

Chapter 17.18
OFF-STREET PARKING

Sections:

17.18.005	Purpose
17.18.010	Parking Required--Generally.
17.18.020	Size of parking spaces and aisles.
17.18.040	Mixed occupancies.
17.18.060	Access to individual space.
17.18.070	Minimum number required.
17.18.075	Uses not specified / reasonable parking.
17.18.077	Alternatives to reduce required parking.
17.18.078	Maximum parking spaces.
17.18.080	Parking lot maintenance and design.
17.18.085	Interior Landscaping Required
17.18.090	Location.
17.18.100	Parking on sidewalks prohibited.
17.18.110	Driveway access requirements.
17.18.120	Bicycle parking

Section 17.18.005 Purpose

The purpose of the Off-Street Parking ordinance is to:

1. Ensure that enough on-site vehicular parking spaces are available to accommodate the majority of traffic generated by the range of uses which might locate at a site over time;
2. Ensure that off-street parking, loading, and access demands associated with new development, or changes in use or capacity, will not adversely affect other nearby land uses and surrounding neighborhoods;
3. Maintain and enhance a safe and efficient transportation system within the community, including the maneuverability of emergency vehicles within a parking area, adequate ingress and egress, etc. ;
4. Provide consideration to reducing environmental impacts caused by hard surface parking areas and minimize the visual impacts of traditional parking lots through landscaping, screening, and implementation of parking lot designs that break up the visual impact of large expanses of asphalt;
5. Promote a variety of transportation choices and incentives to reduce parking spaces through allowance of shared parking arrangements, transit-supportive developments, bicycle parking, and pedestrian accesses that connect to City trails or pedestrian routes.

Section 17.18.010 Parking Required--Generally.

At the time any building or structure is erected or enlarged or increased in capacity or any change in use is applied for, off-street parking spaces for automobiles and bicycles shall be provided in accordance with the requirements set out in this chapter, or as otherwise required by conditional use permit. Lindon City shall have the ability to require additional parking for uses that have regularly over-flowed their minimum required parking spaces and such over-flow has created a nuisance or safety hazard within the community. Such over-flow parking issues shall be considered a nuisance by the City, and if left uncorrected, may result in the revocation of an active business license. (Ord. no. 111 §1(part), 1985; prior code §12-106-1.)(Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.020 Size of parking spaces and aisles.

1. The dimensions of each off-street parking space, exclusive of access drives or aisles, shall be at least nine feet (9') by eighteen feet (18'), measured from corner nearest curb face for diagonal spaces, nine feet (9') by eighteen feet (18') from curb face for ninety (90) degree

spaces; and nine feet (9') by twenty-four feet (24'), from curb face, for parallel spaces. Where appropriate, wider stalls may be used when approved by the City Engineer. All stalls shall be striped (painted) on the parking surface.

2. Parking stalls shall be designed so that vehicles do not have potential to bump into any building, fence, or other structure. Installation of wider sidewalks adjacent to buildings, or parking bumpers, may be required to preserve at least 4' of clear width where vehicles may overhang sidewalks or walkways.
3. Two-way traffic parking aisles shall be at least 22' wide for angled parking and at least 24' wide for perpendicular parking. Narrower parking aisles with one-way traffic only may be approved by the City Engineer. (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.040 Mixed occupancies.

In the case of mixed uses in a building or on the lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.060 Access to individual space.

Except for single-family and two-family dwellings or on-street parking permitted under this chapter, direct access to each parking space shall be from a private driveway and not from a public street. All parking spaces shall have independent access not blocked by another parking space or other obstacle. (Ord. no. 111 §1(part), 1985; prior code §12-106-3.) (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.070 Minimum number required.

1. The following table lists anticipated minimum needs of parking spaces for specific uses. Where square footage ratios are listed, parking shall be based on the gross usable square footage for the intended uses – and therefore parking does not need to be calculated for mechanical rooms, restrooms, shower and changing rooms, elevators, stairwells, and other building areas deemed similar in nature by the City Engineer.
2. Section 17.18.075 and 17.18.077 provides that exceptions to the standards within the table may be granted by the Planning Director and City Engineer.
3. ADA parking spaces shall be provided according to the 'ADA Parking & Passenger Loading Zone' diagram found in the Lindon City development manual titled 'Land Development Policies, Standard Specifications and Drawings'.

<u>SLUC</u>	<u>CATEGORY</u>	<u>REQUIRED</u>
1000	Single-family residential dwelling	Two (2) parking spaces per dwelling
1005	Accessory Apartments to Single-family dwellings	Two (2) parking spaces
1111 & 1120	Condominiums, town homes, and Apartments	Two (2) parking spaces per dwelling unit
1200	Group Quarters	One (1) per sleeping room plus parking for accessory use
1233	Student Housing	One (1) stall per two (2) beds
1241	Retirement Homes/ Centers	One (1) per two (2) beds
1300	Residential Hotels	One (1) per sleeping room, plus parking for accessory use and employee parking
1400	Mobile Home Park	Two (2) per dwelling unit
1500	Lodging	One (1) per bedroom, plus parking for accessory use
2000-3000 floor area	Manufacturing	One (1) per 750 square feet of floor area
4000	Transportation, Communication & Utilities	One (1) per 200 square feet of floor area in

LINDON CITY CODE

		commercial zone, or one (1) per 750 square feet floor area in an industrial zone
5100	Wholesale Trades, Warehousing, misc. storage	One (1) per 500 square feet of floor area in a commercial zone, or one (1) per 1000 square feet of floor area in an industrial zone
5200	Building Materials, Hardware and Farm Equipment	One (1) per 200 square feet in commercial zone, or three (3) per 1000 square feet of floor area in an industrial zone
5300 floor area	General Merchandise	One (1) per 200 square feet of
5400 floor area	Retail Food	One (1) per 350 square feet of
5500	Automotive, Marine craft, aircraft - retail	One (1) per 250 square footage of showroom and office space plus one (1) per employee
5600 floor area	Apparel and Accessories	One (1) per 200 square feet of
5700 floor area	Furniture, Home Furnishings and Equipment	One (1) per 1000 square feet of
5800	Eating and Drinking Establishments	One (1) per two (2) seats or one (1) per 100 square feet of floor area, whichever is greater.
5900 floor area	Other Retail	One (1) per 350 square feet of
6100 floor area	Finance, Insurance, and Real Estate	One (1) per 275 square feet of
6200 floor area	Personal Services	One (1) per 200 square feet of
	Reception Centers or similar assembly uses	One (1) per three and one-half (3 ½) person capacity in the building or facility, based on maximum use of all facilities at the same time.
6300 floor area	Business Services	One (1) per 200 square feet of
6400 floor area	Repair Services	One (1) per 350 square feet of
6411 & 6414	Auto Repair	One (1) per 300 square feet of floor area excluding bay areas, plus five (5) per single vehicle bay/shop
6500 floor area	Professional / Typical office space	One (1) per 350 square feet of
6505	Call Centers, Computer programming, Technology Centers, or similar high-density office uses.	One (1) per 250 square feet of floor area
6513	Hospital Services	One (1) per 450 square feet of

LINDON CITY CODE

floor area 6516 (1) per	Sanitariums, Convalescent and Rest Homes	One (1) per three (3) beds, or one 1500 square feet of floor area, whichever is greater
6600	Contract Construction	One (1) per 200 square feet of floor area in a commercial zone, or one (1) per 500 square feet of floor area in an industrial zone
6700 floor area	Government Services	One (1) per 250 square feet of
6800 per ten (10)	Education, Nursery and Day Care	One (1) per employee plus one children at maximum capacity
	Grades K-8	Two (2) per
	employee Grades 9-12	Ten (10) per
	teaching station	Fifteen (15) per
	Colleges and Trade Schools	
	teaching station	
	Dancing and Other Special Training Schools	One (1) per 200 square feet of
	floor area	
6911	Churches, Temples, and Synagogues	One (1) per four (4) seats or four (4) person seating capacity, based on fixed seating
7100 to 7900	Cultural, Amusement and Recreation	One (1) per three and one-half (3 ½) person capacity in the building or facility, based on maximum use of all facilities at the same time.

(Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.075 Uses not specified / reasonable parking.

The number of parking spaces for uses not specified herein shall be determined by the Planning Director and the City Engineer, being guided where appropriate by the regulations set forth herein for uses of buildings or existing structures which are similar to the use, structure, or building under consideration. The Planning Director and City Engineer may also modify the required parking spaces when appropriate to avoid unreasonably excessive parking, or conversely to require additional parking for high demand uses. Broad flexibility is given to the Planning Director and City Engineer in determining the appropriate number of spaces.

Section 17.18.077 Alternatives to reduce required parking

Exceptions to the minimum parking standards may be granted in order to reward users of mass transit and to allow applicants options to reduce parking spaces in order to save construction costs and reduce land area needed for parking. The following exceptions to the minimum parking standards may be granted upon approval by the Planning Director and City Engineer:

1. Shared parking agreements.

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. The Planning Director and City Engineer may approve joint use of required nonresidential parking spaces between two lots and/or uses upon a determination that no substantial conflict in the periods of peak demand would occur from the shared parking allowance. The total number of spaces provided between the uses shall be at least equal to the sum of the minimum number of spaces required for each use. Applicants requesting the use of shared parking shall submit the following documentation as part of a building permit, business license, or land use application:

- a) The names and addresses of the uses and of the owners and tenants that are

sharing the parking;

- b) A detailed site plan showing the location and number of parking spaces that are being shared. The shared spaces shall be no more than 350' away from the buildings or uses being served and shall have a safe and convenient pedestrian connection provided between the shared parking and the building or use. The shared parking allowance and/or pedestrian connection shall be signed and identified at both the use being served and the shared parking location;
- 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 written to the satisfaction of Lindon City that may include easements or deed restrictions that guarantee access to the parking for both uses in perpetuity. The document(s) must state that new uses that require more parking spaces, or have similar peak parking times, will not be permitted by Lindon City unless the minimum required parking is constructed to accommodate both the new use and the existing uses which have claim on the shared parking agreement. Said instrument(s) shall be signed by all property owners involved, and shall be recorded against each property at the County Recorder's Office.

2. Sites well served by transit.

- a. Sites with required parking that exceeds 25 spaces are eligible to receive a 5% reduction of the minimum parking requirements if the site is located within 500 feet of a transit stop with at least hourly service (bus, commuter rail, etc.). Applicants requesting this exception must provide a map identifying the site and provide UTA schedules (service must be verified by UTA to be active prior to occupancy of the facility) for all transit stops within 500 feet of the site.
- b. A 10% parking reduction will be granted for sites with required parking that exceeds 25 spaces if the development is adjacent to a street for which transit has current or proposed routes (service must be verified by UTA to be active prior to occupancy of the facility) and for which the development constructs a UTA approved, transit-supportive plaza adjacent to and visible from the transit street. Existing parking areas may be converted to take advantage of these provisions. The transit facility shall include all of the following elements:
 - A. The plaza must be at least 300 square feet in area and shaped so that a 10'x10' square will fit entirely within the plaza;
 - B. At least 10%, but not more than 25%, of the transit-supportive plaza must be landscaped with living materials, including at least two shade trees;
 - C. A bench or sitting area with at least 5 linear feet of seating;
 - D. A shelter or other weather protection. The shelter must cover at least 20 square feet. If the plaza is adjacent to the bus stop, UTA must also approve the shelter;
 - E. An easement or dedication that allows perpetual public access to the plaza;
 - F. The transit plaza shall be maintained by the owner of the property.
- c. A 5% reduction in parking spaces may be granted for uses with more than 25 spaces which provide documentation of employee and/or company participation in UTA sponsored vanpool, ride-share or other similar transit programs.

3. Motorcycle parking.

Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 3 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

4. Comparative use reductions.

A comparable reduction in the amount of required parking may be considered if the City receives credible documentation of existing similar uses that have fewer parking spaces which reasonably accommodates the similar use. However, in order to accommodate the range of uses that may occur over time on the property, any site which is given a reduction in the number of

parking spaces required under the table found in Section 17.18.070, which reduction was allowed due to comparisons of other existing similar uses, shall provide on the same or adjacent property (or through a shared parking agreement) the area needed to accommodate the total amount of required parking spaces according to the table found in Section 17.18.070. This “parking land- bank” shall be landscaped in a manner that can reasonably be transitioned into future parking spaces without disruption to the uses or circulation of traffic on the property. If the ‘land-bank’ area is landscaped, said landscaping shall not count towards other required perimeter or interior landscaping requirements. Storm drainage and other engineering considerations on the site shall be designed to accommodate the full number of stalls required in the table found in Section 17.18.070.

5. Bicycle parking.

A 5% reduction in the minimum amount of vehicular parking may be permitted by providing bicycle parking that is additional to the minimum bicycle parking standards found within Section 17.18.120. This parking reduction may only be given if the additional bicycle parking is in conjunction with an employee accessible showering and changing facility located on the site for which the vehicular parking would have been required. This shall be permitted at a one-to-one ratio of parking spaces to bicycle spaces. Existing parking may be converted to take advantage of this provision.

Section 17.18.078 Maximum parking spaces.

Parking lots exceeding 25 spaces shall not have more than 130% of the minimum required spaces for all combined uses as required in this chapter unless otherwise approved for compelling reasons by the Planning Director and City Engineer in order to prevent adverse impacts of overflow parking onto adjacent streets and properties.

Section 17.18.080 Parking lot maintenance and design.

Every parcel of land used as a public or private parking lot shall be developed and maintained in accordance with the following requirements:

1. Surfacing. Each off-street parking lot shall be surfaced with asphalt, concrete or other binder pavement, including structurally engineered organic materials or pavers, and permanently maintained so as to provide a dustless surface and ease of snow removal. The parking area shall be so graded as to dispose of all surface water. If such water is to be carried to adjacent streets, it shall be piped under sidewalks.
2. Screening. The sides and rear of any off-street parking lot adjacent to a residential use or residential zone shall be screened from such area by a solid masonry wall or other sight obscuring fencing or landscaping materials as approved by the Planning Commission, not less than six (6) feet in height.
3. Lighting. Lighting used to illuminate any parking lot shall be arranged to reflect the light away from adjoining residential premises and from street traffic.
4. Where a parking area on a site is more than 120,000 square feet, the parking area must contain the following elements (Parking areas in structures are not included):
 - a. Internal access ways shall divide the parking area into smaller areas that are no greater than 60,000 square feet;
 - b. These access ways are intended to direct business traffic to and from the adjacent street or between individual sections of the parking lot and provide safe pedestrian routes from parking areas to the building or use; and
 - c. Each internal access way shall have at least one auto travel lane, curbs, landscaping, and unobstructed sidewalks on both sides that provide pedestrian access to the building on the site, and shall be designed in the following method:
 - A. The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide adjacent to the access way. The planting strip must be between the curb and the sidewalk, and be landscaped and irrigated with grass or other living

vegetation with 2” caliper trees at least 6’ tall planted every 20’ and centered within the planting strip.

- d. The internal access ways and associated landscaping are excluded from the portion of the parking and loading area used to calculate required interior landscaping.
5. In order to prevent vehicles from having to re-enter a public roadway to access neighboring businesses or parcels, cross-access easements between multiple parcels may be required where deemed appropriate by the City Engineer. (Ord. no. 111 §1(part), 1985: prior code §12-106-6.)(Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.085 Interior Landscaping Required

1. Any off-street parking lot adjacent to a residential use or residential zone shall provide a minimum 10’ landscaped buffer from the parking lot to the adjacent residential use or zone. Trees shall be planted at least every 10’ along the landscaped strip adjacent to the residential use or residential zone. Trees must be a minimum of 2” caliper measured one foot off the ground and at least 6’ tall when planted. In addition to any required fencing, trees shall be of a variety that will mature to a height of at least 20’ tall in order to provide a visual barrier between the non-residential use and the residential use. The Planning Commission has flexibility to grant exceptions to this landscape screening standard if existing vegetation or other existing screening is found to meet the intent of the screening requirements found in this section.
2. For all required parking lots in any zone, interior parking lot landscaping is required as follows:
 - a. Any parking lot that has at 10 or greater required parking spaces shall provide at least 40 square feet of interior landscaped area for each parking space;
 - b. The landscape materials shall consist of at least 75% living vegetation including ground cover, trees, and shrubbery. The remaining 25% may consist of xeriscape (desert landscaping) materials;
 - c. Trees that are 2” caliper measured one foot off the ground and at least 6’ tall when planted shall be installed within the interior parking lot landscaping areas at a ratio of one tree for every 10 required parking spaces. The applicant may determine the location of the trees within the interior landscaping areas as defined by this ordinance.
 - d. The landscaping must be dispersed throughout the parking area and shall be separated from the parking lot by 6” high concrete curbing;
 - e. Perimeter landscaping required along public street frontages or required adjacent to residential zones or uses may not substitute or count towards square foot requirements for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four feet into the parking area from the perimeter landscape line.
 - f. Layout of interior landscaped areas. The layout of the interior landscaped areas must meet either one or a combination of the standards of this subparagraph:
 - (1) Option 1: Landscape strips.
 - Interior landscaping must be arranged in landscape strips at least four feet wide between rows of parking stalls, as shown in Figure 1 & 2.
 - Where the front portions of parking stalls are landscaped as allowed above, an additional 2’ landscaped strip must be adjacent to the four-foot landscape strip to accommodate the over-hanging of vehicles, as shown in Figure 2.
 - (2) Option 2: Other landscape patterns.
 - Interior landscaping must be arranged in areas at the ends of rows of parking or between parking spaces within rows of parking. See Figure 3.
 - Interior landscaping may join perimeter landscaping as long as the interior landscape area extends at least 4 feet into the parking area from the perimeter

- landscape line. See Figure 3.
- Landscaping that abuts, but does not extend into, the parking area may be included as interior landscaping if all of the following are met:
 - The abutting landscaped area must be in addition to required perimeter landscaping;
 - Only the first 10 feet of the abutting landscaped area, measured from the edge of the parking area, may be included as interior landscaping. See Figure 3; and
 - The landscaped area is not abutting and parallel to required perimeter landscaping unless 4 feet wider than the required perimeter landscaping. See Figure 3.
- g. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum interior dimension of five feet. See Figure 4.
- h. Exception for existing parking lots. Where compliance with the interior landscaping requirements listed above would result in the loss of existing required parking spaces, the amount of parking spaces required shall be reduced by up to a 20% in order to accommodate the interior landscaping required.

Section 17.18.090 Location.

1. Off-street parking shall not be allowed in required front yard or street-side setbacks as measured from the property line. In commercial zones, the Land Use Authority may modify this requirement if it is deemed that sufficient landscaping and buffering exists between the parking area and the street or for reasons of topography or unique lot configuration. Unless otherwise permitted under this section, required parking spaces shall be located on the same lot which they are required to serve.
2. On-street parking for uniquely designed road cross sections that vary from the currently adopted road cross section standards may be considered by the Planning Commission for approval on local and private streets where, a recommendation is received from the City Engineer verifying that street widths, traffic patterns, and speed limits allow for the on-street parking to function in a safe and efficient manner and said parking will benefit the character and functionality of the project area. Permitted on-street parking will count towards the total number of required off-street parking spaces only for uses immediately adjacent to the on-street spaces.

Ord. 2015-28 amended 12/8/15, (Ord. 2011-5, amended 10/25/11) Ord. 2008-6, adopted 4/15/2008, Ord. no. 111 §1(part), 1985; prior code §12-106-7.) (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.100 Parking on sidewalks prohibited.

It is unlawful for any establishment or individual to allow motor vehicles to park in such a position as to block a city sidewalk at any time. Violators will be cited and vehicles towed away at the owner's expense. (Ord. no. 111 §1(part), 1985; prior code §12-106-8.) (Ord. 98-12, Repealed and Replaced, 10/03/2000)

Section 17.18.110 Driveway access requirements

Adequate ingress and egress to and from all residential, industrial, and commercial uses shall be provided for in the following manner:

1. All new subdivision construction of one lot or more shall have curb, gutter and sidewalk installed throughout the entire project as required by City Ordinance. Driveway accesses across curb, gutter, and sidewalk shall not be constructed or installed until such time as a building permit is issued for a specific structure on a specified lot within the subdivision, unless the applicant can demonstrate to the satisfaction of the City Engineer that driveway

- locations can be reliably established prior to the issuance of building permits.
2. The Lindon City Planning Director shall approve all driveway accesses which cross a public right-of-way in residential zones. The City Engineer shall approve all driveway accesses in non-residential zones. Multiple accesses to the same property in any zone may be considered, but the City may limit the number of access with regard to how the driveway cuts impact pedestrian and vehicular traffic.
 3. All driveway accesses installed in violation of this provision shall be removed before the final certificate of occupancy is issued for any residential, industrial, or commercial project.
 4. Driveway accesses in residential zones shall typically not exceed 24' in width unless otherwise approved by the Planning Director, but in no case shall the driveway width exceed 40'. Driveway accesses in non-residential zones shall not exceed 40' in width unless approved by the City Engineer for unusual circumstances related to lot configuration, existing building placement, common use of large vehicle traffic, or other unique circumstances not commonly found on other lots within the vicinity.
 5. Unless otherwise permitted by the City Engineer, driveway slopes for residential uses shall not exceed 16% and driveway slopes for non-residential uses shall not exceed 12%.
 6. Driveways and accesses for all uses shall not be permitted within 40' of an intersection of a public street.
(Ord. 99-8, Add, 10/04/2000)

17.18.120 Bicycle parking

Purpose. Bicycle parking is required for all uses to encourage the use of bicycles by providing safe, convenient, and readily accessible places to park.

1. Number of bicycle spaces required.
 - a. In the CG, MC, PC 1 & 2, and R&B zones, a minimum of 2 bicycle parking spaces shall be provided for all uses, with additional bicycle parking spaces added at a ratio of 8% of the total number of required vehicular parking spaces – up to 16 bicycle parking spaces per use. Non-residential uses in residential zones shall provide a minimum of 2 bicycle parking spaces. Additional bicycle spaces may be required for uses such as schools, institutional facilities, recreation centers, or other uses where it is anticipated that larger numbers of bicyclists will be frequenting the facility.
 - b. In the LI and HI zones, a minimum of 2 bicycle parking stalls shall be provided for all uses with up to 50 vehicular parking spaces, and 1 additional stall being required for every 50 vehicular spaces thereafter.
 - c. When there are two or more separate uses or buildings on a lot, the required bicycle parking for the site is the sum of the required parking for all required vehicular parking spaces.

2. Bicycle Parking Standards.

All new development where bicycle parking is required as stated in section 1 above, shall install bicycle parking spaces and associated bicycle racks as follows:

- a. Location. Bicycle parking shall be:
 - (A) Outside a building and made available for employees, customers, or other visitors to the site;
 - (B) At the same grade as the sidewalk or at a location that can be reached by an accessible pedestrian route; and
 - (C) Within the following distances of the main entrance as follows, unless otherwise approved the Planning Director and City Engineer:
 - (i.) Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50' of the main entrance to the building as measured along the most direct pedestrian access route. See Figure 5;
 - (ii.) Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as

measured along the most direct pedestrian access route. See Figure 6;
 (iii.) Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings. See Figure 7;
 (iv.) Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:

- Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or
- If the bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.

(D) If a lot is adjacent to City trails and/or sidewalks that are part of the Parks and Trails Master Plan Map, the development is required to provide a reasonable access to the sidewalk or trail in order to promote bicycle use to the proposed facility.

b. Bicycle racks and spacing (See Figure 8). Bicycle parking and racks shall meet the following standards:

- (A) Each required bicycle parking space must be at least 2 feet by 6 feet;
- (B) The bicycle frame and one wheel can be locked to a bicycle rack with a high security, U- shaped shackle lock if both wheels are left on the bicycle;
- (C) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components;
- (D) The rack must be securely anchored;
- (E) Each required bicycle parking space must be accessible without moving another bicycle;
- (F) There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
- (G) The area devoted to bicycle parking must be hard surfaced.

See Title 17.18 Figures (1-8) Pages 10-15.

**Figure 1
 Landscaping area at front of Parking**

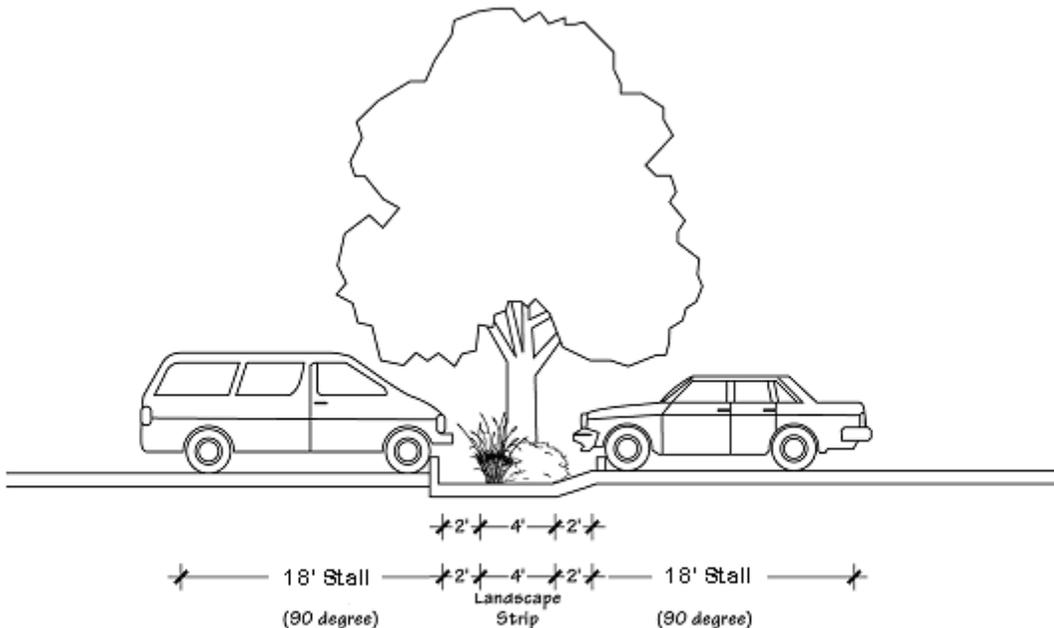


Figure 2
Landscaping Strips

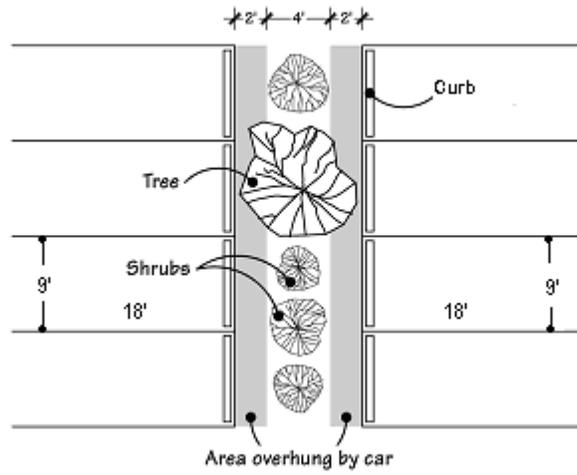


Figure 3
Interior Landscaping Patterns

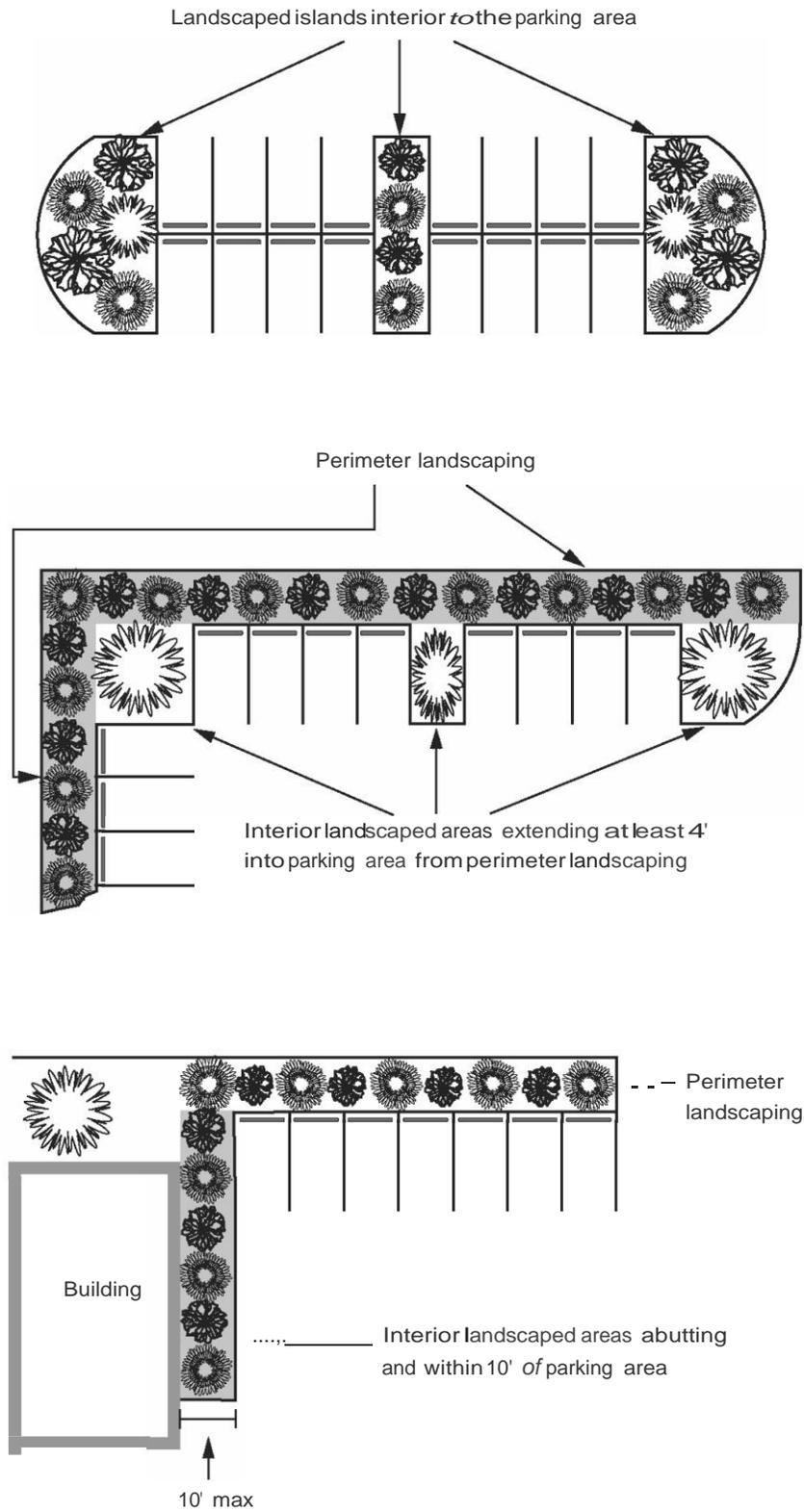


Figure 4
Individual Tree-Planting Spaces

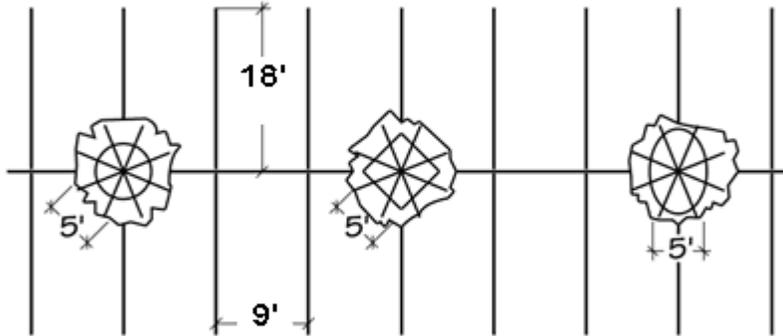


Figure 5
Bike Parking – one building, one entrance

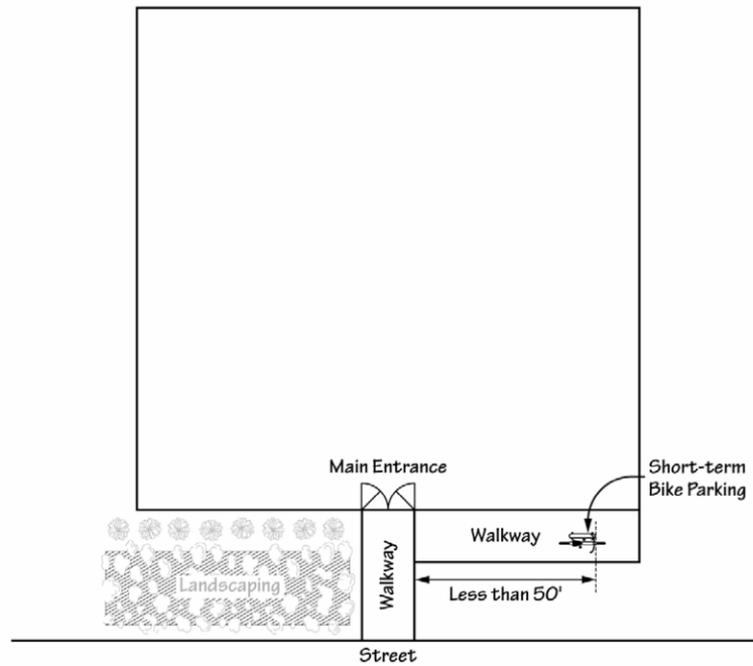


Figure 6
Bike Parking – one building, multiple entrances

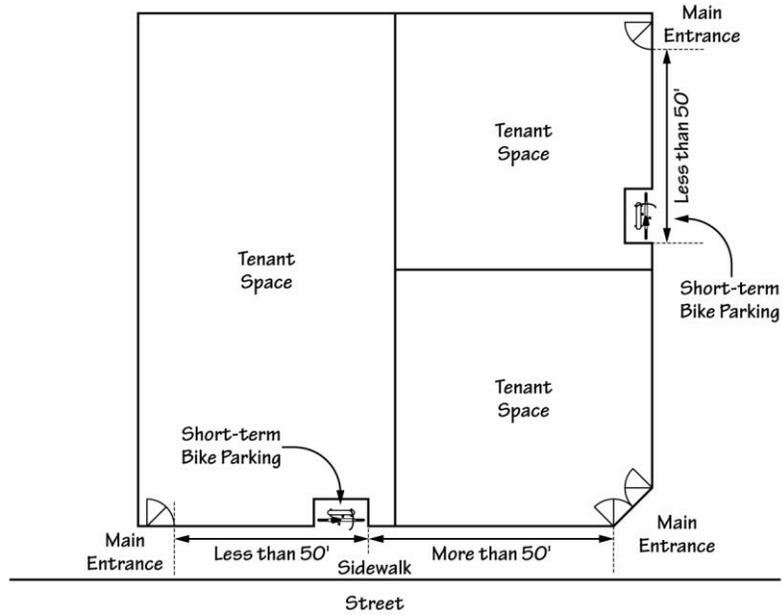


Figure 7
Bike Parking – multiple buildings, multiple entrances

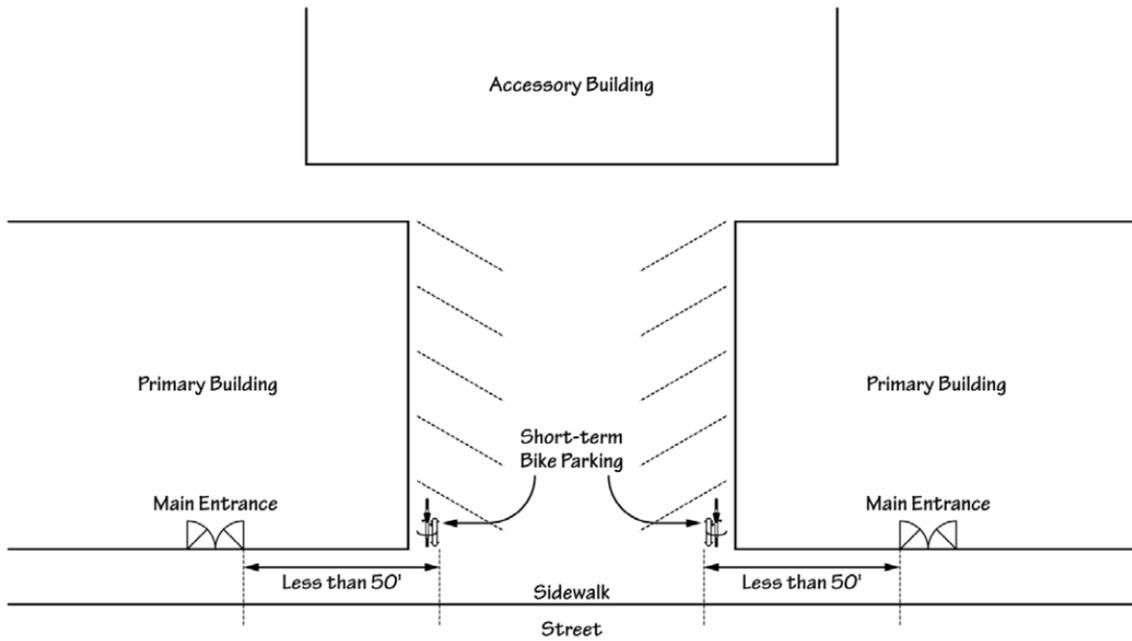
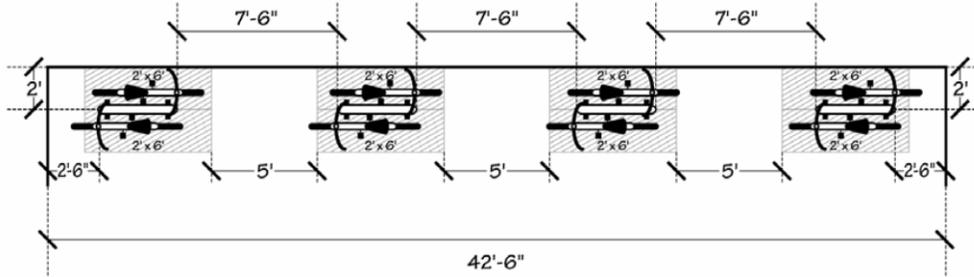
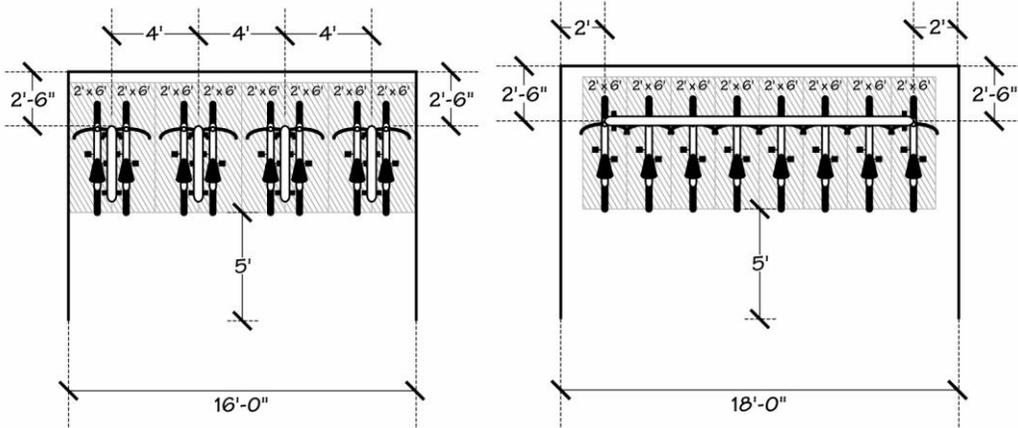


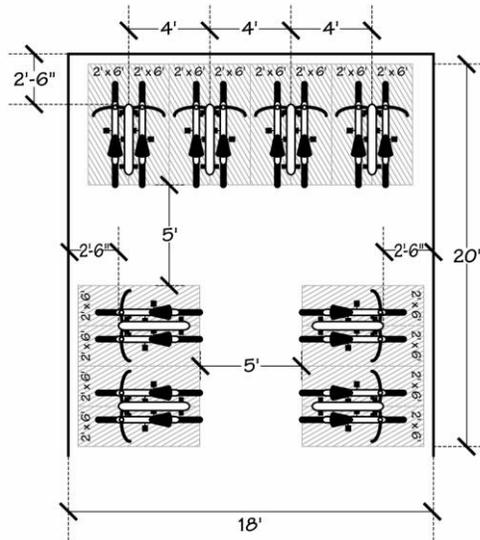
Figure 8
Examples of Bicycle Parking Layouts



This area accommodates eight bicycles



These areas accommodate eight bicycles



This area accommodates sixteen bicycles