may include but is not limited to:

- 1) Transportation management programs;
- 2) Parking management and allocation plans; ~~or~~
- 3) Incentives for the use of alternatives to single-occupancy vehicles, such as transit pass subsidies, parking fees, subsidies for participation in car share or bike share programs or similar mobility choice programs, and provision of bicycle parking space;
- 4) Increased parking ratios; ~~and~~
- 5) ~~((Reduced))~~ Reductions in non-residential development densities to the extent that it can be shown that reduced parking spillover is likely to result; provided, that parking impact mitigation for multifamily development may not include reduction in development density; ~~and~~
- 6) Restrictions on access to Restricted Parking Zone permits for occupants of the development.

Amendment G: SDOT Director’s Rule – long term bicycle parking

Amendment G: SDOT Director’s Rule – long term bicycle parking

Councilmembers Rob Johnson / Mike O’Brien

This amendment would add further direction to bicycle parking rule making. The direction would specify that long term bicycle parking should accommodate a range of bicycle types.

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Section 39. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

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

Amendment G: SDOT Director's Rule – long term bicycle parking

square footage of the use when located outside of an enclosed structure, or as otherwise specified.

~~((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. ((Required bicycle parking shall be provided)) Provide bicycle parking in a highly visible, safe, and ~~accessible ((and convenient)) 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 23.54.015.K.2.

a. 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.

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

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

Amendment G: SDOT Director's Rule – long term bicycle parking

d. If bicycle parking facilities are not clearly visible from the street or sidewalk, install directional signage in adequate amounts 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.

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

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

g. 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.))~~

h. ~~((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.~~

~~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 uses shall be located on-site.

~~((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

Amendment G: SDOT Director's Rule – long term bicycle parking

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))~~ 5. Bicycle parking facilities shared by more than one use are encouraged.

~~((7))~~ 6. Bicycle parking facilities required for non-residential uses shall be located on the lot or in a shared bicycle parking facility within ~~((400))~~ 600 feet of the lot, except as provided in subsection ~~((23.54.015.K.8))~~ 23.54.015.K.7.

~~((8))~~ 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 ~~((400))~~ 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~~

Amendment G: SDOT Director's Rule – long term bicycle parking

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

8. 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.

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

Amendment H: Modification of Bicycle Parking Ratios for Light Rail Transit Facilities

Amendment H: Modification of Bicycle Parking Ratios for Light Rail Transit Facilities

Councilmembers Rob Johnson / Mike O'Brien

This amendment would add a new section to the bill directing the Directors of the Seattle Department of Transportation and the Department of Construction and Inspections to develop an administrative process to modify bike parking standards for light rail transit facilities.

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Section X. The Council requests that by June 30, 2018, the Director of the Department of Transportation and the Director of the Department of Construction and Inspection propose to the Council a discretionary process where the Director of the Department of Construction and Inspection, in consultation with the Director of the Department of Transportation, may modify bicycle parking requirements based on the recommendation of the Light Rail Review Panel or a similar City-body with review responsibility. The process shall be subsequently adopted by a code amendment.

Amendment I: Residential Bike Parking

Amendment I: Residential Bike Parking

Councilmember Rob Johnson

This amendment would amend Table D for SMC section 23.54.015 to restore a reduction in bike parking ratios when the number of bike parking spaces for residential uses exceed 50 bike spaces.

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Table D for 23.54.015 Parking for Bicycles ¹			
Use		Bike parking requirements	
		Long-term	Short-term
A. COMMERCIAL USES			
A.1.	Eating and drinking establishments	1 per ((12,000)) <u>5,000</u> square feet	1 per ((4,000)) <u>1,000</u> square feet ((1 per 2,000 square feet in UC/SAO²))
A.2.	Entertainment uses	1 per ((12,000)) <u>10,000</u> square feet	((1 per 40 seats and 1 per 1,000 square feet of non-seat area; 1 per 20 seats and 1 per 1,000 square feet of non-seat area in UC/SAO²)) <u>Equivalent to 5 percent of maximum building capacity rating</u>
A.3.	Lodging uses	((1 per 20)) <u>3 per 40</u> rentable rooms	((2)) <u>1 per 20 rentable rooms plus 1 per 4,000 square feet of conference and meeting rooms</u>

Amendment I: Residential Bike Parking

Table D for 23.54.015 Parking for Bicycles¹			
Use		Bike parking requirements	
		Long-term	Short-term
A.4.	Medical services	1 per ((12,000)) <u>4,000</u> square feet	((1 per 4,000 square feet;)) 1 per 2,000 square feet ((in UC/SAO²))
A.5.	Offices and laboratories, research and development	1 per ((4,000)) <u>2,000</u> square feet ((; 1 per 2,000 square feet in UC/SAO²))	1 per ((40,000)) <u>10,000</u> square feet
A.6.	Sales and services, general	1 per ((12,000)) <u>4,000</u> square feet	1 per ((4,000)) <u>2,000</u> square feet ((; 1 per 2,000 square feet in UC/SAO²))
A.7.	Sales and services, heavy	1 per 4,000 square feet	1 per ((40,000)) <u>10,000</u> square feet of <u>occupied floor area</u> ; <u>2 spaces minimum</u>
B. INSTITUTIONS			
B.1.	Institutions not listed below	1 per 4,000 square feet ((; 1 per 2,000 square feet in UC/SAO²))	1 per ((40,000)) <u>10,000</u> square feet
B.2.	Child care centers	1 per 4,000 square feet	1 per ((40,000 square feet)) <u>20 children</u> . <u>2 spaces minimum</u>
B.3.	Colleges	((A number of spaces equal to 10 percent of the maximum students present at peak hour plus 5 percent of employees)) <u>1 per 5,000 square feet</u>	((None)) <u>1 per 2,500 square feet</u>
B.4.	Community clubs or centers	1 per 4,000 square feet	1 per ((4,000)) <u>1,000</u> square feet
B.5.	Hospitals	1 per 4,000 square feet ((; 1 per 2,000 square feet in UC/SAO²))	1 per ((40,000)) <u>10,000</u> square feet
B.6.	Libraries	1 per 4,000 square feet	1 per ((4,000)) <u>2,000</u> square feet ((; 1 per 2,000 square feet in UC/SAO²))
B.7.	Museums	1 per 4,000 square feet	1 per ((4,000)) <u>2,000</u> square feet

Amendment I: Residential Bike Parking

Table D for 23.54.015 Parking for Bicycles¹			
Use		Bike parking requirements	
		Long-term	Short-term
B.8.	Religious facilities	1 per ((12,000)) <u>4,000</u> square feet	((1 per 40 seats or 1 per 1,000 square feet of non-seat area)) <u>1 per 2,000 square feet</u>
B.9.	Schools, ((elementary)) <u>primary and secondary</u>	((1)) <u>3</u> per classroom	((None)) <u>1 per classroom</u>
((B.10.))	((Schools, secondary (middle and high)))	((2 per classroom))	((None))
((B.11)) B.10.	Vocational or fine arts schools	((A number of spaces equal to 10 percent of the maximum students present at peak hour plus 5 percent of employees)) <u>1 per 5,000 square feet</u>	((None)) <u>1 per 2,500 square feet</u>
C. MANUFACTURING USES		1 per 4,000 square feet	((None)) <u>1 per 20,000 square feet</u>
D. RESIDENTIAL USES²			
D.1.	Congregate residences ³ ((2))	((0.75)) <u>1</u> per sleeping room	((None)) <u>1 per 20 sleeping rooms. 2 spaces minimum</u>
D.2.	Multi-family structures ³ ((2))	1 per ((4)) dwelling ((units)) <u>unit</u> ((or 0.75)) and 1 per small efficiency dwelling unit	((None)) <u>1 per 5 dwelling units</u>
<u>D.3</u>	<u>Single-family residences</u>	<u>None</u>	<u>None</u>
E. TRANSPORTATION FACILITIES			
E.1.	<u>Park and ride facilities on surface parking lots</u>	At least 20 ⁴ ((4))	((None)) <u>At least 10</u>
<u>E.2.</u>	<u>Park and ride facilities in parking garages</u>	<u>At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property</u>	<u>At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property</u>
((E.2)) <u>E.3.</u>	((Principal use)) <u>Flexible-use parking</u> ((except park and ride lots))	1 per 20 auto spaces	None

Amendment I: Residential Bike Parking

Table D for 23.54.015 Parking for Bicycles¹			
Use		Bike parking requirements	
		Long-term	Short-term
(E.3) E.4.	Rail transit facilities and passenger terminals	((At least 20⁴)) <u>Spaces for 5% of projected AM peak period daily ridership⁴</u>	((None)) <u>Spaces for 2% of projected 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.~~
²~~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.
² For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at one-half the ratio shown in this Table D for 23.54.015.
~~((³))~~ ³ 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))~~ ⁴ 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.

Amendment J: Shower Facility FAR Exemption

Amendment J: Shower Facility FAR Exemption

Councilmembers Rob Johnson / Mike O'Brien

This amendment would add three new sections to exempt required shower facilities for bike commuters from Floor Area Ratio (FAR) limits for office development in Commercial, Seattle Mixed, and Industrial zones.

CB 119073 would require shower facilities in buildings with over 100,000 square feet in office use. Two showers would be required for every 100,000 square feet. Shower facilities are exempt from FAR limitations downtown. See SMC 23.49.011.B.1.p. However, shower facilities are not expressly exempted in other zones where office development is allowed.

This amendment would require introduction of a new bill with a revised title reflecting the code sections that are proposed to be amended.

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Section __. Subsection 23.47A.013.D.7 of the Seattle Municipal Code, which section was last amended by Ordinance 125267, is amended as follows:

23.47A.013 - Floor area ratio

- D. The following gross floor area is not counted toward maximum FAR:
1. All underground stories or portions of stories;
 2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access;
 3. Gross floor area of a transit station, including all floor area open to the general public during normal hours of station operation but excluding retail or service

Amendment J: Shower Facility FAR Exemption

establishments to which public access is limited to customers or clients, even where such establishments are primarily intended to serve transit riders;

4. Within First Hill, on lots zoned NC3 with a 160 foot height limit, all gross floor area occupied by a residential use;

5. On a lot containing a peat settlement-prone environmentally critical area, above-grade parking within or covered by a structure or portion of a structure, if the Director finds that locating a story of parking below grade is infeasible due to physical site conditions such as a high water table, if either:

a. The above-grade parking extends no more than 6 feet above existing or finished grade and no more than 3 feet above the highest existing or finished grade along the structure footprint, whichever is lower, as measured to the finished floor level or roof above, pursuant to subsection 23.47A.012.A.3; or

b. All of the following conditions are met:

1) No above-grade parking is exempted by subsection 23.47A.013.D.5.a;

2) The parking is accessory to a residential use on the lot;

3) Total parking on the lot does not exceed one space for each residential dwelling unit plus the number of spaces required for non-residential uses; and

4) The amount of gross floor area exempted by this subsection 23.47A.013.D.5.b does not exceed 25 percent of the area of the lot in zones with a height limit less than 65 feet, or 50 percent of the area of the lot in zones with a height limit 65 feet or greater; and

Amendment J: Shower Facility FAR Exemption

6. Rooftop greenhouse areas meeting the standards of subsections 23.47A.012.C.6 and 23.47A.012.C.7(~~(=)~~); and

7. Bicycle commuter shower facilities required by subsection 23.54.015.K.8.

Section __. Subsection 23.48.020.B.5 of the Seattle Municipal Code, which section was last amended by Ordinance 125432, is amended as follows:

23.48.020 - Floor area ratio (FAR)

B. Floor area exempt from FAR calculations. The following floor area is exempt from maximum FAR calculations:

1. All underground stories or portions of stories.
2. Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.
3. As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Calculation of the allowance includes the remaining gross floor area after all exempt space allowed in this subsection 23.48.020.B has been deducted. Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area.
4. All gross floor area for solar collectors and wind-driven power generators.

5. Bicycle commuter shower facilities required by subsection 23.54.015.K.8.

Section __. Subsection 23.50.028.H of the Seattle Municipal Code, which section was last amended by Ordinance 125291, is amended as follows:

23.50.028 - Floor area limits

E. Exemptions from FAR calculations

1. The following areas are exempt from FAR calculations in all industrial zones:
 - a. All gross floor area below grade;
 - b. All gross floor area used for accessory parking, except as provided in subsection 23.50.028.F;
 - c. All gross floor area located on the rooftop of a structure and used for any of the following: mechanical equipment, stair and elevator penthouses, and communication equipment and antennas; and
 - d. All gross floor area used for covered rooftop recreational space of a building existing as of December 31, 1998, in an IG1 or IG2 zone, if complying with subsection 23.50.012.D.
2. In addition to areas exempt from FAR calculations in subsection 23.50.028.E.1, within an IC 85-175 zone, the following exemptions from FAR calculations apply:
 - a. Three and one-half percent of the total chargeable gross floor area in a structure, as an allowance for mechanical equipment. Calculation of the

Amendment J: Shower Facility FAR Exemption

allowance is based on the remaining gross floor area after all other exempt space permitted in subsection 23.50.028.E is deducted.

- b. For structures built prior to June 2, 2011, the area covered by new or replacement mechanical equipment placed on the roof.
 - c. All gross floor area for solar collectors and wind-driven power generators.
 - d. The gross floor area of the following uses located at street level, provided that the conditions of Section 23.50.039 are satisfied:
 - 1) General sales and service uses;
 - 2) Eating and drinking establishments;
 - 3) Entertainment use;
 - 4) Public libraries;
 - 5) Child care facilities;
 - 6) Religious facilities; and
 - 7) Automotive sales and service.
3. In addition to areas exempt from FAR calculations in subsection 23.50.028.E.1, within IG1 and IG2 zones, the gross floor area of rooftop recreational space accessory to office use meeting the standards of subsection 23.50.012.D is exempt from FAR calculations.
- F. Within IC 85-175 zones, gross floor area used for accessory parking within stories that are completely above finished grade is not exempt, except that in an IC 85-175 zone, if the Director finds, as a Type I decision, that locating all parking below grade is

infeasible due to physical site conditions such as a high water table, contaminated soils conditions, or proximity to a tunnel, and that the applicant has placed or will place the maximum feasible amount of parking below or partially below grade, the Director may exempt all or a portion of accessory parking that is above finished grade. If any exemption is allowed under this subsection 23.50.028.F, all parking provided above grade shall be subject to the screening requirements of subsection 23.50.038.B.6.

- G. Mechanical equipment. Area covered by mechanical equipment located on the roof of a structure, whether enclosed or not, is included as part of the calculation of floor area, unless expressly exempted by an applicable provision of this Section 23.50.028.

H. Bicycle commuter shower facilities required by subsection 23.54.015.K.8.

Amendment K: Distance to Off-site Bicycle Parking

Amendment K: Distance to Off-site Bicycle Parking

Councilmember Lisa Herbold

This amendment would authorize off-site bicycle parking and extend the maximum distance allowed for off-site bicycle parking from 600 feet to one-quarter mile to match the maximum distance proposed for accessory vehicle parking.

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Section 39. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

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

Amendment K: Distance to Off-site Bicycle Parking

square footage of the use when located outside of an enclosed structure, or as otherwise specified.

~~((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. ((Required bicycle parking shall be provided)) Provide bicycle parking in a highly visible, safe, and accessible ((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 23.54.015.K.2.

a. 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.

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

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

d. If bicycle parking facilities are not clearly visible from the street or sidewalk, install directional signage in adequate amounts and in highly visible indoor and

Amendment K: Distance to Off-site Bicycle Parking

outdoor locations in a manner that promotes easy wayfinding for bicyclists. Wayfinding signage shall be visible from adjacent on-street bicycle facilities.

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

f. 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.))

g. ((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.

~~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 uses shall be located on-site.~~

((5)) ~~4.3.~~ 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)) ~~5.4.~~ Bicycle parking facilities shared by more than one use are encouraged.

Amendment K: Distance to Off-site Bicycle Parking

((7)) ~~6.5~~. Bicycle parking facilities required for non-residential and residential uses shall be located on the lot or in a shared bicycle parking facility within ((400)) ~~600~~ 1320 feet of the lot, except as provided in subsection ((23.54.015.K.8)) 23.54.015.K.7.

((8)) ~~7.6~~. Both long-term and short-term ((Bicycle)) bicycle parking for non-residential and residential uses may be located in ((a facility)) an off-site location within ((400)) ~~600~~ 1320 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 certificate of occupancy for the development.)~~

8.7. 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

Amendment K: Distance to Off-site Bicycle Parking

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.

~~9.8.~~ Bicycle parking spaces within dwelling units, other than a private garage, or on balconies do not count toward the bicycle parking requirement.
