CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

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To: Robert W. Healy, City Manager

From: Community Development Department Staff

Date: May 1, 2013

Re: **Bicycle Parking Zoning Petition**

Attached is a revised text of the Bicycle Parking Zoning Petition. The revisions are on Page 4, where the applicability is modified (as described below), and the correction of a minor typographical error on the final page. The following information is also provided in response to questions raised at the Ordinance Committee hearing on April 3, 2013:

1. Changes Recommended by the Planning Board

In the initial zoning petition submitted in February, three-family residential development was exempt from new bicycle parking requirements. Upon further consideration at the public hearing, the Planning Board recommended that the requirement be extended to the construction of new three-family dwellings.

The attached zoning text, intended for substitution, effects this recommended change. *See Page 4 of the attached text.*

2. Residential Rehab/Condo Conversion Projects

Under the Cambridge Zoning Ordinance and the enabling state statutes, zoning regulations only apply to existing buildings if they are reconstructed, structurally altered or enlarged, or changed in use. This is described in Article 8.000:

8.10 EXISTING BUILDINGS

8.11 This Ordinance shall not apply to existing buildings or structures, nor to the existing use of any building or structure or of land, to the extent to which it is used at the time of first publication of notice of public hearing by the Planning Board of applicable provisions of this or any prior Ordinance, but it shall apply to any change of use thereof and to any alteration of a building or structure when the same would amount to reconstruction, extension or structural change, and to any alteration of a building or structure to provide for its use for a purpose or in a manner substantially different from the use to which it was put before alteration, or for its use for the same purpose to a substantially greater extent.

The hypothetical case of a three-family building that is renovated to create three condominium units would not be considered a change of use or a structural change to the building, unless the building is also enlarged. Therefore, requiring bicycle parking in this situation would reach beyond the normal scope of zoning requirements. Also, applying zoning requirements to renovation projects would likely require a new hearing process because it is more expansive than the regulations advertised in the current petition.

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3. Incentives for Smaller Properties

Although bicycle parking would not be required for single-family or two-family homes, nor to modifications of existing residential buildings, there are several provisions in the proposed zoning meant to encourage property owners to provide bicycle parking even where it is not required.

The text of the zoning petition clarifies that all areas dedicated to bicycle parking are exempt from the limitations on Floor Area Ratio (FAR), and further exempts bicycle parking from being subject to yard (or setback) requirements and open space requirements. *These provisions are on pages 15-16 of the attached zoning text.*

As a result, small property owners could create bicycle parking facilities without needing a variance, which is often the case when a property owner installs a bicycle shed or similar structure.

4. Electric Assisted Bicycles

Under the proposed definition, bicycle parking is intended for non-motorized bicycles only, which excludes motorcycles, motor scooters and mopeds. Bicycle parking standards would not adequately accommodate these vehicle types because of their size as well as health and safety concerns due to fuels, exhaust, etc.

The technical definitions of different types of vehicles, including bicycles, are found either in the Cambridge Traffic, Parking and Transportation Regulations or in the Massachusetts General Laws. The City is looking at how to address "electric assisted bicycles," which are not currently included in the definitions.

It is not the intent of the zoning language to preclude a regular bicycle that has a simple electric assist (i.e., a bicycle that can be pedaled regularly but which has an electric motor intended to help the rider up steep hills, for instance) from parking at a bicycle rack and we will work to ensure that is clarified when the regulatory definitions for vehicles are addressed.

5. Snow Removal and Maintenance

The proposed zoning requires that bicycle parking be available at all times when the use it serves is in operation. The text specifically states (6.102.2), "Bicycle parking serving a principal use in accordance with this Article shall be maintained exclusively for the parking of bicycles, and not for the storage of other objects unrelated to bicycle use or for other purposes, so long as the use exists which the facilities were designed to serve. Bicycle parking facilities designed in accordance with this Article shall be available for use at all times when the associated principal use is in operation, except when access may be restricted for necessary maintenance from time to time."

Because zoning compliance is largely complaint-driven, a private property owner who is required to provide bicycle parking and does not do so, because of snow or other obstruction, can be reported and cited for a zoning violation if the situation is not remedied within a reasonable timeframe.

Outline of Proposed Changes

I. Create a New Section 6.100 – Bicycle Parking (pp. 2-13)

This is the key part of the proposed zoning, including all relevant provisions for applicability of bicycle parking requirements and the specific requirements for location, design, access, and quantities of long-term and short-term bicycle parking. It also includes a provision allowing the requirements to be modified after review and approval by the Planning Board.

II. Modify the Definition of Parking and Create a Definition for Bicycle Parking in Article 2.000 (p. 14)

As part of the proposed rezoning, "bicycle parking" would be established as an accessory use that is independent of "parking," which would continue to refer only to motor vehicle parking. Creating an independent definition in Article 2.000 will ensure that regulations for auto parking and bicycle parking will remain distinct throughout the Ordinance.

III. Modify the Definition of Gross Floor Area in Article 2.000 (p. 14)

As a way of removing impediments to meeting bicycle parking requirements, under current zoning, bicycle parking is not counted as contributing to Gross Floor Area. The proposed changes are meant simply to clarify some confusion around how this provision is applied.

IV. Modify the Definition of Private Open Space in Article 2.000 (p. 15)
V. Modify the Yard Standards in Article 5.000 (p. 15)

Similar to the Gross Floor Area provision intended to remove impediments to providing bicycle parking, these changes would hold bicycle parking "harmless" with regard to the application of private open space and yard (setback) requirements, within certain limitations.

VI. Modifications to Ensure Consistency between Existing and Proposed Zoning (pp. 16-36)

Because the proposed changes dissociate bicycle parking from motor vehicle parking and consolidate the bicycle parking requirements into one section of the Ordinance, a number of small changes to Article 6.000 are necessary to remove references to bicycle parking where they are not appropriate and to add new references where they are necessary.

I. Create a New Section 6.100 – Bicycle Parking

The main part of the proposed zoning amendment is a new Section 6.100 that would set forth the applicability of bicycle parking requirements and describe the requirements for location, design, access and quantity of bicycle parking spaces.

In addition to this new section, several changes to other parts of the Ordinance will be necessary to ensure consistency between the new bicycle parking standards and other requirements. Those changes are listed following this new section.

6.100 BICYCLE PARKING

6.101 *Purpose.* In order to support the ongoing viability of bicycle travel as a transportation option that mitigates the impacts of automobile use, the following regulations are provided to ensure that secure, conveniently accessible bicycle parking is provided in adequate quantity to serve new development and land uses throughout the city.

6.102 *General Terms and Standards for Bicycle Parking*

6.102.1 *Definition and Use.* Bicycle parking, as the term is applied in this Zoning Ordinance, shall refer to the accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage and removal of the bicycles by users who are making trips to or from the associated principal use.

6.102.2 Bicycle parking serving a principal use in accordance with this Article shall be maintained exclusively for the parking of bicycles, and not for the storage of other objects unrelated to bicycle use or for other purposes, so long as the use exists which the facilities were designed to serve. Bicycle parking facilities designed in accordance with this Article shall be available for use at all times when the associated principal use is in operation, except when access may be restricted for necessary maintenance from time to time.

6.102.3 Wherever else in this Zoning Ordinance the term "parking" is used without specific reference to bicycle parking, such term shall refer only to parking for motor vehicles and not to bicycle parking.

The first part of the proposed new zoning is meant to define bicycle parking (for consistency, this is also included within the Definitions in Article 2 of the Ordinance) and to make clear that bicycle parking is a separate concept with its own requirements that are independent from auto parking requirements. Under current zoning, bicycle parking is treated as a component of "parking," which is conventionally understood to refer to auto parking.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

6.102.4 *Bicycle Parking Spaces.* A Bicycle Parking Space shall be defined as an area within which one intact bicycle may be conveniently and securely stored and removed in an upright position with both wheels resting upon a stable surface, without requiring the use of a kickstand, and without requiring the movement of other parked bicycles, vehicles or other objects to access the space.

6.102.5 *Types of Bicycle Parking.* Bicycle Parking Spaces may be classified as Long-Term or Short-Term depending on their characteristics as set forth below.

a. *Long-Term Bicycle Parking* shall be located within an enclosed, limited-access area designed so as to protect bicycles from precipitation and from theft. Long-Term Bicycle Parking shall be intended primarily to serve residents, employees or other persons who would require storage of a bicycle for a substantial portion of the day, for an overnight period, or for multiple days; however, it may serve other bicycle users as needed. Long-Term Bicycle Parking may be provided within the following types of facilities:

   (i) Enclosed spaces within a building, such as bicycle rooms or garages.

   (ii) Bicycle sheds, covered bicycle cages, or other enclosed structures designed to provide secure and fully covered parking for bicycles.

   (iii) Bicycle lockers, or fixed-in-place containers into which single bicycles may be securely stored and protected.

   (iv) Weather-protected bicycle parking spaces that are monitored at all times by an attendant or other security system to prevent unauthorized use or theft.

b. *Short-Term Bicycle Parking* shall be located in a publicly accessible space near pedestrian entrances to the uses they are intended to serve. Short-Term Bicycle Parking shall be intended primarily to serve visitors, such as retail patrons, making trips of up to a few hours to a particular use; however, it may serve other bicycle users as needed. Short-Term Bicycle Parking may be provided adjacent to public streets and sidewalks, or in some cases within the public right of way, as set forth further below in this Section.

6.103 *Applicability of Bicycle Parking Requirements*

6.103.1 Bicycle parking requirements shall apply to the following projects, except where exempted by Subsection 6.103.2 below:

The distinction between "long-term" and "short-term" bicycle parking is a concept that has been embraced in many other cities. It acknowledges that the standards for bicycle parking should be different based on whether it is intended to serve people who are storing bicycles all day long or overnight, or to serve people who are making short trips to and from a destination. For most land uses, both long-term and short-term parking are needed, but in different proportions depending on the use.

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a. The construction of a new building or establishment of a new open-air use on a lot.

b. An increase of at least fifteen percent (15%) in the number of residential dwelling units on a lot or in the amount of non-residential Gross Floor Area on a lot from the time of adoption of this Section 6.100.

c. The conversion of existing Gross Floor Area to a new category of non-residential use, where such conversion results in at least a fifteen percent (15%) increase in the total number of bicycle parking spaces that would be required for the entire building by this Section 6.100.

6.103.2 Notwithstanding the requirements in 6.103.1 above, bicycle parking shall not be required for the following:

a. ~~Residential lots containing three dwelling units or fewer~~ **Detached one-family or two-family dwellings as set forth in Section 4.31, Paragraphs (a-c) of this Zoning Ordinance.**

b. The enlargement, expansion or conversion of an existing building, where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building (under this Section 6.100) equals fewer than two (2) bicycle parking spaces.

c. **The enlargement, expansion or conversion of an existing building resulting in a dwelling containing three (3) or fewer dwelling units.**

6.103.3 Where bicycle parking requirements are applicable pursuant to this Section, they shall be applied to the entirety of any use that is established, expanded or enlarged within a building or on a lot, and not only to the incremental increase in the intensity of such use.

6.104 *Location of Bicycle Parking*

6.104.1 *Long-Term Bicycle Parking* shall be provided within the building containing the use or uses that it is intended to serve, or within a structure whose pedestrian entrance is no more than two hundred feet (200') from a pedestrian entrance to such building. Long-Term Bicycle Parking serving multiple uses or buildings may be pooled into a single area, enclosure or facility. Where Long-Term Bicycle Parking is located adjacent to motor vehicle parking or loading facilities, a physical barrier shall be provided to prevent damage to bicycles by other vehicles.

Under the proposed zoning, bicycle parking requirements would apply in virtually the same circumstances as auto parking:

- New construction
- Increases of at least 15% in the size or intensity of an existing use

These would be the key differences with bicycle parking applicability compared to autos:

- Small residential lots are exempt
- Small increases in the intensity of a use, resulting in less than two new bicycle parking spaces, would not trigger requirements
- When bicycle parking requirements are triggered, bicycle parking must be provided for the entire use, unlike auto parking, which must be provided only for the incremental increase

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6.104.2 *Short-Term Bicycle Parking* shall be located in one of the two following ways:

a. *Private Lot.* Short-Term Bicycle Parking on a private lot shall be located within fifty feet (50') feet of a pedestrian entrance to the building or buildings containing the use or uses it serves. For buildings or uses requiring more than eight (8) Short-Term Bicycle Parking Spaces, some of the required spaces may be located at a greater distance from the entrances, so long as eight (8) Short-Term Bicycle Parking Spaces are available within fifty feet (50') of any entrance.

b. *Public Contribution.* If Short-Term Bicycle Parking cannot be reasonably provided on the lot, a property owner may satisfy the requirements for Short-Term Bicycle Parking by providing funds for the installation of bicycle parking on public land. The City shall determine the location and design of such bicycle parking, which may include permanent bicycle racks, seasonal bicycle corrals or other facilities, and may vary from the standards set forth in this Section 6.100. The City shall have the right to install bicycle parking on the sidewalk adjacent to the lot, or may choose to retain the funds provided in a Public Bicycle Parking Fund to support the installation or replacement of public bicycle parking at a future time. In either case, prior to issuance of a Certificate of Occupancy, the property owner shall enter into an agreement with the City which sets forth the cost of installing the required number of Bicycle Parking Spaces, which shall be the amount of funds provided by the owner, the timing by which payments are made, and each party's responsibilities for ongoing maintenance of the facilities, if applicable.

The location requirements for bicycle parking are based on standards and best practices applied in cities nationwide. With regard to short-term parking, the option to contribute to public bicycle parking is provided as a way to provide flexibility where there are constraints on a lot and to allow for alternative options, such as on-street bicycle corrals, that can only be implemented under the City's authority.

6.105 *Design and Layout of Bicycle Parking.* Required bicycle parking shall be provided in some combination of Bicycle Racks or Bicycle Lockers according to the standards set forth below. Other design options may be allowed pursuant to Section 6.108 further below.

6.105.1 *Bicycle Racks.* Long-Term Bicycle Parking or Short-Term Bicycle Parking requirements may be satisfied by the installation of Bicycle Racks which meet the design and layout standards set forth in this Subsection. Installers of Bicycle Racks may consult the *City of Cambridge Bicycle Parking Guide*, 2008 or later version, for illustrations of acceptable Bicycle Rack design and layout.

a. A Bicycle Rack shall mean a fixed-in-place stand, solidly anchored to the ground or other fixed object, which allows a bicycle to lean against it in an upright position with both wheels on a level surface. A bicycle shall make contact with the stand at two (2) points along the length of the bicycle and shall allow one or both wheels to be locked to the stand by way of a cable, chain, U-lock or shackle. Types of permissible Bicycle Racks include, but are not

The design requirements for bicycle racks are based on standards and best practices applied in cities nationwide, and which have been incorporated into Cambridge's *Bicycle Parking Guide* since 2008. The proposed requirements are more specific to allow for better application and enforcement than the requirements in current zoning.

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necessarily limited to, those commonly known as "Inverted U-shape," "Swerve" and "Post-and-Ring" racks. Stands commonly known as "Wave Racks" do not meet the standards for Bicycle Racks set forth herein.

b. Each Bicycle Rack, if designed to the spacing requirements set forth herein, may provide up to two Bicycle Parking Spaces, with one Bicycle Parking Space provided on each side of the Bicycle Rack. If a Bicycle Rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a Bicycle Rack is attached to a wall), then it may provide one Bicycle Parking Space.

c. A single interconnected structure may provide parking for more than two bicycles, in which case the term Bicycle Rack as applied in this Ordinance shall refer to any vertical element of the structure upon which one or two bicycles may be secured and which otherwise meets the layout standards set forth herein.

d. To provide adequate space to store and remove a standard bicycle, there shall be at least three feet (3') clear horizontal distance from the center point of the Bicycle Rack in a direction perpendicular to the length of the bicycle, and at least four feet (4') clear horizontal distance from the center point of the Bicycle Rack in each direction parallel to the length of the bicycle.

e. Where twenty (20) or more Bicycle Parking Spaces are required, at least five percent (5%) of the required spaces must provide an additional two feet (2') of space parallel to the length of the bicycle to accommodate tandem bicycles or bicycles with trailers.

f. Bicycle Racks shall generally be arranged either in rows (where bicycles are parked side-to-side) or in alignment (where bicycles are parked end-to-end). Where Bicycle Racks are arranged in rows, they shall be spaced at least three feet (3') apart on-center. Where Bicycle Racks are arranged in alignment, they shall be spaced at least eight feet (8') on-center.

g. In addition to the requirements set forth herein, all Bicycle Racks shall conform to any applicable federal, state or local requirements for accessibility by disabled persons.

6.105.2 *Bicycle Lockers.* Long-Term Bicycle Parking or Short-Term Bicycle Parking requirements may be satisfied by the installation of Bicycle Lockers which meet the design and layout standards set forth in this subsection.

a. A Bicycle Locker shall mean an enclosed, lockable structure which a single user may open and close for the purpose of storing one or more bicycles. Although a Bicycle Locker is allowed to store more than one bicycle, for the purpose of meeting the requirements of this

Section 6.100, a single-use Bicycle Locker may provide only one Bicycle Parking Space. A lockable structure may provide more than one Bicycle Parking Space only if it contains Bicycle Racks designed in accordance with the requirements of 6.105.1 above.

b. A Bicycle Locker shall be secured by means of a lockable door or an object inside the Bicycle Locker to which the bicycle frame and one or both wheels may be secured by way of a cable, chain, U-lock or shackle.

c. A Bicycle Locker must allow for a bicycle to stand upright within the locker without requiring the use of a kickstand.

d. To accommodate a standard bicycle, a Bicycle Locker must provide an interior space at least two feet (2') in width and six feet (6') in length. However, as provided in 6.105.1(d) above, where twenty (20) or more Bicycle Parking Spaces are required, at least five percent (5%) of the required spaces must accommodate an additional two feet (2') of bicycle length to accommodate tandem bicycles or bicycles with trailers.

e. In addition to the requirements set forth herein, all Bicycle Lockers shall conform to any applicable federal, state or local requirements for accessibility by disabled persons.

6.105.3 *Unacceptable Bicycle Parking Designs.* Bicycle Parking Spaces shall not be deemed to meet the requirements of this Section 6.100 if any of the following are true:

a. Bicycles must be stored lying down or require a kickstand to remain upright.

b. Bicycles must be "hung" with one or both wheels suspended in the air.

c. Bicycles must be lifted off of the ground or floor without any physical assistance provided.

Otherwise, flexibility in the design of bicycle parking shall be allowed pursuant to the provisions for modification by special permit as set forth in Section 6.108 below. Such modifications shall allow for consideration of new or innovative technologies that provide equal or greater convenience and accessibility to bicyclists when compared to facilities designed according to the *Bicycle Parking Guide* standards.

This language is included to clarify the basic performance standards for bicycle parking, and to ensure that designers understand that there are systems which others may classify as "bicycle parking" that do not meet the standards in the Ordinance.

6.106 *Access Standards for Bicycle Parking*

6.106.1 *Primary Access.* All Bicycle Parking Spaces must be accessible by way of at least one clear, stabilized-surface access route. Such access route shall connect to the Bicycle Parking Spaces from any point or points along the public right of way from which bicyclists would be reasonably expected to approach the site, and shall meet the following additional requirements:

The access standards are intended to ensure that bicycle parking is usable to people of all ages and physical capabilities.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

a. The primary access route must be at least five (5) feet in width.

b. If there is a change in grade from the public right-of-way to the Bicycle Parking Spaces, then the primary access route must have a slope no greater than five percent (5%), or may have a slope of no greater than eight percent (8%) if level landings are provided at every thirty (30) feet of linear distance; or access may be provided by means of an elevator with minimum interior dimensions of eighty (80) inches by fifty-four (54) inches.

c. The primary access route must not require lifting bicycles over any steps or stairs.

d. All access routes must be clear of obstructions, which shall include Bicycle Parking Spaces, motor vehicle parking spaces and loading spaces; however, doors or gates that must be opened to access the Bicycle Parking Spaces shall not be considered obstructions so long as they may be conveniently opened and closed by bicycle users.

e. All access routes, along with the Bicycle Parking Spaces themselves, must be appropriately lighted to allow for safe nighttime use.

6.106.2 *Additional Access.* So long as there is at least one primary access route meeting the requirements set forth in Section 6.106.1 above, Bicycle Parking Spaces may be accessed secondarily by routes that do not meet those exact requirements, such as parking garage entrance ramps or stairways with adjacent flat stairway channels along at least one edge of the stairway. However, all access routes must be clear of obstructions as set forth in 6.106.1(d) above.

6.107 *Required Quantities of Bicycle Parking*

6.107.1 *Minimum Number of Bicycle Parking Spaces.* The required quantities of Long-Term Bicycle Parking Spaces and Short-Term Bicycle Parking Spaces shall be calculated by independently applying the minimum rates set forth in the Schedule of Long-Term Bicycle Parking Requirements and the Schedule of Short-Term Bicycle Parking Requirements below. Each rate shall be multiplied by the intensity of the applicable land use or uses, measured in Gross Floor Area, number of dwelling units, or other specified unit of measurement. Wherever the application of such rate results in a fractional value, such fraction shall be considered one required Bicycle Parking Space. The total number of Bicycle Parking Spaces required shall be the sum of the required Long-Term Bicycle Parking Spaces and Short-Term Bicycle Parking Spaces. Any Bicycle Parking Space that meets the requirements for both Long-Term Bicycle Parking and

The new quantity requirements are derived from the City's goal of accommodating 10% of all trips by bicycle, and to accommodate bicycle ownership rates that meet or exceed one bicycle per household. There is evidence that bicycle use in the Cambridge has already met or exceeded these goals.

The requirements consider resident and employee trips (long-term) separately from visitor trips (short-term).

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Short-Term Bicycle Parking may contribute to the minimum requirement for one type or the other, but not both.

6.107.2 *Schedule of Long-Term Bicycle Parking Requirements.* Minimum rates of Long-Term Bicycle Parking shall apply to specified categories of land use as set forth below. For specific land uses, the following categories are cross-referenced in the Schedule of Parking and Loading Requirements set forth in Section 6.36 of this Zoning Ordinance. In the case of any inconsistency between the list of included uses as set forth below and the categorization set forth in Section 6.36, the categorization in Section 6.36 shall control.

Category	Included Residential Uses	Min. Long-Term Bicycle Parking Rate
R1	Single-family dwellings, existing single-family dwellings converted for two families, two-family dwellings, rectory or parsonage	No minimum
R2	Townhouse dwellings, multifamily dwellings, trailer park or mobile home park	1.00 space per dwelling unit for the first twenty (20) units in a building; 1.05 spaces per dwelling unit for all units over twenty (20) in a building; ~~**lots with three or fewer units exempt**~~
R3	Elderly oriented housing, elderly oriented congregate housing	0.50 space per dwelling unit
R4	Group housing, including: lodging houses, convents or monasteries, dormitories, fraternities and sororities	0.50 space per bed
R5	Transient accommodations, including: tourist houses in an existing dwelling, hotels, motels	0.02 space per sleeping room

The proposed zoning defines categories of uses that would have specific long-term and short-term bicycle parking requirements. These tables are cross-referenced with the Schedule of Parking and Loading Requirements (Section 6.36), which is included in a later section of these changes.

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Category	Included Non-Residential Uses	Min. Long-Term Bicycle Parking Rate
N1	Offices, including: medical, professional, agencies, general, government; radio/television studios, arts/crafts studios	0.30 space per 1,000 square feet
N2	Technical offices, research facilities	0.22 space per 1,000 square feet
N3	Hospitals and clinics; veterinary clinics; public safety facilities; restaurants and eating establishments	0.20 space per 1,000 square feet
N4	Retail stores, consumer service uses, commercial recreation and entertainment	0.10 space per 1,000 square feet
N5	Transportation and utility uses; religious and civic uses; manufacturing, storage and other industrial uses, auto-related uses	0.08 space per 1,000 square feet
E1	Primary or secondary schools, vocational schools	0.30 space per classroom or 0.015 space per auditorium seat, whichever is greater
E2	College or university facilities (excluding residences)	0.20 space per 1,000 square feet
P	Automobile parking lots or parking garages for private passenger cars	1.00 space per 10 motor vehicle parking spaces

6.107.3 *Schedule of Short-Term Bicycle Parking Requirements.* Minimum rates of Short-Term Bicycle Parking shall apply to specified categories of land use as set forth below. For specific land uses, the following categories are cross-referenced in the Schedule of Parking and Loading Requirements set forth in Section 6.36 of this Zoning Ordinance. In the case of any inconsistency between the list of included uses as set forth below and the categorization set forth in Section 6.36, the categorization in Section 6.36 shall control.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

Category	Included Residential Uses	Min. Short-Term Bicycle Parking Rate
R1	Single-family dwellings, existing single-family dwellings converted for two families, two-family dwellings, rectory or parsonage	No minimum
R2	Townhouse dwellings, multifamily dwellings, trailer park or mobile home park	0.10 space per dwelling unit on a lot; lots with three or fewer units exempt
R3	Elderly oriented housing, elderly oriented congregate housing	0.05 space per dwelling unit
R4	Group housing, including: lodging houses, convents or monasteries, dormitories, fraternities and sororities	0.05 space per bed
R5	Transient accommodations, including: tourist houses in an existing dwelling, hotels, motels	0.05 space per sleeping room

Category	Included Non-Residential Uses	Min. Short-Term Bicycle Parking Rate
N1	Convenience and food stores, restaurants and eating establishments, theaters and commercial recreation	1.00 space per 1,000 square feet
N2	Retail stores and consumer service establishments	0.60 space per 1,000 square feet
N3	Passenger transportation; religious and civic uses; government offices, medical offices and clinics, agency offices, banks (ground floor only); veterinary clinics	0.50 space per 1,000 square feet
N4	Hospitals and infirmaries	0.10 space per 1,000 square feet

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

Category	Included Non-Residential Uses	Min. Short-Term Bicycle Parking Rate
N5	Non-passenger transportation and utility uses; laboratories and research facilities; general, professional and technical offices; radio/television and arts/crafts studios; manufacturing, storage and other industrial uses; auto-related uses	0.06 space per 1,000 square feet
E1	Primary or secondary schools	1.70 space per classroom or 0.085 space per auditorium seat, whichever is greater
E2	College or university academic or administrative facilities	0.40 space per 1,000 square feet
E3	College or university student activity facilities	1.00 space per 1,000 square feet
P	Automobile parking lot or parking garage for private passenger cars (6.36.2 b)	No additional requirement for Short-Term Bicycle Parking; however, if motor vehicle parking is provided on an open lot, then required Long-Term Bicycle Parking Spaces may be converted to Short-Term Bicycle Parking Spaces.

6.107.4 *Open-Air Uses.* For any use that occupies land that is open to the air and not enclosed within a building, the minimum parking rate for the extent of such open-air use shall be applied per 3,000 square feet of land area instead of per 1,000 square feet of Gross Floor Area. For such uses, the combined sum of required Long-Term Bicycle Parking Spaces and Short-Term Bicycle Parking Spaces may be provided as Short-Term Bicycle Parking Spaces.

6.107.5 *Permitted Flexibility.* The quantities of Long-Term Bicycle Parking and Short-Term Bicycle Parking may be adjusted as-of-right in the following ways:

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

a. For non-residential uses, up to twenty percent (20%) of the required number of Long-Term Bicycle Parking Spaces or four (4) spaces, whichever is greater, may be converted to Short-Term Bicycle Parking Spaces.

b. For residential uses requiring four (4) Long-Term Bicycle Parking Spaces or fewer, the required Long-Term Bicycle Parking Spaces may be designed to meet the requirements for Short-Term Bicycle Parking Spaces, so long as they are covered to be protected from precipitation and are located on the same lot as the residential uses they serve.

This permitted flexibility allows small numbers of long-term spaces to be shifted to short-term spaces, which may be appropriate for small businesses or uses that would expect a higher number of visitors than typical uses within that category. It also allows some flexibility in the location of long-term parking on smaller residential lots.

6.108 *Modification of Requirements by Special Permit*

6.108.1 Any requirement set forth in this Section 6.100 may be modified upon the granting of a special permit by the Planning Board. Given that community standards for bicycle use and bicycle parking have evolved and may continue to evolve in the future, the intent of this provision is to provide a mechanism for the review and approval of alternative technologies and methods for providing bicycle parking that may provide equal or greater benefits to bicycle users but may not conform to the exact requirements set forth in this Section.

6.108.2 *Bicycle Parking Plan Requirements.* When seeking a special permit pursuant to this Section 6.108, the Applicant shall provide a Bicycle Parking Plan as part of the Special Permit Application. Such plan shall include the proposed quantities and locations of bicycle parking facilities as well as exact details and specifications of the design and layout of proposed Bicycle Parking Spaces. The Bicycle Parking Plan shall include a narrative listing the requirements that are proposed to be modified and explaining how the Bicycle Parking Plan would benefit from such modifications. The Bicycle Parking Plan may also include quantitative analyses of expected bicycle usage for the proposed land uses.

Under current zoning, there is no process for altering bicycle parking requirements except by variance. The purpose of allowing modifications by Planning Board special permit is to provide a mechanism for thoughtful review and approval of alternative bicycle parking strategies. The primary purpose is to consider innovative bicycle parking approaches that may be developed over time, or to allow for larger area-wide planning of bicycle facilities that may not meet all of the specific requirements in this new section.

6.108.3 *Findings and Approval.* Upon granting a special permit to modify any requirements of this Section 6.100, the Planning Board shall make a general determination that the proposal is consistent with the purpose of this Section 6.100 and that the Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would be required under the regulations of this Section 6.100. The Planning Board shall also make specific determinations applicable to the modifications being sought as set forth below:

a. Where an alternative design or layout of Bicycle Parking Spaces is proposed, the Planning Board shall determine that such design or layout shall be durable and convenient for the

users whom it is intended to serve. Where new technologies are proposed, the Board may require that the Applicant demonstrate such technologies for review by City staff.

b. Where modifications to the location or quantity of bicycle parking is proposed, the Planning Board shall determine that the Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantitative and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.

II. Modify the Definition of Parking and Create a New Definition for Bicycle Parking in Article 2.000

A foundational principle of the proposed zoning is the separation of bicycle parking from auto parking as two separate concepts in the zoning ordinance. These changes to the Article 2 Definitions will help to clarify the difference.

Parking facility. A portion of a building or a lot which is located off-street and contains one or more motor vehicle ~~or bicycle~~ parking spaces and access thereto including driveways. A parking facility may be a garage, an area of a lot or a parking lot. A parking facility may be an accessory use or a principal use or any combination thereof. For the purposes of this definition a parking facility shall include parking required by Section 6.30 and any other off-street parking provided.

Bicycle Parking. The accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage and removal of the bicycles by users who are making trips to or from the associated principal use. A facility that provides Bicycle Parking shall conform to the standards set forth in Section 6.100 of this Zoning Ordinance.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

III. Modify the Definition of Gross Floor Areo in Article 2.000

Gross Floor Area shall not include:

(1) ... (9) ...

(10) bicycle parking meeting or exceeding the requirements of Article 6.000, which shall include all areas occupied by Bicycle Parking Spaces and access routes intended exclusively for use by bicycles, which shall be clearly indicated in the bicycle parking plan requirements set forth in Section 6.52.1, whether located in a principal use structure, any parking facility for motor vehicles, or in an accessory structure.

Under current zoning, bicycle parking is exempt from Gross Floor Area; however, the enforcement of these provisions has revealed ambiguity in precisely what space qualifies for the exemption. This change attempts to clarify the ambiguities.

IV. Modify the Definition of Private Open Space in Article 2.000

Open Space, Private. The part or parts of a lot or structure which are reserved for the use of occupants of a building which is used wholly, or in part, for residential purposes. This space shall have minimum dimensions as prescribed in the Ordinance, shall exclude parking areas, driveways and walkways, and shall be open and unobstructed to the sky. Trees, plantings, arbors, fences, flagpoles, sculpture, fountains and recreational and drying apparatus and similar objects shall not be considered obstructions when located within a private open space. Objects or structures intended exclusively for bicycle parking, designed and located in accordance with Section 6.100, which may be uncovered, partially covered or fully enclosed, shall not be considered obstructions provided that such objects or structures are not used for motor vehicle parking, general storage or any other use, and further provided that any such structure exceeding six feet (6') in height conforms to the requirements for an accessory building in Section 4.21. To the extent permitted in this Ordinance, balconies and roof areas may also be considered as private open space.

Although bicycle parking is exempt from Gross Floor Area, there are other requirements in the zoning that may become impediments to the adequate provision of bicycle parking, including yard (setback) and open space requirements. Removing those impediments would facilitate the provision of bicycle parking, whether it is required or simply desired by a property owner.

However, it is also important to establish that a bicycle parking structure of a significant size must be designed to the same standards as other "accessory buildings," such as garages and storage sheds.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

V. Modify the Yard Standards in Article 5.000

5.24 *Yards*

5.24.1 Every part of a required yard shall be open to the sky and unobstructed. Awnings, arbors, fences, flagpoles, recreational and laundry drying equipment and similar objects shall not be considered obstructions when located within a required yard. Objects or structures intended exclusively for bicycle parking meeting the requirements of Article 6.000, which may be uncovered, partially covered or fully enclosed, shall not be considered obstructions provided that such objects or structures are not used for motor vehicle parking, general storage or any other use, and further provided that any such structure exceeding six feet (6') in height conforms to the requirements for an accessory building in Section 4.21. In addition, objects or equipment located in a required yard that are necessary for or appurtenant to a Public Bicycle-Sharing Station shall not be considered obstructions. Open or lattice enclosed fire escapes for emergency use only are permitted to encroach on yard areas.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

VI. Modifications to Ensure Consistency between Existing and Proposed Zoning

The following changes are necessary "clean-up" to remove any inconsistencies between the proposed requirements and the provisions that exist in the current zoning. Primarily, these changes aim to remove any existing provisions that apply to bicycle parking and replace those with references to the new Section 6.100, which contains all requirements applicable to bicycle parking. In addition, since the proposed regulations separate (auto) parking from bicycle parking, it is appropriate in some cases to add references to bicycle parking along with references to parking in general.

1. Include Specific Reference to Bicycle Parking in Article 6.000 Introduction

ARTICLE 6.000 OFF STREET PARKING AND LOADING REQUIREMENTS AND NIGHTTIME CURFEW ON LARGE COMMERCIAL THROUGH TRUCKS

6.10 INTENT AND APPLICABILITY
6.20 OFF STREET PARKING REGULATIONS
6.30 PARKING QUANTITY REQUIREMENTS
6.40 DESIGN AND MAINTENANCE OF OFF STREET PARKING FACILITIES
6.50 PARKING PLAN INFORMATION REQUIREMENTS
6.60 PURPOSE AND INTENT OF LOADING REQUIREMENTS
6.70 APPLICATION OF LOADING REQUIREMENTS
6.80 REQUIRED AMOUNT OF LOADING FACILITIES
6.90 LOCATION AND LAYOUT OF LOADING FACILITIES
6.100 BICYCLE PARKING

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

6.10 INTENT AND APPLICABILITY OF PARKING, BICYCLE PARKING AND LOADING REQUIREMENTS

6.11 *Intent.* It is the intent of this Article 6.000 to reduce traffic congestion, noise, vibrations, fumes and safety hazards caused by large commercial trucks, thereby promoting the safety, health and welfare of the public, by establishing requirements for off street parking, bicycle parking and loading and restrictions on the use of City street during the night-time by large commercial trucks with points of origin and destinations outside the City of Cambridge in order to implement the purposed of the The Zoning Act, Section 2A of Chapter 808, and Article 1.000. Section 1.30 of the Cambridge Zoning Ordinance, including:

- to lessen congestion in the streets
- to conserve health
- to conserve the value of land and buildings
- to prevent pollution of the environment
- to protect residential neighborhoods from incompatible activities, and
- to preserve and increase the amenities of the city.

The number of parking and loading spaces required herein varies according to type, location and intensity of development in the different zoning districts, and to proximity of public transit facilities. This Article 6.000 requires development of adequate parking facilities to meet the reasonable needs of all building and land users without establishing regulations which unnecessarily encourage automobile usage. The parking and bicycle parking standards contained herein are intended to encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists. It is also the purpose of this Article to allow flexibility in providing required parking through shared or off site arrangements in order to accommodate the automobile in the urban environment in a less disruptive way. Development regulations and design standards have been established to reduce hazard to pedestrians on public sidewalks, to ensure the usefulness of parking, bicycle parking and loading facilities, and where appropriate, to avoid potential adverse impacts on adjacent land uses, and to enhance the visual quality of the city.

2. Refer to Section 6.100 for Bicycle Parking Applicability Requirements

6.12 Applicability. The off street parking and loading provisions of this Article 6.000 shall apply as follows:

(a) For new structures erected and new uses of land established or authorized after the effective date of this Article 6.000 or any amendment thereto, as well as for external additions of Gross Floor Area to existing structures for any use, accessory off street parking and loading facilities shall be provided as required by the regulations for the districts in which such structures or uses are located.

In the case of an addition of Gross Floor Area to an existing structure (lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto), which addition contains nonresidential uses, off street parking and loading facilities shall only be required when the total of such additions occurring from the effective date of this Article 6.000 or any amendment thereto increases the Gross Floor Area of the existing structure by fifteen (15) percent or more. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

(b) When the intensity of an existing use within any existing structure (or lot in the case of 6.36.7 l and m and 6.36.8 f and g) is increased through addition of dwelling units, floor area, seating capacity or other units of measurement specified in Section 6.30 or Section 6.60 (but not including any uses in a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above), off street parking and loading facilities shall be provided as required for such increase in intensity of use.

However, a nonresidential use lawfully established prior to the effective date of this Article 6.000 or any amendment thereto shall not be required to provide off street parking and loading facilities for such increase unless and until the aggregate increase in units of measure shall equal fifteen (15) percent or more of the units of measurement existing upon said effective date. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

(c) When the use of an existing structure (but not including the use of a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above) is changed to a new nonresidential use, off street parking and loading facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36 and the schedule of loading requirements in Subsection 6.60. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto, additional off street parking and loading facilities shall be required only to the extent that the required amount for the new nonresidential use would exceed the amount required for the previous use if said previous use were subject to the schedule of parking and loading requirements.

In either case, the first four (4) spaces required need not be provided.

(d) When the nonresidential use of an existing structure is changed to a residential use, off street parking facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto and the nonresidential use of the structure is proposed to be changed to an Affordable Housing Project as herein defined, additional off street parking facilities shall be required as provided above, except that for that portion of the Project consisting of Affordable Units additional off street parking shall be provided at the rate of 60% of the parking otherwise required in Section 6.36.

For purposes of this Section 6.12 (d) an Affordable Housing Project shall be a residential development in which at least fifty percent (50%) of the dwelling units are considered Affordable Units for occupancy by Eligible Households as defined in Section 11.200 of the Zoning Ordinance.

(e) *Bicycle Parking.* Bicycle parking shall be provided according to the requirements set forth in Section 6.100. Wherever the term "parking" is used in this Zoning Ordinance without specific reference to bicycles, such term shall refer to parking for motor vehicles and not bicycles.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

3. Include References to Bicycle Parking in Section 6.14

6.14 *Restoration.* When an existing structure or use is restored and resumes operation after being destroyed or damaged by fire, explosion, or other catastrophe, off street parking, bicycle parking and loading facilities shall be provided at least equivalent to that in existence at the time of such destruction or damage. If the extent of such damage is such that the cost of restoration is fifty (50) percent or more of the replacement value of the structure or use, then parking, bicycle parking and loading facilities meeting the requirements of this Article 6.000 shall be provided. However, in no case shall it be necessary to replace or continue any parking, bicycle parking or loading facilities which were in excess of those required by the schedules of parking and loading requirements for equivalent amounts of new uses or construction.

4. Remove References to Bicycle Parking from Portions of Section 6.20

6.21 *Use.* All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles ~~or bicycles~~ so long as the use exists which the facilities were designed to serve. Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind, with the exception of emergency service when needed.

[...]

~~**6.22.3** Accessory bicycle parking spaces required under the provisions of this Article 6.000 must be located on the same lot as the use being served or a contiguous lot in the same ownership.~~

5. Modify Bicycle Parking References in Section 6.30

6.35 *Relief from Parking Requirements.* Any required amount of parking may be reduced by issuance of a special permit from Board of Zoning Appeals, as provided below. However, handicapped parking required by Subsection 6.34~~, bicycle parking required by Subsection 6.37,~~ and commercial vehicle parking required by Subsection 6.31.5 shall not be reduced from the original requirement. Bicycle parking requirements may not be modified pursuant to this Section 6.35, and may be modified only as allowed in Section 6.100. The parking maximum limitation may be

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

exceeded only with the grant of a special permit from the Planning Board, as provided below, subject to the provisions with regard to Gross Floor Area as provided in Section 6.31.3.

[...]

6.36 *Schedule of Parking and Loading Requirements.* Off street parking shall be provided as shown in the following table. Where one entry is given in the table, it is the minimum requirement. All square foot measurements refer to gross floor area unless specified otherwise. The abbreviation "d.u." means dwelling unit. The abbreviation n/a means not applicable. In cases where a requirement is expressed in number of seats, twenty (20) square feet of public floor area shall equal one seat if there are no fixed seats. ~~The final~~ One column of the table contains the loading requirement standard applicable under Section 6.80 for each use, and two columns refer to the Long-Term Bicycle Parking and Short-Term Bicycle Parking requirements applicable under Section 6.107 for each use.

[NOTE: Go to the end of this document for modifications to the schedule of requirements]

6.37 *Bicycle Parking.* *Refer to Section 6.100.* ~~Off street parking of bicycles shall be provided as follows:~~

~~**6.37.1** For multifamily residences there shall be one bicycles space or locker for each two dwelling units or portion thereof.~~

~~**6.37.2** For all other uses, except those exempted in Subsection 6.37.4, there shall be one bicycle parking space for each ten (10) automobile parking spaces or fraction thereof required in Subsection 6.36.~~

~~**6.37.3** Uses allowed to have reduced parking by special permit under Subsection 6.35 shall nevertheless be required to provide bicycle spaces or lockers in the amount of one for each ten (10) automobile parking spaces or fraction thereof that would otherwise be required for such use in Subsection 6.36.~~

~~**6.37.4** No accessory bicycle parking shall be required to serve the following uses as listed in the Section 6.36, Schedule of Parking and Loading Requirements: 6.36.1(d), (e), and (f); 6.36.3 (j) (3); 6.36.5 (j) and (l) (1); 6.36.6 (g), (h), and (i); 6.36.7 (d), (g), and (h).~~

Several places elsewhere in the zoning ordinance refer to Section 6.37 for bicycle parking requirements. This language would "redirect" to the current requirements in Section 6.100.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

6. Remove References to Bicycle Parking from Portions of Section 6.40

6.49 *Design of Bicycle Parking spaces.* *Refer to Section 6.100.* ~~Bicycle parking spaces shall be provided in accordance with the amounts required by Section 6.37 and with the design regulations in this Section 6.49. Public Bicycle-Sharing Stations shall not be subject to the design regulations for this Section 6.49.~~

Several places elsewhere in the zoning ordinance refer to Section 6.49 for bicycle parking requirements. This language would "redirect" to the current requirements in Section 6.100.

~~**6.49.1** Each bicycle parking space shall be sufficient to accommodate a cycle at least six (6) feet in length and two feet wide, and shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using a chain and padlock, locker or other storage facilities which are convenient for storage and are reasonably secure from theft and vandalism. The separation of the bicycle parking spaces and the amount of corridor space shall be adequate for convenient access to every space when the parking facility is full.~~

~~**6.49.2** When automobile parking spaces are provideed in a structure, all required bicycle spaces shall be located inside that structure or shall be located in other areas protected from the weather. Bicycle parking spaces in parking structures shall be clearly marked as such and shall be separated from auto parking by some form of barrier to minimize the possibility of a parked bicycle being hit by a car.~~

~~**6.49.3** Bicycle parking spaces shall be located near the entrance of the use being served and within view of pedestrian traffic if possible, and shall be sufficiently secure to reasonably reduce the likelihood of bicycle theft.~~

~~**6.49.4** Changes in the requirements of this section, consistent with the intent of this article, may be approved by the Board of Zoning Appeal for an individual building by special permit.~~

7. Modify Parking Plan Information Requirements as they pertain to Bicycle Parking

6.50 PARKING PLAN INFORMATION REQUIREMENTS

6.51 Any application for a building permit for construction of a new building or for an alteration of an existing building increasing the gross floor area or intensity of use, (as specified in Subsection

6.12b), or for a certificate of occupancy where no building permit is required, shall be accompanied by one or more plans - drawn to scale and fully dimensioned - showing any parking, bicycle parking and/or loading facilities to be provided.

6.52 Every such plan for a proposed new, altered, or expanded use which provides five or more parking spaces shall indicate thereon the location of and provision for:

(1) parking spaces and access routes (6.34 and 6.40)

(2) curbing and wheel stops (6.44.2)

(3) pavement markings (6.44.3)

(4) surfacing (6.45)

(5) screening and landscaping (6.47 and 6.48)

(6) lighting (6.46)

(7) drainage (6.45)

~~(8) bicycle parking (6.49)~~

(~~9~~8)loading areas (6.60)

(~~10~~9) other pertinent data reasonably required by the Superintendent of Buildings or his designee.

6.52.1 Every such plan for a proposed new, altered, or expanded use which provides two or more Bicycle Parking Spaces as required in Section 6.100 shall provide a plan or plans drawn at a scale of 1 inch = 10 feet or closer which indicates the location and dimensions of Bicycle Parking Spaces, including the following information:

(1) classification of Long-Term Bicycle Parking Spaces and Short-Term Bicycle Parking Spaces (6.102)

(1) clear spacing around Bicycle Racks or interior dimensions of Bicycle Lockers (6.105)

(2) access routes (6.106)

(3) total area (indicated via shading or hatching) dedicated exclusively to bicycle parking that shall be exempt from Gross Floor Area calculations

(4) other pertinent data reasonably required by the Superintendent of Buildings or his designee.

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

6.53 The Superintendent of Buildings may forward a copy of the plan indicating off street parking, bicycle parking and loading arrangements to the Community Development Department and the Department of Traffic and Parking for review and comment. The departments must return the plan to the Building Department with written approval or recommended modifications within a period not to exceed five (5) business days from the date of receipt.

6.54 Any land use involving a fleet of vehicles for operation of the use shall be required to provide information demonstrating provision of space for such fleet before issuance of an occupancy permit for said use.

6.55 In the event that the plan for off street parking, bicycle parking and loading arrangements requires a special permit or variance, an applicant for such approvals shall submit the following information to the permit or special permit granting authority to assist in their determination:

(1) A written statement describing in detail the parking generating characteristic of the land use.

(2) A plan drawn to scale showing the various uses within respective floor areas of the building of structure.

(3) The number of employees during largest work shift.

(4) The number of customers, patrons or other visitors expected to be served.

(5) Any other statements to show the actual extent of off street parking and bicycle parking space required or generated by particular use.

8. Add Columns to Schedule of Parking and Loading Requirements Cross-Referencing Required Quantities of Long-Term and Short-Term Bicycle Parking in Section 6.107 (see remaining pages)

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
6.36.1	**Residential Uses**							
a.	Detached dwelling occupied by not more than one family	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	n/a	R1	R1
b.	Two family dwelling	1 per d.u.	1 per d.u.	1 per d.u.	1 per d.u.	n/a	R2	R2
c.	Existing one-family detached dwelling converted for two families	1 per d.u.	1 per d.u.[1]	1 per d.u.[1]	1 per d.u.[1]	n/a	R1	R1
d.	Townhouse development[2]	1 per d.u.[3]	1 per d.u.[3]	1 per d.u.	1 per d.u.	n/a	R2	R2
e.	Elderly oriented housing, elderly oriented congregate housing	1 per 2 d.u.'s[4]	1 per 2 d.u.'s[4]	1 per 2 d.u.'s[4]	1 per 2 d.u.'s[4]	n/a	R3	R3
f.	Existing dwelling converted for elderly oriented congregate housing	1 per 2 d.u.'s[4]	1 per 2 d.u.'s[4]	1 per 2 d.u.'s[4]	1 per 2 d.u.'s[4]	n/a	R3	R3
g.	Multifamily dwelling	n/a	1 per d.u.[3]	1 per d.u.	1 per d.u.	n/a	R2	R2
h.	Existing dwelling converted for more than two families	n/a	1 per d.u.[1]	1 per d.u.[1]	1 per d.u.[1]	n/a	R2	R2
i.	Transient and nonfamily accommodations							
	1. Tourist house in an existing dwelling	n/a	1 per d.u. + 1 per 4 guest rooms	1 per d.u. + 1 per 4 guest rooms	1 per d.u. + 1 per 4 guest rooms	n/a	R5	R5
	2. Hotel	n/a	1 per 2 sleeping rooms[5]	1 per 2 sleeping rooms[5]	1 per 2 sleeping rooms[5]	E	R5	R5
	3. Motel	n/a	1 per motel unit[5]	1 per motel unit[5]	1 per motel unit[5]	E	R5	R5
	4. Lodging House	n/a	1 per 4 bedrooms + one	1 per 4 bedrooms + one	1 per 4 bedrooms + one	E	R4	R4
j.	Trailer park or mobile home park	n/a	1 per d.u.	1 per d.u.	n/a	n/a	R2	R2
6.36.2	**Transportation, Communication & Utility Uses**							
a.	Bus or railroad passenger station	n/a	1 per 300 sq. ft.	1 per 500 sq. ft.	1 per 900 sq. ft.	n/a	N5	N3

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
b.	Automobile parking lot or parking garage for private passenger cars	n/a	n/a	n/a	n/a	n/a	P	P
c.	Railroad freight terminal, railroad yards and shops	n/a	n/a	n/a	1 per 2400 sq. ft.	A	N5	N5
d.	Truck or bus terminal, yard or building for storage or servicing of trucks, trailers or buses; parking lot for trucks	n/a	n/a	1 per 2000 sq. ft.	1 per 2400 sq. ft.	A	N5	N5
e.	Radio and television transmission station, including towers	n/a	1 per 600 sq. ft. of office space	1 per 800 sq. ft. of office space	1 per 1000 sq. ft. of office space	A	N5	N5
f.	Radio and television studio	n/a	1 per 600 sq. ft.	1 per 800 sq. ft.	1 per 1000 sq. ft.	D	N1	N5
g.	Telephone exchange, transformer station, substation, gas regulator, or pumping station	n/a[6]	1 per 600 sq. ft. of office space	1 per 800 sq. ft. of office space	1 per 1000 sq. ft. of office space	A	N5	N5
6.36.3	**Institutional Uses**							
a.	Religious Purposes							
	1. Place of worship	1 per 5 seats or 100 sq. ft. of public floor area[7]	1 per 8 seats or 100 sq. ft. or public floor area[7]	1 per 15 seats or 300 sq. ft. of public floor area[7]	1 per 20 seats or 400 sq. ft. of public area[7]	F	N5	N3
	2. Rectory, parsonage	1 per dwelling unit	1 per dwelling unit	1 per dwelling unit	1 per dwelling unit	n/a	R1	R1
	3. Convent, monastery	1 per 4 sleeping rooms	1 per 4 sleeping rooms	1 per 4 sleeping rooms	1 per 4 sleeping rooms	n/a	R4	R4
	4. Social or recreation center	1 per 1000 sq. ft.	1 per 1000 sq. ft.	1 per 1500 sq. ft.	1 per 2000 sq. ft.	F	N5	N3
	5. Other use with religious purposes	1 per 1000 sq. ft.	1 per 1000 sq. ft.	1 per 1500 sq. ft.	1 per 2000 sq. ft.	F	N5	N3
b.	Educational Purposes							
	1. Preschool, day care center kindergarten	3 per 2 instructional rooms, or 1 per 5 seats in the main auditorium, whichever is greater				F	E1	E1

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
2. Primary School	3 per 2 instructional rooms, or 1 per 5 seats in the main auditorium, whichever is greater				F	E1	E1
3. Secondary School	5 per instructional room or 1 per 5 seats in the main auditorium, whichever is greater				F	E1	E1
4. College or university athletic facility, auditorium, theater or similar facility, any of which is customarily accessible to the general public on a paid admission fee or other basis.	n/a	1 per 5 seats or 100 sq. ft. public floor area	1 per 15 seats or 300 sq. ft. public floor area	1 per 20 seats or 400 sq. ft. public floor area	F	E2[15]	E3[15]
5. College or university laboratory or research facility customarily involving radioactive materials and other controlled substances, high intensity electromagnetic radiation or chemical or biological processes which could entail a high level of danger to the public health.	n/a	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.	F	E2	E2
6. Other college or university faculty							
a. Dining halls, canteens and similar eating facilities	1 per 20 seats	1 per 20 seats	1 per 40 seats	1 per 60 seats	E	E2	E3
b. Administrative faculty and staff offices, teaching facilities, libraries, museums, service facilities and facilities not specified in 6.36.3-4, 5, or 8.	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 600 sq. ft 1 per 300 sq. ft	1 per 1000 sq. ft 1 per 500 sq. ft	1 per 1800 sq. ft. 1 per 1200 sq. ft.	F	E2	E2
7. Vocational or other schools	n/a	6 per instructional room	6 per instructional room	6 per instructional room	F	E1	E1
8. Group residential and related facilities							
a. Dormitories	n/a	1 per 4 beds + 1	1 per 8 beds + 1	1 per 8 beds + 1	E	R4	R4
b. Fraternities and sororities	n/a	1 per 2 beds	1 per 4 beds	1 per 4 beds	E	R4	R4

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
c.	Non-Commercial Research Facilities							
	1. Laboratory or other research facility customarily involving research with radioactive materials, controlled substances, radiation or chemical or biological processes potentially entailing a high level of danger to the public health and safety	n/a	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 1000 sq. ft. 1 per 670 sq. ft.	F	N2	N5
	2. Private library or study center	1 per 300 sq. ft.	1 per 300 sq. ft.	1 per 600 sq. ft.	1 per 1200 sq. ft.	F	N5	N3
	3. Other noncommercial research facilities	n/a	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 1000 sq. ft. 1 per 670 sq. ft.	F	N2	N5
d.	Health Care Facilities							
	1. Hospital	n/a	1 per 3 beds plus 1 per emergency or outpatient examining table, bed or facility	1 per 4 beds plus 1 per emergency or outpatient examining table, bed or facility	1 per 5 beds plus 1 per emergency or outpatient examining table, bed or facility	E	N3	N4
	2. Infirmary	n/a	1 per 6 beds	1 per 8 beds	1 per 10 beds	E	N3	N4
	3. Nursing home, convalescent home	n/a	1 per 6 beds	1 per 8 beds	1 per 10 beds	E	N3	N4
	4. Clinic not affiliated with any other institution	n/a	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.	E	N3	N3
	5. Clinic affiliated with a hospital or accredited university medical school	n/a	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.	E	N3	N3
	6. Clinic connected to a community center	1 per 300 sq. ft.	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.	E	N3	N3
	7. Other health care facilities	n/a	1 per 300 sq. ft.	1 per 400 sq. ft.	1 per 500 sq. ft.	E	N3	N3
e.	Social Service Facilities							
	1. Social service center	1 per 600 sq. ft.	1 per 600 sq. ft.	1 per 1000 sq. ft.	1 per 1800 sq. ft.	F	N5	N3
	2. Community center	1 per 600 sq. ft.	1 per 600 sq. ft.	1 per 1000 sq. ft.	1 per 1800 sq. ft.	F	N5	N3

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
	3. Community residence	n/a[6]	n/a[6]	n/a[6]	n/a[6]	E	R4	R4
	4. Personal Care lodging house	n/a	n/a[6]	n/a[6]	n/a[6]	E	R4	R4
f.	Local government							
	1. Administrative office	n/a	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 1000 sq. ft. 1 per 670 sq. ft.	F	N1	N3
	2. Fire or police station	2 per engine company for fire; 1 per 600 sq. ft. 1 per 300 sq. ft. for police	2 per engine company for fire; 1 per 600 sq. ft. 1 per 300 sq. ft. for police	2 per engine company for fire; 1 per 800 sq. ft. 1 per 400 sq. ft. for police	2 per engine company for fire; 1 per 1000 sq. ft. 1 per 670 sq. ft. for police	n/a	N3	N5
	3. Library or museum	1 per 600 sq. ft.	1 per 600 sq. ft.	1 per 1000 sq. ft.	1 per 800 sq. ft.	F	N5	N3
	4. Municipal service facilities	1 per 2 employees	1 per 2 employees	1 per 2 employees	1 per 2 employees	A	N1	N3
	5. Public parks, playgrounds or public recreation building	0	0	0	0	n/a	N5[15]	N3[15]
g.	Other governmental facilities	n/a	n/a	n/a	n/a	n/a	N3	N5
h.	Other institutional uses							
	1. Club, lodge or other fraternal or sororal meeting facility	1 per 6 members based on maximum rated capacity	1 per 6 members based on maximum rated capacity	1 per 8 members based on maximum rated capacity	1 per 10 members based on maximum rated capacity	F	N5	N3
	2. Museum or noncommercial gallery (including facilities for cultural and ethnic heritage appreciation)	600 sq. ft.	600 sq.. ft.	1000 sq. ft.	1800 sq. ft.	F	N5	N3
	3. Cemetery	0	0	0	0	n/a	N5	N5
	4. Other institutional use	n/a[6]	n/a[6]	n/a[6]	n/a[6]	F	n/a[6]	n/a[6]
6.36.4	**Office and Laboratory Use**							
a.	Office of a physician, dentist or other medical practitioner not located in a clinic listed under Subsection 4.33(d) n/a	n/a	1 per 300 sq. ft. 1 per 150 sq. ft.	1 per 400 sq. ft. 1 per 200 sq. ft.	1 per 500 sq. ft. 1 per 330 sq. ft.	F	N1	N5

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
b.	Office of an accountant, attorney, or other nonmedical professional person n/a	n/a	1 per 500 sq. ft. 1 per 250 sq. ft.	1 per 700 sq. ft. 1 per 350 sq. ft.	1 per 900 sq. ft. 1 per 600 sq. ft.	F	N1	N5
c.	Real estate, insurance or other agency office n/a	n/a	1 per 500 sq. ft. 1 per 250 sq. ft.	1 per 700 sq. ft. 1 per 350 sq. ft.	1 per 900 sq. ft. 1 per 600 sq. ft.	F	N1	N5
d.	General office use n/a	n/a	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 1000 sq. ft. 1 per 500 sq. ft.	F	N1	N5
e.	Bank, trust company or similar financial institution	(ground floor) n/a	1 per 400 sq. ft. 1 per 200 sq. ft.	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 800 sq. ft. 1 per 530 sq. ft.	F	N1	N3
		(upper floor)	11 per 600 sq. ft. 1 per 300 sq. ft.	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 1000 sq. ft. 1 per 670 sq. ft.	F	N1	N5
f.	Technical office for research development laboratory or research facility subject to the restrictions in Section 4.21(m)	n/a	1 per 1050 sq. ft.[8] 1 per 525 sq. ft.	1 per 1050 sq. ft.[8] 1 per 525 sq. ft.	1 per 1340 sq. ft.[8] 1 per 670 sq. ft.	F	N2	N5
6.36.5	**Retail Business and Consumer Service Establishments**							
a.	Store for retail sale of merchandise							
	1) Establishment providing convenience goods[12]	n/a	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1400 sq. ft. 1 per 700 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.	B	N4	N1
	2) Other retail establishments	n/a	1 per 500 sq. ft. 1 per 250 sq. ft.	1 per 700 sq. ft. 1 per 500 sq. ft.	1 per 900 sq. ft. 1 per 600 sq. ft.	B	N4	N2
b	Place for the manufacturing, assembly or packaging of consumer goods	n/a	1 per 800 sq. ft.	1 per 1200 sq. ft.	1 per 1600 sq. ft.	A	N5	N5
c.	Barber shop, beauty shop, laundry and dry cleaning pick-up agency, shoe repair, self service laundry or other similar establishment	n/a	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1400 sq. ft. 1 per 700 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.	D	N4	N2
d.	Hand laundry, dry cleaning or tailoring shop	n/a	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1400 sq. ft. 1 per 700 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.	D	N4	N2

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
e.	Lunchroom, restaurant, cafeteria	1 per 5 seats[9] n/a	1 per 10 seats[9] 1 per 2.5 seats	1 per 15 seats[9] 1 per 5 seats	1 per 10 seats	C	N3	N1
f.	Establishments where alcoholic beverages are sold and consumed and where no dancing or entertainment is provided.							
	1) Lunchroom, restaurant or cafeteria	n/a	1 per 5 seats[9] 1 per 2.5 seats	1 per 10 seats[9] 1 per 5 seats	1 per 15 seats[9] 1 per 10 seats	C	N3	N1
	2) Bar Saloon, or other establishment serving alcoholic beverages but which is not licensed to prepare or serve food	1 per 5 seats[9] n/a	1 per 10 seats[9] 1 per 2.5 seats	1 per 15 seats[9] 1 per 5 seats1 per 10 seats	1 per 10 seats	C	N3	N1
g.	Bar or other establishment where alcoholic Beverages are sold or consumed and where dancing and entertainment is provided. Dance hall or similar place of entertainment	n/a	1 per 5 seats 1 per 2.5 seats	1 per 10 seats 1 per 5 seats	1 per 15 seats 1 per 10 seats	C	N3	N1
h.	Theatre or hall for public gathering	n/a	1 per 5 seats 1 per 2.5 seats	1 per 10 seats 1 per 5 seats	1 per 15 seats 1 per 10 seats	F	N5	N1
i.	Commercial recreation	n/a	1 per 6 persons based on maximum permitted capacity	1 per 6 persons based on maximum permitted capacity	1 per 6 persons based on maximum permitted capacity	F	N4	N1
j.	Mortuary, undertaking or funeral establishment	n/a	4 per chapel, parlor or reposing room	4 per chapel, parlor or reposing room	4 per chapel, parlor or reposing room	F	N4	N2
k.	Printing shop, photographer's studio	1 per 500 sq. ft. n/a	1 per 700 sq. ft. 1 per 250 sq. ft.	1 per 900 sq. ft. 1 per 350 sq. ft.	1 per 600 sq. ft.	F	N4	N2
l.	Animal Services							
	1) Veterinary establishment, kennel	n/a	1 per 300 sq. ft. 1 per 150 sq. ft.	1 per 400 sq. ft. 1 per 200 sq. ft.	1 per 500 sq. ft. 1 per 330 sq. ft.	F	N3	N3
	2) Pet shop or similar establishment	n/a	1 per 500 sq. ft. 1 per 250 sq. ft.	1 per 700 sq. ft. 1 per 350 sq. ft.	1 per 900 per 1 per 600 sq. ft.	F	N4	N2

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
m.	Sales place for new and used cars, vehicle rental agencies	n/a	1 per 1000 sq. ft. 1 per 500 sq. ft.	1 per 1400 sq. ft. 1 per 700 sq. ft.	1 per 1800 sq. ft. 1 per 1200 sq. ft.	C	N5	N5
n.	Office including display or sales spaces of a wholesale jobbing or similar establishment	n/a	1 per 600 sq. ft. 1 per 300 sq. ft.	1 per 800 sq. ft. 1 per 400 sq. ft.	1 per 1000 sq. ft. 1 per 670 sq. ft.	C	N1	N5
o.	Fast Order Food Establishment	n/a	n/a[6]	n/a[6]	n/a[6]	C	N3	N1
p.	Art/Craft Studio[13]	n/a	1 per 1000 sq. ft.	1 per 1000 sq. ft.	1 per 1000 sq. ft.	n/a	N1	N5
6.36.6	**Open Air or Drive In Retail and Service**							
a.	Sales place for flowers, garden supplies, agricultural produce conducted partly or wholly outdoors, commercial greenhouse or garden	n/a	1 per 330 sq. ft. 1 per 170 sq. ft.	1 per 450 sq. ft. 1 per 230 sq. ft.	1 per 600 sq. ft. 1 per 400 sq. ft.	D	N4[15]	N2[15]
b.	Automobile oriented fast order food service establishments	n/a	n/a[6]	n/a[6]	n/a[6]	C	N3[15]	N1[15]
c.	Drive in bank and other retail or consumer service establishment where motorist does not have to leave his car	n/a	n/a[6,10]	n/a[6,10]	n/a[6,10]	D	N1[15]	N5[15]
d.	Dutdoor amusement park, outdoor sports facility conducted for profit	n/a	n/a[6]	n/a[6]	n/a[6]	n/a	N4[15]	N1[15]
e.	Open air or drive in theatre or other open air place of entertainment	n/a	n/a	1 per 2000 sq. ft. of lot area	1 per 2000 sq. ft. of lot area	n/a	N4[15]	N1[15]
f.	Sale of new or used cars conducted partly or wholly on open lots, or rental agency for automobile, trailers, motorcycles, conducted partly or wholly outdoors	n/a	1 per 1000 sq. ft. of sales area	1 per 1400 sq. ft. of sales area	1 per 1800 sq. ft. of sales area	C	N5[15]	N5[15]

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
g.	Automobile service station where no major repairs are made	n/a	2 spaces per bay but not less than 1 space[10]	2 spaces per bay but not less than 1 space[10]	2 spaces per bay but not less than 1 space[10]	D	N5[15]	N5[15]
h.	Car washing establishment using mechanical equipment for the purpose of cleaning automobiles and other vehicles	n/a	n/a[6,10]	n/a[6,10]	n/a[6,10]	D	N5[15]	N5[15]
i.	Place for exhibition, lettering or sale of gravestones	n/a	1 per employee plus 1 per establishment	1 per employee plus 1 per establishment	1 per employee plus 1 per establishment	D	N5[15]	N5[15]
6.36.7	**Light Industry, Wholesale, Business and Storage**							
a.	Assembly or packaging of articles	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
b.	Manufacture, processing, assembly and packaging the following:							
	1. Clothing but not the manufacture of the cloth or other material of which the cloth is made	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	2. Food products, including bakery confectionery and dairy products	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	3. Drugs	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	4. Electrical, electronic and communication instruments	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	5. Engineering, laboratory and scientific instruments, temperature controls	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	6. Jewelry, insignia, emblems and badges, lapidary, scale models, dolls, costume jewelry and costume novelties	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
	7. Lamp shades except of glass or metal	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	8. Leather goods, excluding footwear and saddlery	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	9. Medical and dental instruments and supplies, optical instruments and lenses	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	10. Paper and paperboard products	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	11. Pens and pencils	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	12. Plaster of paris or paper mache products	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	13. Office machines, including cash registers, computing machines and typewriters, scales and balances	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	14. Umbrellas, parasols and canes	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
	15. Watches, clocks, watchcases, clockwork mechanisms	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
c.	Bottling of beverages	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
d.	Distribution center, parcel delivery center, delivery warehouse	n/a	1 per 1600 sq. ft.	1 per 2000 sq. ft.	1 per 2400 sq. ft.	A	N5	N5
e.	Laundry, dry cleaning plant	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
f.	Printing, binding, published and related arts and trades	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
g.	Auto body or paint shop	n/a	2 per bay	2 per bay	2 per bay	A	N5	N5
h.	Automotive repair garage	n/a	2 per bay	2 per bay	2 per bay	A	N5	N5
i.	Food commissary	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5

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	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
j.	Wholesale business and storage in roofed structure, but not including wholesale storage of flammable liquid, gas or explosives	n/a	1 per 1600 sq. ft.	1 per 2000 sq. ft.	1 per 2400 sq. ft.	A	N5	N5
k.	Storage warehouse, cold storage plant, storage building	n/a	1 per 1600 sq. ft.	1 per 2000 sq. ft.	1 per 3000 sq. ft.	A	N5	N5
l.	Open lot storage of new building materials, machinery and new metals	n/a	1 per 1600 sq. ft. lot area.	1 per 2000 sq. ft. lot area.	1 per 3000 sq. ft. lot area	A	N5[15]	N5[15]
m.	Open lot storage of coal, coke, sand or other similar material, or such storage in silos or hoppers	n/a	1 per 1600 sq. ft. lot area	1 per 2000 sq. ft. lot area	1 per 3000 sq. ft. lot area	A	N5[15]	N5[15]
6.36.8	**Heavy Industry**							
a.	Dismantling or wrecking of used motor vehicles and storage or sale of dismantled, inoperative or wrecked vehicles or their parts	n/a	n/a	n/a	n/a[6]	A	N5	N5
b.	Rendering or preparing of grease, tallow, fats, and oils, manufacturing or shortening, table oil, margarine and other food oils, but not including garbage, dead animals, offal or refuse reduction	n/a	n/a	n/a	1 per 2000 sq. ft.	A	N5	N5
c.	Stone cutting, shaping, and finishing, in completely enclosed buildings	n/a	1 per 1600 sq. ft.	1 per 2000 sq. ft.	1 per 3000 sq. ft.	A	N5	N5
d.	Textile mill, except mill for processing of jute, burlap, or sisal	n/a	n/a	n/a	1 per 2000 sq. ft.	A	N5	N5

Note: Additions or creations are underlined. Deletions are in ~~strikeout~~.

	Land Use Category	Open Space, Res A-1, A-2, Res B	Res C, C-1, C-1A, Off 1, Bus A (Comm), Bus A-1, A-2, Bus A-3[14], Ind A-1, Ind B-2, Ind C	Bus. C, C-1, Ind A, Off 2, 2A, Res C-2, C-2A, Res C-2B, Bus A (res)	Ind B-1, Res C-3, C-3A, C-3B, Off 3-A, 3, Bus B, Ind A-2, Ind B, Bus B-1, B-2	Loading Facility Category	Long-Term Bicycle Parking (6.107.2)	Short-Term Bicycle Parking (6.107.3)
e.	Manufacturing, processing, assembly, packaging or other industrial operation, but the following are expressly prohibited 1. Acid manufacture 2. Cement, lime, gypsum manufacture 3. Explosives or fireworks manufacture 4. Glue manufacture 5. Incineration or reduction of garbage, offal or dead animals 6. Petroleum Refining 7. Smelting of zinc, copper, tin or iron ores 8. Stockyard or abattoir	n/a	1 per 1200 sq. ft.	1 per 1600 sq. ft.	1 per 2000 sq. ft.	A	N5	N5
f.	Open lot storage of second hand lumber or other used building material	n/a	1 per 1600 sq. ft. of lot area	1 per 2000 sq. ft. of lot area	1 per 3000 sq. ft. of lot area	n/a	N5[15]	N5[15]
g.	Open lot storage of junk, scrap, paper, rags, unrepaired or unclean containers or other salvage articles	n/a	1 per 1000 sq. ft. of lot area	1 per 2000 sq. ft. of lot area	1 per 3000 sq. ft. of lot area	n/a	N5[15]	N5[15]

Parking Table Footnotes

[...] 6. The amount of parking and bicycle parking required for this use shall be at the discretion of the special permit granting authority. In making its determination of required parking, the Board shall consider the size of the staff customarily occupying the premises, the nature of the client, resident, or customer population and the extent to which additional off street parking will be detrimental to the physical character of the neighborhood.

[...] **15.** Also see Subsection 6.107.4 regarding bicycle parking for Open-Air Uses.

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