

Amendment #4 to Council Bill (CB) 118201

Sponsor: Rasmussen
Planning, Land Use, and Sustainability Committee

Bicycle parking requirements for small efficiency dwelling units and congregate residences

This amendment would require the bicycle parking provided for small efficiency dwelling units and congregate residence sleeping rooms to be covered for weather protection. The content of the amendment is shown below in ~~double strikethrough~~ and double underline.

Section 10. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 124378, is amended as follows:

23.54.015 Required parking

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

1. After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E, except for rail transit facilities; passenger terminals; and park and ride lots. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.

2. Required bicycle parking shall be provided in a safe, accessible and convenient location. Bicycle parking hardware shall be installed so that it can perform to its manufacturer's specifications and any design criteria promulgated by the Director of Transportation, allowing adequate clearance for bicycles and their riders. Directional signage shall be installed when bike parking facilities are not clearly visible from the street or sidewalk. When any covered automobile parking is provided, all required long-term bicycle parking shall be covered. When

located off-street, bicycle and automobile parking areas must be separated by a barrier or painted lines.

3. Long-term parking for bicycles shall be for bicycles parked four (4) hours or more. Short-term parking for bicycles shall be for bicycles parked less than four (4) hours.

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

5. Bicycle parking required for small efficiency dwelling units and congregate residence sleeping rooms is required to be covered for weather protection.

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

~~6~~7. Bicycle parking facilities required for nonresidential uses shall be located on the lot or in a shared bicycle parking facility within one hundred (100) feet of the lot, except as provided in subsection 7 below.

~~7~~8. Bicycle parking may be located in a facility within one hundred (100) feet of the lot that is not a shared bicycle parking facility, or the applicant may make a payment to the City to fund public bicycle parking in lieu of providing required on-site bicycle parking, if the Director determines that:

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

b. The payment is comparable to the cost of providing the equivalent bicycle parking on-site, and takes into consideration the cost of materials, equipment and labor for installation;

c. The bicycle parking funded by the payment is located within sufficient proximity to serve the bicycle parking demand generated by the project; and

d. Construction of the bicycle parking funded by the payment is assured before issuance of a certificate of occupancy for the development.
