



October 5, 2017

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Dear Gordon Clowers,

Bicycle Security Advisors, Cascade Bicycle Club, Commute Seattle, and Seattle Neighborhood Greenways are pleased to provide these joint public comments on the update to the bicycle parking requirements in the draft update to the city's parking code.

People can only bike to destinations where there is safe and sufficient bicycle parking. That is why this update to the bicycle parking code is so important.

In order to address congestion, reduce global warming pollution, and improve people's health, the City of Seattle has an adopted goal of quadrupling bicycle ridership from 2014 to 2030. Currently, the citywide bicycle commute mode share is near 3.7 percent, according to the last three years of the American Community Survey. Based on employment projections, a quadrupling of the number of people biking to work would result in approximately 12.5 percent of workers commuting by bike in 2030.

Seattle's current code sets requirements to provide bicycle parking to approximately three to five percent of employees and residents. Given that the buildings permitted under the code will last long past 2030, the year the city is to reach the 12.5 percent commute mode share goal, the City of Seattle needs to ensure that this code update will provide sufficient bike parking to reach the mode share.

On the whole, we think the draft code update is a step toward achieving the objective of accommodating our 2030 bicycle ridership goal. We have recommendations that will fix some likely errors in the current draft, and we also have recommendations to bring the code better in line with our city's goals and the standards of Seattle's peer cities.

Positive Updates

We are genuinely excited about several improvements in the bicycle parking code. Here are a few noteworthy changes:

1. **One set of standards.** The current code has three sets of bike parking standards: (1) citywide, (2) urban centers and station-area overlay districts, and (3) downtown. Not only has this been needlessly confusing, but the ratios were also counterintuitive with downtown having the lowest bicycle parking requirements despite being the neighborhood with the most commuters. By establishing one set of standards, Seattle will treat all new development fairly across the city and reduce regulatory complication.

2. **Improved ratios.** In general, the new ratios for required bicycle parking requirements are significantly improved.
 - a. The best improvement by far is eliminating the provision that reduces bicycle parking requirements in half after 50 spaces, which leaves many large office and residential buildings in the city with insufficient bicycle parking.
 - b. The new provision of rounding up the requirements provides clarity on how to provide otherwise fractional long-term and short-term bicycle parking.
 - c. The new baseline minimum of 1 bicycle parking space per 10,000 square-feet will prevent any land use from slipping through the requirements table.
 - d. Using the current Urban Center / SAO ratios as the baseline for the updated table ensures that Seattle will not move backwards on its ratios. In many cases, such as long-term parking at religious facilities and short-term parking at restaurants and cafes, the ratios are much improved.
3. **Showers.** Modeled after Portland's bicycle parking requirement to provide showers, the addition of requiring showers in office buildings over 100,000 square-feet is a needed improvement. This policy was first championed by Commute Seattle and recommended in an affiliated UW Capstone Project in 2015. Seattle's wet winters and increasingly hot summers, leave people who bike wet from either precipitation or perspiration at the end of their commute. Buildings with thousands of employees should make sure these commuters have the facilities necessary to be ready for work and to not be dissuaded from bike commuting.

Recommendations

Overall we are excited about the draft bicycle parking code. However, there are additional improvements that we think are necessary both to fix a few unintended consequences and to be in-line with the City's objective to reach a quadrupling of total bicycle ridership and a 12.5% bicycle commute mode share by 2030.

All recommendations, including to the bicycle parking ratio table, are in Attachment A to this letter as line-by-line edits to the Draft Bicycle Parking Code Update. The table in Attachment A is formatted slightly differently than in the Seattle Municipal Code, with columns for the current, draft, and recommended ratios.

Fix Ratios

- **Single Family Housing.** The draft code update adds a new provision that sets a minimum bicycle parking requirement for all uses not listed in the table. While this makes sense for almost all uses, a probably unintended consequence is single-family houses would be subject to a minimum requirement, which would be the choice between one long-term parking space or two short-term parking spaces. While we do not object to this new requirement, we think it is probably unintended and unnecessary, and suggest that single-family housing be specifically listed in the table with "none" listed as the requirement for both short- and long-term bicycle parking.
- **Sales & Services.** Both the current code and draft code appear to mix-up the long-term bicycle parking requirements for Sales & Services uses. "General" Sales & Services include retail such as convenience, drug, and grocery stores, while "Heavy" Sales & Services include the sale of large equipment and furniture — so "general" stores typically have many more employees and customers per square-foot than "heavy" stores. However, in the current and draft code, the long-term parking requirements are much higher for Heavy stores than General stores. To solve this issue, we recommend increasing the ratio for "General" Sales & Services to 1 space per 2,000 square-feet, and reducing the ratio for "Heavy" Sales & Services to 1

space per 4,000 square-feet. In addition, two other Sales & Services uses should be added to the “Heavy” category: Marine and Automotive.

- **Hospitals and Medical Services.** The long-term and short-term ratios for hospitals and medical centers seem to be flipped. We recommend increasing the long-term parking requirement at medical services to 1 space per 4,000 square-feet, which is the same as hospitals, and decreasing the short-term parking requirement for hospitals to 1 space per 10,000 square-feet.

Further Improve Ratios

- **Offices.** New offices are being sized at 150 square-feet for every employee. In order to get close to ensuring at least 12.5 percent employees can bike to and lock up at work, we recommend increasing the long-term bike parking ratio for offices to 1 space per 1,750 square-feet. This would be the same office ratio as the City of Portland is currently considering for its bicycle parking code update.
- **Eating & Drinking Establishments.** According to the Institute of Transportation Engineers, the size of restaurants and cafes averages between 70 and 134 square-feet for every employee. Accordingly, we recommend updating the long-term bicycle parking ratio to 1 space per 2,500 square-feet, which is just a little bit less than the ratio being considered by the City of Portland for its update.
- **Schools.** We do not see an appreciable difference for why the parking ratios should be different between high, middle, and elementary schools. To the extent there might be a difference, it'd likely be in how the long-term parking is managed for younger students versus older students who may have different access privileges to a bike room, and we think these operations standards could be established through guidelines by the Seattle Department of Transportation or by Seattle Public Schools. For these reasons, we recommend using the same ratios for both primary and secondary schools. We also recommend increasing the long-term parking ratio to 5 spaces per classroom, which would provide parking for the teacher and just less than 15 percent of the students. Five long-term spaces per classroom would also match the standard being considered by the City of Portland.
- **Child Care.** Daycares are required to provide 25 indoor square-feet and 75 outdoor square-feet for every child, and have one staff member for every four to fifteen children (one year-olds to twelve year-olds). That means a daycare should have 400 to 1,500 square-feet for every staff member (100 to 375 square-feet of indoor space for every staff member), depending on the age of the children. In order to accommodate the staffer, children, and potentially parents, we recommend that the long-term parking ratio be increased to 1 space per 2,500 square-feet and short-term ratio be increased to 1 space per 10 children.
- **Entertainment.** The Seattle Municipal Code includes a wide range of uses within the definition of entertainment uses, including movie theatres, performing arts theatres, cabaret, peep shows, indoor and outdoor sports and recreation, spectator sport stadiums and arenas, and lecture halls. A one-size approach based on square-footage will not work well for such a varied category, especially for short-term parking.

The draft code update sets the short-term parking standard at 1 space for every 5,000 square-feet of seating, and 1 space for every 1,000 square-feet of standing room. Five thousand square-feet provides enough space for more than 800 seats, so the resulting ratio of bicycle parking per attendee would be 0.0125 percent, more than a hundred times lower than Seattle's bicycle commute mode share goal.

For this reason, we recommend using the venue's maximum attendance or occupancy to set the bicycle parking ratios and require 1 short-term parking space for every 8 attendees (12.5 percent of occupancy).

This ratio can be easily and rationally applied to every entertainment use, regardless of whether it's a stadium or a lecture hall.

In addition, we recommend allowing entertainment venues to meet their short-term bicycle parking requirements by providing flexibly-sized, attended valet bicycle parking that can be taken down and put up as needed. We describe this recommendation later in this letter.

- **Community Clubs, Centers, & Religious Facilities.** Community clubs and centers and religious facilities have similar sizes, staffing, programming with gatherings, events, and activities. We recommend that the required short-term bicycle parking for religious facilities be increased to equal the standard for community clubs and centers (1 space per 1,000 square-feet).
- **Multi-family Residential.** We recommend increasing the long-term requirements for multi-family residential to 1.25 per dwelling unit and 1.0 per efficiency dwelling unit. This would bring our standard closer to Portland's ratio of 1.5 per dwelling unit for its inner neighborhoods and central city area (it would be 1.1 everywhere else in Portland). The higher ratio for efficiency dwelling units would also be consistent with Seattle's standard for congregate housing and Portland's standards for group and dormitory housing.
- **Transportation Facilities.** To help reach a 5 percent bicycle mode share in a city, the Association of Pedestrian & Bicycle Professionals (APBP) recommends that park and rides, light rail stations, and other transit centers provide enough long-term bicycle parking for 7 percent of the peak daily morning transit ridership, and enough short-term bicycle parking for 2 percent of the peak daily morning transit ridership. The draft code provides nowhere near this amount of bicycle parking. In order to help reach Seattle's bicycle mode share goal of 12.5 percent, we recommend setting both the short- and long-term bicycle parking ratios transit stations at 5 percent.

We recognize that this level of bicycle parking may be difficult in space-constrained urban environments, and recommend allowing the required bicycle parking of multiple transit stations to be combined into a single location when the stations are located within one mile of each other. We imagine that this allowance to combined station requirements within one-mile of each other might result in north-end and south-end "Bike Hub" stations as part of the future ST3 light rail line through Downtown Seattle, similar to "Bike Port" that was a joint project between King County Metro, Sound Transit, and the City of Seattle, operated from 2003 to 2011. These Bike Hubs might even be able to be combined with the other off-site allowances for long-term bike parking that is currently proposed in the draft update.

FAR Exemption

We strongly recommend exempting required bicycle parking and shower facilities from a building's floor-area ratio (FAR) restrictions.

In order to encourage more people to bike, bicycle parking should be safe and convenient. However, because bicycle parking is not currently exempt from FAR and because no design standards encourage ground floor bicycle parking, bicycle parking is almost always located in an underground garage.

Underground garages are bad places for bicycle parking. First, garages force bicyclists to mix with vehicles, creating a safety hazard. Second, they are uninviting, cold, and dark, and usually have poor wayfinding to the bicycle parking — not the welcoming experience we want for encouraging people to bike. Third, often the underground garages have steep ramps that are difficult for many to bike up. Fourth, garages are hotspots for bike theft where thieves can hide in the shadows and steal bikes. Ground floor bicycle parking does not have the same barriers to safety and accessibility as below ground parking.

From a developer's perspective, unless bicycle parking is exempted from FAR calculations, this code update — which will increase the amount of bicycle parking in buildings — will substantially increase developer's costs and potentially decrease the amount of space that can be dedicated to offices, retail, restaurants, residences, and other uses.

Portland goes much further than simply exempting bicycle parking from FAR. Portland provides a *40-to-1 FAR bonus* for a building that includes bicycle showers and locker room facilities.

The current code allows bicycle parking to be exempted from FAR in small efficiency and congregate residences. This should be expanded to all land uses.

Location of Racks

- **Ground Floor Bicycle Parking.**

In addition to exempting required bicycle parking from FAR in order to encourage bicycle parking on the ground floor, we strongly recommend adding specific language to encourage long- and short-term bicycle parking to be located on the ground-floor level.

There are great possibilities for short-term bicycle parking to be integrated into the layout of restaurants and retail stores. Peddler Brewing, Moz Media, the Pine+Minor Apartments, Ballou Wright Building, and 12th Avenue Arts are five Seattle businesses and buildings that exemplify including bicycle parking within their interior space.

Unfortunately, Seattle's citywide and neighborhood urban design guidelines do not provide any direction to permit reviewers, design board members, and design commissioners, and as a result their historical practice has been to accept the provision of bicycle parking in rather poor locations. In order to overcome this historical practice and institutional bias, we recommend adding specific language that encourages parking on the ground floor.

- **Locating Short-Term Bicycle Parking: 50', 25'.**

We recommend the code mandate that required short-term bicycle parking be located no farther than 50 feet from the relevant land use, and optimally located within 25 feet. Bicycle parking needs to be convenient for the people to lock-up, otherwise bicyclists will use street signs, furniture, and railings to lock-up near their destinations. The APBP's 2015 "Essential of Bike Parking" says bicycle parking should be located within 50 feet of a destination. Cambridge, Mass., requires its short-term bicycle parking to be within 50 feet, and other jurisdictions have similar standards. Some jurisdictions require specific land uses, such as hospitals, to have bike parking at every entrance immediately adjacent to the doors. And, most relevantly, the Seattle Department of Transportation's (SDOT) upcoming bicycle parking design guidelines will likely embrace 50 feet as the maximum distance. For clarity to developers and permit reviewers, this standard should be set forth in the code.

- **Accommodating a Range of Abilities and Bicycles.**

We recommend requiring bike rooms for long-term bicycle parking provide for a broad range of people's abilities and a broad range of bicycle styles.

Electric and cargo bikes are the fastest growing segments of the bike sales market, and these bikes have different parking requirements than standard bikes that are 5.5- to 6-feet long. These bikes usually cannot be hung vertically and may need power outlets to recharge. In addition, many individuals do not possess the back and arm strength to lift their bikes onto a vertical rack. A predominance of vertical racks in bike rooms can act as a barrier to people of all abilities biking.

A growing number of cities are tackling these issues. Cambridge, Mass., and Pittsburgh prohibit all

vertical bike racks. Pittsburgh also requires 5 percent of a bike room's square-footage to be dedicated for tandems and trailers. Vancouver, B.C., requires 50 percent of bicycle spaces to be horizontal.

With sufficient authorization in the code, we believe these standards will be best defined by SDOT within its bicycle parking guidelines, allowing for the standards to be adapted as bicycle styles change and as more people with a greater range of abilities start riding.

- **Square-Footage Per Bicycle Space.**

We recommend requiring bike rooms to be sized with 12 square-feet for every one long-term bicycle space provided. One common pitfall of the design review process for long-term parking is that while sufficient bike parking is listed in the application, the bike rooms do not have sufficient space to accommodate the requisite number of bicycles. By establishing a per-bike minimum, developers and permit reviewers will have an easier time determining whether the bike room is sufficiently large to accommodate the required bicycle parking. Portland is considering adding the same requirement.

- **Off-site Locations.**

We recommend revising the new off-site provision down to 400 feet and restricting the provision to only long-term parking for non-residential uses. The draft code update changes an existing provision that allows bicycle parking to be provided 100 feet off-site to 800 feet. To our knowledge, Seattle is the only city with this allowance. We are also unaware of any situation where a developer took advantage of the allowance, which is perhaps why the draft update is liberalizing the provision to allow bicycle parking for a development to be located up to three blocks away. While we can conceive of situations where a developer may wish to take advantage of this provision, such as in Swedish Hospital's First Hill expansion or Google's South Lake Union campus, these possibilities are fairly limited. In order to ensure the convenience of bicycling, we believe the possibilities should remain limited.

- **SDOT Guidelines.**

We recommend providing more comprehensive language to authorize SDOT to further define and clarify the guidelines. We are excited by the movement to establish bicycle parking guidelines through administrative processes instead of through the municipal code, and we are heartened to know that SDOT is nearing completion of a Bike Parking Guidelines document that is separate from this code update. In order to ensure those guidelines have full legal authority and can be easily modified when necessary, we need clearer upfront language in the code that provides such authority. In other instances throughout the code, we also need to expand the criteria by which SDOT can promulgate rules and guidelines.

Excessive Charging

We recommend that an allowable reasonable charge rate be established to cover the cost of maintenance, operations, and other relevant costs determined by SDOT. We also recommend removing the code's language that encourages bicycle parking to be co-located with storage facilities.

Many new apartment and office buildings are charging tenants for use long-term bicycle parking. While charging for use can help reduce the amount of theft in a bike room and help keep the room well-maintained, charges can also have the effect of discouraging the use of the bike room and bicycling generally.

Several new apartment buildings charge as much as \$50 per month to rent a "bike locker." These high fees lead to people either storing their bikes in their apartments or not even buying and keeping a bike at all. Instead, these lockers get used not as bike parking, but as paid storage lockers for other personal

items. As a result, the high fees result in facilities that are not really bicycle parking facilities at all, and instead discourage bicycling.

Bike Valet

We recommend requiring all city-permitted special events with over 2,000 people in attendance to provide short-term bike parking for 20 percent of the expected attendance, and recommend allowing these events to meet their bicycle parking requirement with bike valet. In addition, we recommend allowing any entertainment venue to meet its required short-term bicycle parking with on-site bike valet.

“Attended bicycle parking,” also known as “bike valet,” allows for the flexible use of space by providing bicycle parking only when needed. The bike valet is fenced in and monitored, and usually managed by a hired third party organization. Operationally, either bicyclists hand off their bikes to the valet who will park the bikes within the fenced-in area, or the bicyclists will get a ticket and park the bikes themselves. Either way, the bicyclist will use the ticket to later get their bike back.

Several cities require events and venues to provide free bike valet, including in San Francisco for events larger than 2,000 people, in Oakland for events larger than 5,000 people, and in Portland through the strong recommendation of the special event permit reviewers. Here in Seattle, the organization Bike Works provides for-hire bike valet, and they were contracted this year to provide valet at all the summer Seattle Sounders home matches.

Bike valet is a reasonable allowance that provides flexibility to event venues and producers to meet the need for bicycle parking in a flexible and cost-effective manner.

Bike Share

We strongly recommend enabling SDOT to establish and adapt new rules for developers to design and provide space for free-floating, private bike share.

The City of Seattle and developers must start planning our public and private spaces for free-floating bike share. Launched just this year, there are already 6,000 free-floating bikes in Seattle, managed by three private operators. By the end of the year, there could be 20,000 bikes managed by five companies.

We do not yet have all the solutions for how these bikes should be accommodated, but we do know that we need to proactively design our sidewalk furnishing zones and building frontages in ways that provide convenient access to the bikes and keep our pedestrian and access ways clear. As these thousands of new bikes show up on our streets and sidewalks, the city will need to quickly adjust rules and regulations to adapt to the changing environment.

Enforcement

Seattle has difficulties enforcing the current bicycle parking requirements on new development projects. In many cases, this is a self-inflicted problem when a permit reviewer fails to carefully check whether a developer plans to use an approved bike rack style, installs it correctly, or installs it at all. Once the certificate of occupancy is issued, there is little the city can do to fix the problem.

An additional problem arises when the land use changes and the new use should have more bicycle parking than the old use, such as a ground floor retail store changing into a restaurant. There is currently no legal hook to ensure the property manager or business provides the required minimum amount of bicycle parking for the new use.

To improve enforcement and ensure new land uses are compliant, we recommend requiring approval not just during the construction of the building, but also for the certificate of occupancy of a new businesses, especially when the land use changes. In addition, the code needs to ensure entertainment venues and city-permitted events are compliant with our recommended bike valet allowance.

2:1 Incentive

We recommend increasing the current 4:1 bicycle parking for vehicle parking incentive to 2:1. The current code's 4:1 incentive program that encourages developers to include more bicycle parking by allowing a reduction of otherwise required vehicle parking is admirable. However, with its current structure, developers are unlikely to use this provision.

The major limitation is that the incentive program only works in areas where there is required vehicle parking, which excludes all urban centers, urban villages, and areas with high-frequency transit service. However, we support the policy not to have vehicle parking minimums in these areas, so this is an issue that cannot be addressed.

The next major limitation is the economics. A vehicle parking stall is approximately 120 square-feet in size, which is about the same size necessary for four bicycle racks that hold eight bikes. So, when a developer buys and installs two racks for four bicycles, the developer only save 60 square-feet, and when a developer installs four racks, they save 120 square-feet. That is not a significant savings, especially considering the developer is also spending \$1,500 to \$5,000 on parts and labor for the racks and \$40,000 on the concrete area. We recommend increasing the incentive to a 2:1 ratio, which would save a developer 360 square-feet for installing four racks — reducing total car parking by four stalls and increasing bike parking by eight bicycles.

The final limitation is the cap, which restricts the bicycle parking incentive to 5 percent of the vehicle parking. At a minimum, this cap should be increased to 20 percent, in alignment with the vanpool incentive program.

Thank you for the opportunity to provide public comment on the draft bicycle parking code update. We are excited by many of the improvements already included in the updated, and are hopeful our recommendations will be included in the final version submitted to the Seattle City Council.

Sincerely,



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ATTACHMENTS:

- A: In-Line Recommended Changes to the Draft Bicycle Parking Code Update
- B: Vicky Clarke & Jennifer Malley, "Opportunities to Improve Long-term Bicycle Parking in Seattle's Center City Increasing Quantity, Quality, and Accessibility," an Evans School of Public Affairs Capstone Project in partnership with Commute Seattle (June 2015).
- C: Comparison of Bicycle Parking Requirements by Cities and in Best Practice Guidelines (Excel file).

Attachment A:
In-Line Recommended Changes to the Draft Bicycle Parking Code Update

SDCI's draft edits are retained. Our recommended edits are formatted in blue and ~~red~~ text with underlining and strikethroughs to indicated recommended additions and deletions.

Seattle Municipal Code

Section 23.54.015

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))~~ 1 per 10,000 square feet of either short- or long-term bicycle parking is required. 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. All requirements set forth in Section 23.54.015 may be further defined and clarified by rules and guidelines promulgated by the Director of the Seattle Department of Transportation.

~~((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.

a. ~~((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.

(1) Provide secure locations and arrangements of long-term bicycle parking, with features such as locked rooms or cages and bicycle lockers. The bicycle parking should be installed in a manner that avoids creating conflicts with automobile accesses and driveways.

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

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

(4) If bicycle parking facilities are not clearly visible from the street or sidewalk, install directional signage **and wayfinding** 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.

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

(6) ~~Install~~ ~~((Bicycle))~~ **Provide all required and unrequired bicycle parking facilities hardware** ~~((shall be installed))~~ so that it can perform to ~~its~~the manufacturer's

specifications and any design, quality, layout, wayfinding, and locational criteria and guidelines promulgated by the ~~((Director of Transportation))~~ Director of the Seattle Department of Transportation, including signage displays to encourage a positive bicycling culture and promote anti-theft measures, such as proper locking techniques and voluntary bicycle registration, 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.))~~

~~((7))~~ ~~((If any covered automobile parking is provided, all))~~ 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.))~~

(8) Design the parking facilities to accommodate a broad range of bicycle styles and to accommodate people of all abilities, including consideration of the abilities of people to lift heavy objects, large-sized bicycles for hauling children and cargo, and need to recharge battery-powered bicycles.

(9) The square-footage of the long-term bicycle parking facility shall exceed 12 square-feet for every bicycle space provided.

~~((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 all uses shall be located on-site, except for long-term bicycle parking required for institutional uses and for office, laboratories, research and development uses, which may be located in a shared bicycle parking facility within 400 feet of the lot, subject to the approval of the Director of the Seattle Department of Transportation. The Director of the Seattle Department of Transportation may consider whether bicycle parking in the public place shall be sufficient in quality, quantity, and location to effectively serve bicycle parking demand from the site.

~~((5.))~~ 4. All required bicycle parking, required bicycle shower facilities, and any other required bicycle facilities 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, wherever located in the building. Covered bicycle parking that is provided beyond the required bicycle parking shall not be exempt from FAR limits.

~~((6.))~~ 5. Long-term bicycle parking facilities shared by more than one use are encouraged to be located near the main entrances to the building or within the spaces of the applicable land uses.

6. Required short-term bicycle parking facilities must be within 50 feet of an entrance to the applicable ground floor land use and are encouraged to be within 25 feet of the entrance. Short-term bicycle parking may be provided inside the building within the applicable land uses.

~~((7.))~~ 6. Bicycle parking facilities required for nonresidential uses shall be located on the lot or in a shared bicycle parking facility within ~~((100))~~ 800 feet of the lot, except as provided in subsection 23.54.015.K.7((8)).

~~((8.))~~ 7. Both long term and short term ~~((Bicycle))~~ bicycle parking may be located in ~~((a))~~ an off-site location ~~((facility))~~ within ~~((100))~~ 800 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 Transportation))~~ 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 otherwise would 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.))

7. Building and property managers shall not charge for long-term bicycle parking beyond a reasonable amount that covers the maintenance, operations, and other relevant costs as determined by the Director of the Seattle Department of Transportation. For the calendar year 2018, rates of 15 dollars per month or 150 dollars per year, shall be considered a reasonable amount. Building managers may charge more if it can show its maintenance and operations costs significantly exceed these amounts. Calculations shall be based on total possible capacity, not on the number of people using the facility.

8. Bicycle commuter shower facilities. Structures containing 100,000 square feet or more of **office non-residential** gross floor area shall include shower facilities and clothing storage areas for bicycle commuters. One shower per gender shall be required for every 100,000 square feet of office use. 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.

10. Events with an expected attendance of more than 2,000 and that require a city special event permit or other street use permit shall provide bicycle parking for 20 percent of the expected attendance.

11. An entertainment use venue or an event may meet its minimum short-term bicycle parking requirements by providing attended bicycle parking, also known as a "bike valet," compliant with criteria and guidelines established by the Director of the Seattle Department of Transportation.

12. Prior to a business receiving a certificate of occupancy for a new land use within an existing building, the building shall meet the minimum bicycle parking requirements established in this section for the particular new use.

13. In addition to the minimum bicycle parking requirements for long-term and short-term bicycle parking outlined in Table D for 23.54.015, the Director of the Seattle Department of Transportation shall establish criteria and guidelines by land use for designing and providing space for accommodating third-party private bike share services, including requirements for square-footage, design, layout, and location.

TABLE

Table shows current, SDCI's draft, and our recommended ratios.

Use	Long-term			Short-term		
	Current	Draft	Recommended Change	Current	Draft	Recommended Change
COMMERCIAL						
Eating and drinking establishments	1 per 12,000 sf	1 per 5,000 sf	1 per 2,500 sf	1 per 4,000 sf 1 per 2,000 sf in UC/SAO2	1 per 1,000 sf	Same as Draft
Entertainment uses	1 per 12,000 sf	1 per 12,000 sf	1 per 10,000 sf	1 per 40 seats and 1 per 1,000 sf of nonseat area; 1 per 20 seats and 1 per 1,000 sf of nonseat area in UC/SAO2	1 per 5,000 sf of seating area, and 1 per 1,000 sf of nonseating area	1 per 8 attendees, calculated based on maximum attendance.
Lodging uses	1 per 20 rentable rooms	3 per 40 rentable rooms	Same as Draft	2	1 per 20 rentable rooms	1 per 10 rentable rooms, PLUS 1 per 3,000 sf for conference & meeting rooms
Medical services	1 per 12,000 sf	1 per 10,000 sf	1 per 4,000 sf	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same
Offices and laboratories, research and development	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO2	1 per 2,000 sf	1 per 1,750 sf	1 per 40,000 sf	1 per 12,000 sf	1 per 10,000 sf
Sales and services, general	1 per 12,000 sf	1 per 10,000 sf	1 per 2,000 sf	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same
Sales and services, heavy, automotive, and marine	1 per 4,000 sf	1 per 2,000 sf	1 per 4,000 sf	1 per 40,000 sf of occupied floor area.	1 per 10,000 sf of occupied floor area.	Same
INSTITUTIONS						
Institutions not listed below	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same	1 per 40,000 sf	1 per 12,000 sf	1 per 5,000 sf
Child care centers	1 per 4,000 sf	1 per 4,000 sf	1 per 2,500 sf	1 per 40,000 sf	1 per 20 children	1 per 10 children
Colleges	10% of the maximum students present at peak hour plus 5% of employees	1 per 5,000 sf	Same	None	1 per 2,500 sf	Same
Community clubs or centers	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf	1 per 1,000 sf	Same
Hospitals	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 4,000 sf	Same	1 per 40,000 sf	1 per 2,000 sf	1 per 10,000 sf
Libraries	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf; 1 per 2,000 sf in UC/SAO	1 per 2,000 sf	Same

Museums	1 per 4,000 sf	1 per 4,000 sf	Same	1 per 4,000 sf	1 per 2,000 sf	Same
Religious facilities	1 per 12,000 sf	1 per 4,000 sf	Same	1 per 40 seats or 1 per 1,000 sf of nonseat area	1 per 2,000 sf	1 per 1,000 sf
Schools, primary & secondary	1 per classroom	2 per classroom	5 per classroom	None	2 per classroom	Same
Schools, secondary: 9-12th grade	2 per classroom	3 per classroom		None	1 per classroom	
Vocational or fine arts schools	10% of the maximum students present at peak hour plus 5% of employees	1 per 5,000 sf	Same as colleges	None	1 per 2,500 sf	Same
MANUFACTURING USES						
Manufacturing	1 per 4,000 sf	1 per 4,000 sf	Same	None	1 per 20,000 sf	1 per 10,000 sf
RESIDENTIAL USES						
Single Family	None	1 per 10,000 sf*	None	None	1 per 10,000 sf*	None
Congregate residences	0.75 per sleeping room	1 per sleeping room	Same	None	1 per 20 sleeping rooms	Same
Multi-family structures	1 per 4 dwelling unit or 0.75 per small efficiency dwelling unit	1 per dwelling unit or 0.75 per small efficiency dwelling unit	1.25 per dwelling unit and 1 per efficiency dwelling unit	None	1 per 5 dwelling units	Same
TRANSPORTATION FACILITIES						
Park and ride lots	At least 20	At least 20	5% of AM Peak ridership.	None	At least 10	5% of AM peak daily ridership.
Flexible use parking	1 per 20 auto spaces	1 per 20 auto spaces	1 per 10 auto spaces	None	None	None
Rail transit facilities and passenger terminals	At least 20	At least 10	5% of AM Peak ridership.	None	Spaces for 7% of projected AM peak period daily ridership	5% of AM peak daily ridership.

Footnote to Table D for 23.54.015:

¹ ((If a use is not shown on this Table D for 23.54.015, there is no minimum bicycle parking requirement.)) Required bicycle parking includes long-term and short-term amounts shown in this table.

((² For the purposes of this Table D for 23.54.015, UC/SAO means urban centers or the Station Area Overlay District.))

~~((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 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. Long-term bicycle parking may be combined to a single location for light rail stations within a mile of each other.~~

23.54.020 Parking quantity exceptions

F. Reductions to ~~((minimum))~~ required parking ~~((requirements.))~~ ...

3. For new or expanding offices or manufacturing uses that require 40 or more parking spaces, the minimum required parking ~~((requirement))~~ may be reduced by up to a maximum of 40 percent by the substitution of alternative transportation programs, according to 9 the following provisions:

d. For every ~~four~~ two long-term ~~covered~~ bicycle parking spaces provided, the total parking requirement shall be reduced by one space, up to a maximum of ~~((5))~~ ~~five~~ 20 percent of the parking requirement, ~~provided ((that)) there is access to an arterial over improved streets.~~