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

Text current through Ordinance #1372 of June 15, 2015.

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

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.

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.

(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.

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.

6.13 *Scope of Off Street Parking Regulations.* All accessory parking facilities shall conform to all regulations set forth in this Article governing the use, design and operation of such facilities. However, the provisions of this Article 6.000, notwithstanding, any special parking requirements for townhouse developments specified in Section 11.10, for planned unit developments specified in Article 13.000, for projects in the Mixed Use Development District specified in Article 14.000 or for special permits specified elsewhere in this Ordinance shall be applicable for those projects.

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.

6.15 *Existing Parking Facilities.* Accessory off street parking facilities established after March 15, 1961, shall not hereafter be reduced below - of if already less than, shall not be

further reduced below - the minimum requirements under the provisions of this Article 6.000. Accessory off street parking facilities in existence as of March 15, 1961 shall only be required if such facilities have been used to satisfy parking requirements after March 15, 1961.

6.16 *Dedicated Off Street Parking Facilities.* Required off street parking facilities which after development are later dedicated to and accepted by the City and maintained by the City for off street parking purposes, shall be deemed to continue to serve the structures or uses to meet the requirements for which they were originally provided.

6.17 *Compatibility with the E.P.A. Clean Air Regulations* In addition to the regulations contained in this Article, all off street parking facilities must comply with restrictions contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United State Environmental Protection Agency to the extent the same are in force and effect.

6.18 *Compatibility with Handicapped Access Rules.* In addition to the regulations contained in this Article 6.000, all off street parking facilities must comply with the currently applicable "Rules and Regulations of the Architectural Barriers Board of the Commonwealth of Massachusetts" to the extent the same are in force and effect.

6.20 OFF STREET PARKING REGULATIONS

6.21 *Use.* All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles 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 *Location.* All accessory off street parking facilities shall be located in accordance with the provisions of subsections 6.22.1, 6.22.2 and 6.22.3. For purposes of this Section 6.22 lot shall also mean the Development Parcel of any Planned Unit Development regulated by the provisions of Article 12.000 and Article 13.000 without regard to a lot or lots that may initially constitute the Development Parcel or any lot or lots created within the Development Parcel subsequent to the approval of the PUD by the Planning Board.

6.22.1 Accessory off street parking facilities may be located on the same lot as the use being served or on another lot that has the same or less restrictive zoning classification as the lot on which the use being served is located in accordance with the following conditions:

(a) (1) said other lot is contiguous to the lot on which the use being served is located; or

(2) said other lot is within three hundred (300) feet of the lot on which the use being served is located and the use being served is nonresidential; or

(3) said lot is within three thousand (3000) feet of the lot on which the use being served is located, such use is an institutional use listed in Subsection 6.36.3b and said use is located within a five acre area containing one or more lots, contiguous except for streets, owned by a single institution; and

(b) said lot is not now and was not within the past five (5) years the location of a preferably preserved significant building (as defined in the General Ordinances of Cambridge) as determined by the Cambridge Historical Commission.

(c) however, no off site accessory parking facilities shall be allowed to meet the requirements for Subsection 6.36.5h “Theatre or hall for public gatherings”.

6.22.2 The Board of Zoning Appeal may grant a special permit for off site accessory parking not allowed in Subsection 6.22.1 (a) provided that convenient and safe access from the parking facility to the use being served is provided in accordance with the following conditions:

(a) No off site accessory parking facility may be located on a lot which has a more restrictive zoning classification than the lot on which the use being served is located.

(b) Off site accessory parking facilities shall be located within four hundred (400) feet of the lot being served for residential uses and within one thousand (1000) feet of the lot for other uses.

6.22.3 [PARAGRAPH DELETED]

6.22.4 Accessory off street parking spaces required under the provisions of this Article 6.000 need not be in the City of Cambridge.

6.22.5 Distance Measurements For Parking Facilities. In all cases where distance measurements between a lot and off site parking facilities or other specified area are specified in this Article 6.000, such distance shall be measured as a straight line from the nearest point for the lot on which the off site accessory parking is located, to the nearest transit station entrance, or to the nearest street line or other boundary of another specified area.

6.23 *Control of Off Site Parking Facilities.* Where accessory parking facilities are allowed on land other than the lot on which the use being served is located said other land shall be in identical ownership or binding commitments shall exist to guarantee, to the reasonable satisfaction of the Superintendent of Buildings or to the special permit granting authority, that the off site parking will continue to be available for the period during which the use or uses that the parking serves may be expected to be in existence. Such commitments shall be evidenced by negotiated lease agreement, recorded covenant or comparable legal instrument. Such instrument shall be duly recorded at the Middlesex County Registry of Deeds and certification of such recording provided to the Superintendent of Buildings or the special permit granting authority.

6.30 PARKING QUANTITY REQUIREMENTS

6.31 *Required Amount of Parking.* Off street parking facilities shall be provided for each use of a lot or structure in the amount specified in the schedule of parking requirements contained in Subsection 6.36. Said schedule specifies the amount of accessory off street parking required for each type of land use listed in “Table of Use Regulations” in this Ordinance. The amount of required parking is also based on the intensity of development permitted in the district in which the use is located.

6.31.1 The schedule of parking requirements in Subsection 6.36 specifies the unit of measure requiring the provision of one parking space. Square footage requirements are geared to gross floor area. Each unit of measure, however, shall specifically not apply to any Gross Floor Area devoted to parking facilities, which shall not require the provision of any accessory parking.

6.31.2 In general the schedule in Subsection 6.36 specifies a minimum requirement, but in some instances a maximum amount of parking is stipulated [Example: for a general office use (6.36.4 d) in a Business C district, the minimum requirement is one space per 800 square feet of gross floor area and the maximum is one space per 400 square feet of gross floor area.] Where there are two such listings the first is the minimum requirement and the second is the maximum limitation. Relief from both the minimum parking requirement and maximum parking limitation may be obtained only after the grant of a special permit as provided in Section 6.35 below. With the grant of a special permit the maximum parking limitation may be exceeded provided, however, that the provisions with regard to gross floor area as set forth in Section 6.31.3 are met.

6.31.3 Any parking spaces provided in excess of the maximum requirements specified in Section 6.36 shall be counted in determining Gross Floor Area. In such cases a proportional share of the entire parking facility (not only the area of the spaces) shall be credited toward Gross Floor Area. The area counted as Gross Floor Area shall be determined by multiplying the total area of the parking facility by the percentage that the proposed number of spaces exceeds the maximum allowed number of spaces.

6.31.4 For uses not listed in Subsection 6.36, the Board of Zoning Appeal shall determine the required amount of parking if it issues a use variance for such use.

6.31.5 All commercial uses shall also be required to provide a parking space for each commercial vehicle customarily used in conjunction with the operation of such use at such location.

6.32 *Parking Exemptions*

6.32.1 *Small Business.* The minimum amount of parking required by Subsection 6.36 Schedule of Parking and Loading Requirements shall be waived for any nonresidential use in an office, business, or industrial district if such use would require four (4) or fewer spaces. However, such nonresidential use shall be located in a building or row of attached buildings which contains a total of ten thousand (10,000) square feet or less of gross floor area devoted to nonresidential use.

6.32.2 *Institutions.* Where an institution provides dormitory, fraternity, faculty, employee or other residence accommodations, the number of parking spaces provided as a result thereof may be deducted from the requirements established to satisfy the needs of classrooms, libraries, lecture halls, laboratories, similar educational areas or dining facilities normally used by such residential occupants. In order to qualify for such deduction, the institutional applicant shall submit to the Building Department the institution's current residential parking plan clearly indicating the location of all existing and proposed residential parking facilities available at the institution.

6.33 *Computation.* Where a building or lot is used by two or more activities that fall into different classes of use in Subsection 6.36, the off street parking required shall be the sum of the requirements for each individual use. Required parking spaces for accessory uses shall be determined in the same manner as for principal use. Where the computation results in a fractional number, only a fraction of one half or more shall be counted as one. Where the computation of required parking for a building with more than one class of use results in multiple fractional numbers, such fractions shall be carried to the final sum.

6.34 *Parking Space Size Allocation.* In all parking facilities required to have five or more spaces, a combination of regular and compact spaces may be provide; however, no more than fifty (50) percent of the required spaces shall be designed for compact cars (as specified in Subsection 6.42). All off street parking facilities shall contain spaces designed for handicapped access. The number of such spaces shall be determined by the requirements of the currently applicable "Rules and Regulations of the Architectural Barriers Board of the Commonwealth of Massachusetts."

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, 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 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.

6.35.1 Reduction of Required Parking. Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

(1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.

(2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.

(3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.

Example: Office and Theatre uses with peak user demands at different times. Office requires a minimum of one hundred and fifty (150) spaces and the theatre requires a minimum of one hundred (100). Seventy-five (75) percent of the lesser minimum requirement is seventy-five (75) (75% of 100). Therefore seventy-five (75) spaces can be shared but twenty-five (25) (100-25) would still be required, making the total amount or required parking for both uses (150 + 25) one hundred and seventy-five (175).

(4) Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and

(5) Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.

(6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.

For a project seeking a reduction in required off-street parking for residential uses, a Parking Analysis shall be required as part of the Special Permit Application as set forth in Section 6.35.3.

6.35.2 Exceeding Maximum Allowed Parking. Any maximum allowed amount of parking may be exceeded only upon issuance of a special permit from the Planning Board. Any parking area in excess of the maximum limitation will have an impact on calculation of gross floor area as provided at Section 6.31.3. The Planning Board shall grant a special permit to allow exceedance of a maximum limitation only upon making the following determinations:

(1) Reasonable parking and transportation demand management measures are being implemented to reduce the need for the additional off street parking;

(2) The additional spaces reflect parking demand that exceeds that which is common for this use as categorized in Section 6.36, owing to unique characteristics of the users or the activity that result in a high level of automobile parking demand;

(3) The additional parking demand cannot reasonably be accommodated through contract or other arrangement making use of available off-site parking;

(4) The additional parking will provide positive environmental or other benefits to the users of the lot, to the neighborhood and the City which outweigh adverse effects, after consideration of the following: congestion, traffic increases on residential streets, danger to public safety or deterioration of travel conditions for pedestrians, cyclists or users of public transit.

In its decision the Planning Board shall cite evidence supporting its determinations, and may impose such conditions as are necessary to mitigate all negative impacts on the neighborhood and the environment which would otherwise result from the greater allowed amount of parking.

6.35.3 *Parking Analysis*

6.35.31 The purpose of a Parking Analysis is to provide quantitative data to assist a special permit granting authority in considering certain projects. A Parking Analysis shall be submitted where it is specifically required by any provision of this Zoning Ordinance. A special permit granting authority may also request that elements of a Parking Analysis be provided when considering a project that proposes a deviation from parking requirements specified in the Zoning Ordinance or an increase in development density above the maximum allowed as-of-right under base zoning regulations.

6.35.32 Where a Parking Analysis is specifically required by any provision of this Zoning Ordinance, the proponent shall first consult with the Traffic, Parking and Transportation Department to determine the scope and methodology of such an analysis. The results of the Parking Analysis shall be included in any Special Permit Application for the project.

6.35.33 For residential projects, a Parking Analysis shall include some or all of the following, with the specific type and level of analysis to be determined by the Traffic, Parking and Transportation Department based on the relevant characteristics of the proposal:

(a) Estimates of the project's parking demand, as evidenced by vehicle ownership rates and peak parking occupancy data for comparable nearby residential projects, resident parking permit and motor vehicle registration data for the area, and/or other indicators of parking demand. These estimates should account for daytime and nighttime parking. Estimates may account for differences in parking demand given the occupancy of units, such as owner-occupied vs. rental units, market-rate vs. below-market-rate units, or elderly-oriented vs. conventional units. Estimates may also account for anticipated vacancy rates.

(b) Maps showing the distance to alternate transportation options in the area, including MBTA rapid transit stations and bus routes, bike facilities, and car-sharing services.

(c) Studies of on-street parking capacity and utilization in the vicinity of the project. Such studies should be conducted at night, and should account for the normal activity hours of other land uses in the area.

(d) Where applicable, inventories and peak occupancy data for nearby off-site parking that will be available to the project's residents or visitors, either on a round-the-clock basis or by way of a shared use arrangement. Private, off-site parking shall only be applicable to the analysis if a long-term leasing arrangement is proposed to be made.

Shared parking arrangements should be studied thoroughly to determine the minimum amount of parking required to satisfy the demand from all proposed land uses during any given time period.

(e) A description of measures that will be implemented to reduce demand for private automobile use, such as the availability of car-sharing programs and/or incentives for residents or employees to walk, bicycle, or use public transportation, and estimates of the anticipated impact of those measures on parking demand.

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. 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.

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)A-4	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
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

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)A-4	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. 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
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]

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)A-4	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)
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
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

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)A-4	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. 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
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

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)A-4	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. 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
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

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)A-4	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.	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
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							

	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)A-4	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)
	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
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.	Outdoor 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]
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]

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)A-4	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)
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
	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

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)A-4	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)
	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
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

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)A-4	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. 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
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

1. Required parking may be reduced if a special permit is granted by the Board of Appeals upon determination that the criteria of Subsection 6.35 will be satisfied.
2. See also Section 11.16.
3. Special permit granting authority may require visitor spaces in excess of the minimum requirement.
4. The requirement for elderly oriented housing may be reduced below the requirement specified in the table but not below one space per four dwelling units.
5. Additional parking spaces shall be provided for public restaurants in excess of two thousand (2000) square feet for a hotel or motel containing up to one hundred (100) rooms, in excess of five thousand (5000) square feet for one containing between one hundred and one (101) rooms and two hundred and fifty (250) rooms, and eight thousand (8,000) square feet in one containing more than two hundred and fifty (250) rooms. The number of such spaces shall equal fifty (50) percent of the requirement for such uses specified in Subsection 6.36.5. Additional parking spaces shall also be provided for function rooms in an amount equal to one space per three hundred (300) square feet of floor area contained in such rooms.
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.
7. The required number of spaces shall be reduced by not more than fifty (50) percent if the place of worship is located within five hundred (500) feet of any public parking facility or any other parking facility where an equivalent number of spaces are available without charge during the time of services.
8. The requirement for areas devoted to fabrication shall be based on the parking requirement for the applicable industrial use category listed in Subsection 6.36.7 or 6.36.8.
9. This requirement shall not apply to accessory employee cafeterias.
10. A queue line for five (5) cars shall be provided for each window, bay, or other service providing unit. Such unit shall not block any parking spaces and shall be in addition to other applicable requirements.
11. A queue line for three (3) cars or comparable loading or live parking area shall also be provided for dropping off and picking up students.
12. Providing that the establishment is located in a structure also containing nonretail uses, and that no establishment shall exceed two thousand five hundred (2,500) square feet of gross floor area.
13. In Residence C, C-1, C-2, C-2A, C-2B, C-3, C-3A districts the amount of parking required for this use may be reduced at the discretion of the Board of Zoning Appeal in accordance with Section 4.28.
14. No accessory parking or loading shall be required for any permitted nonresidential use in Business A-3 district.
15. Also see Subsection 6.107.4 regarding bicycle parking for Open-Air Uses.

6.37 *Bicycle Parking. Refer to Section 6.100.*

6.40 DESIGN AND MAINTENANCE OF OFF STREET PARKING FACILITIES

6.41 *Purpose.* The regulations governing the design and maintenance of off street parking facilities are intended to protect the health, safety and welfare of the users of the parking facility and of abutting properties, including pedestrians and motorists. Therefore, the regulations herein provide for internal and perimeter landscaping, planting, walls, fences and other improvements to reduce noise, glare or reflection from autos, lights, fumes and the like, and minimum standards for parking space and aisle dimensions to ensure safe traffic circulation within the parking facility and from entrances and exits.

6.42 *Dimensions for Off Street Parking Spaces.* The minimum dimensions for off street parking spaces, exclusive of drives and maneuvering spaces, shall be as follows:

Space	Equivalent 90° Width	Equivalent 90° Depth	Vertical Clearance	Minimum Angel of Parking	Width of Aisles
Regular	8 1/2 feet	18 feet	7 1/2 feet	60°	22 feet
Compact Car	7 1/2 feet	16 feet	7 1/2 feet	60°	20 feet
Handicapped	12 feet	18 feet	7 1/2 feet	60°	22 feet

6.43 *Access for Off Street Parking Facilities.* Off street parking facilities shall have maneuvering areas and appropriate means of vehicle access to a street and shall be so designed as not to constitute a nuisance, hazard, or unreasonable impediment to traffic.

6.43.1 All parking spaces within the Business B-1 and Business B-2 districts shall be both covered and enclosed. All vehicle access for office and retail uses in those districts shall be from Massachusetts Avenue or from a side street perpendicular to it that will allow traffic flow toward Massachusetts Avenue. The open area of any lot in the Business B-1 and Business B-2 districts devoted to vehicular movements such as driveways shall be not more than the minimum necessary for vehicular access to covered and enclosed parking.

6.43.2 The layout of parking spaces shall permit entering and exiting without moving any other vehicles parked in other spaces except where more than one space is provided for any dwelling unit, such spaces may be located in tandem to the required parking spaces for that dwelling unit.

6.43.3 Curb cuts for off street parking facilities shall comply with the following standards:

(a) In Residential districts, the maximum width of a curb cut shall be twenty (20) feet at the street line.

(b) In Open Space, Business, Office and Industrial districts, the maximum width of a curb cut shall be thirty (30) feet.

(c) No more than one curb cut per lot for lots with less than one hundred (100) feet of frontage shall be allowed. A maximum of one curb cut for every one hundred (100) feet of street frontage or portion thereof shall be allowed for lots having frontage in excess of one hundred feet.

6.43.4 Driveways for off street parking facilities shall comply with the following standards:

(a) The minimum width for a one way driveway shall be ten (10) feet.

(b) No driveway curb cut shall be located closer than twenty five (25) feet to a street intersection or within fifteen (15) feet of a crosswalk.

(c) The grade and design of any driveway providing access to an off street parking facility shall permit a clear view, to the driver of any car exiting from the facility, of traffic on the street and of pedestrians.

6.43.5 The Board of Zoning Appeal may grant a special permit modifying the provisions of this subsections 6.43 in accordance with the following conditions:

(a) The provisions for layout of parking spaces in paragraph 6.43.2 may be modified where there is a valet parking arrangement for an off street parking facility.

(b) The maximum curb cut width specified in paragraphs 6.43.3 (a) and 6.43.3 (b) may be modified if the Board determines that an increased curb cut width would facilitate traffic and safety.

(c) The maximum of one curb cut for every one hundred (100) feet of street frontage as required in paragraph 6.43.3 (c) may be modified if the Board determines that traffic and safety would be facilitated by exceeding this maximum.

(d) The distance of driveways from street corners or crosswalks as required in paragraphs 6.43.4 (b) may be modified if the Board determines that an alternate arrangement would better facilitate traffic and safety.

6.43.6 The Board of Zoning Appeal may grant a special permit authorizing owners of adjacent properties to establish common driveways under mutual easements but such special permit shall not become effective until an appropriate easement has been duly recorded at the Middlesex County Registry of Deeds.

6.44 *Layout of Off Street Parking Facilities.* Any parking facility located within a structure, unless it is completely underground, must conform to the yard requirements for the zoning district in which it is located. On grade, open parking spaces may be located in required yards only as provided in this Subsection 6.44.

6.44.1 Setbacks for on grade open parking facilities shall be provided as follows:

(a) No on grade open parking space shall be located within ten (10) feet of that portion of a building wall containing windows of habitable or occupiable rooms at basement or first story. However, on grade open parking spaces serving one, two, or three family dwellings may be located within five (5) feet of that portion of such building wall.

(b) Except for one, two, or three family dwellings existing at the time of the effective date of this Ordinance or amendment thereto, no on grade open parking space or driveway shall be located within five (5) feet of any side or rear property line.

(c) No on grade open parking space shall be located within a required front yard setback

(d) The area between the required parking setback line and the building or lot line shall be landscaped and maintained in accordance with the requirements of Subsection 6.48.

(e) No on grade open parking shall be allowed in a Residence C-2A district within one hundred and twenty five (125) feet of a Residence A-1, A-2, B, C, C-1, C-2, or C-2B District.

(f) In an Industry C district, no parking lot shall be located within fifty (50) feet of a residential district or within twenty five (25) feet of an open space district, a park or public recreation area or the right of way of a designated parkway.

(g) The Board of Zoning Appeal may grant a special permit to allow for modification of the requirements in 6.44.1 (a) or (b) if site specific factors favor such modification.

6.44.2 All roads, streets, alleys, sidewalks and other public rights of way and all landscaped areas shall be protected from vehicular overhang by wheel bumpers, curbs or other suitable method except those off street parking facilities provided for one, two or three family dwellings.

6.44.3 Off street parking facilities shall be marked so as to indicate clearly the space to be occupied by each vehicle, in accordance with the dimensions specified in Subsection 6.42 and including directional arrows and traffic signs as necessary for traffic control. Such markings shall be maintained so as to be plainly visible.

6.45 *Drainage, Surfacing, and Maintenance.* All sections of off street parking facilities which are not landscaped according to the requirements of Subsection 6.48 shall be graded, surfaced (preferably with durable pervious paving materials such as modular paving blocks, bricks or similar materials), and maintained to the satisfaction of the Superintendent of Buildings to the extent necessary to prevent nuisance of dust, erosion, or excessive water flow onto any public way or onto another lot.

6.45.1 A parking space for a one, two, or three family dwelling may consist of two parallel paved strips, each at least eighteen (18) feet long separated by a landscaped area.

6.45.2 Off street parking areas shall be kept plowed, clean and free from rubbish and debris. All fences, barriers, walls, landscaping and lighting shall be maintained and kept repaired or replaced with facilities satisfying the requirements of this Section 6.40.

6.46 *Lighting.* Off street parking facilities which are used at night shall be provided with adequate lighting installed and maintained in such a manner so as not to reflect or cause glare on abutting or facing residential premises nor to cause reflection nor glare which adversely affects safe vision of operators of vehicles moving on nearby streets. A recommended standard for lighting is a minimum intensity of one (1) foot candle on the entire surface of the parking facility.

6.47 *Screening.* Off street parking facilities containing five or more spaces and not in a structure shall be effectively screened from abutting streets and lots. However, such screening shall not obstruct vehicle sight distances, entrances and exits.

6.47.1 Screening shall consist of one or a combination of the following:

(a) A strip at least five (5) feet in width of densely planted shrubs or trees which are at least two (2) feet high at the time of planting and are of a type that may be expected to form, within three (3) years after time of planting, a continuous, unbroken, year round visual screen.

(b) A wall, barrier, or fence of uniform appearance. Such wall, barrier, or fence may be opaque or perforated provided that not more than fifty (50) percent of the face is open. The wall, barrier or fence shall be at least four (4) feet and not more than six (6) feet in height.

6.47.2 The screening as required in this Subsection 6.47 shall be located so as not to obstruct vehicle sight distances, entrances and exits. Such screening shall not be higher than two (2) feet within thirty (30) feet of an intersection or ten (10) feet of a driveway. In no case shall the screening of parking facilities from abutting streets exceed four (4) feet in height.

6.47.3 Every effort shall be made to retain existing trees. Removal of any tree exceeding six (6) inch caliper to accommodate construction of a parking facility is discouraged.

6.47.4 Perimeter landscaping required for screening may include any landscaped yard area otherwise required.

6.47.5 Screening shall be continuously maintained so as to effectively serve the purpose for which it is intended. No advertising devices of any kind shall be allowed on screening.

6.47.6 Screening shall be continuous except for required access.

6.47.7 In residential districts, any on grade, open parking area located in a front yard shall provide a visual definition of the front lot line and separation of public from private space in keeping with the appearance and character of the existing streetscape. Such definition shall be achieved by using a change of ground materials at the front lot line and by installing at least one of the following: fences, plantings, walls, or stone monuments which mark the transitions from street or sidewalk to residential lot.

6.47.8 Screening requirements may be waived in the following cases:

(a) If said parking facility is already effectively screened by an existing building, wall, fence, or hedge on an adjoining lot and within five feet of the common property line, screening shall not be required so long as such adjoining screening is maintained.

(b) If said parking facility is already effectively screened by a natural terrain feature, railroad tracks, or change in grade.

(c) If said parking facility abuts another parking facility under different use or ownership, a landscaped planting strip at least five (5) feet in width may be used in lieu of screening along the common property line.

6.48 *Landscaping.* For the purpose of this Section 6.40, landscaping shall consist of any of the following or combination thereof: grass, ground covers, shrubs, vines, hedges, or trees; and nonliving durable material commonly used in landscaping, such as but not limited to rocks, pebbles or wood chips, but excluding asphalt or concrete. Required screening elements as specified in Subsection 6.47.1(a) and (b) may be allowed in perimeter landscaped areas.

6.48.1 On grade, open parking facilities which contain five (5) or more parking spaces shall be landscaped in accordance with the following requirements:

(a) At least five percent of the interior area of the parking facility shall be landscaped. This does not include the perimeter planting provided for beautification or to satisfy screening requirements.

(b) Each planting area shall be at least twenty five (25) square feet in area and have no dimension less than five feet.

(c) Each planting area shall contain at least one tree and the facility as a whole shall contain at least one tree for every ten parking spaces.

(d) Trees used to satisfy parking lot landscaping requirements shall be a minimum of three (3) inch caliper at planting and shall be suitable for location in parking lots. Recommended species are listed in Section 11.16.4(4)(b).

(e) Existing trees shall be preserved wherever possible.

(f) Existing and new trees shall be protected by bollards, high curbs or other barriers sufficient to minimize damage.

(g) Extensive unbroken paved areas in large on grade open parking facilities shall not be permitted. In parking lots containing twenty five (25) or more spaces, a row shall contain no more than fifteen contiguous parking spaces without a densely planted landscaped buffer of at least the dimensions of one space.

6.48.2 No regular certificate of occupancy shall be issued unless an inspection by a representative of the Inspectional Services Department establishes that the landscaping meets the requirements provided herein. Pending issuance of a regular certificate of occupancy, a temporary certificate may be issued for such period as the Superintendent of Buildings may designate but no longer than one year.

6.49 *Design of Bicycle Parking spaces. Refer to Section 6.100.*

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) loading areas (6.60)

(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.

6.53 The Superintendent of Buildings may forward a copy of the plan indicating off street 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 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 space required or generated by particular use.

6.60 PURPOSE AND INTENT OF LOADING REQUIREMENTS

6.61 It is the intention of this Ordinance that all buildings and uses requiring the delivery of goods as part of their function be provided with necessary space for off street loading.

6.70 APPLICATION OF LOADING REQUIREMENTS

6.71 No application for a permit for the erection of a new building, for the activities described in Subsection 6.12(b) and (c), or for the development of a land use, shall be approved, unless it indicates a plan for off street loading facilities required to comply with the regulations set forth in this Article.

6.72 Where a building existing on the effective date of this Ordinance is altered or extended in such a way as to increase the gross floor area, only the additional gross floor area shall be counted in computing the off street loading requirements.

6.73 Where a building or lot is used by two activities that fall into different loading facility categories under Subsection 6.36, the facilities required shall be the sum of the requirements for the individual loading facility categories, including fractional requirements as specified in Subsection 6.74 of the different categories. Where a building or lot is used by three or more activities that fall into different loading facility categories under Subsection 6.36, the facilities required shall be one half the sum of the requirements for the individual loading facility categories, including fractional requirements as specified in Subsection 6.74 for the different categories.

6.74 The required amount of loading facilities required to serve an institutional use listed in Subsection 6.36.3b may be calculated in aggregate for a use or uses on a lot and any lot contiguous thereto. However, such institutional use shall be located within a five (5) acre area containing one or more lots, contiguous except for streets, owned by a single institution.

6.75 Where the computation of total required loading bays results in a fractional number, only the fraction of one half or more shall be counted as one.

6.80 REQUIRED AMOUNT OF LOADING FACILITIES

6.81 Off street loading facilities shall be provided based on the category of land use and the area of that use.

6.82 The loading facility category shall be as listed in Subsection 6.36. The required number of loading bays shall be determined by the schedule in Subsection 6.83.

6.83 Minimum Number of Off Street Loading Bays

Gross Floor Area (in thousands of square feet)

Loading Facility Category	Area at which First Bay is Required	Area at which Second Bay is Required	Incremental Area for which Each additional Bay is Required Beyond the Second
A	5	40	50
B	10	20	50
C	10	25	40
D	10	40	50
E	10	100	100
F	10	100	200

6.90 LOCATION AND LAYOUT OF LOADING FACILITIES

6.91 Where a building or lot contains uses requiring compliance with loading facility categories C, D, E, and F, the first required bay shall be no less than ten (10) feet in width, thirty (30) feet in length and fourteen (14) feet in height. Each additional required loading bay for categories C, D, E, and F and any loading bay required by categories A and B shall be no less than ten (10) feet in width, fifty (50) feet in length, and fourteen (14) feet in height, such requirements to be exclusive of drives and maneuvering space.

6.92 All loading bays, drives, and a maneuvering space shall located entirely on the lot with immediate and direct ingress to the building intended to be served. A bay need not be enclosed in a structure provided any yard area used as a loading bay shall not infringe on front, side, and rear yard requirements as indicated in Article 5.000. All such facilities shall be designed with appropriate means of vehicular access to a street or alley as well as maneuvering area, and no driveways or curb cuts shall exceed thirty (30) feet.

6.93 Off street loading bays may be enclosed in a structure and must be so enclosed if located within fifty (50) feet of a Residence District where the use involves regular night operation, such as that of a bakery, restaurant, hotel, bottling plant, or similar uses. Any lighting provided shall be install in a manner that will prevent direct light from shining onto any street or adjacent property.

6.94 All accessory driveways and entranceways shall be graded, surfaced, drained and suitably maintained to the satisfaction of the Superintendent of Buildings to the extent necessary to avoid nuisances of dust, erosion, or excessive water flow across public ways.

6.95 Loading facilities shall not be reduced in total extent of usability after their installation, except when such reduction is in conformity with the requirements of the Article. Such facilities shall be designed and used in such a manner as at no time to constitute a nuisance or hazard or unreasonable impediment to traffic.

6.96 Adoption of the Recommendations of the Regional Truck Study dated September 2001.

All trucks 2.5 tons or more in gross weight traveling on streets under the control and jurisdiction of the City of Cambridge are prohibited from using any City streets between the hours of 11:00 p.m. and 6:00 a.m., except for the following signed and designated truck routes or except when a local delivery or pick-up requires traveling off of the following signed and designated truck routes:

Brattle Street between Massachusetts Avenue and Eliot Street;

Eliot Street between Brattle Street and Mount Auburn Street;
Mount Auburn Street between Eliot Street and Massachusetts Avenue;
the entirety of JFK Street

the entirety of Main Street

the entirety of Galileo Galilei Way;

Binney Street between Galileo Galilei Way and Land Boulevard;

the entirety of First Street;
Cambridge Street between First Street and the O'Brien Highway;

Broadway between Galileo Galilei Way and the Longfellow Bridge; and

Vassar Street between Main Street and Massachusetts Avenue.

In addition, the following signed and designated Hazardous Materials (HAZMAT) routes shall be open to Hazardous Material carriers at all times:

the entirety of River Street; and

the entirety of Western Avenue.

All trucks 2.5 tons or more in gross weight traveling on the following streets under the control and jurisdiction of the City of Cambridge are prohibited from using them at all times, except for a delivery or pick-up on these streets:

the entirety of Putnam Avenue;

the entirety of Cardinal Medeiros Avenue; and

the entirety of Warren Street.

Nothing herein shall affect in any way restrictions on trucks currently in effect. Nothing herein shall affect the use of roadways under the control and jurisdiction of the Metropolitan District Commission or any state numbered routes, including the following:

the entirety of Massachusetts Avenue (Route 2A);

the entirety of Peabody Street (Route 2A);

the entirety of the O'Brien Highway (Route 28);

the entirety of Concord Parkway (Route 2);

the entirety of the Alewife Brook Parkway and a portion of Concord Avenue designated as Routes 2, 3 & 16;

the entirety of the Fresh Pond Parkway (Routes 2, 3 & 16);

the entirety of Memorial Drive (Routes 2 & 3);

the entirety of Land Boulevard;

the entirety of Aberdeen Avenue (Route 16); and

portions of Huron Avenue and Mount Auburn Street designated as Route 16.

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.

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:

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. 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.

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.

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 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.

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:

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 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
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

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.

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
R3	Elderly oriented housing, elderly oriented congregate housing	0.05 space per dwelling unit

Category	Included Residential Uses	Min. Short-Term Bicycle Parking Rate
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
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:

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.

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.

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.