



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for 2/7/2023

At 9:00 AM

Hybrid: Virtual/ Briefing Room

VIRTUAL MEETING - SEE BELOW FOR INFORMATION

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Subcommittee on any topic not on the agenda

Briefing Session:

9:00 - 9:30	1) Approval of the 12/6/2022 Meeting Minutes	
	2) Chair Report	Clifford Winger
	3) Secretary Report	Colin Quinn-Hurst
	4) Council Liaison Report	Jonathan Bingle
	5) Stakeholder Report	PCTS

Workshops:

9:30 - 10:00	Review of Bike Parking Code Update Comments	Tyler Kimbrell
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Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 3/7/2023

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

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Password:K8vCr44y

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Meeting Link Information

When it's time, join the Webex meeting here.

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You can also dial 173.243.2.68 and enter your meeting number.

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 PCTS meeting will be recorded, with digital copies made available upon request.

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Spokane PC Transportation Sub-Committee - Draft Minutes

January 3, 2023

City Council Briefing Center

Meeting Minutes: Meeting called to order at 9:00 AM by Clifford Winger

Attendance:

- Subcommittee Members Present: Clifford Winger (Chair), Charles Hansen, Raychel Callary, Mike Tresidder, Rhonda Young, Cindy Green, Michelle Pappas
- Subcommittee Members Not Present: Todd Beyreuther, John Vansant, Eve McMenamy, Charlene Kay, Paul Kropp, Mary Winkes (Vice Chair),
- Non-Voting Subcommittee Members Not Present: Council Member Jonathan Bingle
- *Quorum Present: yes *quorum was met after briefing session*
- Staff Members Present: Colin Quinn-Hurst, Jackie Churchill, Inga Note, Kevin Picanco

Public Comment:

None

Briefing Session:

Minutes from the December 6, 2022 meeting approved unanimously.

1. Chair Report - Clifford Winger

- Clifford Winger advised the subcommittee that the Open Public Meetings Act (OPMA) certification needs to be completed by all board members.

2. Secretary Report - Colin Quinn-Hurst

- Colin Quinn-Hurst responded to Rachel Callary's question about how the City maintains sidewalks in the snow, by stating that City policy states that it is the responsibility of property owner. However, members of the public can contact 311 if property owner isn't clearing sidewalks. He also said that STA does clear high priority bus stops.
- Colin Quinn-Hurst also reported that Della Mutungi was recently hired as an Assistant Planner I in the Planning Department.

3. Council Liaison Report - Johnathan Bingle

- NONE

4. Stakeholders Report -

- Rachel Callary, Lilac Services for the Blind, stated that snow/ice on sidewalks continue to be a challenge to accessibility in the winter.
- Mike Tresidder, Spokane Transit Authority (STA)- none
- Rhonda Young, Bicycle Advisory Board (BAB), reported that BAB did not meet last month but has been filling vacant positions within the board.
- Charles Hansen, Whitman Neighborhood Council, PeTT Committee - Discussed the Strongtowns article: <https://www.strongtowns.org/journal/2023/1/3/dont-add-trains-sidewalks-and-bike-lanes-to-your-city>
- Cindy Green, Spokane Regional Health District, introduced Samantha Hennessy who was hired as the Built Environment Coordinator.

Workshops/Presentations:

1. Safe Streets for All - Action Plan Preparation

- Presentation provided by City Staff
- Questions asked and answered
- Discussion ensued
 - Michelle Pappas joined meeting at 9:20am

- **Charles Hansen motioned that the Plan Commission Transportation Subcommittee to pursue studies regarding the Safe Streets for All grant. Rachel Callary seconded. Motion carried unanimously.**

Meeting Adjourned at 10:30 PM

Next Plan Commission Meeting scheduled for Tuesday, February 7, 2023

DRAFT

Title 17C Land Use Standards

Chapter 17C.230 Parking and Loading

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))~~ twenty-five 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

Commented [KT1]: Only change in 17C.230.110

requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

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.

Date Passed: Monday, October 22, 2012

Effective Date: Friday, November 23, 2012 ORD C34927 Section 2

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 baseline number of bicycle parking spaces required for uses identified 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.
2. All uses under SMC 17C.190 shall provide at minimum two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space unless otherwise stated below.
 - a. No baseline short-term or long-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"
 - b. No baseline short-term bicycle parking is required for the following uses.
 - i. All uses under "Industrial Categories"
3. The minimum number of bicycle parking spaces required 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

Commented [KT2]: It has been suggested that there should be no baseline requirement for long-term bicycle parking. Please advise.

number of spaces is rounded up.

4. All allowed uses in Center and Corridor Zones shall provide, as a baseline, two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space unless otherwise stated below.
 - a. No baseline short-term or long-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
 - b. No baseline short-term bicycle parking is required for the following uses.
 - i. Limited industrial
 - ii. Heavy Industrial
 - iii. Motor vehicle sales, rental, repair, or washing
 - iv. Automotive parts and tires (with exterior storage or display)
5. The provisions in this section do not apply to buildings less than one thousand (1,000) square feet.
6. 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.
7. 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.
8. 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.

Commented [KT3]: It has been suggested that a 1,000 sq ft threshold is too low. The lowest rate of required bicycle parking is 1 per 5,000 sq ft. It could be suggested that the minimum threshold be 5,000 sq. ft., or lower. Please advise.

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 that are 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 floor and ground surfaces that are stable, firm, and slip resistant, consistent with ADA requirements.

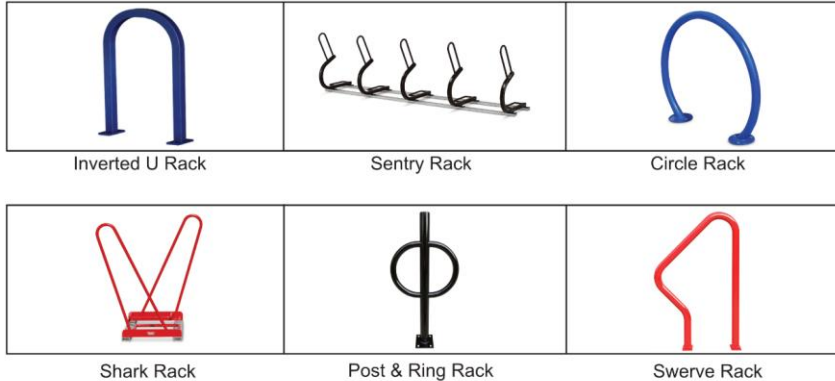
3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position without damage to the wheels, frame, or components (see figure 1 below for examples that meet and do not meet this requirement).

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 upon 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.

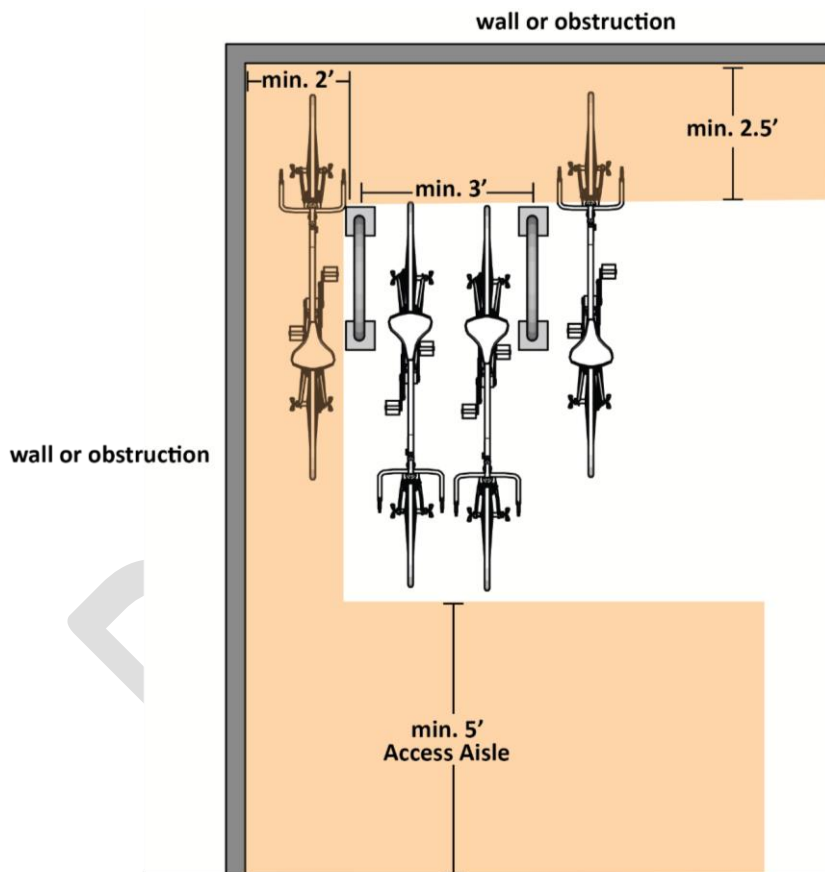
1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
2. A garage dedicated exclusively to one or two housing units shall meet all long-term bicycling parking requirements for 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 (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

Commented [QHC4]: Based on feedback from the advisory committee, this was added to clarify that private garages meet all long-term bike parking requirements for residential developments when each garage serves a limited number of units.

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.

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

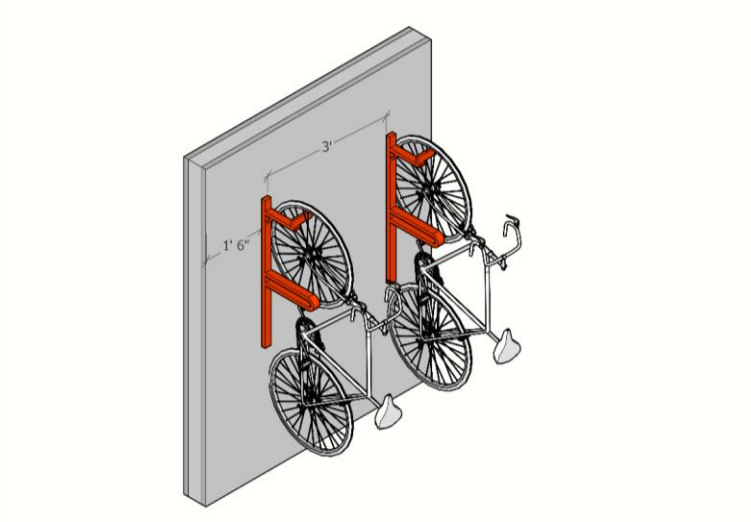
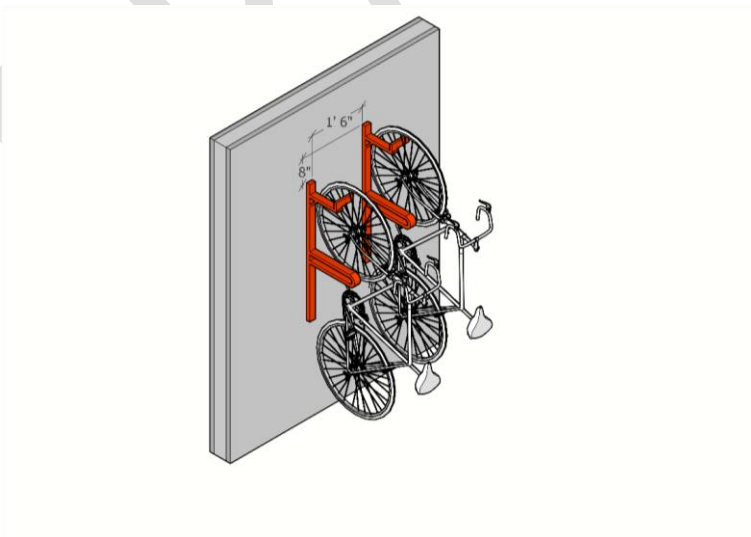


Figure 4 Wall-mounted bicycle racks with vertical off-sets



- 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 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.

Commented [QH5]: Current practice is for applicants to submit rack details to permit staff for review to determine the number of bicycle parking spaces accommodated by each rack. This would formalize that practice.

Commented [KT6]: Cities have struggled with allowing long-term bicycle parking storage in units. Long-term bicycle storage is often an afterthought and leads to poor implementation of bicycle storage.

TABLE 17C.230-3 BICYCLE PARKING BY USE					
RESIDENTIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Group Living		None	0	1 per 10 residents	0
Residential Household Living	Five or more units	None	0	0.5 per unit	0
COMMERCIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Adult Business		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Commercial Outdoor Recreation		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Commercial Parking		None	0	None	0
Drive-through Facility		None	0	None	0
Major Event Entertainment		1 per 60 seats	2	1 per 24,000 sq. ft. of floor area	1
Office	General Office	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Medical/Dental Office	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Quick Vehicle Servicing		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 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 12,000 sq. ft. of floor area	1
	Restaurants and Bars	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1

Commented [QHC7]: The number of parking spaces accommodated per rack is not noted for long-term parking, as the number of spaces accommodated by each long-term rack is dependent on rack design, ie wall-mounted versus floor-mounted/horizontal vs. vertical. See D.7.

Commented [KT8]: It has been suggested that this threshold is too low and that it becomes more economical to implement long-term bicycle storage between 12 and 20 units.

Commented [KT9]: It has been suggested that this rate of long-term storage is too high. Please advise.

	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
	Temporary Lodging	1 per 30 rentable rooms	2	1 per 30 rentable rooms	1
	Theaters	1 per 30 seats	2	1 per 12,000 sq. ft.	1
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 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 12,000 sq. ft. of floor area	1
INDUSTRIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Industrial Services, Railroad Yards, Wholesale Sales		None	0	1 per 20,000 sq. ft. of floor area	1
Manufacturing and Production		None	0	1 per 20,000 sq. ft. of floor area	1
Warehouse and Freight Movement		None	0	1 per 20,000 sq. ft. of floor area	1
Waste-related		None	0	1 per 20,000 sq. ft. of floor area	1
INSTITUTIONAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Basic Utilities		1 per 20 vehicle spaces (whether vehicle parking is	2	1 per 20 vehicle spaces (whether vehicle parking is	1

		required by code or not)		required by code or not)	
Colleges		1 per 20,000 sq. ft. of floor area associated with each building	2	1 per 30 staff/faculty	1
Community Service		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Daycare		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Medical Centers		1 per 30,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Parks and Open Areas[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
Religious Institutions		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Schools	Grade, Elementary, Junior High	1 per classroom	2	None	0
	High School	1 per classroom	2	None	0
OTHER CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Agriculture		None	None	None	None

Commented [QHC10]: At the Bicycle Advisory Board, it was commented that this ratio is too low for Medical Centers.

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

[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.

Commented [QHC11]: It was recommended at the Bicycle Advisory Board that a minimum number bike parking spaces should be required at airports.

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 (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Residential	None	0	0.5 per unit	0
Hotels, including Bed and Breakfast Inns	1 per 30 rentable rooms	2	1 per 30 rentable rooms	1
Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Eating and Drinking Establishments	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Restaurants without Cocktail Lounges	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Professional and Medical Offices	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Entertainment, Museum and Cultural	1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser	2	1 per 24,000 sq. ft. of floor area	1
Government, Public Service or Utility Structures, Social Services and Education	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Religious Institutions	1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1

Commented [KT12]: Center and Corridor requirements are similar to the general use category requirements. Should Centers and Corridors provide more bicycle parking? Please advise.

Parks and Open Space	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	1 per 10 vehicle parking spaces [1]	2	None	0
Public Parking Lot	None	0	None	0
Limited Industrial (if entirely within a building)	None	0	1 per 20,000 sq. ft. of floor area	1
Heavy Industrial	None	0	1 per 20,000 sq. ft. of floor area	1
Drive-through Businesses on Pedestrian Streets	None	0	None	0
Motor Vehicles Sales, Rental, Repair or Washing	None	0	1 per 12,000 sq. ft. of floor area	1
Automotive Parts and Tires (with exterior storage or display)	None	0	1 per 12,000 sq. ft. of floor area	1
Gasoline Sales (serving more than six vehicles)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Gasoline Sale (serving six vehicles or less)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Self-storage or Warehouse	None	0	None	0
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Winery and Microbreweries	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Mobile Food Vending	None	0	None	0
[1] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the building. There is no requirement for the parking to be in a secured enclosure.				