



Spokane Plan Commission Agenda

Wednesday, February 22, 2023

2:00 PM

Hybrid – Council Chambers (Hearing)

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Workshops:

Please see the Special Meeting Notice for the Joint Plan Commission / City Council meeting agenda.

Hearing:

4:00 – 4:30	1. Building Permit Expiration Timelines	Dean Giles
4:30 – 5:00	2. Bike Parking Code Update	Colin Quinn-Hurst

Adjournment: The next PC meeting will be held on Wednesday, April 05, 2023

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password: K8vCr44y

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission Meeting Information

Wednesday, March 22, 2023

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Meeting Password: PlanCommission	Join Webex Meeting Online: JOIN MEETING Tap to join from a mobile device (attendees only) +1-408-418-9388,,24908460369## United States Toll
Meeting Number (access code): 2490 846 0369	Join by phone +1-408-418-9388 United States Toll Global call-in numbers Join from a video system or application Dial 24908460369@spokanecity.webex.com You can also dial 173.243.2.68 and enter your meeting number. Global call-in numbers: https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af7864559443420dee7b

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

plancommission@spokanecity.org

The audio proceedings of the Plan Commission meetings will be recorded, with digital copies made available upon request.

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BRIEFING PAPER
City of Spokane
Plan Commission Public Hearing
Development Services
March 22, 2023

Subject

An ordinance relating to the building code; amending SMC section 17G.010.030,
Expiration of Building Permits

Background

A large number of permits are not completed within the 360 day time frame, so requests for extension are frequent and time consuming (for both the Permit Team representative and the Building Official, who must review and approved/deny the request).

Currently, to determine if the permit is still valid, a Permit Team representative must identify the date of issuance, verify that the first inspection had taken place within 180 days, then verify that the issuance date is within 360 days (at which time it expires).

This ordinance revision is intended to modify code which requires:

- 1. Extensive double checking and verification of dates by the Permit Team,*
- 2. Frequent permit extension requests,*
- 3. Frequent review and response by the Building Official. A more simplified requirement will save a very large amount of time and will be easier to implement.*

Impact

These proposed changes simplify the process. The additional time granted is expected to greatly reduce the number of permit extension requests. The end result will be less time spent by the Permit Team on verification of dates, and fewer extension requests which need to be processed.

Much of the wording in Section A is repeated in Sections D and E and may be eliminated.

Action

Recommend Approval.

Funding

Not applicable

ORDINANCE NO. C _____

An ordinance relating to the building code; amending SMC section 17G.010.030,
Expiration of Building Permits

Section 17G.010.030 Expiration of Building Permits

- A. Every permit issued by the building services department under the provisions of this code will expire by limitation and become null and void if the work authorized by such permit is not commenced within one hundred eighty days from the date of such permit. Evidence of commencement would be an inspection entry on an issued permit or verification via a physical site visit by ~~((a building department inspector))~~ the Building Official or their representative. ~~((Before such work can be recommenced, a new permit must be first obtained, and the fee therefore is as provided in SMC 8.02.031(U) so long as no changes have been or will be made in the original plans and specifications for such work. The building official is authorized to grant, in writing, one or more extensions of time for periods not more than one hundred eighty days each. The extension shall be requested in writing and justifiable cause demonstrated and shall be presented to the building official _____ prior _____ to _____ permit _____ expiration.))~~
- B. Issued permits in which work has commenced within one hundred eighty days of issuance are valid for ~~((three hundred sixty-five days))~~ two calendar years from issuance date.
- C. Courtesy Notices are sent in the mail to permit holders at least thirty days or more prior to the first expiration date telling the permit holder to call for inspections or request for extensions if additional time is needed. If the permit holder fails to obtain the necessary inspections or request extensions by the permit expiration date, the work will be presumed to be abandoned and the permit will expire by default.
- D. A permittee holding an unexpired permit may apply for an extension of the time within which he may commence work under that permit when he is unable to commence work within the time required by this section for good and satisfactory reasons. The building official may extend the time for action by the permittee for a period not exceeding one hundred eighty days upon written or verbal request by the permittee identifying the circumstances necessary for the extension request.
- E. In order to renew action on a permit after expiration, the permittee must pay a new permit fee. Guidelines in SMC 8.02.031(U) will be followed.

BICYCLE PARKING CODE UPDATE BRIEFING PAPER
City of Spokane
Plan Commission Public Hearing
Planning Services
March 22, 2023

Subject

This proposal will amend Spokane Municipal Code (SMC): Sections 17C.230.110 and 17C.230.200. The proposed text amendments to section 17C.230.110 revise the vehicle substitution provisions. The proposed text amendments to section 17C.230.200 revise the bicycle parking code to require short-term and long-term bicycle parking throughout the city and add spacing standards to ensure accessibility and usability.

Background

The Bicycle Master Plan and the City's Comprehensive Plan both outline the need for more bicycle parking to assist in reaching the Comprehensive Plan goal of tripling the number of commutes taken via bicycle.

The City continues investing in cycling infrastructure including bike lanes and trails. To ensure cyclists have a secure and accessible location to store their bicycles at their destinations, amendments to the bicycle parking code are recommended.

Impact

There are three main goals and impacts of the proposed update to the bicycle parking requirements.

1. To decouple bicycle parking and vehicle parking requirements by calculating bicycle parking requirements based on land use type and square footage of a building.
 - a. As currently written, bicycle parking is calculated as 5% of vehicle parking requirements.
2. To differentiate between short-term and long-term bicycle parking.
 - a. Short-term bicycle parking is oriented toward visitors and typically culminates in a bicycle rack located on the sidewalk in front of a building.
 - b. Long-term bicycle parking is oriented toward employees and residents and is typically in a secured enclosure or bike locker, either internal or external of the building.
3. To provide guidance on the most effective types of bicycle storage, addressing design, accessibility, and placement.

Action

Recommends approval of the proposed text amendments to SMC 17C.230.110 Minimum Required Parking Spaces and SMC 17C.230.200 Bicycle Parking.

Funding

N/A



STAFF REPORT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES DEPARTMENT

To:	City Plan Commission	
Subject:	Bicycle Parking Requirements	
Staff Contact:	Tyler Kimbrell Planner II tkimbrell@spokanecity.org	Colin Quinn-Hurst Associate Planner cquinnhurst@spokanecity.org
Report Date:	March 15, 2023	
Hearing Date:	March 22, 2023	
Recommendation:	Approval	

I. SUMMARY

These City-initiated text amendments are proposed to update the Spokane Municipal Code according to strategies outlined in the adopted Bicycle Master Plan and Comprehensive Plan. The proposed draft code would revise Spokane Municipal Code (SMC) Chapter 17C.230.110 Minimum Required Parking Spaces and Chapter 17C.230.200 Bicycle Parking. The proposed draft code has been developed by City staff, with the input of various committees and public feedback. The full-text amendments can be found attached as **Exhibit A**.

II. BACKGROUND

The City of Spokane's Comprehensive Plan and Bicycle Master Plan both highlight the need for accessible, well-designed, and readily available bicycle parking throughout the City. Adopted city goals include reaching 5% commute mode share by bicycle by 2037 and quadrupling bicycle ridership in that timeframe to achieve community goals centered on health, livability, economic development and accommodating safe and convenient transportation options for all modes and all users. Reaching these goals requires high-quality end-of-trip bicycle parking facilities in quantities that both encourage bicycle ridership and accommodate the gradually increasing numbers of people bicycling to destinations throughout the city. Meeting this increasing demand requires both short-term bike parking facilities, generally for stays under 2 hours, and long-term bike parking infrastructure for stays beyond 2 hours at places of work and residence. Achieving these goals also requires placement and spacing short-term bicycle parking facilities in convenient locations that do not impede building access, pedestrian right-of-way, or vehicle access. Similarly, accommodating higher levels of bicycle ridership requires long-term bicycle parking facilities with sufficient security, weather protection, and ease of access. The proposed bicycle parking code updates address each of these characteristics, setting standards in terms of quantity and quality for both short-term and long-term bicycle parking.

III. PROCESS

DEVELOPMENT CODE AMENDMENT PROCEDURE

Article III Section 21, Amendments and Repeals, of the City of Spokane Charter provides for the ability of amendments of the Charter and Spokane Municipal Code through ordinances. Title 17 is known as the Unified Development Code (UDC) and is incorporated into the Spokane Municipal Code to implement the City's Comprehensive Plan, and by reference, the requirements of the Washington State Growth Management Act (GMA). Section [17G.025.010](#) establishes the procedure and decision criteria that the City uses to review and amend the UDC. The City may approve amendments to the UDC if it is found that a proposed amendment is consistent with the provisions of the Comprehensive Plan, and bears a substantial relation to public health, safety, welfare, and protection of the environment.

ROLE OF THE CITY PLAN COMMISSION

The proposed text amendments require a review process set forth in Section 17G.025.010(F) SMC. The Plan Commission is responsible for holding a public hearing and forwarding its findings, conclusions, and recommendations to the City Council. Utilizing the decision criteria in 17G.025 SMC, the Plan Commission may recommend approval, modification, or denial of the proposal.

The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council or may modify the findings as necessary to support their final recommendation.

ROLE OF CITY COUNCIL

The City Council will also conduct a review process considering the proposed text amendment, public comments and testimony, the staff report, and the Plan Commission's recommendation. The final decision to approve, modify, or deny the proposed amendment rests with the City Council. Proposals adopted by ordinance after public hearings are official amendments to the Spokane Municipal Code.

COMMUNITY ENGAGEMENT

Engagement establishing the foundation for the text amendments was a part of the great effort taken by the Bicycle Master Plan (BMP) and the Comprehensive Plan update process in the years leading up to the 2017 update. The public process for the Bicycle Parking Code Update Project was designed around the refinement of the draft code and ensuring that the new requirements met the intent of the BMP and the Comprehensive Plan's vision and goals for bicycle parking. Taking into consideration many viewpoints obtained from a wide range of stakeholders was critical in developing the draft code, these viewpoints were obtained from various meetings, surveys, and comment periods. Below is a list summarizing the bulk of the process.

City Council- Urban Experience	December 12, 2022
Plan Commission Workshops	January 25, 2023 February 22, 2023
Technical Advisory Committee: Subject matter experts from affected City departments and divisions.	October 25, 2023 November 22, 2022 February 28, 2023
Public Advisory Committee: Representatives from affected stakeholder groups.	January 9, 2023 February 15, 2023
Bicycle Advisory Board	January 17, 2023
Plan Commission Transportation Subcommittee	December 6, 2022 February 7, 2023
Pedestrian Transportation and Traffic Committee	February 28, 2023
Virtual Open House	February 15, 2023
Bike Parking Survey (see Exhibit B¹)	February 15, 2023 – March 15, 2023

SEPA REVIEW

As outlined in Section 17G.025.010 SMC, notices of proposals to amend the UDC are distributed and interested parties should be made aware of such proposals during the Plan Commission review, including the SEPA checklist and determination. Similarly, a public notice published in the *Spokesman-Review* fourteen days prior to the Plan Commission public hearing is required.

¹ Survey results may also be found at the following link <https://arcg.is/19iuyy0>
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This proposal was properly noticed pursuant to Section 17G.025.010(E). See **Exhibit C** for the SEPA Determination of Non-significance issued on March 2, 2023.

COMMENTS RECEIVED

Written comments received prior to March 15 were provided to the Plan Commission attached to the agenda packet for the scheduled March 22, 2023 public hearing as **Exhibit D**. All written public comments received by the planning department between March 15 to March 22 by 4:00 p.m. will be circulated to the Plan Commission prior to the public hearing scheduled at 4:00 p.m. March 22, 2023.

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as **Exhibit E**. Agency/City department comment was received regarding this application:

- Spokane Tribe of Indians
- City of Spokane Street Department

IV. ANALYSIS

PROPOSAL DESCRIPTION

Following the adoption of the Bicycle Master Plan and the 2017 Update to the Comprehensive Plan the City of Spokane Planning Services and Economic Development is recommending amending the bicycle parking code. The recommended text amendments seek to align development regulations with the vision and goals of the community in creating a more bicycle friendly city.

This proposal will amend Spokane Municipal Code: Section 17C.230.110 Minimum Required Parking Spaces, and 17C.230.200 Bicycle Parking.

VEHICLE PARKING SUBSTITUTION

Vehicle parking substitutions are a Transportation Demand Management (TDM) strategy that seeks to gain efficiencies in the transportation system to reduce demand for auto travel. One TDM strategy specifically related to the goal of improving cycling infrastructure is allowing the replacement of vehicle parking with bicycle parking. Under the current development regulations in SMC 17C.230.110, as of February 2023, applicants can replace up to ten percent of the vehicle parking by replacing one vehicle parking space with five bicycle parking spaces. This provision does not differentiate between long-term and short-term parking. This provision only applies to bicycle parking beyond the minimum bicycle parking required in SMC 17C.230.200.

When considering the space requirements for vehicle parking versus bicycle parking it should be noted that the space requirement for a single bicycle is approximately 16 square feet² whereas a vehicle parking space is approximately 153 square feet.³ This does not include additional spacing requirements such as driveways, aisles, landscaping, pedestrian access, street furniture, walls, etc. These spacing requirements show that it is possible to fit approximately 8 to 10 bicycle parking spaces in one vehicle parking space.

To align with the goals and policies of the comprehensive plan and the bicycle master plan, and to improve upon existing TDM strategies, the proposed text amendments:

- Increase the percentage of allowed vehicle substitution from ten percent to twenty-five percent.
- Differentiate the substitution rate for long-term and short-term bicycle parking.
- Maintain that the vehicle substitution provision only applies to bicycle parking spaces beyond the minimum requirement.

² Typical bike dimensions are 6 feet in length, 3.5 feet in height, and 2 feet in width. *Bicycle Parking Guidelines*, 2nd edition. Association of Pedestrian and Bicycle Professionals (APBP).

³ Minimum Parking Space and Aisle Dimensions. SMC 17C.230.140.

THE RATE OF BICYCLE PARKING & LAND USE VS ZONING

The proposed text amendments recommend changing the way in which the bicycle parking requirements are calculated. The changes are two-fold: the first is a change that decouples bicycle parking requirements from vehicle parking requirements, and the second is a transition from requirements based on zoning to requirements based on use type.

In SMC17C.230.200 as of February 2023, bicycle parking is a function of vehicle parking. In most cases, the number of required bicycle parking spaces will be five percent of the required vehicle parking. To ensure that bicycle parking is not unwittingly affected by changes and possible reductions in the vehicle parking requirements going forward, the proposed amendments to the bicycle parking code include a land use table with variable rates of bicycle parking based on the square footage of a building. The recommended rates and options provided were determined based on several factors including best practices from the Association of Pedestrian and Bicycle Professionals (APBP), stakeholder discussions, and analysis of best-in-class cities for cycling. A comparison spreadsheet provided by Bicycle Security Advisors⁴ with best practices and best-in-class cities is attached as **Exhibit F**.

Additionally, the proposed amendments text amendments change the bicycle parking requirements to be based on the use type of the development rather than the zone in which the development is being built. Various use types have different cycling and bike storage demands and therefore different needs in terms of bicycle parking. The proposed text amendments alter this by implementing a land use table for bicycle parking requirements with use types as established in other areas of the Unified Development Code (UDC), allowing easy integration and familiarity for Current Planning staff.

SHORT-TERM & LONG-TERM BICYCLE PARKING

Short-term bicycle parking is typically found in front of retail and institutional buildings within the public right-of-way on the sidewalk next to parking meters, street trees, and street furniture. The proposed text amendments ensure the implementation of well-designed bike racks to protect the bicycle from damage and theft. Standards for short-term bicycle parking are referenced from the APBP's *Essentials of Bike Parking* attached as **Exhibit G**.

Long-term bicycle parking is intended for those who keep their bike locked for extended periods of time, typically residents and employees. Most commonly, long-term storage takes the form of secured enclosures (external to the principal structure or within the parking garage), bike lockers, and/ or bike storage rooms located within the principal structure. As of February 2023, the adopted bicycle parking code does not differentiate between short-term and long-term parking. The differentiation of short-term and long-term parking is a key element in the proposed text amendments. Standards for long-term bicycle parking in the proposed text amendments were developed in combination with stakeholder feedback, public feedback, and guidance from the APBP.

IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES

Section [17G.025.010](#) SMC establishes the review criteria for text amendments to the Unified Development Code. In order to approve a text amendment, City Council shall consider the findings and recommendations of the Plan Commission along with the approval criteria outlined in the Code. The applicable criteria are shown below in *bold and italic* with staff analysis following the complete list. Review of the Comprehensive Plan goals and policies indicates that the proposal meets the approval criteria for internal consistency set forth in SMC 17G.025.010(G). Excerpts of the applicable goals and policies, and their Comprehensive Plan discussion points, are contained in **Exhibit H**.

17G.025.010(G) APPROVAL CRITERIA

1. **The proposed amendment is consistent with the applicable provisions of the comprehensive plan.**

⁴ <https://bicyclesecurityadvisors.com/best-practice-guides/parking/zoning-building-codes/>

Chapter 3: Land Use - Goal 4 – Transportation, Policy LU 4.6 Transit-Supported Development

Chapter 4: Transportation - Goal TR B – Provide Transportation Choices

Chapter 4: Transportation - Goal TR C – Accommodate Access to Daily Needs and Priority Destinations

Chapter 4: Transportation - Goal TR F – Enhance Public Health and Safety

Chapter 4: Transportation – Policy TR 1 – Transportation Network for All Users

Chapter 4: Transportation - Policy TR 5 – Active Transportation

Chapter 4: Transportation - Policy TR 6 – Commercial Center Access

Chapter 4: Transportation – Policy TR 9 – Promote Economic Opportunity

Chapter 4: Transportation - Policy TR 20 – Bicycle/Pedestrian Coordination

Bicycle Master Plan Policy BMP 1: Continually increase the bicycle mode share for all trips

Bicycle Master Plan Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities

2. The proposed amendment bears a substantial relation to public health, safety, welfare, and protection of the environment.

Staff Analysis: The proposed amendments bear a substantial relation to public health, safety, welfare, and the protection of the environment. By updating requirements for both short-term and long-term bicycle parking, in terms of both quantity and quality, the proposed amendments comply with State Law and carry out the recommendations adopted in the City's Bicycle Master Plan and the City's Comprehensive Plan. The proposed updates to the bicycle parking sections of the Spokane Municipal Code support these comprehensive plan goals and policies by requiring the provision of safe, secure and accessible short-term and long-term bicycle parking, in sufficient quantities and of a quality to promote bicycle ridership as a safe, healthy, low-cost and low-emission transportation option. By requiring end-of-trip bicycle facilities according to land use type and increasing incentives for replacing vehicle parking with bicycle parking, the proposed updates support opportunities for the use of active forms of transportation. In their application to new developments and major redevelopments, the proposed updates to the bicycle parking code increase opportunities for high-quality short-term and long-term bicycle parking in sufficient quantities to support an increase in bicycle ridership. This enacts one of the recommended strategies to achieve the City's adopted goal to quadruple bicycle ridership and achieve 5% bicycle commute mode share by 2037, as stated in the Bicycle Master Plan, an adopted appendix of the City's Comprehensive Plan.

V. DISCUSSION

The proposed text amendments are intended to provide a base for future revisions in the bicycle parking code. As cycling becomes a more popular choice for commuting, bicycle parking requirements can be analyzed under the structure of the proposed text amendments. The bicycle parking code, as of February 2023, does not consider use types that may have various demands for cyclists and bicycle parking. Furthermore, the current bicycle parking code's reliance on vehicle parking inhibits the consideration of bicycles in more dense areas that have lower vehicle parking requirements.

The proposed bicycle parking use tables (draft table 17C.230.200-3 and draft table 17C.230.200-4) were developed starting with the recommended five percent commute mode share recommendations from the Association of Pedestrian and Bicycle Professionals (APBP). The rates of bicycle parking were refined through discussion with the Public Advisory Committee, Technical Advisory Committee, and various groups such as the Bicycle Advisory Board and Plan Commission Transportation Subcommittee, followed by feedback from the general public through an online public workshop and survey. Recommended rates of bicycle parking in the draft use tables are not aligned with the Bicycle Master Plan's goal of a five percent commute mode share for cycling based on the APBP's recommendation, falling below the recommended quantities to achieve that level of ridership. However, as previously mentioned, the structure of the proposed text amendments allows simpler revision of the bicycle parking code moving forward as bicycle ridership increases.

At the February 22, 2023 Plan Commission workshop, commissioners requested alternatives to the use table that align with the APBP's recommended bicycle parking rates for reaching a five percent commute mode share consistent with the Comprehensive Plan's adopted goal for bicycle ridership. This is attached as **Exhibit I**.

VI. CONCLUSION

Based on the facts and findings presented herein, staff concludes that the requested text amendments to the Unified Development Code satisfy the applicable criteria for approval as set forth in SMC Section 17G.025.010. To comply with RCW 36.70A.370 the proposed text amendments have been evaluated to ensure proposed changes do not result in unconstitutional takings of private property.

VII. STAFF RECOMMENDATION

Following the close of public testimony and deliberation regarding conclusions with respect to the review criteria and decision criteria detailed in SMC 17G.025.010, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested code amendments to the Unified Development Code.

Staff **recommends approval** of the requested minimum required parking spaces and bicycle parking amendments and recommends that the Plan Commission adopt the facts and findings of the staff report.

VIII. LIST OF EXHIBITS

- A. Proposed Draft Text Amendments
- B. Survey Results
- C. SEPA Determination of Non-Significance
- D. Public Comments
- E. Agency Comment
- F. Best Practices Spreadsheet
- G. *APBP Essentials of Bike Parking*
- H. Comprehensive Plan Goals and Policies
- I. 5% Mode Share Use Table

EXHIBIT A

Section __. That SMC section 17C.230.110 is amended to read as follows:

Section 17C.230.110 Minimum Required Parking Spaces

A. Purpose.

The purpose of required parking spaces is to provide enough parking to accommodate the majority of traffic generated by the range of uses, which might locate at the site over time. As provided in subsection (B)(3) of this section, bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long-term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum Number of Parking Spaces Required.

1. The minimum number of parking spaces for all zones is stated in [Table 17C.230-1](#). [Table 17C.230-2](#) states the required number of spaces for use categories. The standards of [Table 17C.230-1](#) and [Table 17C.230-2](#) apply unless specifically superseded by other portions of the city code.

2. Joint Use Parking.

Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the planning and economic development services director as part of a building or zoning permit application or land use review:

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
 - b. The location and number of parking spaces that are being shared.
 - c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
3. ~~((Bicycle parking may substitute for up to ten percent of required parking. For every five nonrequired bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is~~

~~reduced by one space. Existing parking may be converted to take advantage of this provision.))~~ Bicycle parking may substitute for up to twenty-five (25)

percent of required vehicle parking. For every four (4) nonrequired short-term bicycle parking spaces, the motor vehicle parking requirement is reduced by one space. For every one (1) nonrequired long-term bicycle parking space, the motor vehicle parking required is reduced by one space. Vehicle parking associated with residential uses may only be substituted by long-term bicycle parking. Existing parking may be converted to take advantage of this provision.

At the PC workshop on 2/22/2023 there was discussion regarding the 25% vehicle substitution rate, and how long-term bike parking and short-term bike parking could have separate applicability.

4. Existing Uses.

The off-street parking and loading requirements of this chapter do not apply retroactively to established uses; however:

- a. the site to which a building is relocated must provide the required spaces; and
- b. a person increasing the floor area, or other measure of off-street parking and loading requirements, by addition or alteration, must provide spaces as required for the increase, unless the requirement under this subsection is five spaces or fewer.

5. Change of Use.

When the use of an existing building changes, additional off-street parking and loading facilities must be provided only when the number of parking or loading spaces required for the new use(s) exceeds the number of spaces required for the use that most recently occupied the building. A “credit” is given for the most recent use of the property for the number of parking spaces that would be required by the current parking standards. The new use is not required to compensate for any existing deficit.

- a. If the proposed use does not generate the requirement for greater than five additional parking spaces more than the most recent use then no additional parking spaces must be added.
- b. For example, a non-conforming building with no off-street parking spaces most recently contained an office use that if built today would require three off-street parking spaces. The use of the building is proposed to be changed to a restaurant that would normally require six spaces. The three spaces that would be required of the existing office use are subtracted from the required number of parking spaces for the proposed restaurant use. The remainder is three spaces. Since the three new spaces is less than five spaces no off-street parking spaces

would be required to be installed in order to change the use of the building from an office use to a restaurant use.

6. Uses Not Mentioned.

In the case of a use not specifically mentioned in [Table 17C.230-2](#), the requirements for off-street parking shall be determined by the planning and economic development services director. If there is/are comparable uses, the planning and economic development services director's determination shall be based on the requirements for the most comparable use(s). Where, in the judgment of the planning and economic development services director, none of the uses in [Table 17C.230-2](#) are comparable, the planning and economic development services director may base his or her determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

C. Carpool Parking.

For office, industrial, and institutional uses where there are more than twenty parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before nine a.m. on weekdays. More spaces may be reserved, but they are not required.
2. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
3. Signs must be posted indicating these spaces are reserved for carpool use before nine a.m. on weekdays.

Section __. That SMC section 17C.230.200 is amended to read as follows.

Section 17C.230.200 Bicycle Parking

A. Purpose.

Bicycle parking is required to encourage the use of bicycles by providing safe and convenient places to park bicycles.

- ~~((1. Bicycle parking facilities, either off-street or in the street right-of-way, shall be provided in RMF, RHD, CC1, CC2, CC3, CC4, O, OR, NR, NMU, CB, GC, and industrial zones for any new use which requires twenty or more automobile parking spaces according to Table 17C.230-1 or Table 17C.230-2. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.~~
- ~~a. The number of required bicycle parking spaces shall be five percent of the number of required off-street auto parking spaces.~~
- ~~b. When any covered automobile parking is provided, all bicycle parking shall be covered.~~
- ~~2. Within downtown and FBC CA1, CA2, CA3, zones bicycle parking facilities, either off-street or in the street right-of-way, shall be provided. The number of spaces shall be the largest amount based on either subsections (a) or (b) below.~~
- ~~a. The number of required bicycle parking spaces shall be five percent of the number of off-street auto parking spaces being provided, whether the auto parking spaces are required by code or not.~~
- ~~b. A minimum of one bicycle parking space shall be provided for every ten thousand square feet of building area. When a building is less than ten thousand square feet in building area at least one bicycle parking space shall be provided.~~
- ~~c. When any covered automobile parking is provided, all bicycle parking shall be covered.~~
- ~~d. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.~~
- ~~3. Bicycle parking facilities accessory to nonresidential uses shall be located on the lot or within eight hundred feet of the lot. Bicycle parking accessory to residential uses shall be located on-site. Bicycle parking facilities shared by more than one use are encouraged. Bicycle and automobile parking areas shall be separated by a barrier or painted lines.))~~

B. Applicability.

1. The required number of bicycle parking spaces in all zones except Centers and Corridors for uses in SMC 17C.190 is identified in Table 17C.230-3. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
 - a. No short-term bicycle parking is required for the following uses.
 - i. All uses under “Residential categories”
 - ii. Commercial parking
 - iii. Drive-through facilities
 - iv. All uses under “Other Categories”
 - v. All uses under “Industrial Categories”
 - b. No long-term bicycle parking is required for the following uses.
 - i. Commercial parking
 - ii. Drive-through facilities
 - iii. Mini-storage facilities
 - iv. Park and open areas
 - v. Schools
 - vi. All uses under “Other Categories”
2. The required number of bicycle parking spaces for allowed uses in Center and Corridor Zones is identified in Table 17C.230-4. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
 - a. No short-term bicycle parking is required for the following uses.
 - i. Residential
 - ii. Public parking lot
 - iii. Drive-through business on pedestrian streets
 - iv. Mobile food vending
 - v. Limited industrial
 - vi. Heavy Industrial
 - vii. Motor vehicle sales, rental, repair, or washing
 - viii. Automotive parts and tires (with exterior storage or display)
 - b. No long-term bicycle parking is required for the following uses.
 - i. Park and open areas
 - ii. Structured parking
 - iii. Public parking lot
 - iv. Drive-through business on pedestrian streets

v. Self-storage or warehouse

vi. Mobile food vending

3. Change of Use.

a. When the use of an existing building changes, bicycle parking shall be provided to meet the standards set forth in this section.

4. The bicycle parking requirements of this section do not retroactively apply to established uses; however:

a. When increasing the floor area or other measures of bicycle parking requirements by addition or alteration, spaces, as required for the increase, shall be provided; and

b. The site to which a building is relocated must provide the required spaces.

5. Uses Not Mentioned.

a. In the case of a use not specifically mentioned in Table 17C.230-3 or Table 17C.230-4, the requirements for bicycle parking shall be determined by the Planning Director.

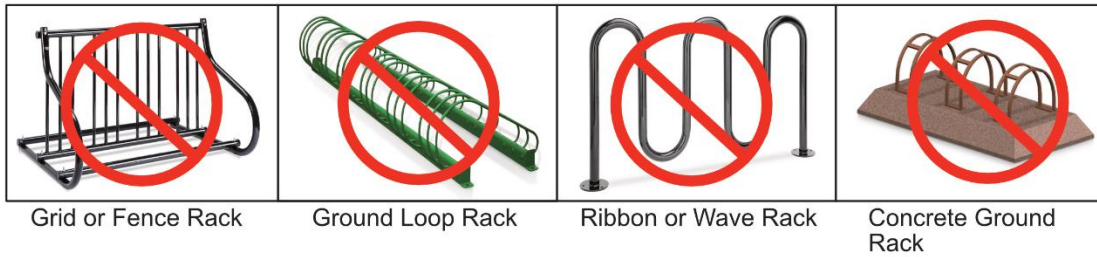
C. Short-term bicycle parking standards

Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

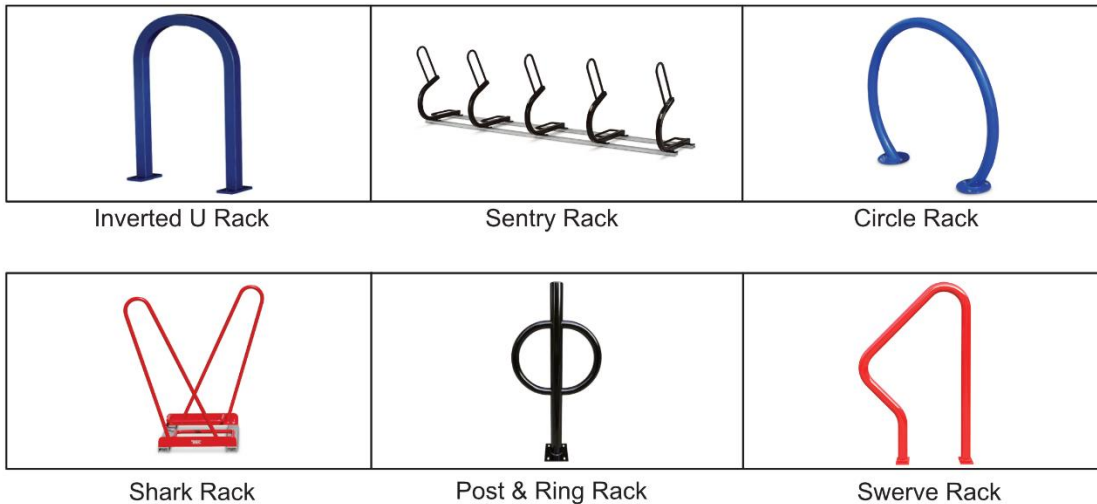
1. Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.
2. Short-term bicycle parking shall be placed on stable, firm, and slip-resistant surfaces consistent with ADA requirements.
3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position with a minimum of two points of contact to the bicycle frame and without damage to the wheels, frame, or components (see figure 1 below for examples that meet and do not meet this requirement).

Figure 1 Short-term bicycle racks that meet and do not meet the design requirements

Examples of bicycle racks that **do not** meet the design requirements:



Examples of bicycle racks that **do** meet the design requirements:



4. Short-term bicycle parking must be located:

- a. Within 50 feet of a main entrance; and
- b. On-site or within the adjacent public right-of-way.
 - i. If within the public right-of-way, bicycle racks must be entirely within the pedestrian buffer strip.
- c. Outside of a building or enclosure.
- d. As to not conflict with the opening of vehicle doors.
- e. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
- f. Short-term bicycle parking where the number of required spaces is based on the provided vehicle parking (see Basic Utilities and Parks and Open Space in Table 17C.230-3) shall be grouped and located within or adjacent to the vehicle parking area.
 - i. If located within the vehicle parking area the bicycle racks shall be protected from vehicle interference such as the opening of car doors and potential collision by ensuring adequate space between vehicle parking stalls and bicycle parking.

5. Property owners and businesses located on the same side of the street and on the same block may establish a grouped bicycle parking area where short-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 200 feet from the main entrance of each business or property they intend to serve.
 - b. The racks shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
6. If the development is unable to provide short-term bicycle parking as described, the developer may explore options such as:
 - a. On-site short-term bicycle parking beyond fifty (50) from the main entrance.
 - b. Bicycle parking located at the rear of the building.
 - c. Bicycle parking located within the building.
 - d. As agreed between the applicant and the Planning Director.

D. Long-term bicycle parking standards

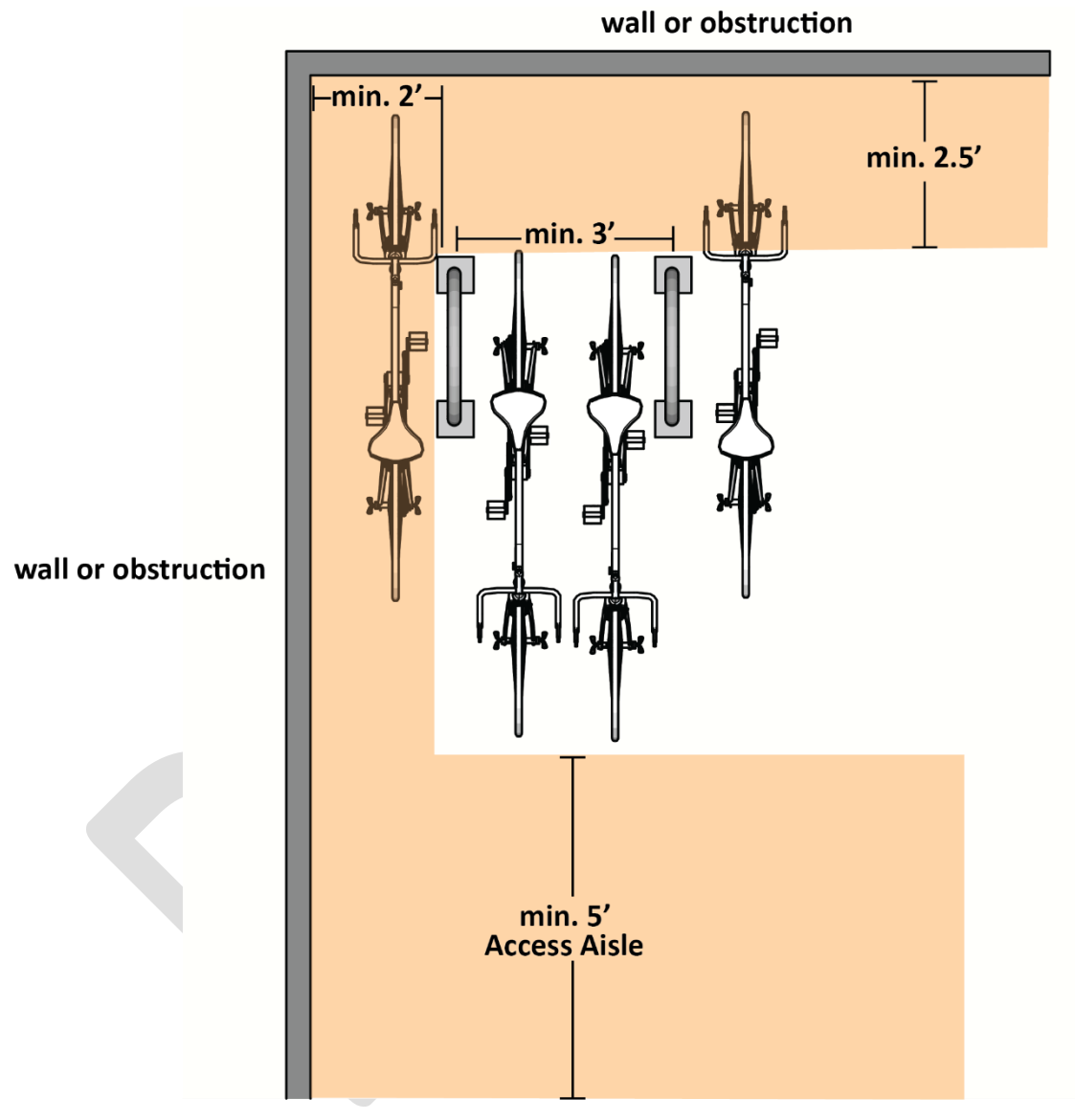
Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
2. A garage dedicated exclusively to a residential unit may fulfill the requirements for one (1) long-term bicycle parking space.
3. Long-term bicycle parking must be provided in racks or lockers.
 - a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - ii. Cargo, tandem, long-tailed, or similar bicycles that do not fit into vertical bicycle racks.
4. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack (see figure 2):
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and

Staff comment: garage provision amended for clarity- at the PC workshop on 2/22/2023 it was noted that original language may cause confusion.

- iii. A minimum of two (2) feet six (6) inches of perpendicular spacing between bicycle racks and walls or obstructions; and
- iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.

Figure 2 Spacing requirements for horizontal long-term bicycle racks



b. For vertical wall-mounted racks (see figures 3 and 4):

- i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and

- ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
- iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.

Figure 3 Wall-mounted bicycle rack without vertical off-sets

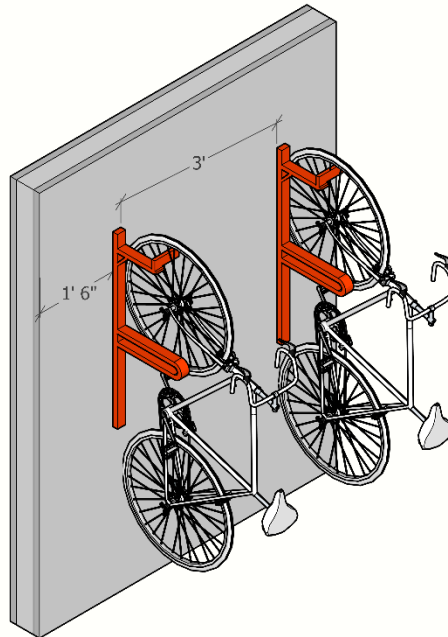
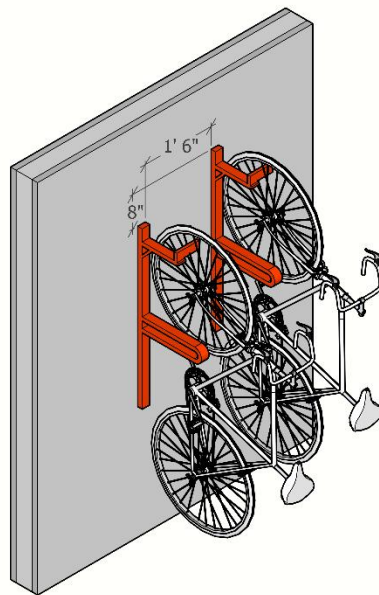
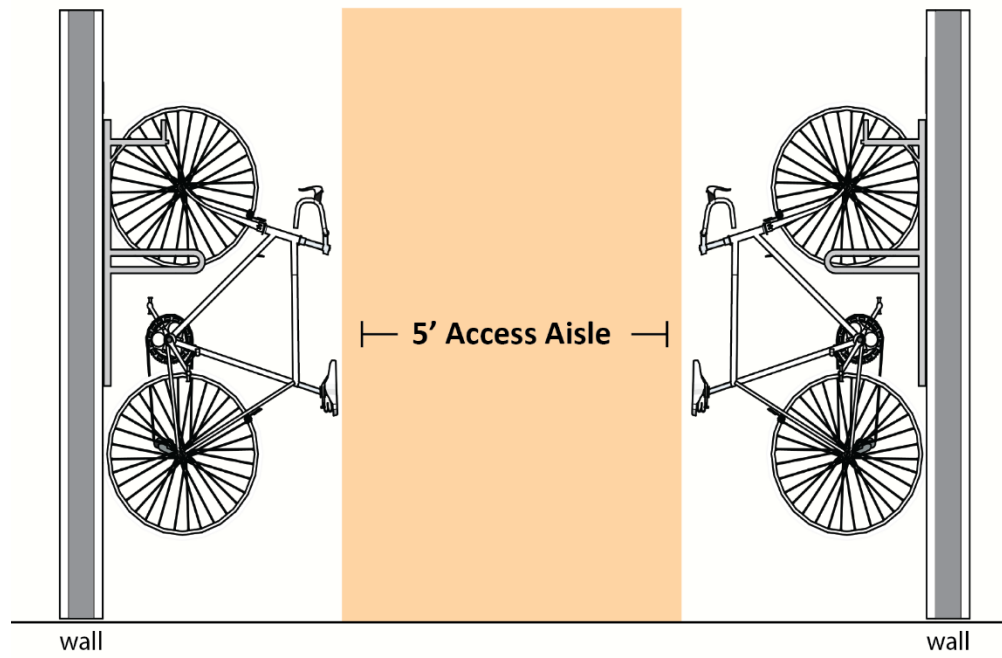


Figure 4 Wall-mounted bicycle racks with vertical off-sets





5. Long-term bicycle parking must be covered. The cover must be,
 - a. Permanent; and
 - b. Impervious.
6. Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.
7. Long-term bike storage design details must be provided with site layouts to determine the number of bicycle parking spaces.
8. To provide security the bicycle parking must be,
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or
 - c. In a permanently anchored, enclosed, and secured bike locker.
9. Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. Bicycle parking shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.

10. Residential in-unit long-term bicycle parking does not count towards fulfilling the requirements of long-term bicycle parking.
11. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
- a. The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.

At the February 22, 2023 workshop Plan Commission discussed the removal of in-unit parking counting towards the long-term parking requirements.

Staff note: this would not restrict any person from storing their bicycle in their residence should they choose to do so.

TABLE 17C.230-3 BICYCLE PARKING BY USE RESIDENTIAL CATEGORIES				
<u>USE CATEGORIES</u>	<u>SPECIFIC USES</u>	<u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u>	<u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u>	<u>REQUIRED LONG-TERM BICYCLE PARKING</u>
<u>Group Living</u>	-	None	0	1 per 10 residents
<u>Residential Household Living</u>	<u>Multifamily dwellings of ten or more units</u>	None	0	0.5 per unit
COMMERCIAL CATEGORIES				
<u>USE CATEGORIES</u>	<u>SPECIFIC USES</u>	<u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u>	<u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u>	<u>REQUIRED LONG-TERM BICYCLE PARKING</u>
<u>Adult Business</u>	-	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
<u>Commercial Outdoor Recreation</u>	-	1 per 5,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area
<u>Commercial Parking</u>	-	None	0	None
<u>Drive-through Facility</u>	-	None	0	None
<u>Major Event Entertainment</u>	-	1 per 60 seats	2	None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area
<u>Office</u>	<u>General Office</u>	1 per 20,000 sq. ft. of floor area	2	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area
	<u>Medical/Dental Office</u>	1 per 20,000 sq. ft. of floor area	2	None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area
<u>Quick Vehicle Servicing</u>	-	1 per 20,000 sq. ft. of floor area	2	None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area

<u>Retail Sales and Service</u>	<u>Retail, Personal Service, Repair-oriented</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
	<u>Restaurants and Bars</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
	<u>Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
	<u>Temporary Lodging</u>	<u>1 per 30 rentable rooms</u>	<u>2</u>	<u>None below 30 rentable rooms; and then 1 per 30 rentable rooms</u>
	<u>Theaters</u>	<u>1 per 30 seats</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft.</u>
	<u>Retail sales and services of large items, such as appliances, furniture and equipment</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Mini-storage Facilities</u>	-	<u>2 per development</u>	<u>2</u>	<u>None</u>
<u>Vehicle Repair</u>	-	<u>1 per 20,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
INDUSTRIAL CATEGORIES				
<u>USE CATEGORIES</u>	<u>SPECIFIC USES</u>	<u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u>	<u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u>	<u>REQUIRED LONG-TERM BICYCLE PARKING</u>
<u>Industrial Services, Railroad Yards, Wholesale Sales</u>	-	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area</u>
<u>Manufacturing and Production</u>	-	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area</u>

<u>Warehouse and Freight Movement</u>	-	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area</u>
<u>Waste-related</u>	-	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area</u>
INSTITUTIONAL CATEGORIES				
<u>USE CATEGORIES</u>	<u>SPECIFIC USES</u>	<u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u>	<u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u>	<u>REQUIRED LONG-TERM BICYCLE PARKING</u>
<u>Basic Utilities</u>	-	<u>1 per 20 vehicle spaces (whether vehicle parking is required by code or not)</u>	<u>2</u>	<u>None below 20 vehicle spaces; and then 1 per 20 vehicle spaces (whether vehicle parking is required by code or not)</u>
<u>Colleges</u>	-	<u>1 per 20,000 sq. ft. of floor area associated with each building</u>	<u>2</u>	<u>None below 30 staff/faculty; and then 1 per 30 staff/faculty</u>
<u>Community Service</u>	-	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Daycare</u>	-	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Medical Centers</u>	-	<u>1 per 20,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Parks and Open Areas[1] [2]</u>		<u>1-3 amenities= 4 spaces</u> <u>4-7 amenities= 8 spaces</u> <u>7-12 amenities= 16 spaces</u> <u>12+ amenities= 24 spaces</u> <u>Additionally:</u> <u>1 per 10 vehicle spaces (whether vehicle parking is required by code or not)</u>	<u>2</u>	<u>None</u>

<u>Religious Institutions</u>	-	<u>1 per 20,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Schools</u>	<u>Grade, Elementary, Junior High</u>	<u>1 per classroom</u>	<u>2</u>	<u>None</u>
	<u>High School</u>	<u>1 per classroom</u>	<u>2</u>	<u>None</u>
<u>OTHER CATEGORIES</u>				
<u>USE CATEGORIES</u>	<u>SPECIFIC USES</u>	<u>REQUIRED SHORT-TERM BICYCLE PARKING</u>	<u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u>	<u>REQUIRED LONG-TERM BICYCLE PARKING</u>
<u>Agriculture</u>	-	<u>None</u>	<u>None</u>	<u>None</u>
<u>Aviation and Surface Passenger Terminals</u>	-	<u>None</u>	<u>None</u>	<u>None</u>
<u>Detention Facilities</u>	-	<u>None</u>	<u>None</u>	<u>None</u>
<u>Essential Public Facilities</u>	-	<u>None</u>	<u>None</u>	<u>None</u>
<u>Wireless Communication Facilities</u>	-	<u>None</u>	<u>None</u>	<u>None</u>
<u>Rail Lines and Utility Corridors</u>	-	<u>None</u>	<u>None</u>	<u>None</u>
<p>[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as habitat viewing station.</p> <p>[2] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.</p> <p>[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.</p>				

<u>TABLE 17C.230-4</u>			
<u>CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES</u>			
<u>CENTERS AND CORRIDORS USE CATEGORIES</u>	<u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u>	<u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u>	<u>REQUIRED LONG-TERM BICYCLE PARKING</u>
<u>Residential</u>	<u>None</u>	<u>0</u>	<u>0.5 per unit</u>

<u>Hotels, including Bed and Breakfast Inns</u>	<u>1 per 30 rentable rooms</u>	<u>2</u>	<u>None below 30 rentable rooms; and then 1 per 30 rentable rooms</u>
<u>Commercial, Financial, Retail, Personal Services</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Eating and Drinking Establishments</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Restaurants without Cocktail Lounges</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Professional and Medical Offices</u>	<u>1 per 20,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 10,000 sq. ft. of floor area; and then 1 per 10,000 sq. ft. of floor area</u>
<u>Entertainment, Museum and Cultural</u>	<u>1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser</u>	<u>2</u>	<u>None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area</u>
<u>Government, Public Service or Utility Structures, Social Services and Education</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Religious Institutions</u>	<u>1 per 20,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Parks and Open Space [1]</u>	<u>1-3 amenities= 4 spaces</u> <u>4-7 amenities= 8 spaces</u> <u>7-12 amenities= 16 spaces</u> <u>12+ amenities= 24 spaces</u> <u>Additionally:</u> <u>1 per 10 vehicle spaces (whether vehicle parking is required by code or not)</u>	<u>2</u>	<u>None</u>
<u>Structured Parking [2]</u>	<u>1 per 10 vehicle parking spaces</u>	<u>2</u>	<u>None</u>
<u>Public Parking Lot</u>	<u>None</u>	<u>0</u>	<u>None</u>
<u>Limited Industrial (if entirely within a building)</u>	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area</u>
<u>Heavy Industrial</u>	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area</u>

<u>Drive-through Businesses on Pedestrian Streets</u>	<u>None</u>	<u>0</u>	<u>None</u>
<u>Motor Vehicles Sales, Rental, Repair or Washing</u>	<u>None</u>	<u>0</u>	<u>None below 20,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Automotive Parts and Tires (with exterior storage or display)</u>	<u>None</u>	<u>0</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Gasoline Sales (serving more than six vehicles)</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Gasoline Sale (serving six vehicles or less)</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then ft. of floor area</u>
<u>Self-storage or Warehouse</u>	<u>None</u>	<u>0</u>	<u>None</u>
<u>Adult Business (subject to chapter 17C.305 SMC special provisions)</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Winery and Microbreweries</u>	<u>1 per 5,000 sq. ft. of floor area</u>	<u>2</u>	<u>None below 12,000 sq. ft. of floor area; and then 1 per 12,000 sq. ft. of floor area</u>
<u>Mobile Food Vending</u>	<u>None</u>	<u>0</u>	<u>None</u>
<p><u>[1] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.</u></p> <p><u>[2] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the structure. There is no requirement for the parking to be in a secured enclosure.</u></p> <p><u>[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.</u></p>			

EXHIBIT B



Employee and Apartment Bike Parking Survey

Tell us about your building's bike parking

The City of Spokane is working to triple the percent of people commuting to work by bicycle and quadruple the percent of daily trips by bike, as established in the City's Comprehensive Plan.

But where will all those bikes park?

The City's Planning Services Department is in the middle of reviewing and updating the Bicycle Parking code requirements to ensure the availability of safe, comfortable, adequate and secure bicycle parking for new buildings and major redevelopments throughout the City, as the existing code doesn't meet the community goals and standards identified in the City's Bicycle Master Plan and Comprehensive Plan. For more information about the project in general, the [project website](#) provides additional background.

While the City has convened a Public Advisory Committee made up of developers, agency staff and institutional representatives, at this time we haven't received broad-based user input from the people who would use these bike parking facilities.

Please take this questionnaire to let us know about YOUR experience as someone living, traveling and storing your bicycle in Spokane.

Next

Page 1 of 6

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Employee and Apartment Bike Parking Survey

Bicycle parking at work

Where would you prefer to park your bicycle at your workplace?*

Secure bike room refers to a dedicated fully-enclosed space with vertical and horizontal racks, accessible only by building tenants through a secured door.



In a secure and covered bike cage located outside my building



In a dedicated rack that has been placed in my office space



In a ground floor, secure bike room accessible by a door from the sidewalk or street



In a secure bike room located on my individual floor



In a secure bike room or cage in the automobile parking area

Reset

What is the most challenging part of parking your bicycle at your workplace?

Note: you may select multiple answers



Parking a wet, muddy bike in my workspace is causing damage



My place of work does not allow me to store my bike in my workspace



The bike parking room is too full

☐

The bicycle rack at my work is not usable or is in an inconvenient location

☐

It is difficult to get my bicycle on an elevator or stairs

☐

My bike does not fit in any of the designated bicycle parking spaces or on any of the racks

☐

I'm concerned about the safety/security of my bicycle at the available bike room

☐

I'm concerned about the safety/security of my bicycle at the available outdoor bike racks

☐

There are no bike parking facilities at my building

☐

I do not commute via bicycle

☐

Other

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Employee and Apartment Bike Parking Survey

Bicycle parking at home

Where would you prefer to park your bicycle at your residence? (Please rank the following options from 1 (your top choice) to 5)*

***Secure bike room** refers to a fully-enclosed, dedicated room with horizontal and vertical bike racks, accessible only by tenants via a secured door.

☐ In a secure bike room located on my individual floor

☐ In a secure bike room or cage in the automobile parking area (including garage)

☐ In a secure and covered bike cage located outside my building

☐ In a dedicated rack that has been placed in my residential (apartment, condo) unit

☐ In a ground floor, secure bike room accessible by a door from the sidewalk or street

Reset

What is the most challenging part of parking your bicycle at your apartment building?

Note: you may select multiple answers

☐

Parking a wet, muddy bike in my unit is causing damage

☐

My building manager does not allow me to store my bike in my room and/or balcony



☐ The bicycle rack in my unit is not usable or is in an inconvenient location

☐ It is difficult to get my bicycle on the elevator

☐ My bike does not fit in any of the designated bicycle parking spaces or on any of the racks

☐ I'm concerned about the safety/security of my bicycle in the bike room

☐ I'm concerned about the safety/security of my bicycle on the available outdoor bike racks

☐ The bike room is too full

☐ The outdoor bike racks are too full

☐ There are no bike parking facilities at my building

☐ I do not ride a bicycle

☐ Other

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Employee and Apartment Bike Parking Survey

Proposed long-term bicycle parking

Below is an excerpt from the proposed DRAFT Bike Parking code updates. This section applies specifically to long-term bicycle parking in new buildings or major redevelopments. [Here is a link to a full version of the draft code update.](#)

Long-term bicycle parking standards

Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
2. A garage dedicated exclusively to one or two housing units shall meet all long-term bicycling parking requirements for the associated units.
3. Long-term bicycle parking must be provided in racks or lockers.
 - a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - ii. Cargo, tandem, long-tailed or similar bicycles that do not fit into vertical bicycle racks.
4. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack:
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of two (2) feet six (6) inches of perpendicular spacing between bicycle racks and walls or obstructions; and
 - iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.
 - b. For vertical wall-mounted racks:
 - i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and



- bicycle parking; and
 - iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.
5. Long-term bicycle parking must be covered. The cover must be,
 - a. Permanent; and
 - b. Impervious.
 6. Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.
 7. Long-term bike rack or bike locker design details must be provided with site layouts in order to determine the number of bicycle parking spaces accommodated by each rack.
 8. To provide security the bicycle parking must be,
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or
 - c. In a permanently anchored, enclosed, and secured bike locker.
 9. Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. Bicycle parking shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
 10. Up to fifty percent (50%) of long-term bicycle parking for residential uses may be located within a dwelling unit. Long-term bicycle parking in a residential dwelling unit shall be:
 - a. A designated bicycle storage closet; or
 - b. A private outdoor area where the bicycle can be secured to a vertical or horizontal rack.
 - i. The rack must be permanently affixed to the ground or wall; and
 - ii. The outdoor area must be covered to protect the bicycle from weather events.
 11. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
 - a. The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.



Generally, what is your level of agreement with these proposed standards for long-term bicycle parking location?*

Please see the details provided above.

☐ Strongly disagree ☐ Disagree ☐ Neutral ☐ Agree ☐ Strongly agree

Individual Standard Ratings ▾

Please let us know what you think of each standard (1 thru 11 above) by rating them 1 to 3 (1 being "dislike" 2 being "neutral" and 3 being "like")

Standard 1



Standard 2



Standard 3



Standard 4



Standard 5



Standard 6





Standard 7



Standard 8



Standard 9




Standard 10



Standard 11



Please leave any other comments regarding the long-term bicycle parking standards here.



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Employee and Apartment Bike Parking Survey

Background Information

Just a couple more questions! If you could please provide us with some more information about your bicycle use and interest, this will help us better understand the results of this survey.

How would you describe your interest in long-term bicycle parking?*

☐

I currently park my bicycle at my place of work during my shift

☐

I currently park my bicycle at my apartment or condo

☐

With better long-term parking, I would consider parking my bicycle at my place of work during my shift

☐

With better long-term parking, I would consider parking my bicycle at my apartment or condo

☐

Other

If other, please describe

How many bicycles does your household own?*

Question optional



☐ 1-bicycle

☐ 2-bicycles

☐ 3-bicycles

☐ 4-bicycles

☐ 5-bicycles

☐ More than 5 bicycles

What types of bicycle(s) do you own?*

☐ None

☐ Traditional 2-wheeled bike

☐ Recumbent bike

☐ 3-wheel tricycle

☐ Cargo bike

☐ Long-tailed bike



E-BIKE



Trailer



Other

How would you describe your current bicycle use?*



Strong and Fearless - I ride in any condition



Enthusied and Confident - I enjoy riding in good weather, on low-speed streets



Interested but Concerned - I would consider riding if there were safe places to ride



No way, no how - Bicycling is not an option I would ever consider

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Employee and Apartment Bike Parking Survey

Thank you!

We very much appreciate your participation in this survey, if you would like additional information please visit [our webpage](#).

Before you go, if there is anything else you'd like to tell us please comment below.

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Submit

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This questionnaire seeks feedback from current and potential users of apartment and workplace long-term bike parking.

Owner: cquinnhurst_spokane, created: Feb 2, 2023, updated: Feb 15, 2023

This survey is shared with **Everyone (public)** and **City of Spokane**



Total records



Total participants



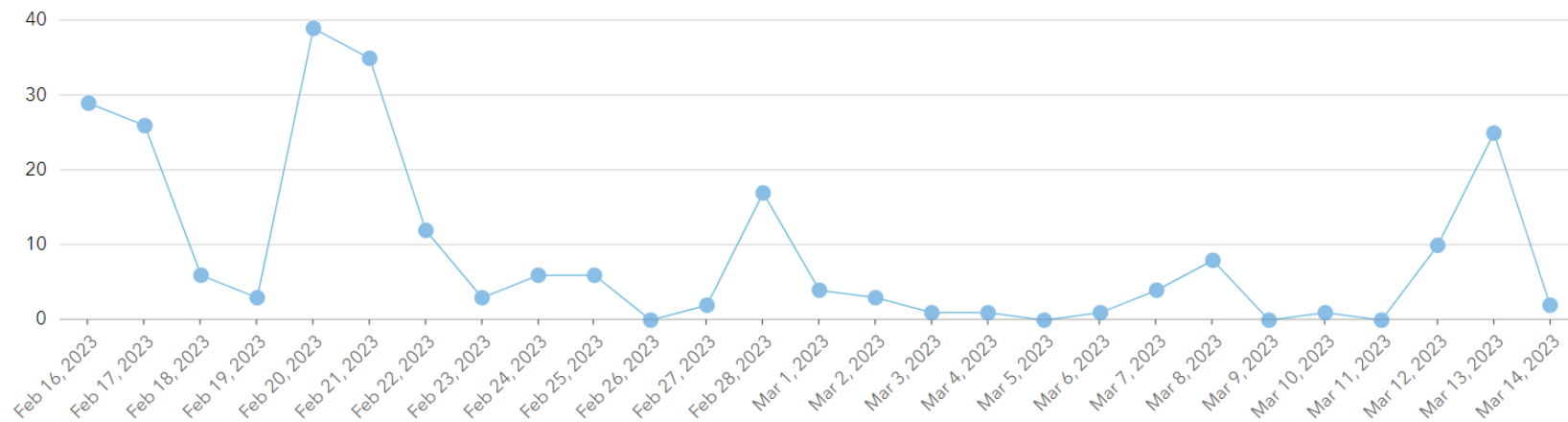
First submitted On



Last submitted On ⓘ

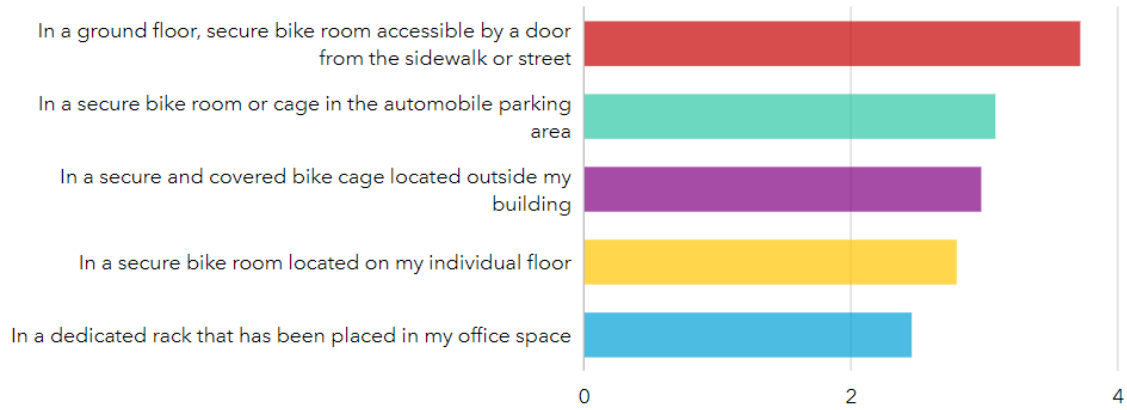
Surveys count: 244 (total: 244)

📅 2/16/23 - 3/14/23



● Where would you prefer to park your bicycle at your workplace? ★

Column Bar



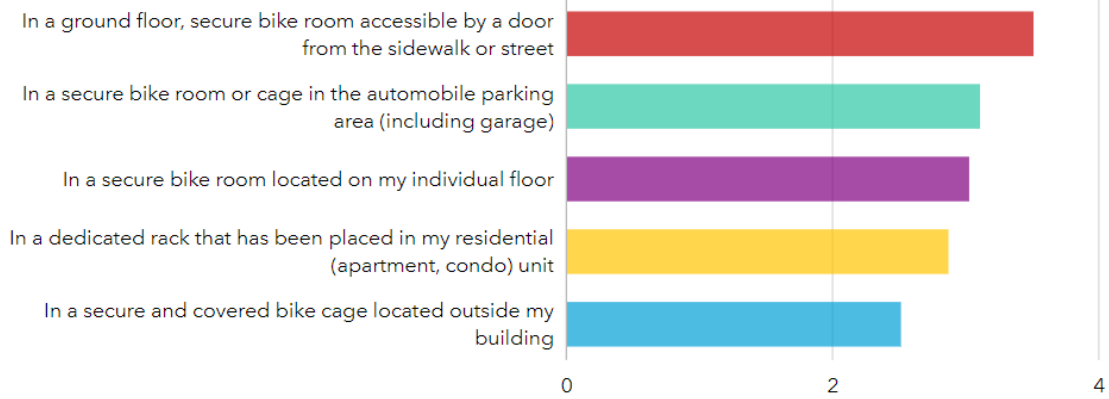
Rank	Answers	1	2	3	4	5	Average score
1	In a ground floor, secure bike room accessible by a door from the sidewalk or street	41.39% 101	17.21% 42	21.31% 52	11.48% 28	8.61% 21	3.71
2	In a secure bike room or cage in the automobile parking area	19.26% 47	22.54% 55	20.08% 49	22.95% 56	15.16% 37	3.08
3	In a secure and covered bike cage located outside my building	17.21% 42	22.54% 55	20.08% 49	20.49% 50	19.67% 48	2.97
4	In a secure bike room located on my individual floor	11.89% 29	23.36% 57	17.62% 43	25.82% 63	21.31% 52	2.79
5	In a dedicated rack that has been placed in my office space	10.25% 25	14.34% 35	20.9% 51	19.26% 47	35.25% 86	2.45

● Where would you prefer to park your bicycle at your residence? (Please rank the following...



Column

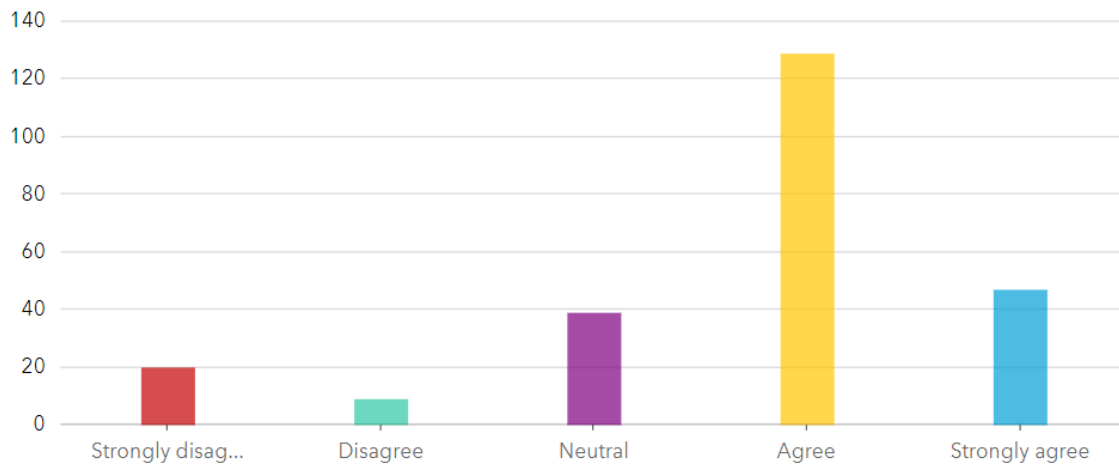
Bar



Rank	Answers	1	2	3	4	5	Average score
1	In a ground floor, secure bike room accessible by a door from the sidewalk or street	31.97% 78	19.26% 47	24.18% 59	16.39% 40	8.2% 20	3.50
2	In a secure bike room or cage in the automobile parking area (including garage)	21.72% 53	19.67% 48	20.9% 51	22.54% 55	15.16% 37	3.10
3	In a secure bike room located on my individual floor	15.16% 37	27.05% 66	18.85% 46	22.54% 55	16.39% 40	3.02
4	In a dedicated rack that has been placed in my residential (apartment,	20.08% 49	20.08% 49	14.75% 36	16.39% 40	28.69% 70	2.86
5	In a secure and covered bike cage located outside my building	11.07% 27	13.93% 34	21.31% 52	22.13% 54	31.56% 77	2.51

● Generally, what is your level of agreement with these proposed standards for long-term...

*Column Bar Pie Map



[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

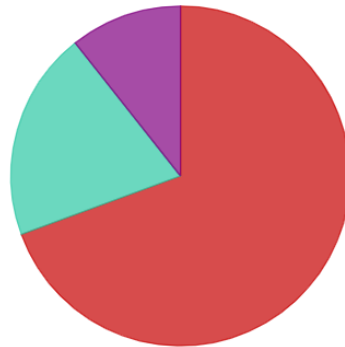
Answers	Count	Percentage
Strongly disagree	20	8.2%
Disagree	9	3.69%
Neutral	39	15.98%
Agree	129	52.87%
Strongly agree	47	19.26%

● ● Standard 1

Column Bar Pie Map

Average

2.6



● 3
● 2
● 1

[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

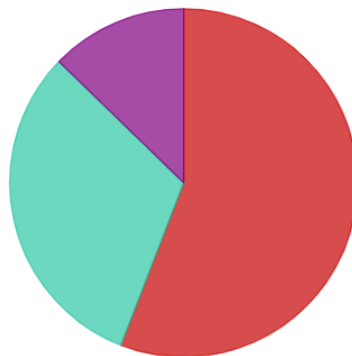
Answers	Count	Percentage
3	143	58.61%
2	41	16.8%
1	22	9.02%

● ● Standard 2

Column Bar Pie Map

Average

2.4



● 3
● 2
● 1

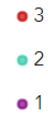
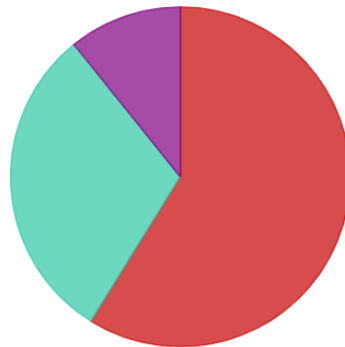
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☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
3	114	46.72%
2	64	26.23%
1	26	10.66%

Average

2.5



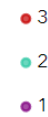
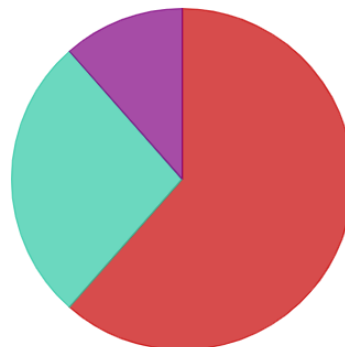
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Answers	Count	Percentage
3	120	49.18%
2	62	25.41%
1	22	9.02%

Average

2.5



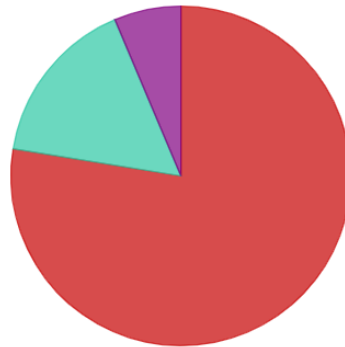
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Answers	Count	Percentage
3	123	50.41%
2	54	22.13%
1	23	9.43%

Average

2.7



● 3
● 2
● 1

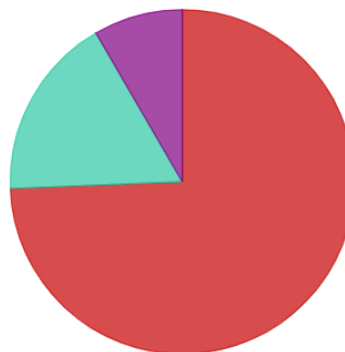
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☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
3	159	65.16%
2	33	13.52%
1	13	5.33%

Average

2.7



● 3
● 2
● 1

[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
3	151	61.89%
2	35	14.34%
1	17	6.97%

Average

2.5



● 3
● 2
● 1

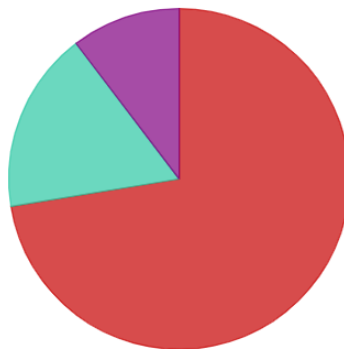
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☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
3	126	51.64%
2	55	22.54%
1	22	9.02%

Average

2.6



● 3
● 2
● 1

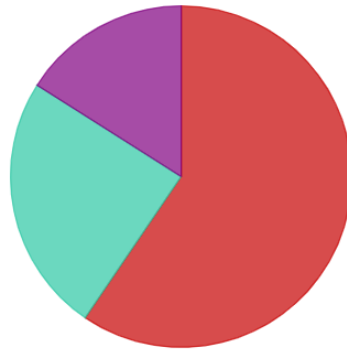
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Answers	Count	Percentage
3	147	60.25%
2	35	14.34%
1	21	8.61%

Average

2.4



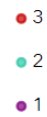
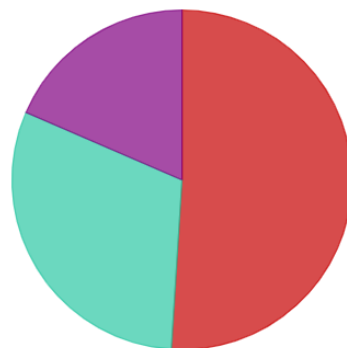
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Answers	Count	Percentage
3	119	48.77%
2	49	20.08%
1	32	13.11%

Average

2.3



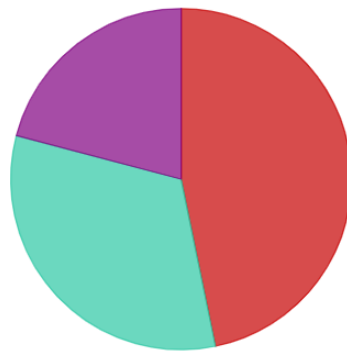
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☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
3	102	41.8%
2	61	25%
1	37	15.16%

Average

2.3



● 3
● 2
● 1

[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
3	94	38.52%
2	65	26.64%
1	42	17.21%

- Word cloud

We need long term bicycle parking at public facilities: What do I do if I want to go to the Arena, Riverfront Park, the Podium or Downtown Stadium for an event with my \$4000 pedal-assist e-bike? Leave it for 4 hours unattended with just a lock?? These locations need weather protected and sight obscured bike lockers for the public's more expensive and generally larger e-bikes or cargo bikes.
Very well thought out . Excellent standards to help promote safe storage of bicycles. I have had multiple bikes stolen in a different city. Standards like this would have prevented both
This is great for new development, but there needs to be a concerted effort to provide safe parking on the city streets for businesses, restaurants, grocery stores etc as well as for historic areas. So much of the city is over a hundred years old and it can take decades for some places to implement a change that would trigger these requirements.
This is dumb. Focus on things that make an impact on at least 10% of the population. This is a great example of focusing on the small things and not the big issues. Clean up the homeless mess before making rules about bicycle parking!
This is all fine and good, but who will maintain the spaces? Where can the biker go to get help when things go wrong? Who will verify if the space is actually being used, or has the user vacated the apartment etc.? Should there be a fee for using the space, so that unused bikes are not just sitting there taking up space?
These bike parking standards are excessive. The population of the City of Spokane largely uses vehicle parking, which is limited enough. The bicycle code for the City of Spokane has created a significant negative impacts on motor vehicle traffic and parking. Bike lanes in the City of Spokane are under-utilized because they're not needed. With only a few good months of bicycle riding weather for the majority of the public, biking is not a viable means of regular transportation. Stop spending millions of dollars and impacting developers with these requirements. Make Spokane a city that attracts business and residents by having smooth flowing traffic and plenty of parking options. Parking downtown is already a nightmare for customers and employees.
These all make good sense to me.
The issue with biking in Spokane is not so much access to long term parking as it is the need for safe bike lanes/routes to be more thoroughly dispersed throughout the city. If you live and work along the river, on the periphery of the downtown area, or in the university district, you can get to work by bike reasonably safely, but if you live even just a few blocks outside of these regions, it can be incredibly dangerous to bike to work/school. We need more bike lanes/routes connecting to highly used areas, such as Sacred Heart Medical Center, Northtown/Garland District, Whitworth, SCC, etc.
The biggest problem with bike storage (short or long term) is vandalism. If the bike is visible to non-owner it is subjected to vandalism (cables cut, wheels damaged or removed, painted, seats cut, etc). None of the solutions addresses vandalism. Theft occurs even if the bike is locked securely. If they are not locked in a location that limits access to owners, the bike is high risk for being stolen.
Strong consideration must be given to addressing the storage of e-bikes and in particular, prohibiting storage and/or charging of L-Ion batteries in those areas not predictably within view of the owner.

Instead, while the bicycle can be stored in a dedicated area, the battery must be stored in the owners residence or workstation.
Standard 8: worried if the enclosure doesnt have a ceiling and is made of chain link, bikes will still get stolen— they are often light enough to lift in one hand. Standard 11 makes me worried that developers will create reasonable-sounding excuses for why they cannot provide bike parking. Similar to how some corporations consider legal fines as the cost of doing business, it seems to create a loophole which any developer could squeeze through. I don't know how to make it more binding, but I am concerned.
Some kind of language that ensures long-term bicycle parking cages located in or near parking structures are placed a safe distance from car traffic would be helpful.
Responsibility is on me. I really don't like where this is going. I also have a car that I use all year long. Personally, my bike is for recreation most of the few months I can use it in Spokane.
Requiring parking 300 ft from the business seems to far, I would like to be able to see my bike while I'm at the business. 150 ft?
Regarding standard 9, it would be best if all of the businesses within the shared parking zone are in the same block, avoiding crossing streets when going from bike parking to final destination.
Re: #10: It is extremely control-freak to make any law that "Up to fifty percent (50%) of long-term bicycle parking for residential uses may be located within a dwelling unit." .. SERIOUSLY Spokane? What about the other 50%? Are you purposely creating reasons for domestic issues amongst neighbors who have to decide which 50% of the residents are the lucky ones? Where's the *equality* when only 50% of residents will have the right to have a bike in their apartment. .. If I were the Governor: I'd make a law that forbids any from making laws denying a person the right to park their bicycle in their apartment. Who are the people that decided that only 50% of an apartments' residents should continue to have the right to park their bicycle in their apartment? Shame on them for being control-freakers. .. #9 grants people rights that they already have, and then clause #9a limits those rights = you're attempting to take away rights you have no valid reason to take.
Property theft is a serious concern in this city. Residential parking requirements will need to require a cage, locker, or secure room if you want people to feel comfortable leaving their bikes there. A covered bike rack won't cut it.
Please keep the sidewalks clear for pedestrians. Park bikes off the sidewalks.
People who ride bikes should rent places that have facilities for bikes There should be "NO" laws requiring landlords to make facilities bike friendly. This would increase rents on building where people who don't bike. Keep laws out of this!!!
Outdoor parking is the most vulnerable to theft, so it should be the least encouraged option for long-term storage.
Number 10 - I'm ok with up to 80% being in the unit, but the rack language needs to be cleaned up. Is a rack actually required? 10.b.i "a rack shall be provided and permanently affixed to..."

None of this will matter. The shit humans these political clowns love so much will destroy whatever is put in place. The fucking bums and tweakers will steal, shit on, piss all over, and destroy whatever. AND THE IDIOTS ON CITY COUNCIL WILL JUST ALLOT MORE MONEY FOR THEM
None
Nobody wants to park their bikes on outside racks anymore. There's just too many bike thieves and the police are too busy or just don't care about bike theft.
No bicycle racks/parking on sidewalks
Most riders main concern with long term bike storage is security, the racks are always outside and out of the way which means no one sees if people mess with them. I use Lime more than my own bike when available largely in part due to the ability to park them basically anywhere.
It is most important to consider while offering various levels of bike storage, protection against theft in bulk storage containers/garages with security cameras as well as a security roster electronically or otherwise for access. Individual bike lockers have been used over the years by default as homeless housing, and or suffered vandalism and or theft - offering bike racks at area businesses it ideal alongside educational tips to prevent theft and or potential damage to personal property.
If we were in a more temperate climate a bike program could work. Not here.
If we used STA buses similar to how the Dutch use there Trains, most bicycles for commuters would remain down town for long term storage and be parked at STA facilities: Downtown and/or satellite Park and Rides.. We need a paradigm shift in use between auto, public transportation for bicycle users. A simple rail that you can lock to is an alternative to a bicycle rack and allows for a better use of facilities having narrow & physical constraints, also true of sidewalks. Shared garages are difficult for multiple users/owners to manage. In addition the City should consider giving up one potential parking space in each block of the city core for on street covered bicycle storage.
I'm very happy the city is working on this issue. There is a lack of secured (and even non secured) bike parking in Spokane.
I'm glad to see you all working through this because it's very needed. I hope that building owners are willing to collaborate with the city on creating better bike parking especially for e-bikes.
I would like the city to dedicate 1 or 2 parking garage floors to bike and scooter parking.
I would be very skeptical about allowing landlords out of this obligation—it's not that difficult to meet.
I think the maximum distance from the bicycle enclosure to its business location ought to be 100' instead of 300'.
I think the city should consider the impact of e-bikes on bike commuting and the needs of those bikers. Electric bikes are larger than traditional bikes and take up considerably more room. Also, the ability to charge an e-bike within the bike cage should also be considered.

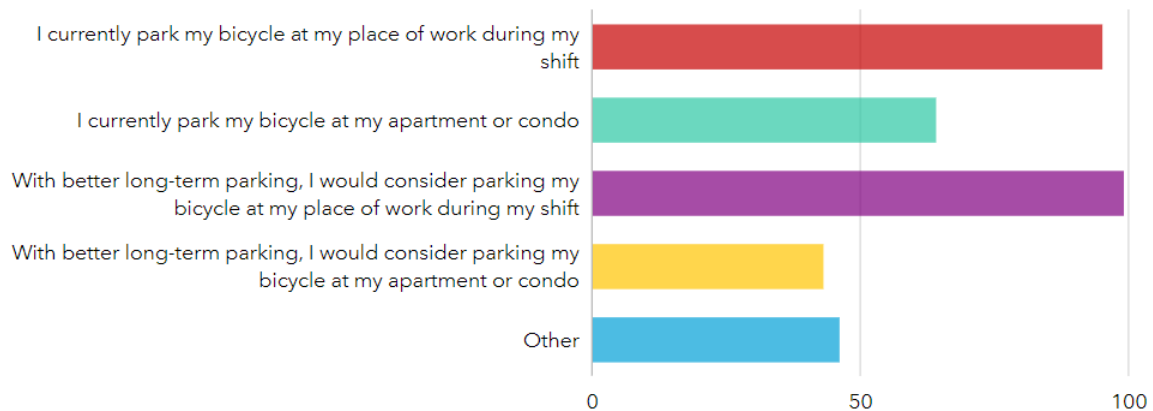
I think that roads without pot holes is a more basic necessity prior to bicycle parking. I understand that bicycle traffic could reduce road wear, however, due to Spokane's winter weather, bicycling is often seasonal. Our busses require adequate roads. Let's stick to the basics before spending money on bike storage.
I think bicycle parking locations in Dwelling Units could cause disruption and force tenants to shun others for muddying up the dwelling units with their bikes. Maybe lower it to 25% and then I would be fine with the change. But 10 could cause some day-to-day problems. Also, I do not know enough about bicycles to talk on Standard 4. Other than this, I think this is a great idea! Especially with the rise of free, electric bicycles, this will allow electric bicycles off the streets and into nice parking spaces.
I think as long as what you have is secure, any effort is better than none. I've had 5 bikes stolen since moving back to Spokane- all were locked and within view of many windows and open businesses. Spokane needs to keep up with how quickly thieves are moving to break locks and follow-up on the obvious chop shops going on around downtown. I can't tell you how many times I've seen someone selling bikes on the corner that they clearly didn't obtain by honest means. I love that Spokane is trying so hard to make the city more pedestrian/biker friendly but even having pretty racks or outdoor rooms won't help if they aren't truly secure. Maybe a coded entry? Badge entry for businesses (so that even former employees can't give codes out)?
I strongly support these recommendations regarding long-term bicycle parking. I do think, though, that business owners and landlords should be required to consistently communicate what the bike parking options are. In other words, there should never be an employee or resident who doesn't know what bike parking is available to them. I've seen employees choose not to ride their bike to work because they are unaware that secure bike parking exists - this is a barrier that cannot exist in a bike friendly city.
I might be misreading the standards, but it looks like they are proposing the outdoor bike racks would be sufficient? That's a problem, given the prevalence of bike theft in this town. "Property owners and businesses located on the same block may establish a grouped bicycle parking area..." Meaning install a standard bike rack? We need a couple of secure downtown bicycle parking garages for cyclists going downtown not to work but to dine of shop.
I love cycling in Spokane and often commute, taking my kids to school. I really appreciate the strides the bicycle planning commission is taking to improve the cycling infrastructure in our city. Thank you.
I like the requirements for horizontal parking - as someone who has a heavy bike and does not want to dead lift it to a rack. Controlled security is also a must - including places to lock your bike WITHIN the locker. This is from someone who had a bike stolen out of a locked storage area because another person let the thief into the cage.
I have an adult tricycle- hard to place and secure, At this point I work from home and use my bike for grocery shopping and close errands. My medical facility has no parking for me.
I greatly appreciate any effort to make the city more cycle friendly. Bike lanes, traffic safety and driver education/tolerance also need to be addressed at some point. Thank you again

I don't have much to say about most of these. To me, the most important is that the bike storage is covered. I think that requiring a separate/locked enclosure could unintentionally make things more complicated because you would have to carry an extra key/card to access storage, which could be a problem for guests, etc
Guidance is great; regulations that impede property development are undesirable.
Good work, keep it up!
For standard 11, possible alternative solutions should be provided
For standard 11, impose a fee for places that do not instal bike racks to penalize loop holes be taken advantage of by businesses not wanting to pay to install bike racks. Encouraging more biking by having protected bike storage is so important to the city of Spokane because it takes cars off the road minimizing traffic collisions and road wear/tear
Finally, now lets do this right for all citizens.
Due to Spokane's weather, you can only bike limited days. We need to address year around solutions.
Developers need to be held responsible for adequate bike AND auto parking. It's out of control.
Covered individual bike parking out of sight is the most desirable
commuter and e-bikes have accessories like lights, panniers, etc. that require more security than locking to a bike rack can provide, which is why the provision of "long term parking" even for relatively short trips is important.
Bikes will get stolen and moved to athol
Bikes can still be stolen from racks or rooms in which any resident has access. Additional security measures which can be applied to individual bikes such as bars should also be made available/usable to prevent this kind of theft.
Bicycles need to be treated like any other vehicle. Licensed. Total lighting. Either a car parking spot with lock up capabilities or an area similar for bikes and charged loads ke a car. We are in an E-Bike era.
Bicycle parking should be encouraged in areas near shopping centers and restaurants to make food more accessible to cyclists.
As a bicycle commuter to work, storing my bike inside the building is a must. It provides the greatest protection from it being stolen.
Are you familiar with the state CTR program. It would answer many of your questions. Check with the county engineer department
All of these requirements are insane. Most people don't even commute by bike accept in the milder months in Spring and Fall. Too snowy in the winter, too hot in the summer. Are you going to require

showers? this is a massive overreach. Have you even studied if more people will actually ride bikes if parking is available? It doesn't seem that parking is the issue keeping people from riding bikes.
AGAIN I CALL BS. YOU ARE OVER REACHING THE NEED FOR COMPELING OTHERS TO CONFORM TO A VERY MINOR PERCENT OF THE POPULATION USING BIKES. IT IS A DOWNTOWN ISSUE AND SHOULD NOT CONCERN THE VAST MAJORITY OF THE COUNTY. ONLY THOSE THAT OWN THE PROPERTIES SHOULD HAVE A SAY IN ANY SUCH PROGRAM. IF YOU ARE A RENTER YOU HAVE NO RIGHTS IN THIS TYPE OF ISSUE. IF YOU DISAGREE THEN YOU SHOULD USE YOUR OWN FUNDING NOT TAX PAYER FUNDS TO ROLL OUT A PROGRAM. STOP WASTING OUR TIME AND MONEY. NEITHER ARE YOURS.
Adding this requirement to building codes or city projects only adds cost to buildings. The city shouldn't be in the business of adding cost to buildings unless it impacts the safety of said buildings. This is an ineffecient and ineffective way to encourage bike use.
Add more protected bike lanes but get rid of the death by ride turn where you make a bike rider to dart out into traffic while avoiding a car from hitting them while making a right turn.
Access to bike parking at Sacred Heart requires coming up over a curb, the racks are so close together it can be difficult to get in and out, and in the summer it is hard to find an opening to put the bike.
A locked space is the key. Bicycle lockers are best.
3. Planning for an increased number of e-bikes with horizontal parking would be very wise. Is 25% enough? 8. This applies to 8 or any other mention of a 'secure room', doors should have something like a Interlocking Astragal Offset Bar in place to prevent theft. I had my bike stolen from a 'secure room' in my former building, that was locked and FOB secured, it however did not have an Interlocking Astragal Offset Bar. My current building has one installed on the bike room (and all exterior doors) and there haven't been any bike thefts in my current building. 9. I understand the need to be reasonable but 300ft is quite far and my present safety and accessibility concerns. 10. I think that developers could slap a bike hanger in you closet and satisfy this requirement and then you wouldn't be able to use the closet as a pantry, etc. It should be dedicated. And not more expensive. 11. The keyword is reasonable, it must be enforced and we should not cave to cheap developers.
3. Expecting developers to accommodate every type of bike (section 2) is unreasonable. 9. Collaboration in some cases might work, but who pays for it, maintains it, and pays taxes on the new structure? This seems like a headache. 11. Why give selective developers option for out. Either go all in or none.
25% of total parking space is insufficient for people who can't lift their bike into a vertical space or have cargo/tandem/long-tailed bikes
20 and 40 foot shipping containers should not be entertained. They are dark, moldy, and lack necessary visibility. 1 three wheeler, a quad pedaled ADA vehicle, or a new human resident can ruin shipping container bike parking for a whole building of cyclists.
You need to stop bike thieves from stealing bikes. No one will want to leave their bike if it's not there when they get back. I have had bikes stolen when locked to a secure rack, under a security camera, had clear footage of the thief, and was told by officers that it would not be investigated. Leaving a

bike unattended for even a few minutes is a flip of a coin if it will be there, in one piece, when you get back. I've been commuting by bicycle every day for over 30yrs and it's not as safe as it was in years past. There are other issues that need addressed before you worry about parking.

Column Bar



Word cloud



Response
Won't ride my bike downtown because there is no secured parking structure
With the best parking in the world I wouldn't ride my bike. Spokane has too much violent crime and bikes are always in the way.
See previous comment
See below
Road money before bike money. Finish the North/South Freeway first.
Retired but thru the CTR program businesses had to provide cages for their employees bikes

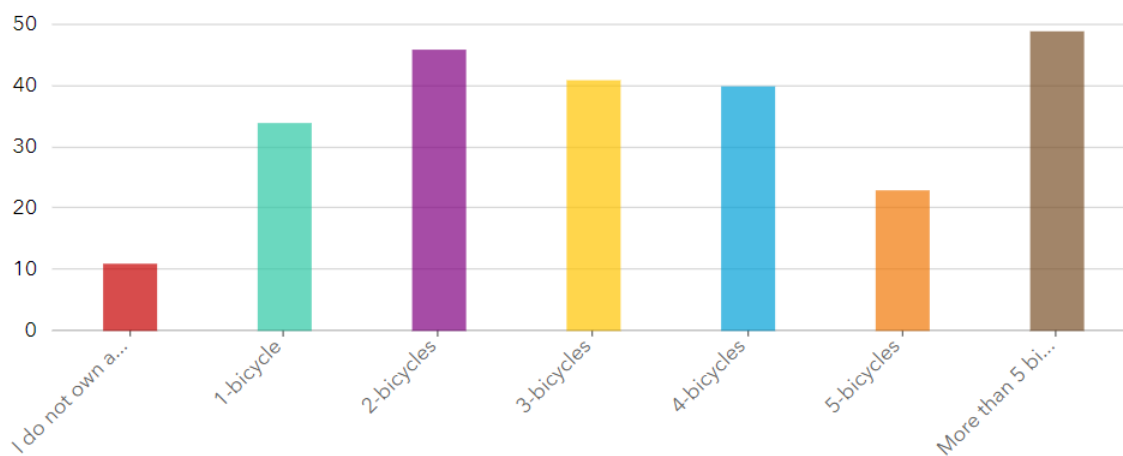
Quit focusing on a small fraction of people! Fix the big issues first
NOT INTERESTED AT ALL. A SIMILAR THOUGHT FOR THE VAST MAJORITY. RIDE YOUR BIKES ON THE TRAIL SYSTEM NOT ON THE STREETS.
No interest
little accommodation for adult tricycle style.
Keep laws out of this!!!
It's my responsibility to find my own "safe parking."
It is dwindling. After having 4 bikes stolen in 1.5 years by the sub par citizens that the liberal pukes in this state love, I am considering buying a 3rd car instead.
If I didn't have room for my bike, I wouldn't own one. I am 57, female and love riding my bike. But I do not expect to put my bike problem on someone else. No no no!
I would ride my bike more often if it were more accessible to park at work
I used to park my bike at my place of work during my shift, but stopped due to lifestyle changes. I would like to do so again.
I remote work now so my home/work bike parking are the same, in my secure garage. When I worked in office, options were a) a closet, b) an empty cubicle, and c)eventually a dedicated, secured bike storage area.
I park my bike in my house
I park at home. I'm retired, so my bicycle parking mostly is at public places downtown.
I have kids, so improved bike paths and bicycle infrastructure would encourage me to ride my bike more since I need to consider transportation with my kids schedule as well.
I have a garage. Dont commute by bike.
I don't commute via bike
I don't ride a bike for transportation
I do not utilize a bicycle
I do not ride my bike to work
I DO NOT RIDE A BIKE
I currently park my bike on my balcony (within my unit).
I am homeowner. I need better, more secure parking at businesses that I frequent.
I am a retired home-owner now, but while I was working, availability of long-term parking at work was the primary consideration for riding to work, rather than driving. the deciding

Don't bike need better public transportation.
Currently park my bike behind my place of employment (elementary school) because no rack on grounds that fit my bike. Park it behind school by businesses on a bike/art structure on Perry street. Exposed to elements,...
Currently locked inside residence or locked garage
Concerned citizen
You did not really give enough space above for a complete answer.
With better parking options I would choose to ride to work more often
We currently bring our bikes up through the elevator and into our office space. We do not really have space and would really benefit from alternative bike parking.
The emphasis on bicycle commuting in this survey is driving me nuts. I want to ride downtown to shop or dine, but I don't because there is no where safe to park my bike.
See previous comment
See above?
Our building has no bicycle parking.
In my garage
If parking was better I would bring my bike down town more.
If I want to ride, it's my responsibility to keep bikes safe, not some other person, entity or state.
I'm retired and live at residential home.
I'm disappointed that so far no mention has been made of bicycle parking in public areas.
I store my bike in a garage at my residence and in my office space at work.
I like to shop by bike and go out by bike, but often can't do so because there's no parking I trust.
I keep my bicycle inside at my residence (house)
I don't use a bicycle
I am not currently in a position to bike to bike to work, nor store my bike at an apartment. I do support interests in making biking more accessible and safer.
I am a retired home-owner now, but while I was working, availability of long-term parking at work was the primary consideration for riding to work, rather than driving.
Don't bike need better public transportation.
Described above

Concerns while visiting downtown and leaving the bike unattended
Cannot afford to park car downtown so I have to commute
Biking is recreational and an individuals issue to figure out storage!
As I look for apartments and houses, I do not see options for bikes outside of a garage. It would be nice to have options to securly store bikes.

● How many bicycles does your household own? *

Column Bar Pie Map



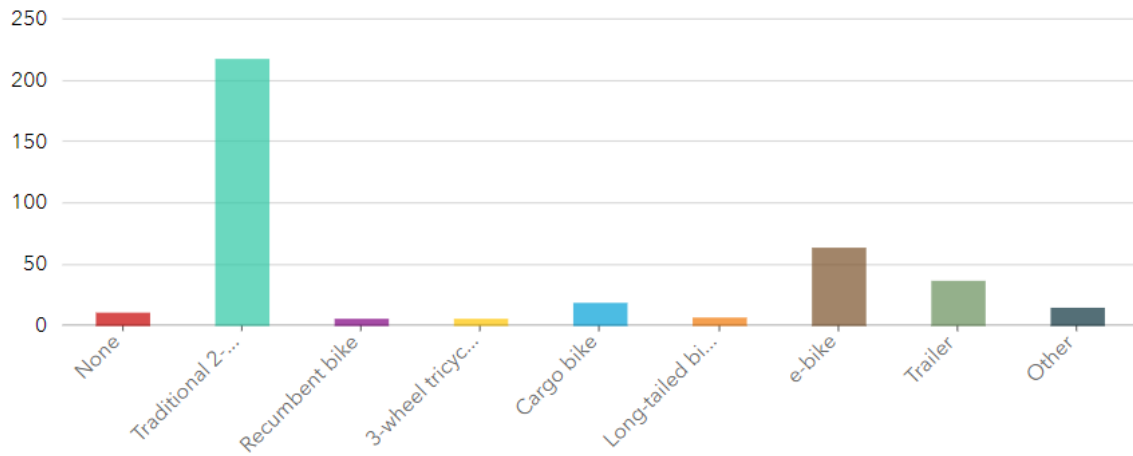
[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
I do not own a bicycle	11	4.51%
1-bicycle	34	13.93%
2-bicycles	46	18.85%
3-bicycles	41	16.8%
4-bicycles	40	16.39%
5-bicycles	23	9.43%
More than 5 bicycles	49	20.08%

● What types of bicycle(s) do you own? *

Column Bar



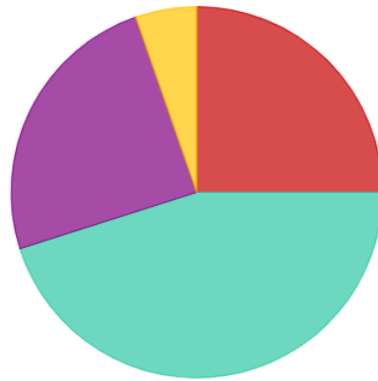
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Answers	Count	Percentage
None	11	4.51%
Traditional 2-wheeled bike	218	89.34%
Recumbent bike	6	2.46%
3-wheel tricycle	6	2.46%
Cargo bike	19	7.79%
Long-tailed bike	7	2.87%
e-bike	64	26.23%
Trailer	37	15.16%
Other	15	6.15%

● How would you describe your current bicycle use? *

Column Bar **Pie** Map



- Strong and Fearless - I ride in any condition
- Enthusied and Confident - I enjoy riding in good weather, on low-speed streets
- Interested but Concerned - I would consider riding if there were safe places to ride
- No way, no how - Bicycling is not an option I would ever consider

[Hide table](#)

☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
Strong and Fearless - I ride in any condition	61	25%
Enthusied and Confident - I enjoy riding in good weather, on low-speed streets	110	45.08%
Interested but Concerned - I would consider riding if there were safe places to ride	60	24.59%
No way, no how - Bicycling is not an option I would ever consider	13	5.33%

- Word cloud



YOUR BIKERS DO NOT SHARE THE ROAD AND ARE A HASZARD TO THE PUBLIC TRAFFIC FLOW ALMOST EVERY DAY. WITH PUBLIC TRANSPERTATION THERE IS NO NEED FOR BIKES. THAT IS HOW YOUR BUS SYSTEM IS PUSHING THEIR EXPANSION.

Why don't all neighborhoods have a bike path

Page 71 of 127

WHAT IS THE PLAN FOR RECUMBANT BICYCLES AND TRICYCLES? WILL THERE BE CONSIDERATION FOR CHARGING STATIONS FOR E-BIKES? SHOULD THE CHARGING STATIONS BE LOCATED IN A SECURE OUTDOORS OR MECHANICALLY VENTILATED LOCATION DUE TO POSSIBLE FIRE AND ASSOCIATED TOXIC GASES HAZARD? FIRE SPRINKLERS, DETECTORS, SECURITY SYSTEMS?
We sold our bikes because we no longer feel safe in Spokane . The Centennial Trail and downtown Spokane are danger zones.
We need more basic bicycle racks all around the city. There is often no bike rack anywhere near where you need to go, so you end up locking your bike to a street sign.
This is great! Thanks for doing the work to bring these guidelines into being.
This is great you are looking at bike parking. We ride around 1,000 miles per year. We have had issues with homeless people downtown especially at riverfront park, trying to steal our bikes.
This is also important in the lower density areas as well. I'd highly consider developing similar standards around schools as well.
This city is a complete joke. You don't care about our input here.
There's too much gravel in the bike lanes. It's a slip hazard. I don't worry about falling as much as I worry about falling a foot away from traffic. Also a truck switched from one side of the street to the other to play "chicken" with me two weeks ago. Not a first.
There are some nice bike riding options in town. however, many parts of town do not have good or safe bike riding conditions on the streets. Many streets in town are narrow and do not provide room for a bike. We need more bike lanes or paths to make a bicycle an option for the city.
The largest deterrent to bicycling in Spokane is theft. Dedicated, separated bike lanes are great but right now there is nowhere safe to lock up my bike in all of downtown. We need bike cages or secured garages.
The city should work on making protected bike lanes in more heavily trafficked areas. Adding more bike parking will only be utilized if there's safe bicycle infrastructure for cyclists to commute with.
The City of Spokane has neglected a core ingredient in encouraging bicycle commuting: how to get across the Spokane River in the vicinity of downtown. Think about it, what are the options? The Post Street bridge is closed and there are no bike lanes on Monroe, Maple, or Washington/Stevens bridges. Don't tell me 'just ride on the sidewalk,' that's not safe for actual pedestrians. Don't tell me 'just ride through Riverfront Park,' it's often mobbed with pedestrians in full-random mode. Also, the ridiculous interruption of the bike lane with a 1-foot-high concrete barrier in front of the Chase building on Main Ave is idiotic. It routes bike traffic right up onto the sidewalk, where it's not even legal to ride a bike due to the hazard of colliding with a pedestrian in downtown. Are you trying to get people hurt? The straight-through bike lane that used to be there was fine.
The bike infrastructure here is terribly designed and terribly maintained. Motorists also are free to harass and endanger cyclists with no repercussions. Until this is addressed, cycling will not be popular here.

Thanks for working on this project
Thanks for looking for input on this matter!
Thank you so much for working on parking in Spokane. Fear of my bike getting stolen or tampered with prevents me from spending much time downtown
Thank you for working to integrate bikes into our community better. Spokane is so small, that if we had good bike infrastructure and good incentives, we could possibly drastically reduce the amount of cars on the road, pollution in the air, traffic, and danger for pedestrians. It just makes sense here. Thanks so much. I'm very interested in the future of bike infrastructure here, and would like to help make it an accessible reality. Thank you for trying to do this as well!
Thank you for improving bicycle riding in Spokane!
Thank you for doing this.
Thank you for codifying rack type and spacing! There are some terrible racks out there.
Stop adding building costs. Building codes need to be curtailed and cut back to the strictly essential to increase availability and affordability of housing.
Standards? It seems the horse is behind the cart concerning standards. A - 2" rail spaced 12" from wall and about 36" from ground to secure bicycles to, in addition to rack standard. Add racks as demand increases by allowing for sufficient sq footage in design. Request feedback from cyclists to when more parking is required.
Spokane streets are terrible. Potholes and uneven surfaces discourage me from commuting by bike.
Spokane needs secure public bike parking downtown! Development standards won't help all the existing buildings that have no secure bike parking
Spokane needs more protected bike lanes and secured bike parking garages. Every paid car parking lot downtown needs to have a secured covered bike parking structure.
Spokane needs dedicated bike lanes. It's the wild, wild west out there. Some traffic law enforcement (speeding, turn signals, dangerous driving, etc.) AND ticketing for violations of bike lane areas (it's hard to bike a block or two without running into a vehicle parked or waiting there) might go a long way to helping make biking a safer, viable method of transportation. Dedicated multi-use trails connecting major hub areas of town would be a wonderful option!
Put the survey out again after all the talking is done. Show a working model for cyclists to try for themselves. Good Luck.
Prosecute bike thieves! Bikes have gotten incredibly expensive, and losing one to theft can be as financially damaging as losing a car to theft, especially since insurance often denies coverage for theft in high crime areas like Spokane, even if it was locked.
Prior to living in Spokane I biked 75% of my work commutes. Since moving to Spokane I bike 0%. The bike lanes are not adequate nor are they protective of bikers. Many times new bike lanes have been

added right into existing car lanes which seems more of a 'gesture' than an actually usable lane. I attempted to bike to work and around town when I first moved here but found the conditions/environment too dangerous. Having adequate places to park bikes is important but these spaces will go unused if the actual conditions of biking in Spokane are not improved.
Please study barriers to riding. I would commute more, for example if there was a bike lane continuously from Liberty Lake to Downtown on Sprague. I hate that the Centennial Trail takes you on busy roads out in the Argonne District. You all are completely missing the mark. The massive bike lane on Riverside is completely unnecessary as it doesn't connect to anything and is completely worthless for 6 months out of the year. Plans like these should be in areas of the country with more seasonal weather that would actually allow year round cycling. Not here.
Please make cycle tracks, not bike lanes. Cars park in the bike lanes and render them useless
Please don't make a law that increases rent or costs on people who don't bicycle!!!!
Please continue your work.
Please complete trail networks so we can use bike parking. I would love to discuss the values of installing bike pullouts.
Please advocate for secure long term bike parking in apartments!!
Nothing I would like to say.
Not sure how you expect landlords/businesses to pay for this. Also, a very small portion of the population bikes. I'm not sure all this bike friendly stuff (like restricting vehicle lanes to accommodate bike lanes) is really worth it for the number who ride. Mind you, I ride to work around 3x per week in decent weather.
Not at this time
No bicycle parking/racks on sidewalk
My work offered an outdoor vertical caged in storage for bicycles in the parking lot. In the 5 years I worked at the County Public Works Building, no one ever used it. There is too great of a concern for bikes to get stolen. There is no cover on the existing cage. I chose to store my bike in my work space instead. I prefer commuting on the Centennial Trail or Kendall Yards whenever possible, even if it means I have to bike further. If I am on the trail and away from car traffic, I feel safer. The addition of bike lanes running N-S and connecting to the Centennial Trail would increase the safety of bicycle commuters.
More protected bike lanes! This is all worthless if the best bike lanes we have it just a stripe of white paint.
More incentives should be provided to builders and property owners at construction phase to reduce vehicle parking spaces with bicycle parking spaces; but employers with long term bicycle parking spaces should also have on-site shower, lockers, or changing rooms for employees who bike to work.

More Dedicated Bike Lanes and bike infrastructure! Traffic has continued to get so much worse, and area drivers are angry and some dangerous. The more bikes being used and safer the bike commute can be, the less traffic.
More bike racks outside businesses in Spokane, please!
Longer term bike storage or lockers needed in downtown leisure and park locations.
It would be great to have a safe place to park bicycles in downtown Spokane. It would be much more convenient if you didn't have to worry about your bike while enjoying many of the great activities downtown has to offer.
It would be great to have a map or app of where to lock up a bike downtown. Sometimes it is hard to find places to lock a bike and if you are crunched for time it makes things worse. Some areas are very visible like the racks in Perry but other can be hard to find like Lincoln Heights shopping map only had them in front of Trader Joes.
It is fantastic that you are hoping to encourage biking! Thank you for your efforts.
If you want to improve bicycle commuting rates, you should also have new office buildings include shower and changing facilities. A lot of people don't ride to work because they'll get sweaty and stinky and they can't stay that way and maintain a professional standard. You also need more dedicated bike infrastructure on the roads, and more law enforcement taking care of wreckless drivers. I have been hit while legally riding my bike to work, and the drivers have only gotten (markedly) worse since then. You also need to keep bike lanes clear, including of snow, road debris, and construction signs.
If you can't go the speed limit, you shouldn't be in the road.
If the city of Spokane really wants to encourage bicycle commuting, there needs to be special attention made to road conditions and maintenance of bike lanes. Bike lanes are consistently covered in gravel and other debris, making accelerating and stopping more hazardous. Bike lanes are never plowed and are consistently covered in snow and ice in the winter. There also needs to be a way to trigger a green light for a bicyclist to more easily navigate intersections.
I'm glad to see the city doing more for people on bikes. More must be done! Safe and secure parking is a great step, but to get more people commuting and recreating by the healthiest, safest and most efficient mode of transportation we need protected bike lanes, e-bike incentives and strong support from elected officials. Keep it up!
I'd love to see more parking spaces in Spokane be dedicated to bike parking - potentially even bike lockers in parking spaces. It would be great to see how many people might start biking if there were secure areas to park bikes!
I would recommend regular spot awareness tutorials on the local TV or social media news throughout the better/bike riding weather explaining TO CAR DRIVERS (1) that bike riders cannot ride in the basically POORLY-maintained-by-the-city street GUTTERS, that bike riders need at least 1/2 to 2/3 of a driving lane to be able to ride safely, (2) that honking at a biker could actually cause an accident, (3) when entering an arterial from a side street, a driver should check carefully for bikers approaching in a straight line, who are hard to see coming toward the driver, approaching in a straight line mostly

from the left of the driver. I usually wave to draw attention to my approach, (4) and not to underestimate the speed of a biker. Thank you.
I think the 300 feet rule should include not having to cross the street. It should have to be on the same block
I really appreciate the city's interest in making Spokane more bike friendly. I think this is a very good first step and I hope you consider our feedback. Especially related to security. Interlocking Astragal Offset Bars are essential. If you develop these regulations and incentivize biking and make it a more practical method of transportation people will use it and we can lead the region in safe, bike and pedestrian friendly streets. Thank you!
I LOVE biking as a way to stay fit and positively impact the environment. HOWEVER, my main concerns with biking (in place of driving) are the fear of being hit by a vehicle while in the bike lane, and the fear of having my bike stolen. TWICE I have had my bike stolen, when locked up on a bike rack within feet of my apartment/home door. (One bike was stolen from an apartment complex, the other from a rental home). Both times I was using a designated bike rack and it was locked. At work, if I can't store it somewhere where I can see it, I don't feel safe parking it there.
I know this is about bike parking but protected bike lanes would really improve and encourage more people to commute by bike.
I just want to re-emphasize that increasing the amount of safe bike lanes and routes that can efficiently connect housing areas to centers of employment for bikers should be a higher concern than raising the standards of bike parking.
I have some concern about requiring bike storage on residential units (esp. rentals, apartments, new construction). Most rentals can accommodate a bicycle within the living space and requirements will only drive up the cost to develop/remodel and that will increase costs/rents.
I have been waiting for this conversation! I am fortunate to have a great bike parking situation at work with secured, covered parking in a locked room in the parking garage but using my bike for errands on a regular basis is challenging because of the lack of secure parking to go to dine out or for shopping. These parking solutions would greatly help in being able to put the car away for most of the bike riding season (late March- mid October, for me).
I have been a bike commuter for 30+years. I've seen Spokane gain more acceptance of bike commuting and enjoy using bike lanes. However, now the issue has changed. I've had bikes stolen from outdoor racks(even with high quality locks) and I've been accosted by homeless people when riding through downtown on my way to work. I actually carry pepper spray on my bike now because of several frightening episodes with homeless people.
I am more concerned about parking my bike at locations I visit (Gym, stores, etc) and parking it on the street. I have had my bike stolen from downtown and it had a u-lock.
I am just so thrilled this is being talked about and planned. I know more residents in my neighborhood of West Central specifically that bike over driving. A community bike shop where there are tools and

manuals for doing maintenance would be huge for our community; bike part swap meets, free workshops on maintenance, helmet-fitting, etc.
I am encouraged to see this survey. If you build it, they will come. Spokane and Spokane Valley is desperately in need of infrastructure for alternative forms of transportation besides your standard automobile based system. Along with better public transit like buses, and hopefully some day rail or streetcars, supporting a growing population of biking commuters is a great step and I thoroughly encourage more work to be done to achieve these goals. Thanks!
God Heavens what's next. Showers? I do have to clean up some when I get to work but I can handle that myself too... I don't work down town. Minihaha area is where I live. Commute to the old playfair area 2.5 miles. I don't even use the bike lanes that are already in place.
Go communism.
expand parking racks In downtown with high visibility to deter bike thieves; 2-3 basic racks per city blocks especially from Sprague down to Spokane Falls Blvd, Monroe to Division st.
E-trike is my choice of transportation or the bus when daylight hours are short. I choose not to own a vehicle.
Especially for apartment storage, consider larger/heavier mountain bikes in addition to road-going bicycles.
E-bikes are a hugely growing form of active transportation. Please conduct a survey to obtain insight on local usage and if necessary begin tailoring bicycle facilities for e-bike usage also. Previous considerations for bike routes, such as hills become no problem on a commute with an e-bike.
easy money for drugs for the homeless
Country homes is terrible to bike on. There should be a separate bike road that runs along it but is physically separated from the car road.
City streets are suitable for bicycle riding. Creating burdensome laws for business/building owners in a city where residents also need a vehicle for transportation due to inclement weather is counter productive. Any measures like this should go to a vote of the public before implementation.
Both safety on streets through downtown and safe parking at work/school are concerns limiting my family from riding daily. With solutions to those issues, we'd be more frequent cyclists. I used to be, but long term parking at my place of work and safety taking a child on the back of my bike deterred interest.
bike parking is great , but safe separate bicycle lanes would be most important to me. Much like Vancouver BC has for bikes.
Bike parking is critical, not just as condos/apartments and corporate offices but also at retail shops including restaurants, grocery stores, clothing stores, etc. It's frustrating to ride my bike to places downtown but then have no secure space to park/lock them. Also, we need more protected bike

<p>infrastructure to get from point A to point B. Our car centric planning is bad for our city and citizens. Thanks for all you do to push Spokane forward to becoming a better bike city.</p>
<p>Bicycle planning in Spokane is frustrating. We are finally getting some bike lanes but they are dangerous ones. We want to encourage bicycle use but there is nowhere safe to park your bike and the police have zero interest in preventing or prosecuting bicycle theft. Now we have a survey that assumes every respondent is a bicycle commuter. I want to ride to Aunties and buy a book and find my bicycle still there when I come out.</p>
<p>Better bike routes connecting Spokane to the valley would be great! If the centennial trail pathway could be connected that would be super helpful, or if the apple way trail could connect to ben burr? It's the treacherous car filled patches between that discourage my biking commute.</p>
<p>Am very much looking forward to being able to get more cars off the roads.</p>
<p>Also need individual bike Parking at events such as Gonzaga since you cannot bring backpacks into the venue you need to park your bike and leave your helmet and gear outside in a protected covered and hopefully unseen situation as to not have it stolen</p>

EXHIBIT C



NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(s): Bicycle Parking Code Update (non-project)

PROPONENT: City of Spokane

DESCRIPTION OF PROPOSAL: This proposal will amend Spokane Municipal Code (SMC): Sections 17C.230.110 and 17C.230.200. The proposed update to section 17C.230.110 revises the vehicle substitution provisions to allow up to twenty-five percent of vehicle parking to be substituted by bicycle parking. The proposed update to section 17C.230.200 revises the bicycle parking code to require short-term and long-term bicycle parking throughout the city. The exact amendments to the code will be available online at the following address: <https://my.spokanecity.org/projects/bicycle-parking-code-update/>.


LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: This proposal has a City-wide impact

LEAD AGENCY: City of Spokane

DETERMINATION:

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW [43.21C.030\(2\)\(c\)](#). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

- ☐ There is no comment period for this DNS.
- ☐ This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- ☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). **Comments regarding this DNS must be submitted no later than 4:00 p.m. on March 22, 2023 if they are intended to alter the DNS.**

Responsible Official: Spencer Gardner	Position/Title: Director, Planning Services
Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201	Phone: 509-625-6097
Date Issued: <u>March 2, 2023</u>	Signature: 

APPEAL OF THIS DETERMINATION

After a determination has become final, appeal may be made to:

Responsible Official: City of Spokane Hearing Examiner

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Email: hearingexaminer@spokanecity.org

Phone: 509-625-6010



Deadline: 21 days from the date of the signed DNS
12:00 p.m. on March 23, 2023

The appeal must be on forms provided by the Responsible Official and make specific factual objections. Appeals must be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

SEPA City Nonproject DNS Bicycle Parking Code Update

Final Audit Report

2023-03-02

Created:	2023-03-01
By:	Jackie Churchill (jchurchill@spokanecity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA8dbFBGmH9O-kAiqjkw2QHR1W8sva_uxy

"SEPA City Nonproject DNS Bicycle Parking Code Update" History


-  Document created by Jackie Churchill (jchurchill@spokanecity.org)
2023-03-01 - 10:30:05 PM GMT- IP address: 198.1.39.252
-  Document emailed to sgardner@spokanecity.org for signature
2023-03-01 - 10:30:58 PM GMT
-  Email viewed by sgardner@spokanecity.org
2023-03-02 - 1:42:33 AM GMT- IP address: 198.1.39.252
-  Signer sgardner@spokanecity.org entered name at signing as Spencer Gardner
2023-03-02 - 1:42:53 AM GMT- IP address: 198.1.39.252
-  Document e-signed by Spencer Gardner (sgardner@spokanecity.org)
Signature Date: 2023-03-02 - 1:42:55 AM GMT - Time Source: server- IP address: 198.1.39.252
-  Agreement completed.
2023-03-02 - 1:42:55 AM GMT

EXHIBIT D

From: [James Bond](#)
To: [Kimbrell, Tyler](#)
Subject: Bike thieves???
Date: Tuesday, February 7, 2023 11:15:22 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

What good is putting up bike locks if no one will pursue bike thieves and put them in jail? My friends bike was stolen right outside of a city council meeting is that okay with you guys?

[Sent from Yahoo Mail on Android](#)

From: [Jim Frank](#)
To: [Kimbrell, Tyler](#)
Subject: Re: City of Spokane- Bicycle Parking Code Update Public Advisory Committee Meeting #1
Date: Tuesday, January 10, 2023 12:14:34 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks for the opportunity to participate in the bicycle parking advisory committee meeting. I'm a big supporter of increased pedestrian and bicycle mobility. We have tried very hard to build pedestrian and bike infrastructure into our projects and we have seen the benefits that come from providing good sidewalks, bike lanes and separated pedestrian/bike trails. What your code classifies as "short term" bike parking is very important. Far and away more important than what the proposed code terms "long term" bike parking.

The short term parking that has been outlined in the tables seem reasonable to me, The real problem is that the sidewalks in the city are so deficient in most places that placing the parking in the public ROW (which is where it is best located) will be very challenging. The city needs to take more responsibility in the design and reconstruction of roads to be sure that not only is there space for bike racks but that they are installed as part of the road construction, particularly in center and corridor locations and business districts. Bike parking should be as much a part of the road design as are street trees and sidewalks. It is essentially part of a "complete street" design. The code places a lot of responsibility on private property owners with little attention to the responsibility of the city. When we design roads, Summit Parkway for example, bike and pedestrian infrastructure (including bike parking) are built into the road design.

I would like to comment further about "long term" parking. In my experience, long term bike parking is by far the least important factor in developing a vibrant bike culture in a community. I think the requirement for a minimum of one covered long term bike parking space for every building, business or land use over 1000 square feet is a very burdensome requirement that provides little if any benefit. The vast majority of homeowners and renters, those that are potentially bike commuters, store their bike in their homes or garages. Requiring group storage of bikes in rental communities, businesses or institutions has generally failed everywhere it has been attempted. Our own experience in building such facilities in both Kendall yards and Liberty Lake is that they are almost never used. The usage has been so low we have converted those spaces to other uses. The value of the bikes is too high and very few will risk leaving bikes where others have access. I strongly recommend that the long term parking requirement be removed from the code. It places a very disproportionate responsibility on small business owners and will provide very little if any benefit. The way the code is currently drafted 100 small retail businesses would be required to have one covered long term space each while a large 100,000 square foot office building would only require 5 spaces. In Washington less than 1% of commuters use a bike. [bike-commuting-united-states](#) Long term bike storage is not a significant barrier to bike commuting, the lack of safe bike routes and infrastructure is.

On residential use the long term bike parking standards are equally problematic. Over 70 percent of households live in a house that they either own or rent. The large majority of the balance live in larger apartment complexes that nearly all have a significant number of units

with garages. Apartment residents will only store the bikes in either the garage or in their unit if they don't have a garage.

Thanks again for the opportunity to participate and comment.

Jim

On Sat, Jan 7, 2023 at 6:39 AM Kimbrell, Tyler <tkimbrell@spokanecity.org> wrote:

Hi All,

Please find the updated agenda with the Teams meeting link for next week's Bicycle Parking Code Update meeting.

See you next week,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org | spokanecity.org



This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: [Kimbrell, Tyler](#)
To: [MELVIN NEIL](#)
Cc: [Quinn-Hurst, Colin](#)
Subject: RE: code
Date: Monday, February 6, 2023 7:11:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Melvin,

Thanks for your feedback! We currently allow 10% of vehicle parking to be substituted with bike parking. Of course, the substitution is optional and is meant to provide flexibility for developments that just can't quite squeeze in more vehicle parking spaces.

If you have other suggestions/ comments please don't hesitate to reach out.

Kind regards,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org | spokanecity.org



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This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: MELVIN NEIL <mkneil@comcast.net>
Sent: Sunday, February 5, 2023 11:30 AM
To: Kimbrell, Tyler <tkimbrell@spokanecity.org>
Subject: code

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I feel that 25% is way to much space for bike parking. I think you should start with maybe 10% and see if that is to little, and if so then expand to more.
Mel Neil

From: [Kimbrell, Tyler](#)
To: [Comstock NHC Chair](#)
Cc: [Quinn-Hurst, Colin](#)
Subject: RE: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code
Date: Monday, February 6, 2023 7:15:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Hi John,

Thanks for your feedback. Is there anything, in particular, you're concerned about? Happy to discuss.

Kind regards,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org | spokanecity.org



This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Comstock NHC Chair <comstockneighborhoodcouncil@gmail.com>
Sent: Friday, February 3, 2023 3:44 PM
To: Churchill, Jackie <jchurchill@spokanecity.org>; Kimbrell, Tyler <tkimbrell@spokanecity.org>
Subject: Re: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code

[CAUTION - EXTERNAL EMAIL - Verify Sender]

This is a joke right?

If not, the City has gone truly insane.

John Schram, Comstock

On Fri, Feb 3, 2023 at 3:27 PM Churchill, Jackie <jchurchill@spokanecity.org> wrote:

Good Afternoon,

The City of Spokane is proposing an update to the Bicycle Parking Code amending Spokane Municipal Code (SMC): Sections 17C.230.110 and 17C.230.200. The proposed update to section 17C.230.110 revises the vehicle substitution provisions to allow up to twenty-five percent of vehicle parking to be substituted by bicycle parking. The proposed update to

section 17C.230.200 revises the bicycle parking code to require short-term and long-term bicycle parking throughout the city. The exact amendments to the code will be available online at the following address: <https://my.spokanecity.org/projects/bicycle-parking-code-update/>.

Please direct any questions or comments to Tyler Kimbrell, at tkimbrell@spokanecity.org

Thank you,
Jackie



Jackie Churchill | Planning & Economic Development Services | Clerk III
509.625.6986 | fax 509.625.6013 | jchurchill@spokanecity.org



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EXHIBIT E



STREET DEPARTMENT
901 N. NELSON ST.
SPOKANE, WASHINGTON
99202-3769
509.232.8800
FAX 509.232.8830

DATE: February 13th, 2023
TO: Tyler Kimbrell, Planning & Development
FROM: Bobby Halbig, Street Department
SUBJECT: Plan Review
PROJECT #: **SEPA request for comment for proposed amendment to the Bicycle Parking Code**

We have reviewed the design plans and have the following comment(s).

General

- 1 Planning needs to re-review the history of Palouse Trails Apartments.
- 2 Parked bicycles shall not block a pedestrian access route and maintain a minimum 4-foot accessible path.

17C.230.110(B)3

- 3 Parking is already an issue within the public ROW, reducing requirements within the code will exacerbate an already volatile issue.

17C.230.200(B)5

- 4 1,000 sq ft needs to be increased to at least 5,000 sq ft, preferably 10,000 sq ft.

Gerald Okihara, P.E.

Marcus Eveland

From: [Kimbrell, Tyler](#)
To: [Halbig, Bobby](#)
Cc: [Okihara, Gerald](#); [Eveland, Marcus](#); [Kells, Patty](#); [Black, Tirrell](#); [Quinn-Hurst, Colin](#); [Gardner, Spencer](#)
Subject: RE: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code
Date: Friday, February 17, 2023 8:37:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Dear Bobby,

Thank you for the comments you submitted to the “SEPA request for comment for proposed amendment to the Bicycle Parking Code.” Below is a response to your comments in the order in which they were submitted.

1. *Planning needs to re-review the history of Palouse Trail Apartments.*

Thank you for the comment. We have reviewed previous emails regarding the issues of car parking on the northern shoulder of the Palouse Highway.

2. *Parked bicycles shall not block a pedestrian access route and maintain a minimum 4-foot accessible path.*

The City Design Standards require a 7-foot sidewalk zone in Commercial and Downtown zones and a 5-foot sidewalk zone in Residential and Industrial zones, this code amendment does not interfere with that standard. Standard plans proposed in tandem with this update show this clear zone requirement.

3. *Parking is already an issue within the public ROW, reducing requirements within the code will exacerbate an already volatile issue.*

The bicycle parking substitution provision is meant to provide an optional means for development to increase the efficiency of developed space for environmental and financial benefits. This provision does not require the reduction of vehicle parking spaces.

4. *1,000 sq ft needs to be increased to at least 5,000 sq ft, preferably 10,000 sq ft.*

Based on discussions with developers as part of a public advisory committee, this provision has been adjusted and increased for most land uses.

Regards,



Tyler Kimbrell | City of Spokane | Planner II | Planning Services

509.625-6377 | tkimbrell@spokanecity.org | spokanecity.org



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This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Halbig, Bobby <bhalbig@spokanecity.org>
Sent: Monday, February 13, 2023 7:43 AM
To: Kimbrell, Tyler <tkimbrell@spokanecity.org>
Cc: Okihara, Gerald <gokihara@spokanecity.org>; Eveland, Marcus <meveland@spokanecity.org>; Kells, Patty <pkells@spokanecity.org>
Subject: SEPA Request for Comment for proposed amendment to the Bicycle Parking Code

Good morning Tyler,
The Street Department has reviewed the document(s), please find our comments attached.
Best regards,



Bobby Halbig | City of Spokane | Traffic Engineering Specialist I, Traffic Operations
509.232-8846 | fax 509.232.8830 | bhalbig@spokanecity.org | spokanecity.org



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Spokane Tribe of Indians
Tribal Historic Preservation Office
P.O. Box 100 Wellpinit WA 99040

February 2, 2023

To: Jackie Churchill, Planner

RE: Bicycle Parking Code

Ms. Churchill,

Thank you for contacting the Tribe's Historic Preservation Office. We appreciate the opportunity to provide a cultural consult for your project, the intent of this process is to preserve and protect all cultural resources whenever protection is feasible.

In response we concur with recommendations made that the city is requesting a bicycle parking code, at this time I have no concern on code change, however if any ground disturbing activity there will be more consultation needed to complete this project.

However, if any artifacts or human remains are found upon inadvertent discovery, this office should be immediately notified and the work in the immediate area cease.

Should additional information become available or scope of work change our assessment may be revised.

Our tribe considers this a positive action that will assist us in protecting our shared heritage.

If question arise, contact my office at (509) 258 – 4222.

Sincerely,

Randy Abrahamson
Tribal Historic Preservation Officer.
Spokane Tribe of Indians

EXHIBIT F

Land Use		BSA Guide - 5% Mode Share Goal in 10 years	BSA Guide - 10% Mode Share Goal in 10 years	BSA Guide - 20% Mode Share Goal in 15 years	APBP Guide - Urban - For 5% Mode Share	Seattle Urban Centers & Station-Area Overlay Zones	Downtown Seattle	Cambridge	Los Angeles	Pittsburgh	Oakland	Portland OR	San Francisco	Vancouver BC	Victoria BC
Residential															
Single-Family Dwellings Two-Family Dwellings Rectories, parsonages	LT	0 LT	1 LT	2 LT	No LT req.			No LT req. for single-family dwellings, but for townhouses: 1.00 LT / unit for the first 20 units in a building, 1.05 LT / unit for additional units.			No LT req.		Dwelling Units (on lots with 3 units or less): Provide secure, weather protected space meeting dimensions set in Zoning Administrator Bulletin No. 9, one per unit, easily accessible to residents and not otherwise used for automobile parking or other purposes	For a principal dwelling unit with lock-off unit, depending on the neighborhood, a minimum of 1.25 or spaces for each principal dwelling unit and a minimum of 0.75 spaces for each lock-off unit.	
	ST	No ST req.	No ST req.	No ST req.	No ST req.			No ST req. for single-family dwellings, but for townhouses: 0.10 ST / unit on a lot (for lots with 4 or more units).			No ST req.		No ST req.	No ST req.	
Multi-Unit Residential (Cambridge: Townhouse & Multifamily Dwellings)	LT	1.0 LT / unit	1.25 LT / unit	1.5 LT / unit	0.50 LT / bedroom	0.25 LT / unit	0.50 LT / unit	1.0 LT / unit for the first 20 units in a building, 1.05 LT / unit for additional units.	1.0 LT / unit & guest room	0.33 LT / unit for 12 or more units	0.25 LT / unit	1.5 LT / unit in Central City 1.0 LT / unit outside CC	1.0 LT / unit up to 100 units, afterwhich 0.50 LT / unit. For student housing, 1.5 LT / unit up to 100 units, afterwhich 0.75 LT / unit.	Ranges from 0.75 to 2.25 / unit, depending on housing size and neighborhood.	1.0 LT / unit
	ST	0.20 ST / unit	0.25 ST / unit	0.30 ST / unit	2 ST or 0.10 ST / bedroom	No ST req.		0.10 ST / unit on a lot (for lots with 4 or more units).	2 ST or 0.10 ST / unit		0.05 ST / unit		0.05 ST / unit. For student housing, 0.10 / unit.	Generally, 6 ST for any development with more than 20 units, and in some situations 0.20 ST / unit for smaller developments	6 ST at every entrance
Elderly oriented congregate housing	LT	0.50 LT / bed	0.75 LT / bed	1.0 LT / bed	0.50 LT / bedroom	0.50 LT / bed		0.50 LT / unit					0.10 ST / bed or unit	2 ST + 0.04 ST / bed or unit	
	ST	0.20 ST / bed	0.25 ST / bed	0.30 ST / bed	2 ST or 0.10 ST / bedroom	No ST req.		0.05 ST / unit					0.04 ST / unit	No ST req.	
Group Living	LT	0.50 LT / bed	0.75 LT / bed	1.0 LT / bed		0.50 LT / bed						2 LT or 0.05 LT / bed	0.25 LT / bed up to 100 beds, afterwhich 0.20 LT / bed		
	ST	0.20 ST / bed	0.25 ST / bed	0.30 ST / bed		No ST req.						No ST req.	0.04 ST / unit.		
Lodging houses, convents, monasteries, dormitories, fraternities, sororities	LT	0.50 LT / bed	0.75 LT / bed	1.0 LT / bed		0.50 LT / bed		0.50 LT / bed				0.125 LT / bed	0.25 LT / bed up to 100 beds, afterwhich 0.20 LT / bed. For student housing, 1.5 LT / bed up to 100 beds, afterwhich 0.75 LT / unit.		
	ST	0.20 ST / bed	0.25 ST / bed	0.30 ST / bed		No ST req.		0.05 ST/ bed				No ST req.	0.04 ST / bed. For student housing, 0.08 / bed.		
Hotels, motels, Tourist houses	LT	0.05 LT / rentable room	0.075 LT / rentable room	0.10 LT / rentable room		0.05 LT / rentable room	0.05 LT / hotel room	0.02 LT / sleeping room	2 LT or 0.05 LT / guest room	0-5 employees: 0 6-20 employees: 1 21-80 employees: 2 Over 80: 0.05/employee		2 LT or 0.05 LT / rentable room 2 ST or 0.05 ST / rentable room	0.0333 LT / rentable room	0.0333 LT / dwelling, housekeeping & sleeping unit; No req. for a bed & breakfast.	
	ST	0.05 ST / rentable room , PLUS 0.20 ST / 1,000 sf for conference/meeting rooms	0.10 ST / rentable room , PLUS 0.35 ST / 1,000 sf for conference/meeting rooms	0.20 ST / rentable room , PLUS 0.50 ST / 1,000 sf for conference/meeting rooms		2 ST		0.05 ST / sleeping room	2 ST or 0.05 ST / guest room				2 ST or 0.0333 ST / rentable room, PLUS 0.20 ST / 1,000 sf for conference & meeting space.	6 ST for any development containing a minimum of 75 dwelling, housekeeping or sleeping units, or any combination thereof.	
Vancouver: Communal Care Facilities: Group Residence and Detoxification	LT	Treated as medical center or congregate housing	Treated as medical center or congregate housing	Treated as medical center or congregate housing										0.01 LT / bed	
	ST													No ST req.	
Vancouver-only: Live-Work Units	LT	1 LT / unit	1.5 LT / unit	2 LT / unit										1.25 LT / unit	
	ST	0.50 ST / unit	0.75 ST / unit	1.0 ST / unit										6 ST for any development containing 20 or more units	
Office, Retail, & Restaurants															

General or professional offices	LT	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft	2.0 LT / 1,000 sq.ft	2 LT or 0.15 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.30 LT / 1,000 sf 0.06 ST / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	0.20 LT / 1,000 sf. For professional offices, 0.125 LT / 1,000 sf in downtown; 0.10 LT / 1,000 sf everywhere else.	2 LT or 0.10 LT / 1,000 sf	0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	0.186 LT / 1,000 sf
	ST	0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.083 ST / 1,000 sf			2 ST or 0.20 ST / 1,000 sf		For professional offices, 0.0667 ST / 1,000 sf in downtown; 0.05 ST / 1,000 sf everywhere else.	2 ST or 0.025 ST / 1,000 sf	2 ST for offices over 5,000 sf + 1 additional ST for every 50,000 sf	6 ST for any development containing > 64,582 sf	0.186 ST / 1,000 sf
Arts/crafts studios	LT	0.25 LT / 1,000 sq.ft	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft		0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.30 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2 LT or 0.10 LT / 1,000 sf	2 LT or 0.20 LT / 1,000 sf	No LT req.	
	ST	0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf		0.083 ST / 1,000 sf		0.06 ST / 1,000 sf				2 ST or 0.025 ST / 1,000 sf	2 ST or 0.40 ST / 1,000 sf	No ST req.	
Technical offices, research labs	LT	0.25 LT / 1,000 sq.ft	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft	2 LT or 0.15 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.20 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	0.10 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	2 LT for > 5,000 sf, or 0.0833 LT / 1,000 sf	0.186 LT / 1,000 sf	0.186 LT / 1,000 sf
	ST	0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.025 ST / 1,000 sf		0.06 ST / 1,000 sf	2 ST or 0.10 LT / 1,000 sf		0.20 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf	2 ST; 4 ST for > 50,000 sf	6 ST for > 64,582 sf	0.186 ST / 1,000 sf
Banks, financial offices (ground floor)	LT	0.25 LT / 1,000 sq.ft	0.50 LT / 1,000 sq.ft	1.0 LT / 1,000 sq.ft	2 LT or 0.15 LT / 1,000 sf	0.50 LT / 1,000 sf	0.20 LT / 1,000 sf	0.30 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	0.125 LT / 1,000 sf in downtown; 0.10 LT / 1,000 sf everywhere else.	2 LT or 0.10 LT / 1,000 sf	0.133 LT / 1,000 sf	0.186 LT / 1,000 sf	0.186 LT / 1,000 sf
	ST	0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.025 ST / 1,000 sf		0.50 ST / 1,000 sf	2 ST or 0.10 LT / 1,000 sf		0.0667 ST / 1,000 sf in downtown; 0.05 ST / 1,000 sf everywhere else.	2 ST or 0.025 ST / 1,000 sf	2.0 ST + 1.333 ST / 1,000 sf	6 ST for any development containing > 64,582 sf	0.186 ST / 1,000 sf
Sales & services, heavy	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf		0.25 LT / 1,000 sf	0.20 LT / 1,000 sf for retail over 10,000 sf)		2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.083 LT / 1,000 sf		2 LT or 0.0667 LT / 1,000 sf		
	ST	0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf		0.025 ST / 1,000 sf			2 ST or 0.10 LT / 1,000 sf		2 ST or 0.05 ST / 1,000 sf		2 ST or 0.20 ST / 1,000 sf		
Retail stores, consumer service	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	0.083 LT / 1,000 sf	0.20 LT / 1,000 sf (for retail over 10,000 sf)	0.10 LT / 1,000 sf	2 LT or 0.50 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or: 0.125 LT / 1,000 sf in downtown; 0.0833 LT / 1,000 sf everywhere else.	2 LT or 0.083 LT / 1,000 sf	0.133 LT / 1,000 sf	0.186 LT / 1,000 sf	For shopping centre: 0.111 LT / 1,000 sf for first 53,820 sf, thereafter 0.056 LT / 1,000 sf
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 LT or 0.20 ST / 1,000 sf	0.50 ST / 1,000 sf		0.60 ST / 1,000 sf	2 ST or 0.50 LT / 1,000 sf		0.33 or 0.20 ST / 1,000 sf, depending on business type.	2 ST or 0.20 ST / 1,000 sf	2 ST or 0.40 ST / 1,000 sf up to 50,000 sf, afterwhich 0.10 ST / 1,000 sf (consumer/personal service is treated the same as financial services and restaurants & bars).	0.557 ST / 1,000 sf	For shopping centre: 0.260 ST / 1,000 sf for first 53,820 sf, thereafter 0.130 ST / 1,000 sf
Food & convenience stores	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	0.083 LT / 1,000 sf	0.20 LT / 1,000 sf (for retail over 10,000 sf)	0.10 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or: 0.125 LT / 1,000 sf in downtown; 0.0833 LT / 1,000 sf everywhere else.	2 LT or 0.083 LT / 1,000 sf	0.133 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2.0 ST / 1,000 sf	2 ST or 0.50 ST / 1,000 sf	0.50 ST / 1,000 sf		1.00 ST / 1,000 sf	2 ST or 0.10 LT / 1,000 sf		0.50 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf	2 ST or 0.40 ST / 1,000 sf up to 50,000 sf, afterwhich 0.10 ST / 1,000 sf	0.557 ST / 1,000 sf	
Restaurants, bars	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.5 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	0.083 LT / 1,000 sf		0.20 LT / 1,000 sf	2 LT or 0.50 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or: 0.125 LT / 1,000 sf in downtown; 0.0833 LT / 1,000 sf everywhere else.		0.133 LT / 1,000 sf		
	ST	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2.0 ST / 1,000 sf	2 ST or 0.50 ST / 1,000 sf	0.50 ST / 1,000 sq.ft in UC/SAO		1.00 ST / 1,000 sf	2 ST or 0.50 LT / 1,000 sf		0.50 ST / 1,000 sf (for some businesses it's 0.33 or 0.20 ST / 1,000 sf)		2.0 ST + 1.333 ST / 1,000 sf		
Industrial															
Manufacturing & Production	LT	0.25 LT / 1,000 sf	0.5 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.083 LT / 1,000 sf	0.25 LT / 1,000 sf		0.08 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.0667 LT / 1,000 sf	2 LT or 0.067 LT / 1,000 sf	2 LT for > 5,000 sf, or 0.0833 LT / 1,000 sf	0.093 LT / 1,000 sf or 0.059 / employee, whichever is greater	0.0782 LT / 1,000 sf
	ST	0.10 ST / 1,000 sf	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	2 ST at each entrance; or as prescribed by agency director	No ST req.		0.06 ST / 1,000 sf	2 ST or 0.10 ST / 1,000 sf		No ST req.	No ST req.	2 ST; 4 ST for > 50,000 sf	No ST req.	0.0196 ST / 1,000 sf
Warehouse & Freight Movement	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf		0.25 LT / 1,000 sf		0.08 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 ST or 0.025 LT / 1,000 sf	2 LT or 0.025 LT / 1,000 sf	0.025 LT / 1,000 sf	0.093 LT / 1,000 sf or 0.059 / employee, whichever is greater	0.0782 LT / 1,000 sf
	ST	0.05 ST / 1,000 sf	0.10 ST / 1,000 sf	0.20 ST / 1,000 sf		No ST req.		0.06 ST / 1,000 sf	2 ST or 0.10 ST / 1,000 sf		No ST req.	No ST req.	No ST req.	No ST req.	0.0196 ST / 1,000 sf

Auto repair, auto sales	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf			0.08 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.0833 LT / 1,000 sf; for auto repair, 0.05 LT / employee		2 LT or 0.0667 LT / 1,000 sf		0.0782 LT / 1,000 sf
	ST	0.10 ST / 1,000 sf	0.20 ST / 1,000 sf	0.40 ST / 1,000 sf	2 LT or 0.05 ST / 1,000 sf			0.06 ST / 1,000 sf	2 ST or 0.10 ST / 1,000 sf		2 ST or 0.05 ST / 1,000 sf; no req. for auto repair		2 ST or 0.20 ST / 1,000 sf		0.0196 ST / 1,000 sf
Events, Gathering, & Recreation															
Entertainment / Major Event Entertainment	LT	0.075 LT / employee for stadiums/areas with capacity > 2,000 attendees	0.15 LT / employee for stadiums/areas with capacity > 2,000 attendees	0.30 LT / employee for stadiums/areas with capacity > 2,000 attendees	2 LT or 0.075 LT / employee			0.083 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		10 LT or 0.025 LT / seat	0.05 LT / employee for stadiums/areas with capacity > 2,000 attendees	No LT req.	
	ST	0.05 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, 50% of which must have valet (an attendant watching over)	0.10 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, 75% of which must have valet (an attendant watching over)	0.20 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, 75% of which must have valet (an attendant watching over)	5% of max daily attendance			0.05 ST / seat & 1 ST / 1,000 non-seat sq.ft				No ST req.	0.05 ST / attendee for stadiums/arenas with capacity > 2,000 attendees, a portion of which must have valet (an attendant watching over)	0.02 ST / seat	
Theaters, gathering halls	LT	0.075 LT / employee	0.15 LT / employee	0.30 LT / employee	2 LT or 0.075 LT / employee			0.08 LT / 1,000 sf	2 LT; 2.857 LT / 1,000 sf; or 0.02 LT / seat	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf			5 LT for venues with < 500 capacity; 10 LT for venues with > 500 capacity	No LT req.	
	ST	0.05 ST / seat + 5.0 ST / 1,000 non-seat sf	0.10 ST / seat + 10.0 ST / 1,000 non-seat sf	0.20 ST / seat + 20.0 ST / 1,000 non-seat sf	5% of max daily attendance			1.00 ST / 1,000 sf	2 ST; 1.429 ST / 1,000 sf; or 0.01 ST / seat				0.02 ST / seat	0.02 ST / seat	
Parks & Commercial Outdoor Recreation	LT	0.10 LT / employee	0.25 LT / employee	0.50 LT / employee	2 LT or 0.075 LT / employee			0.10 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		10 LT or 0.05 LT / car			
	ST	5% of max expected attendance; or 0.50 ST / car (including adjacent on-street car parking), whichever is greatest.	10% of max expected attendance; or 1.0 ST / car (including adjacent on-street car parking), whichever is greatest. At least 50% of the bike parking must be covered unless the park is smaller than 2 acres.	20% of max expected attendance; or 2.0 ST / car (including adjacent on-street car parking), whichever is greatest. 100% of the bike parking must be covered unless the park is smaller than 2 acres.	5% of max daily attendance			1.00 ST / 1,000 sf	5 ST or 0.10 ST / 1,000 sf			No ST req.			
Fitness Centers & Indoor Sports Centers	LT	0.10 LT / 1,000 sf	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf					2 LT or 0.50 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf				0.372 LT / 1,000 sf	
	ST	0.75 ST / 1,000 sf	1.5 ST / 1,000 sf	3.0 ST / 1,000 sf					2 ST or 0.50 ST / 1,000 sf					1.115 ST / 1,000 sf	
Bowling Alleys, Billiard Hall, Arcade, Curling	LT	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf	1.5 LT / 1,000 sf						1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf			5 LT for venues with < 500 capacity; 10 LT for venues with > 500 capacity	No LT req.	
	ST	0.75 ST / 1,000 sf	1.5 ST / 1,000 sf	3.0 ST / 1,000 sf									1 ST for every 500 seats or for every portion of each 50 person capacity.	6 ST / each 40 tables, games, alleys or ice sheets.	
Civic & Cultural															
Community Service & Civic Centers Not Described Below	LT	0.05 LT / employee	0.15 LT / employee	0.25 LT / employee	2 LT or 0.15 LT / employee					1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.05 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf			
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf						2% of max expected daily attendance	2 ST or 0.10 ST / 1,000 sf			
Community Club/Center	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	1.0 LT / 1,000 sf	2 LT or 0.075 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf			2 LT or 0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	5% of max daily attendance	0.25 ST / 1,000 sf							2 ST or 0.40 ST / 1,000 sf	0.372 ST / 1,000 sf	
Libraries	LT	0.05 LT / employee	0.15 LT / employee	0.25 LT / employee	2 LT or 0.15 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.05 LT / 1,000 sf		2 LT or 0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.50 ST / 1,000 sf					2% of max expected daily attendance		2 ST or 0.40 ST / 1,000 sf	0.372 ST / 1,000 sf	
Museums	LT	0.05 LT / employee	0.15 LT / employee	0.25 LT / employee	2 LT or 0.15 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT or 0.05 LT / 1,000 sf		2 LT or 0.20 LT / 1,000 sf	0.186 LT / 1,000 sf	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.25 ST / 1,000 sf					2% of max expected daily attendance		2 ST or 0.40 ST / 1,000 sf	0.372 ST / 1,000 sf	

Churches & Places of Worship	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	0.75 LT / 1,000 sf	2 LT or 0.075 LT / employee	0.083 LT / 1,000 sf		0.08 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT; or 0.025 LT / seat; or 0.25 LT / 1,000 sf	1 LT or 0.25 LT / 1,000 sf	5 LT for venues with < 500 capacity; 10 LT for venues with > 500 capacity. 0.02 ST / seat	No LT req.	
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	5% of max daily attendance	0.083 ST / seat + 1 ST / 1,000 non-seat sf		0.50 ST / 1,000 sf			2 LT; 0.025 ST / seat; or 0.50 ST / 1,000 sf	2 ST or 0.50 ST / 1,000 sf		6 ST	
Medical															
Medical Offices	LT	0.10 LT / 1,000 sf	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	2 ST; 0.075 LT / employee; or 0.02 LT / 1,000 sf	0.083 LT / 1,000 sf		0.30 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT; 0.0833 LT / 1,000 sf	2 LT or 0.014 LT / 1,000 sf			
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.50 ST / 1,000 sf		0.50 ST / 1,000 sf			2 ST or 0.20 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf			
Medical Clinics	LT	0.10 LT / 1,000 sf	0.25 LT / 1,000 sf	0.50 LT / 1,000 sf	2 ST; 0.075 LT / employee; or 0.02 LT / 1,000 sf	0.083 LT / 1,000 sf		0.20 LT / 1,000 sf		1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT; 0.0833 LT / 1,000 sf	2 LT or 0.014 LT / 1,000 sf	0.20 LT / 1,000 sf		
	ST	0.25 ST / 1,000 sf	0.50 ST / 1,000 sf	1.0 ST / 1,000 sf	2 ST or 0.125 ST / 1,000 sf	0.50 ST / 1,000		0.50 ST / 1,000 sf			2 ST or 0.20 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf	4 ST at every entrance or 0.0667 ST / 1,000 sf		
Hospitals	LT	0.25 LT / 1,000 sf	0.50 LT / 1,000 SF	1.0 LT / 1,000 SF	2 ST; 0.075 LT / employee; or 0.02 LT / 1,000 sf	0.50 LT / 1,000 sf		0.20 LT / 1,000 sf	2 LT or 0.10 LT / 1,000 sf	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf	2 LT; 0.05 LT / employee, or 0.014 LT / 1,000 sf	2 LT or 0.014 LT / 1,000 sf	0.0667 LT / 1,000 sf	0.059 LT / employee on a maximum work shift. (this might work-out to 0.20 LT / 1,000 sf)	
	ST	4 ST at every entrance; 0.05 ST / 1,000 sf	6 ST at every entrance; 0.10 ST / 1,000 sf	8 ST at every entrance; 0.20 ST / 1,000 sf	2 ST or 0.05 ST / 1,000 sf	0.025 ST / 1,000 sf		0.10 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf		2 ST or 0.025 ST / 1,000 sf	2 ST or 0.025 ST / 1,000 sf	4 ST at every entrance or 0.0333 ST / 1,000 sf		
Education															
College or university academic or administrative facilities	LT	0.15 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.05 LT / 1,000 sf.	0.25 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.10 LT / 1,000 sf.	0.35 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.20 LT / 1,000 sf.	0.15 LT / student; or 0.05 LT / 1,000 sf, whichever is greater	0.10 LT / student + 0.05 LT / employee		0.20 LT / 1,000 sf	2 LT; 2.0 LT / 1,000 sf; or 0.02 LT / seat	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2 LT or 0.05 LT / 1,000 sf	0.05 LT / 1,000 sf	0.059 LT / employee plus 0.04 LT / student during maximum attendance period.	
	ST	0.10 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.25 ST / 1,000 sf.	0.20 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.50 ST / 1,000 sf.	0.30 ST / max planned student capacity. If building new building on campus without adding employees/students, then 1.0 ST / 1,000 sf.	2 ST or 0.10 ST / student	No ST req.		0.40 ST / 1,000 sf	2 ST; 1.0 ST / 1,000 sf; or 0.01 ST / seat			2 ST or 0.10 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf	0.06 ST / student on a maximum attendance period.	
College or university student activity facilities	LT	0.15 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.05 LT / 1,000 sf.	0.25 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.10 LT / 1,000 sf.	0.35 LT / employee & max planned student capacity. If building new building on campus without adding employees/students, then 0.20 LT / 1,000 sf.	0.15 LT / student; or 0.05 LT / 1,000 sf, whichever is greater	0.10 LT / student + 0.05 LT / employee		0.20 LT / 1,000 sf	2 LT; 2.0 LT / 1,000 sf; or 0.02 LT / seat	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2 LT or 0.05 LT / 1,000 sf	0.05 LT / 1,000 sf	0.059 LT / employee plus 0.04 LT / student during maximum attendance period.	
	ST	0.10 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.25 ST / 1,000 sf.	0.20 ST / max planned student capacity. If building new building on campus without adding employees/students, then 0.50 ST / 1,000 sf.	0.30 ST / max planned student capacity. If building new building on campus without adding employees/students, then 1.0 ST / 1,000 sf.	2 ST or 0.10 ST / student	No ST req.		1.0 ST / 1,000 sf	2 ST; 1.0 ST / 1,000 sf; or 0.01 ST / seat			2 ST or 0.10 ST / 1,000 sf	2 ST or 0.20 ST / 1,000 sf	0.06 ST / student during maximum attendance period.	
K-12 Schools: Grades: 9-12	LT	2.5 LT / classroom	5 LT / classroom	10 LT / classroom	2 LT or 0.15 LT / employee PLUS 0.075 LT / student	2.0 LT / classroom		See zoning	2 LT or 4.0 LT / classroom	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		4.0 LT / classroom	4.0 LT / classroom	0.059 LT / employee plus 0.04 LT / student during maximum attendance period.	0.10 LT / employee
	ST	0.075 ST / student	0.15 ST / student	0.30 ST / student	2 ST or 0.075 ST / student	No ST req.			2 ST or 1.0 ST / classroom			No ST req.	1.0 ST / classroom	0.06 ST / student during maximum attendance period.	0.20 ST / student
K-12 Schools: Grades: 6-8	LT	2.5 LT / classroom	5 LT / classroom	10 LT / classroom	2 LT or 0.15 LT / employee PLUS 0.075 LT / student	2.0 LT / classroom		See zoning	2 LT or 4.0 LT / classroom	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		4.0 LT / classroom	4.0 LT / classroom	0.059 LT / employee	0.10 LT / employee
	ST	0.075 ST / student	0.15 ST / student	0.30 ST / student	2 ST or 0.075 ST / student	No ST req.			2 ST or 1.0 ST / classroom			No ST req.	1.0 ST / classroom	0.05 ST / student during maximum attendance period.	0.20 ST / student

K-12 Schools: Grades: K-5	LT	2.5 LT / classroom	5 LT / classroom	10 LT / classroom	2 LT or 0.15 LT / employee; for grades 4-6, add 0.075 LT / student.	1.0 LT / classroom		See zoning	2 LT or 4.0 LT / classroom	1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2.0 LT / classroom	2.0 LT / classroom	0.059 LT / employee	0.10 LT / employee
	ST	0.075 ST / student	0.15 ST / student	0.30 ST / student	2 ST or 0.075 ST / student	No ST req.			2 ST or 1.0 ST / classroom			No ST req.	1.0 ST / classroom	0.05 ST / student during maximum attendance period.	0.10 / student
Daycare	LT	0.075 LT / employee	0.15 LT / employee	0.30 LT / employee	2 LT or 0.075 LT / employee	0.25 LT / 1,000 sf				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		2 LT or 0.25 / 1,000 sf	2 LT or 0.05 ST / child	No LT req.	
	ST	0.05 ST / child	0.10 ST / child	0.20 ST / child	2 ST or 0.075 ST / child	0.025 ST / 1,000 sf						No ST req.	0.05 ST / child	No ST req.	
Transportation															
Light Rail Stations, Transit Centers, Park & Ride lots, & Ferry Terminals	LT	7% of AM Peak ridership. Light rail stations within a mile of each other in dense urban environments may combine their long-term parking requirement at a single station.	10% of AM Peak ridership. Light rail stations within a mile of each other in dense urban environments may combine their long-term parking requirement at a single station.	15% of AM Peak ridership. Light rail stations within a mile of each other in dense urban environments may combine their long-term parking requirement at a single station.	7% of projected AM peak period daily ridership.	20 LT				1 LT for 6,001-20,000 sf 0.10 LT / 1,000 sf >20,000 sf		8 LT			
	ST	6 ST or 2% of AM peak daily ridership.	8 ST or 3.5% of AM peak daily ridership.	10 ST or 5% of AM peak daily ridership.	2% of AM peak period daily ridership.	No ST req.						No ST req.			
Commercial Parking & Parking Structures	LT	0.05 LT / car parking spot. Unlike the other long-term parking requirements for other land uses, commercial parking structures may charge for secured long-term parking.	0.10 LT / car parking spot. Unlike the other long-term parking requirements for other land uses, commercial parking structures may charge for secured long-term parking.	0.20 LT / car parking spot. Unlike the other long-term parking requirements for other land uses, commercial parking structures may charge for secured long-term parking.	2 ST or 0.05 LT / car; surface-only lots excepted	0.05 LT / car				0.10 LT / car, triggered at 5, 21, & 41 car stalls (no rounding up until 41)	2 LT or 0.05 LT / car	10 LT or 0.05 LT / car	No LT req.	As determined by the Director of Planning in consultation with the City Engineer.	
	ST	0.05 ST / car parking spot	0.05 ST / car parking spot	0.10 ST / car parking spot	6 ST or 0.10 ST / car; surface-only lots excepted	No ST req.					6 LT or 0.05 ST / car	No ST req.	6 ST or 0.05 ST / car	As determined by the Director of Planning in consultation with the City Engineer.	

EXHIBIT G

ESSENTIALS OF BIKE PARKING

Selecting and installing bicycle parking that works



apbp
Association of Pedestrian
and Bicycle Professionals
Expertise for Active
Transportation

Essentials of Bike Parking

Revision 1.0, September 2015

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APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

Association of Pedestrian and Bicycle Professionals

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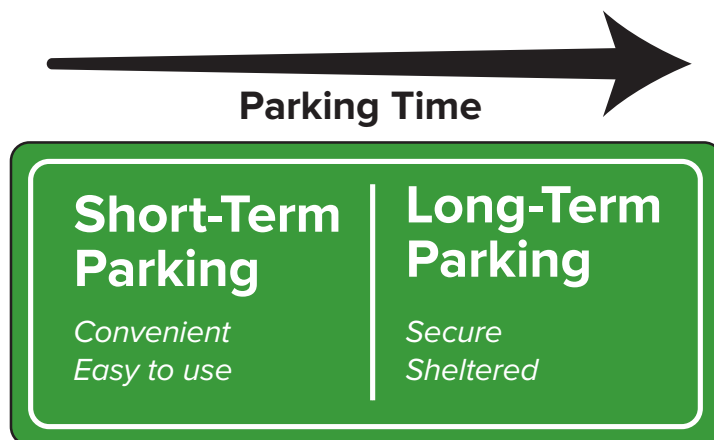
10 PLACEMENT

INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors:
1) proximity to the destination and
2) ease of use.

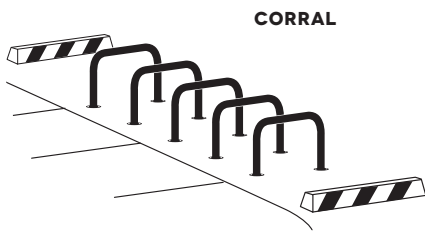
Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.



INVERTED U



POST & RING



CORRAL

SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

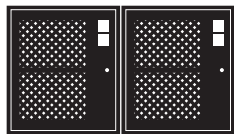
BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. ➡ apbp.org

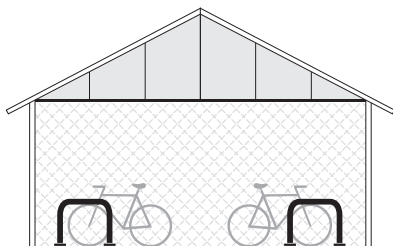
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. ➔ apbp.org

INSTALLATION

Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. ➡ apbp.org

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

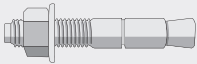
FASTENERS

CONCRETE SPIKE



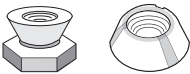
Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.

CONCRETE WEDGE ANCHOR



Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).

SECURITY NUTS



Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.



BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U

also called
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

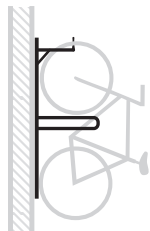
High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE



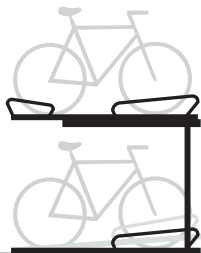
Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE

also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD

also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

* When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.

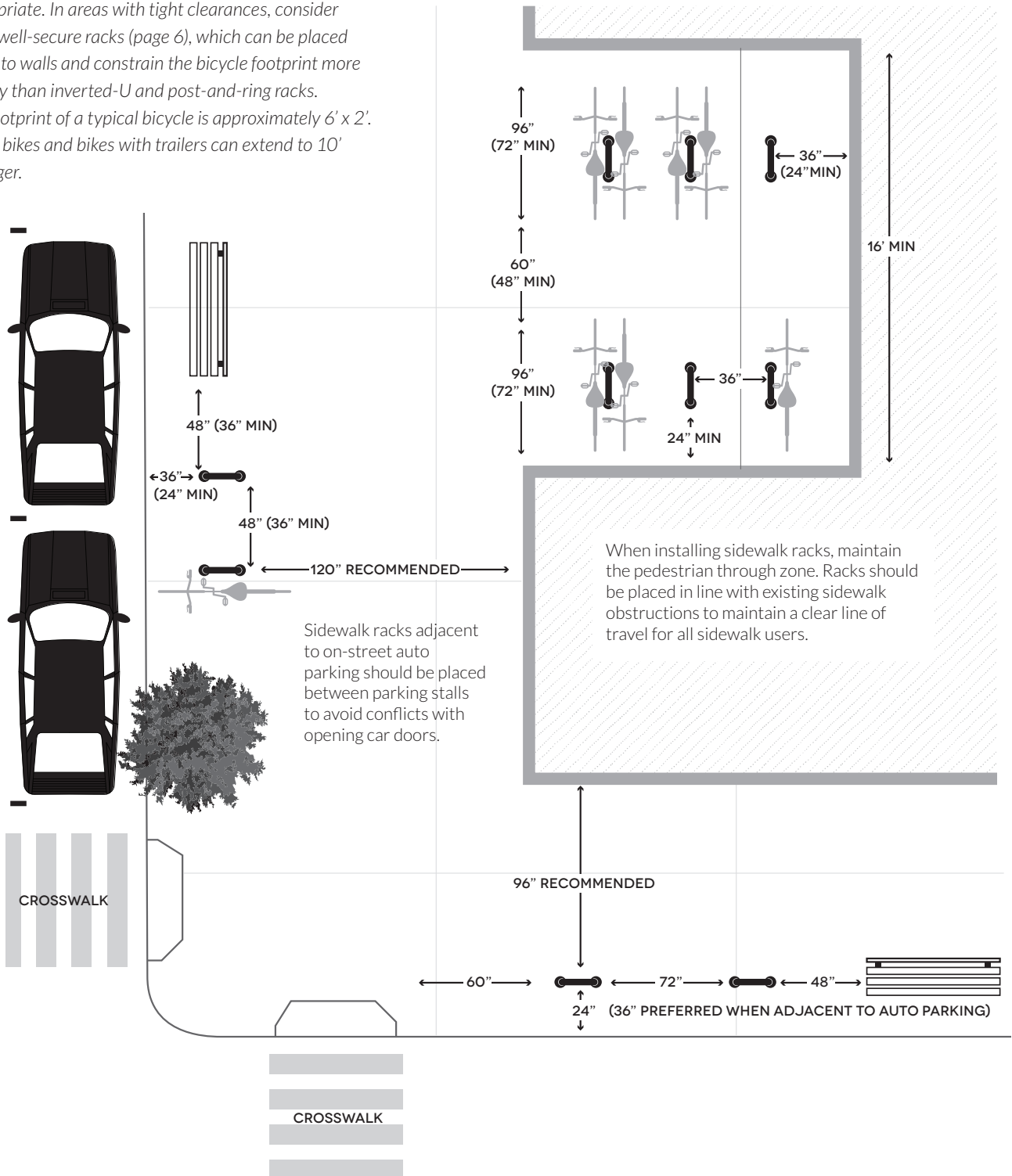


EXHIBIT H



EXHIBIT H: IMPLEMENTATION OF COMPREHENSIVE PLAN POLICIES

Department of Planning and Economic Development

The following policies of the Comprehensive Plan relate to the proposed updates to the bicycle parking sections of the Spokane Municipal Code. The full text of the Comprehensive Plan can be found at www.shapingspokane.org.

Chapter 3—Land Use

LU 4 – Transportation:

Goal: Promote a network of safe and cost-effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

LU 4.6 – Transit-Supported Development

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.

Discussion: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors.

Transit-supported development should be encouraged through the application of development incentives, enhanced design measures, streetscape standards, parking standards, and potential changes in density and use. Each of these measures should be developed through a sub-area planning (or similar) process as each high-performance transit line is planned and developed. These sub-area planning processes should include neighborhood and stakeholder involvement and public participation processes to ensure that site-specific and neighborhood-context issues are addressed and benefits are maximized

Chapter 4—Transportation

TR Goal B: Provide Transportation Choices

Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

INTENT The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/for hire services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

TR Goal C: Accommodate Access to Daily Needs and Priority Destinations

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

INTENT Land use type, mix, intensity, and distribution - as a result of on-going development of the city - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces. Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane.

TR Goal F: Enhance Public Health & Safety

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

INTENT Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic calming measures. Implementing safety efforts should be done in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan. Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

TR 1 – Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode

is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

Key Actions

- a. Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, system wide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- b. Utilize relevant performance measures and adopted level of service standards to track the city's progress in developing the transportation network for all users.
- c. Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
 - i. Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way. City of Spokane Comprehensive Plan 4-20
 - ii. Implement the city's ADA Transition Plan, Pedestrian Plan and Bicycle Plan with a new focus on broader user groups

TR 5 – Active Transportation

Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

Key Actions

- a. Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- b. The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- c. Implement a network of low vehicle volume, bike-friendly routes throughout the city.
- d. Support the development of a bike-share program within the city core.
- e. Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- f. Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
 - i. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.
 - ii. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
 - iii. Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.

- iv. Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children. Means of accomplishing this include:
 - encouraging school routes not to cross arterials;
 - having user-activated signals at arterial intersections;
 - implementing safety patrols with traffic-control signs at busy intersections;
 - working with schools to promote walking groups; and
 - strengthening and enforcing pedestrian right-of-way laws.
- v. Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
- vi. Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
- vii. Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods.
- g. Provide viable facilities for active transportation modes as alternatives to driving.
 - i. Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network.
 - ii. Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
 - iii. Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors.
 - iv. Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways.
- h. Provide secure parking for bicyclists at key destinations (i.e. Downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to city-established design and siting standards.
- i. Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”.
- j. Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 – Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

Key Actions

- a. Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multimodal design, street furniture, and other similar amenities.

- b. Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context.
- c. Designate and develop neighborhood greenways and low vehicle volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- d. Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking.
- e. Provide transit supportive features (e.g. sidewalks, curb ramps, transit benches, etc.) in support with STA

TR 9 – Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city’s designated growth areas, develop “Great Streets” that enhance commerce and attract jobs.

Key Actions

- a. Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- b. Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- c. Use new technology when feasible to increase efficiency in all transportation modes, such as:
 - i. Intelligent feedback to users;
 - ii. Dynamic traffic signals;
 - iii. Priority transit routes and signaling; and,
 - iv. Information sharing about capacity.
- d. Coordinate closely with STA to identify opportunities for service improvements in designated land use areas.
- e. Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- f. Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development.
- g. Implement the city’s bicycle master plan for improved city-wide mobility.

TR 20 – Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

Key Actions

- a. Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the city's transportation priorities.
- b. Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities.
- c. Seek funding sources for active transportation projects.
- d. Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- e. Develop transportation-related educational programs for both nonmotorized and motorized transportation users.
- f. Consistently update and implement the pedestrian and bicycle master plans for active transportation users.

EXHIBIT I

EXHIBIT I: ALTERNATIVE USE TABLE, USING 5% MODE SHARE GOAL¹

TABLE 17C.230-3 BICYCLE PARKING BY USE					
RESIDENTIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Group Living		1 per 5 residents	2	1 per 2 residents	1
Residential Household Living	Multifamily dwellings of five or more units	1 per 5 units	2	0.5 per unit	1
COMMERCIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Adult Business		1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Commercial Outdoor Recreation		1 per 2 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 15 vehicle spaces (whether vehicle parking is required by code or not)	1
Commercial Parking [4]		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1
Drive-through Facility		None	0	None	0
Major Event Entertainment		1 per 20 seats	2	1 per 20,000 sq. ft. of floor area	1

¹ Adapted from the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines 2nd Edition*.

Office	General Office	1 per 20,000 sq. ft. of floor area	2	1 per 6,000 sq. ft. of floor area	1
	Medical/Dental Office	1 per 8,000 sq. ft. of floor area	2	1 per 13,000 sq. ft. of floor area	1
Quick Vehicle Servicing		1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Retail Sales and Service	Retail, Personal Service, Repair-oriented	1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Restaurants and Bars	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Temporary Lodging	1 per 20 rentable rooms Additionally: 1 per 4,000 sq. ft. of conference/meeting rooms	2	1 per 20 rentable rooms	1
	Theaters	1 per 20 seats	2	1 per 10,000 sq. ft.	1
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 10,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Mini-storage Facilities		2 per development	2	None	0
Vehicle Repair		1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
INDUSTRIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Industrial Services, Railroad Yards, Wholesale Sales		4 per development	2	1 per 12,000 sq. ft. of floor area	1

Manufacturing and Production		4 per development	2	1 per 12,000 sq. ft. of floor area	1
Warehouse and Freight Movement		4 per development	2	1 per 12,000 sq. ft. of floor area	1
Waste-related		4 per development	2	1 per 12,000 sq. ft. of floor area	1
INSTITUTIONAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Basic Utilities		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1
Colleges		1 per 10,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Community Service		1 per 8,000 sq. ft. of floor area	2	1 per 6,000 sq. ft. of floor area	1
Daycare		1 per 13,000 sq. ft. of floor area	2	1 per 13,000 sq. ft. of floor area	1
Medical Centers		1 per 20,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Parks and Open Areas[1] [2]		1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Religious Institutions		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 13,000 sq. ft. of floor area	1
Schools	Grade, Elementary, Junior High	2 per classroom	2	1 per classroom	1
	High School	2 per classroom	2	1 per classroom	1
OTHER CATEGORIES					

USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING [3]	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Agriculture		None	None	None	None
Aviation and Surface Passenger Terminals		None	None	None	None
Detention Facilities		None	None	None	None
Essential Public Facilities		None	None	None	None
Wireless Communication Facilities		None	None	None	None
Rail Lines and Utility Corridors		None	None	None	None
<p>[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as a habitat viewing station.</p> <p>[2] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.</p> <p>[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.</p> <p>[4] Commercial parking may only charge for the use of the long-term bicycle storage.</p>					

TABLE 17C.230-4 CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES				
CENTERS AND CORRIDORS USE CATEGORIES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING [3]	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Residential	1 per 5 units	2	0.5 per unit	1
Hotels, including Bed and Breakfast Inns	1 per 20 rentable rooms Additionally: 1 per 4,000 sq. ft. of conference/meeting rooms	2	1 per 20 rentable rooms	1

Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Eating and Drinking Establishments	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Restaurants without Cocktail Lounges	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Professional and Medical Offices	1 per 8,000 sq. ft. of floor area	2	1 per 13,000 sq. ft. of floor area	1
Entertainment, Museum and Cultural	1 per 20 seats or 1 per 10,000 sq. ft. of floor area, whichever is greater	2	1 per 20,000 sq. ft. of floor area	1
Government, Public Service or Utility Structures, Social Services and Education	1 per 8,000 sq. ft. of floor area	2	1 per 6,000 sq. ft. of floor area	1
Religious Institutions	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 13,000 sq. ft. of floor area	1
Parks and Open Space [1]	1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Structured Parking [2]	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1
Public Parking Lot	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Limited Industrial (if entirely within a building)	4 per development	2	1 per 12,000 sq. ft. of floor area	1
Heavy Industrial	4 per development	2	1 per 12,000 sq. ft. of floor area	1
Drive-through Businesses on Pedestrian Streets	2 per development	2	None	0
Motor Vehicles Sales, Rental, Repair or Washing	1 per 10,000 sq. ft. of floor area	2	1 per 4,000 sq. ft. of floor area	1

Automotive Parts and Tires (with exterior storage or display)	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Gasoline Sales (serving more than six vehicles)	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Gasoline Sale (serving six vehicles or less)	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Self-storage or Warehouse	2 per development	2	None	0
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Winery and Microbreweries	1 per 2,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Mobile Food Vending	None	0	None	0
<p>[1] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.</p> <p>[2] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the structure. There is no requirement for the parking to be in a secured enclosure.</p> <p>[3] SMC 17C.230.200(C)(1) Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.</p>				