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ORDINANCE NO \_\_\_\_\_

An ORDINANCE relating to minimum parking spaces required and bicycle parking amending Spokane Municipal Code (SMC) Sections 17C.230.110 and 17C.230.200.

WHEREAS, the City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act (GMA) as set forth in RCW 36.70A. including a transportation element meeting the requirements of RCW 36.70A.070(6); and,

WHEREAS, the transportation element of the City's Comprehensive Plan includes a Bicycle Master Plan (BMP) which has a stated goal of tripling the bicycle commute mode share with a further stated goal of increasing the commute mode share to five percent over a twenty-year period; and,

WHEREAS, The Association of Pedestrian Bicycle Professionals released *Bicycle Parking Guidelines 2<sup>nd</sup> Edition* which is an industry-standard guidance document for updating bicycle parking standards within municipal code and includes bicycle parking rates for reaching a five percent commute mode share; and,

WHEREAS, the proposed actions are consistent with and supported by the Spokane Comprehensive Plan and BMP, as outlined in the Plan Commission Findings of Fact, Conclusions, and Recommendations (Exhibit A); and,

WHEREAS, by virtue of the public process outlined in Exhibits A and B, interested agencies and the public have had opportunities to participate throughout the process and all persons wishing to comment on the amendment were given opportunity to be heard; and,

WHEREAS, the City has complied with RCW 36.70A.370 in the adoption of this Ordinance, avoiding any unconstitutional taking of private property; and,

WHEREAS, on February 6, 2023, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed changes to the Unified Development Code; and,

WHEREAS, on February 1, 2023, a notice of intent to adopt and request for State Environment Protection Act (SEPA) agency comments was issued for the draft code pertaining to Minimum Required Parking Spaces and Bicycle Parking. The comment period ended on February 16, 2023. Two comments were received, one from the Spokane Tribe of Indians and the other from the City of Spokane Streets Department; and,

WHEREAS, A SEPA Determination of Nonsignificance and Checklist were issued by Planning Services on March 2, 2023. The comment period ended on March 22, 2023. No comments were received; and,

WHEREAS, prior to the Plan Commission public hearing, a legal notice was published in the *Spokesman-Review* on March 8 and March 15, 2023; and,

WHEREAS, on March 22, 2023, the Plan Commission held a public hearing on the proposed amendment. No public testimony was given. Plan Commission deferred deliberation to April 12, 2023; and,

WHEREAS, following the deferred deliberation on April 12, 2023, Plan Commission voted to recommend the City Council adopt, with modification, the proposed amendments (see Exhibit A); and,

WHEREAS, the City Council adopts the recitals set forth herein as its findings and conclusions in support of tis adoption of this ordinance and further adopts the findings, conclusions, and recommendations from the Planning Services Staff Report (Exhibit B) and the City of Spokane Plan Commission (Exhibit A) for the same purposes; and,

NOW, THEREFORE, the City of Spokane Does ordain:

Section 1. That Section 17C.230.110 SMC 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) short-term bicycle parking spaces, the motor vehicle parking requirement is reduced by one space. For every one (1) 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. Required bicycle parking spaces may be used to substitute for vehicle parking.

4. Existing Uses.

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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.

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3. Signs must be posted indicating these spaces are reserved for carpool use before nine a.m. on weekdays.

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Section 2. That Section 17C.230.200 SMC 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.230-5. 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

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- 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.230-6. 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, except where the new number of required spaces is within ten percent of the existing number of spaces.
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.230-5 or Table 17C.230-6, 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.

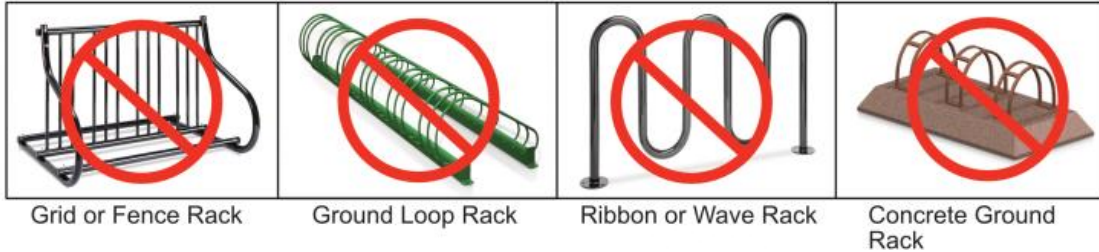
- 1. Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.
- 2. Short-term bicycle parking shall be placed on stable, firm, and slip-resistant surfaces consistent with ADA requirements.

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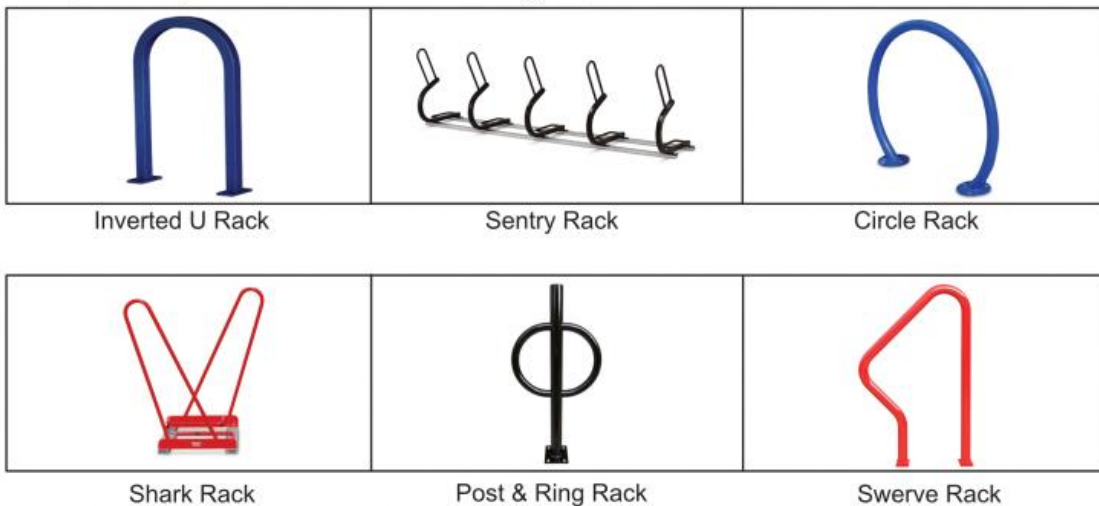
3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position with a minimum of two points of contact to the bicycle frame and without damage to the wheels, frame, or components (see below for examples that meet and do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

Examples of allowed and not allowed bike racks

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.230-5) 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

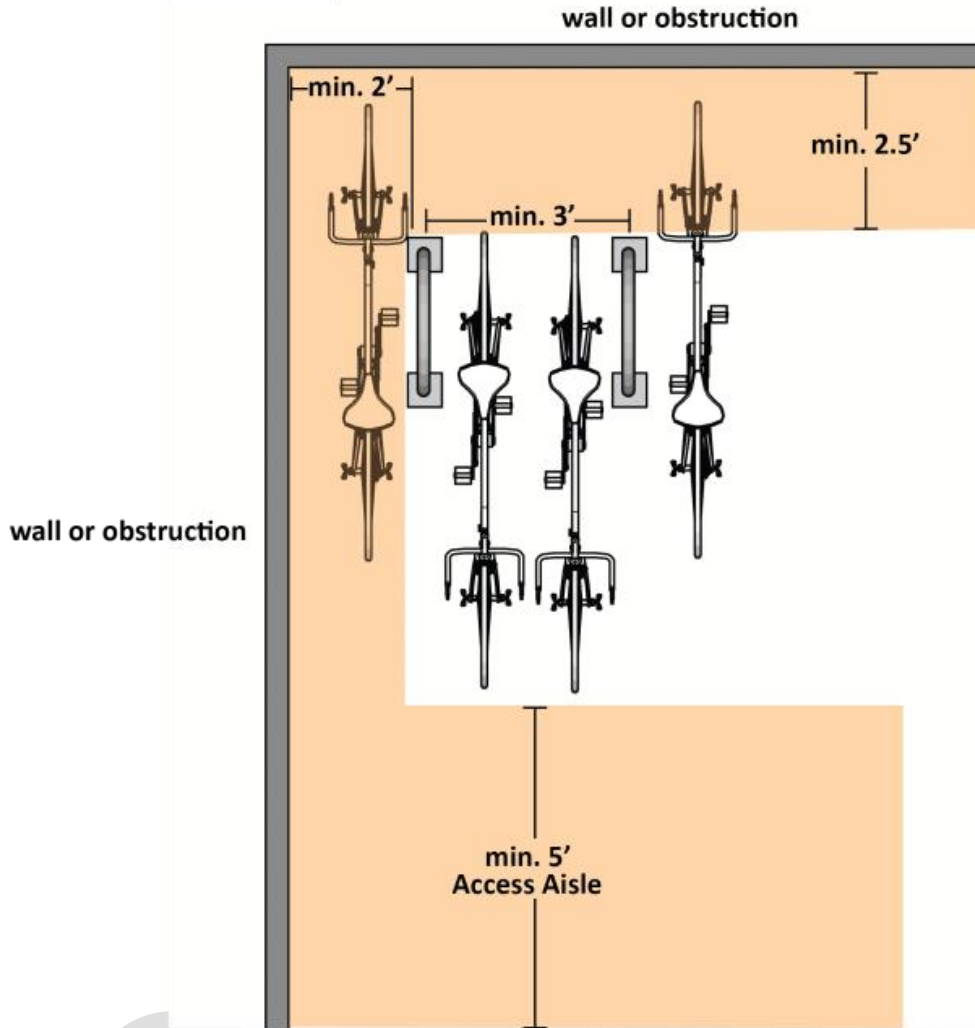
Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

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:
    - 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.



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## Spacing requirements for horizontal long-term bicycle racks

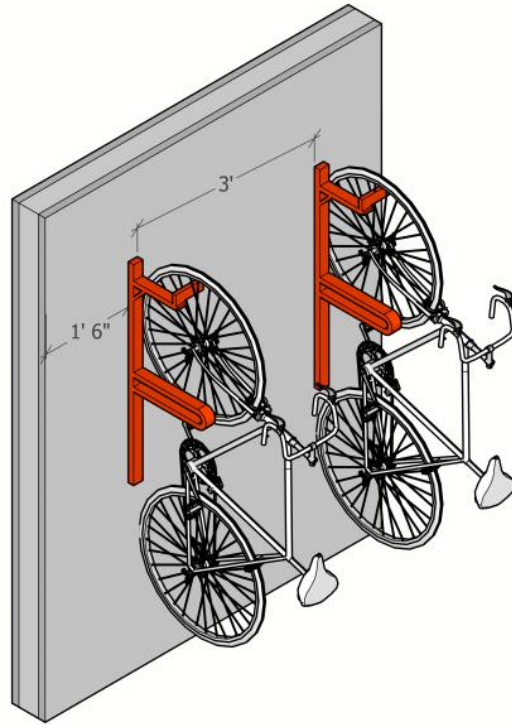


b. For vertical wall-mounted racks:

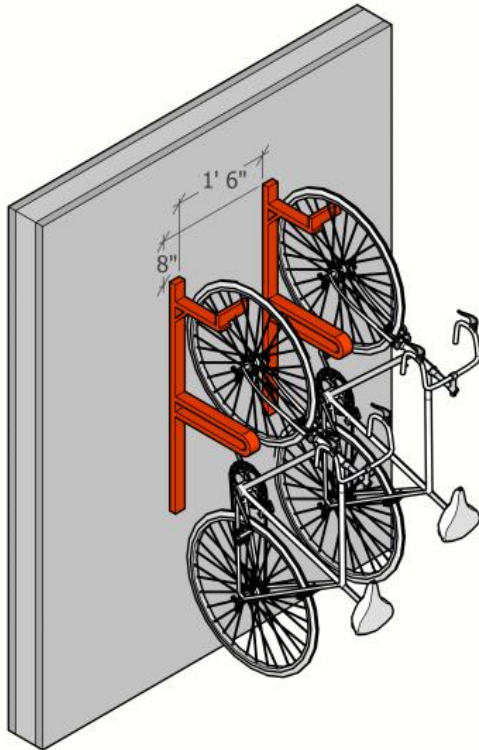
- i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and
- ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; 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.

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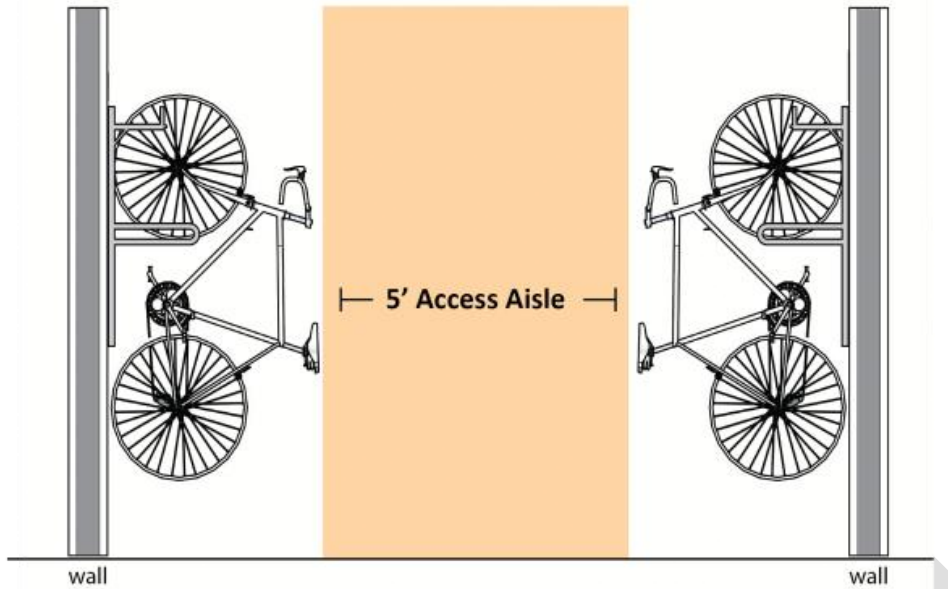
Wall-mounted bicycle rack without vertical off-sets



Wall-mounted bicycle racks with vertical off-sets



## Wall-mounted vertical bike rack access aisle



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.

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<b>TABLE 17C.230-5 BICYCLE PARKING BY USE</b>				
<b>RESIDENTIAL CATEGORIES</b>				
<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>
Group Living		None	0	1 per 10 residents
Residential Household Living	Multifamily dwellings of ten or more units	None	0	0.5 per unit
<b>COMMERCIAL CATEGORIES</b>				
<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>
Adult Business		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
Commercial Outdoor Recreation		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
Commercial Parking		None	0	None
Drive-through Facility		None	0	None
Major Event Entertainment		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
Office	General Office	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
	Medical/Dental Office	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

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<u>Quick Vehicle Servicing</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>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>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>
<b>INDUSTRIAL CATEGORIES</b>				
<b><u>USE CATEGORIES</u></b>	<b><u>SPECIFIC USES</u></b>	<b><u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u></b>	<b><u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u></b>	<b><u>REQUIRED LONG-TERM BICYCLE PARKING</u></b>

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<u>Industrial Services, Railroad Yards, Wholesale Sales</u>		None	0	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
<u>Manufacturing and Production</u>		None	0	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
<u>Warehouse and Freight Movement</u>		None	0	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
<u>Waste-related</u>		None	0	None below 20,000 sq. ft. of floor area; and then 1 per 20,000 sq. ft. of floor area
<b>INSTITUTIONAL CATEGORIES</b>				
<b><u>USE CATEGORIES</u></b>	<b><u>SPECIFIC USES</u></b>	<b><u>REQUIRED SHORT-TERM BICYCLE PARKING [3]</u></b>	<b><u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u></b>	<b><u>REQUIRED LONG-TERM BICYCLE PARKING</u></b>
<u>Basic Utilities</u>		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	None below 20 vehicle spaces; and then 1 per 20 vehicle spaces (whether vehicle parking is required by code or not)
<u>Colleges</u>		1 per 20,000 sq. ft. of floor area associated with each building	2	None below 30 staff/faculty; and then 1 per 30 staff/faculty
<u>Community Service</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>Daycare</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

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<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</u> [1] [2]		<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>
<b>OTHER CATEGORIES</b>				
<b><u>USE CATEGORIES</u></b>	<b><u>SPECIFIC USES</u></b>	<b><u>REQUIRED SHORT-TERM BICYCLE PARKING</u></b>	<b><u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u></b>	<b><u>REQUIRED LONG-TERM BICYCLE PARKING</u></b>
<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>

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[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.

[2] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.

[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.

<b>TABLE 17C.230-6 CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES</b>			
<b><u>CENTERS AND CORRIDORS USE CATEGORIES</u></b>	<b><u>REQUIRED SHORT- TERM BICYCLE PARKING [3]</u></b>	<b><u>BASELINE SHORT-TERM BICYCLE PARKING [3]</u></b>	<b><u>REQUIRED LONG- TERM BICYCLE PARKING</u></b>
Residential	None	0	0.5 per unit
Hotels, including Bed and Breakfast Inns	1 per 30 rentable rooms	2	None below 30 rentable rooms; and then 1 per 30 rentable rooms
Commercial, Financial, Retail, Personal Services	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
Eating and Drinking Establishments	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
Restaurants without Cocktail Lounges	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
Professional and Medical Offices	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
Entertainment, Museum and Cultural	1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser	2	None below 24,000 sq. ft. of floor area; and then 1 per 24,000 sq. ft. of floor area
Government, Public Service or Utility Structures, Social Services and Education	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
Religious Institutions	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



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<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 1 per 12,000 sq. 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>

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[1] Bicycle rack requirements based on amenities should be located near the amenities the racks are intended to serve.

[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.

[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.

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Passed the City Council \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest: \_\_\_\_\_  
City Clerk

Approved as to form: \_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
Mayor Date

\_\_\_\_\_  
Effective Date

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