

8.2.3 Long-Term Bicycle Parking

- A.** Long-term bicycle parking must be provided in a well-lit, secure location within convenient distance of a public entrance, building lobby, or other common area.
- B.** Examples of long-term bicycle parking design include:
 1. A bicycle locker.
 2. A lockable bicycle cage or other enclosure.
 3. A lockable bicycle room.
 4. A designated space visible from employee workstations.
- C.** All required long-term bicycle parking spaces must be designed to provide continuous shelter from the elements.

8.2.4 Waivers

The City Planning Board may issue a written waiver of bicycle parking minimums, in whole or part, if an applicant shows, through a letter of concurrence furnished by a qualified professional, that the minimum required number of bicycle parking spaces exceeds the probable demand.

8.3 VEHICLE ACCESS AND PARKING

8.3.1 General

- A. Off-Street Parking.** There are no provisions that establish a minimum number of off-street parking spaces for development. However, certain development proposals are required to complete a transportation demand management plan, per Section 8.4, which can result in the provision of off-street parking. Where provided, off-street vehicle parking must comply with the standards of this section.
- B. Accessibility.** All vehicle parking lots and parking structures must conform with the ADA Standards for Accessible Design and ADA Accessibility Guidelines for Buildings and Facilities published by the United States Access Board.
- C. Parking Access**
 1. All off-street vehicle parking must have direct access to a public right-of-way through an alley, driveway, or permanent access easement.
 2. If an improved alley with a right-of-way of at least 18 feet in width is provided, all vehicle access should take place from the alley.
 3. Entries for parking must be placed along a secondary thoroughfare or alley, where practicable.
- D. Vehicular Circulation**
 1. All parking lots and parking structures must be designed so that vehicles enter or leave a parking space without having to move any other vehicle. Parking lots and structures where vehicles are moved by employees of the facility are exempt from this requirement.
 2. Parking lots and parking structures must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out into traffic.
 3. Parking lots and parking structures must be designed so that a vehicle is not forced