

Amendment 1 to CB 119835 – Access to Bicycle Parking and Bicycle Parking Quantity for Multifamily Development.

Sponsor: Strauss

This amendment would: (1) clarify that long-term bicycle accessed by interior or exterior stairs can include no more than five steps, (2) eliminate long-term bicycle parking requirements for units affordable to households at 30 percent of area median income and below, which would include most permanent supportive housing; (3) maintain short-term bicycle parking requirements, but allow the SDCI Director to waive long-term bicycle parking for income-and-rent-restricted units affordable to households at 31 – 60 percent of area median income, if the waiver would result in more affordable units and a reasonable alternative to bicycle parking is provided; (4) allow the SDCI Director to reduce bicycle parking requirements for non-profit housing for seniors and persons with disabilities if an applicant can demonstrate that residents of those units are unlikely to travel by bicycle; and (45) authorize the SDOT and SDCI Director’s to promulgate a joint rule with standards for bicycle parking alternatives for rent-and-income-restricted units. Changes are shown in [track changes](#).

Section 42. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

23.54.015 Required parking and maximum parking limits

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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, one bicycle parking space per 10,000 gross square feet of either short- or long-term bicycle parking is required, except single-family residential use is exempt from bicycle parking requirements. The minimum requirements are based upon gross floor area of the use in a structure minus gross floor area in parking uses, or the square footage of the use when located outside of an enclosed structure, or as otherwise specified.

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2. Performance standards. Provide bicycle parking in a highly visible, safe, and convenient location, emphasizing user convenience and theft deterrence, based on rules

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

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

d. If short-term bicycle parking facilities are not clearly visible from the street or sidewalk or adjacent on-street bicycle facilities, install directional signage in adequate amounts and in highly visible ~~((indoor and outdoor))~~ locations in a manner that promotes easy wayfinding for bicyclists. ~~((Wayfinding signage shall be visible from adjacent on-street bicycle facilities.))~~

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

~~((e-))~~ f. Long-term bicycle parking shall be located where bicyclists are not required to carry bicycles on ~~interior~~ stairs [with more than five steps](#) to access the parking.

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

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

~~((h-))~~ i. Provide full weather protection for all required long-term bicycle parking.

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Table D for 23.54.015

Parking for ~~((Bicycles))~~ bicycles ¹

Use	Bike parking requirements
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	Long-term		Short-term
* * *			
D. RESIDENTIAL USES ³			
D.1.	Congregate residences ⁴	1 per sleeping room	1 per 20 sleeping rooms. 2 spaces minimum
D.2.	Multi-family structures ^{4,5}	1 per dwelling unit ((and 1 per small efficiency dwelling unit))	1 per 20 dwelling units
D.3.	Single-family residences	None	None
E. TRANSPORTATION FACILITIES			
E.1.	Park and ride facilities on surface parking lots	At least 20 ⁽⁽⁵⁾⁾⁶	At least 10
E.2.	Park and ride facilities in parking garages	At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property
E.3.	<u>Flexible-use parking garages and flexible-use parking surface lots</u>	1 per 20 auto spaces	None

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E.4.	Rail transit facilities and passenger terminals	Spaces for 5% of projected AM peak period daily ridership ⁽⁵⁾⁶	Spaces for 2% of projected AM peak period daily ridership
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Footnotes to Table D for 23.54.015:

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

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

³ For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015.

⁴For congregate residences [or multifamily structures](#) 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, [as a Type I decision](#), the Director shall have the discretion to reduce the amount of required bicycle parking [to as few as zero](#) if it can be demonstrated that residents are less likely to travel by bicycle.

⁵ [For each dwelling rent and income-restricted at 30 percent of median income and below, there is no minimum required long-term bicycle parking requirement. For each dwelling rent and income-restricted at or below 60 percent to 31 percent of the median income, there is no minimum required short-term and long-term bicycle parking requirements may be wholly or partially waived by the Director as a Type I decision if the waiver would result in additional rent and income restricted units meeting the requirements of this footnote to Table D for 23.54.015 and when a reasonable alternative such as, in-unit vertical bicycle storage space is provided. The Directors of the Seattle Department of Construction and Inspections and Seattle Department of Transportation are authorized to promulgate a joint Directors’ Rule defining reasonable alternatives for long-term bicycle parking that meets the standards of this footnote to Table D for 23.54.015. Dwelling units qualifying for this provision shall be subject to a housing covenant, regulatory agreement, or other legal instrument recorded on the property title and enforceable by The City of Seattle or other similar entity, which restricts residential unit occupancy to households at or below 60 percent of median income, without a minimum household income requirement. The housing covenant or regulatory agreement including rent and income restrictions shall](#)

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be for a term of at least 40 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing or the Washington State Housing Finance Commission. 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.

~~(5)~~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.

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