

SDCI

Director's Rule 6 -2020

SDOT

Director's Rule 1-2020

Applicant: City of Seattle Department of Construction and Inspections, and Seattle Department of Transportation	Page: 1 of 8	Supersedes: NA
	Publication: —	Effective: —
Subject: Bicycle Parking Guidelines and Application of Bicycle Parking Development Standards	Code and Section Reference: SMC 23.54.015.K	
	Type of Rule: Code Interpretation and Procedural Rule	
	Ordinance Authority: SMC 3.06.040	
Index: Land Use Code/Technical Standards and Procedural Requirements	Approved	Date
	 _____ Nathan Torgelson, Director	 _____ Sam Zimbabwe, Director

INTRODUCTION

The purpose of this rule is to inform the design of bicycle parking facilities by clarifying the performance standards for required bicycle parking in SMC 23.54.015.K, Seattle Department of Transportation (SDOT) Bicycle Parking Guidelines, and industry best practices.

Seattle's Department of Construction and Inspections (SDCI) reviews development projects for compliance with Land Use Code requirements for bicycle parking on private property. SDOT, in consultation with SDCI, regulates short-term bicycle parking proposed in rights-of-way.

SMC 23.54.015.K requires bicycle parking to be highly visible, safe, and convenient, with an emphasis on user convenience and theft deterrence. This Director's Rule is used to evaluate compliance with the Land Use Code (Title 23) bicycle parking requirements on private property. SDOT's Seattle Bicycle Parking Guidelines are used to locate and design short-term bicycle parking in the right-of-way and provide additional guidance on bike parking design and installation.

Projects that require a Transportation Management Program (TMP) may need to provide bicycle parking over the minimum quantities specified in the Code to facilitate additional bicycle trips and mitigate the number of motor vehicle trips associated with development. Property owners and their representatives responsible for implementing terms of their development's TMP should consult this Rule for details on installing bicycle parking per City requirements and guidance.

RULE

1. Weather Protection

Weather protection for required long-term bicycle parking shall be designed to keep bicycles dry and prevent the effects of long-term weather exposure such as rust and hardware degradation.

Weather protection can take the form of a fully enclosed structure, a partially enclosed structure, awnings, eaves, or a locker or similar product.

a. Full Enclosure

Full enclosure means a permanent weatherproof structure surrounded by walls or doors on all sides and with a roof. Bicycle rooms, cages within an enclosed structure, closets, lockers, garages, sheds or another fully enclosed structure or portion thereof shall:

- Have a secure entry door;
- be sized according to standards in Section 2 of this Rule to accommodate the required number of bicycles;
- if the structure is shared, have bicycle racks that allow each bicycle to be individually locked; and
- maintain at least 7 feet of vertical clearance between the ground and ceiling (or any elevated obstruction) when meant for a person to access.

b. Partial Enclosure

Partial enclosure means a permanent structure or portion of a structure surrounded by or abutting walls or other barriers on one or more sides with an impervious barrier overhead. For example, a covered, freestanding structure that abuts a wall or similar barrier on one or more sides may constitute a partially enclosed structure. In lieu of full enclosure, SDCI's Director may permit a partially enclosed structure or portion thereof, or partially enclosed overhead weather protection, if otherwise allowed by SMC Title 23 and when:

- all bicycle parking spaces using it meet dimensional standards for the rack type proposed;
- bicycle access to it meets dimensional standards;
- bicycle racks are provided that allow each bicycle to be individually locked;
- the overhead portion extends beyond the required bicycle parking space footprint dimensions at least 18 inches on all exposed sides; and
- vertical clearance of at least 7 feet but no more than 10 feet between the ground and ceiling (or any elevated obstruction), except that, on a case-by-case basis:
 - partially enclosed, freestanding structures meeting all manufacturer's specifications may be permitted to have less than 18 inches of overhang on all exposed sides and less than 7 feet of interior vertical clearance.
 - freestanding partial enclosures with no less than 5 feet of internal vertical clearance may be permitted.

A combination of the partial and full enclosure methods is allowed subject to all criteria outlined above.

c. Lockers

Bicycle lockers may be used to provide weather-protected, secure bicycle parking in outdoor locations.

2. Standards

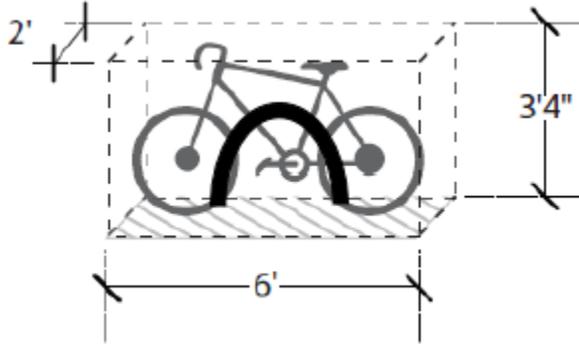
Standard Bicycle Dimensions

The dimensions for a standard bicycle are 2 feet wide by 6 feet long by 40 inches in height.

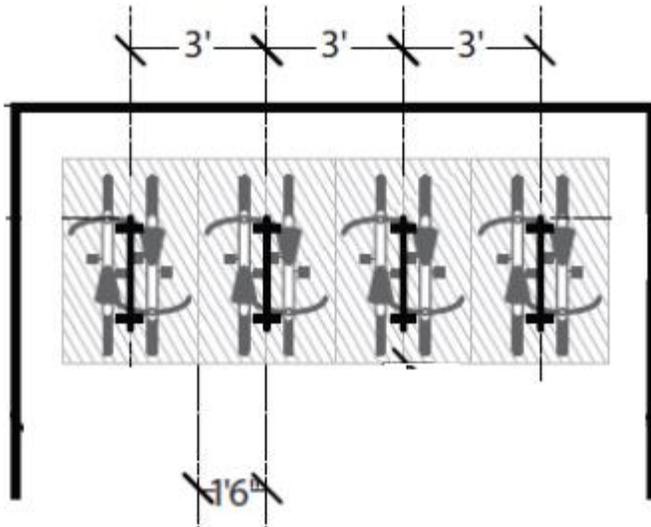
Bicycle Parking Space Dimensions

Required bicycle parking spaces must meet standards described below, unless otherwise specified by the bicycle parking hardware manufacturer and approved by SDCI. Providing some bicycle parking spaces that can fit non-standard bicycles (such as cargo, family, or adaptive bikes that may be 7-9 feet long and 3-4 feet wide) is encouraged.

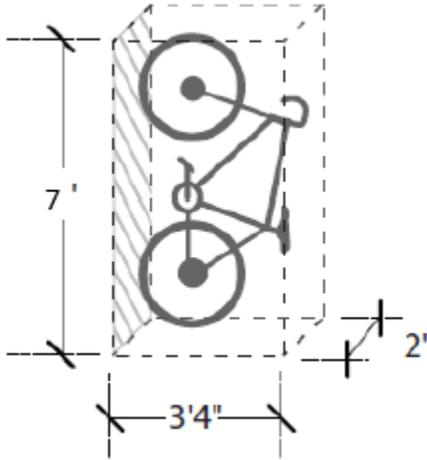
Horizontal Rack - Single Space: 2 feet wide by 6 feet long by 40 inches in height.



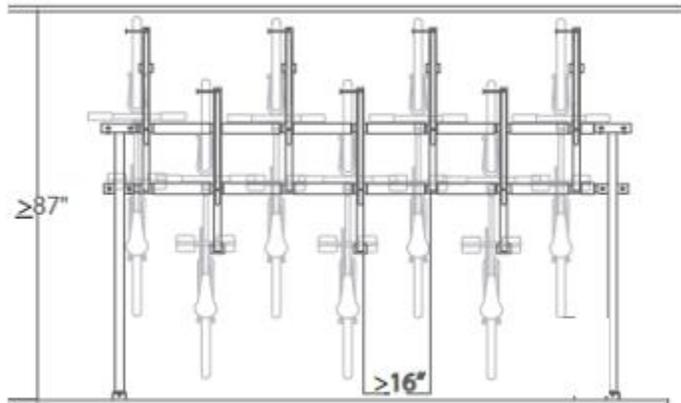
Horizontal Rack – Side-by-Side Spaces: 18 inches wide by 6 feet long by 40 inches in height.



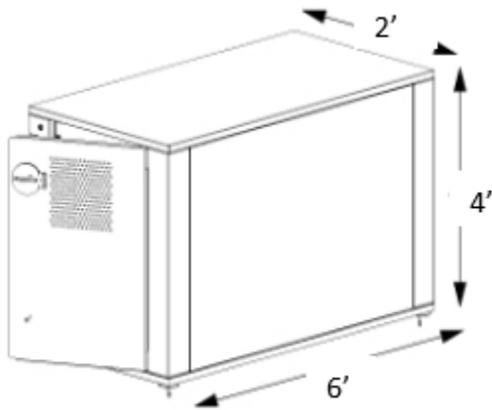
Vertical Rack – Single Space: 2 feet wide by 40 inches deep by 7 feet in height.



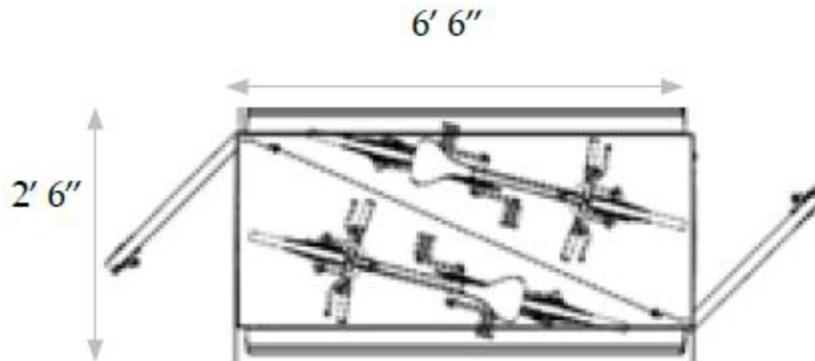
Vertical Rack – Multiple (Alternating): 16 inches wide by 40 inches deep by 87 inches in height.



Bicycle Locker – Single: minimum access door of 2 feet wide with internal dimensions of 6 feet long and 4 feet in height.

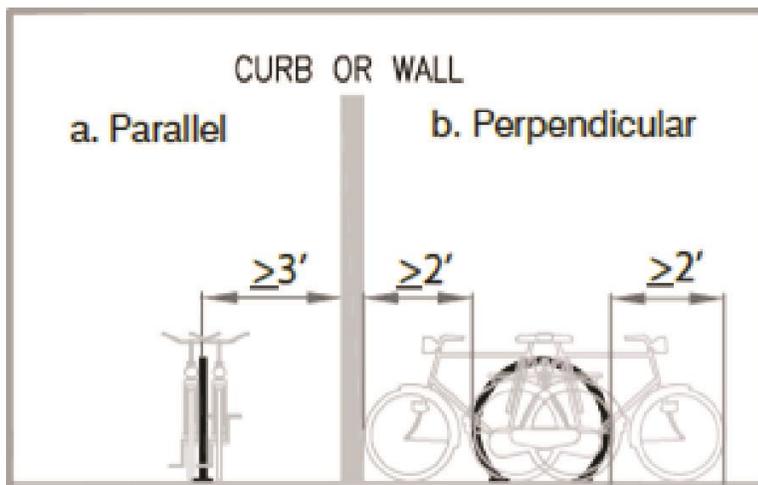


Bicycle Locker - Double: minimum access door of 2 feet wide with minimum internal dimensions of 2 feet-6 inches wide by 6 feet-6 inches long (when the locker divides the bicycle parking space into two triangular shaped spaces) by 4 feet in height.



Clearance – Horizontal rack clearance from vertical obstructions:

When parallel to a wall and providing two parking spaces, a horizontal rack must be at least 3 feet away from any vertical obstruction. If less than 3 feet are provided, such placement satisfies only one required bicycle parking space (on the side opposite the vertical obstruction). When perpendicular to a wall, the rack must be at least 2 feet away from the vertical obstruction.



Access aisle dimensions:

The minimum access aisle width is 3 feet. Required bicycle parking provided in a private garage associated with only one principal dwelling unit need not provide a separate bicycle parking access aisle. When manufacturer's specifications require a wider aisle width, such as for double decker bicycle parking, the project must comply with manufacturer's specifications.

3. Visibility and Wayfinding

Directional Signage

Short-term: When short-term bicycle parking is not located in the street right-of-way abutting the associated use or between the principal structure and the street right-of-way, signage directing bicyclists to short-term bicycle parking must be installed at the primary entrance for the associated use.

4. Security

Each required bicycle parking space must provide an associated rack or bicycle-parking fixture to which the bicycle can be locked. Each rack or fixture must allow locking of bicycle frames and one wheel with a U-lock. Each rack must be mounted securely to a flat surface (horizontal or vertical) according to hardware specifications and manufacturer's installation instructions. Required bicycle parking provided in a secure, individual, private garage associated with only one principal dwelling unit need not provide a rack or fixture to which a bicycle can be locked.

When required long-term bicycle parking spaces are provided in a partial enclosure, the long-term bicycle parking associated with it must be screened from direct street view.

5. Plan Requirements

The following bicycle parking information must be included in plans as part of the master use and construction permit applications:

- 1) Calculation for quantity of bicycle parking spaces required and proposed
- 2) Bicycle parking location and space dimensions
- 3) Type of rack or fixture (hardware) and mounting proposed
- 4) Vertical clearance dimensions
- 5) Dimensions for clearance from wall or other vertical obstruction
- 6) Dimensions for separation between racks
- 7) Note or verification of lighting
- 8) Dimensioned bicycle parking access route
- 9) Manufacturer's installation specifications for mounting, and where applicable, clearance and aisle width (if proposing alternate standards to Director).
- 10) Where required, sign detail for wayfinding