REQUEST:

It is proposed to amend Chapters 23.04 and 23.78 of Title 23 (Zoning Ordinance) of the Placentia Municipal Code pertaining to parking structures to allow for the development and construction of parking structures, when applicable, and to reference City Council approved parking structure design regulations to provide development guidelines for construction of such structures.

INTRODUCTION:

The Placentia Municipal Code (PMC) does not contain any references or standards regarding the development of parking structures. Currently, the only parking structures built and/or under construction in the City were done through a development plan review process with no guidelines to assist developers in understanding the City’s needs nor providing staff with a reference in which to gauge proposed structures. With the potential for parking structures to be built in connection with the forthcoming Placentia Metrolink Station and to assist in the revitalization of Downtown Placentia, there is a need to provide for a process in which to follow for the development of any future parking structure in the City.

DISCUSSION:

The Placentia Municipal Code, specifically the Zoning Code (Title 23) is generally considered a document that is antiquated in its planning and development processes. At this time, there is no applicable definition, review process or development standards for parking structures nor does the City have general parking structure design guidelines or regulations in which to convey aesthetic and development features for any proposed parking structures. Parking, to include parking structures, is contained within Chapter 23.78 of the PMC.
The Planning Division began researching other municipal codes related to parking structure designs in early 2010. The City also contracted with a consultant from Walker Parking Consultants in order to put in place an ordinance and set of development guidelines. Through these efforts, and through peer review by other City departments (Engineering and Police), the following ordinance and design regulations are being brought to the Planning Commission for review and recommendation to the City Council. It is desired to have an ordinance and Parking Structure Design Regulation in place prior to the potential development of a parking structure to serve downtown Placentia and the future Placentia Metrolink Station.

The draft parking structure ordinance is meant to be a fairly simple and straightforward ordinance regarding parking structures. The inclusion of design guidelines in the municipal code, however, is not recommended as such guidelines should be based on best practices, current trends in the industry and trade standards such as for lighting. As such, the ordinance references a City Council approved administrative policy on parking structure design regulations. As an exhibit to the administrative policy, a standalone Parking Structure Design Regulation document, will contain current design guidelines. This process provides the design regulations connectivity to the municipal code and the authority necessary to implement them while maintaining the flexibility needed to amend the design regulations in the future through a subsequent single act of the City Council.

The proposed ordinance language states:

“Section 23.04.537 – Parking Structure Defined.

“Parking structure shall mean a building (or part thereof), which is designed specifically to be for motor vehicle parking and where there are a number of floors or levels, either above or below ground level on which parking of motor vehicles shall take place. Parking structure shall not include a grade level parking area for which development standards are set forth in the Zoning or Building Codes.”

“Section 23.78.180 – Parking structures.

“(a) Development Plan Required. Parking structures may be permitted in commercial or industrial zones, specific plan districts or designated overlay zones, subject to the approval of a development plan review application in accordance with Chapter 23.75, Development Plan Review, and any other development applications required by the district in which a parking structure is proposed to be constructed.

“(b) Parking structure design regulations. Parking structures shall comply with the City Council approved Parking Structure Design Regulations for commercial or industrial zones, specific plan districts or designated overlay zones on file with the Department of Development Services.”
Accompanying the ordinance will be a City Council administrative policy (attached) and the Parking Structure Design Regulations (attached). The administrative policy and language within Section 23.78.180 (b) will connect the ordinance and design regulations and provide enforceability and flexibility.

The Parking Structure Design Regulations contain relevant guidelines to include aesthetic as well as industry standards such as interior lighting requirements. Other factors, such as floor treatments, landscaping, interior and exterior treatments, drive aisle and parking aisle length are also contained in the Regulations.

The Development Plan Review process required by the ordinance includes a public hearing before the Planning Commission. The public hearing allows the Planning Commission to make a finding of conformity with the district in which the structure is proposed and allows the Planning Commission to add further conditions of approval if so desired.

**RECOMMENDATION:**

City Planning Division is recommending approval of Resolution PC-2010-13 and recommendation of Amendment 2010-03 to the City Council.

**ENVIRONMENTAL ANALYSIS:**

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require the Planning Commission to consider the potential environmental impacts of the proposed application. Section 15061(b)(3), the general rule exemption, states that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment that the activity is not subject to CEQA. The consideration and recommendation of the draft ordinance by the Planning Commission will not have an effect on the environment. The recommended action is a policy change. If enacted, individual projects brought forward through the development plan review process will be assessed for environmental impacts and mitigated, if required, accordingly.

**ACTION:**

Adopt Resolution No. PC-2010-13 and recommend approval of Amendment 2010-03 to the City Council.

Prepared and submitted by: Reviewed by:

____________________________   __________________________
Kenneth A. Domer     Monique B. Schwartz
Assistant City Administrator     Associate Planner, Development Services

**Attachments:**

Attachment A: Resolution No. PC-2010-13
Attachment B: Draft Ordinance 0-2010-___
RESOLUTION NO. PC-2010-13
AMENDMENT NO. 10/03

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF PLACENTIA RECOMMENDING THE
CITY COUNCIL ADOPT AN ORDINANCE (AMENDMENT
NO. 10/03) AMENDING CHAPTERS 23.04 AND
23.78 OF TITLE 23 (ZONING ORDINANCE) OF THE
PLACENTIA MUNICIPAL CODE PERTAINING TO PARKING
STRUCTURES AND PARKING STRUCTURE DESIGN REGULATIONS.

A. Recitals.

(i) On September 14, 2010, this Planning Commission
conducted a duly noticed public hearing, as required by
law, to consider Amendment No. 10/03 with said public
hearing having been concluded prior to adoption of this
Resolution.

(ii) This Planning Commission has reviewed and
considered all elements of proposed Amendment No. 10/03,
including written staff reports and verbal testimony
presented during the above-referenced public hearing.

(iii) All legal prerequisites to the adoption of
this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, the Planning Commission of the City of
Placentia does hereby find, determine, and resolve as
follows:

1. This Commission hereby specifically finds that
all the facts as set forth in the Recitals, Part A, of this
Resolution are true and correct.

2. This Commission finds, and recommends the City
Council find, that Amendment No. 10/03 is in conformance
with the Placentia General Plan.

3. This Commission finds, and recommends the City
Council find, that Amendment No. 10/03 specified within the
proposed Ordinance attached hereto as “Exhibit A” and made
a part hereof, will promote the orderly development of the
City, with relation to parking structures and the public
health, safety and welfare.
4. This Commission finds, and recommends the City Council find, that Amendment No. 10/03 will not have a detrimental effect upon land available for housing within the City.

5. Amendment No. 10/03 responds to requirements of State and other laws, and provides findings, definitions, procedures and standards which support proactive land use activities related to parking structures within the City.

6. Amendment No. 10/03 promotes implementation of the goals and policies set forth in the General Plan and Redevelopment Guidelines.

7. Amendment No. 10/03 will not be (a) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the City, or (b) injurious to property or improvements within the neighborhood of the proposed amendment or within the City. Amendment No. 10/03 allows for greater understanding by developers of the City’s requirements for parking structure development and provides flexibility in achieving design regulations related to individually sited parking structures, thereby reducing the cost of development and granting clarity to those proposing to develop such structures.

8. The Planning Commission hereby makes, and recommends the City Council make, the following finding: Pursuant to the provisions of Section 15061(b)(3) of Division 6 of Title 14 of the California Code of Regulations, it can be seen with certainty that there is no possibility that the amendments set forth through Amendment 10/03 may have a significant effect on the environment and said amendments are therefore not subject to the requirements of the California Environmental Quality act, as amended.

9. The Planning Commission hereby recommends that, upon adoption of Amendment No. 10/03, a Notice of Exemption be filed with the Orange County Clerk/Recorder, as required by law.

10. This Commission finds, and recommends the City Council find, that the facts supporting the above specified findings are contained in the staff report and exhibits,
and information provided to this Planning Commission during the public hearing conducted with respect to Amendment No. 10/03.

11. This Commission hereby recommends that the City Council of the City of Placentia approve Amendment No. 10/03 as set forth in “Exhibit A” attached hereto.

12. The Secretary of this Commission shall:

   a. Certify to the adoption of this Resolution; and

   b. Forthwith transmit a certified copy of this Resolution to the City Council of the City of Placentia together with all documents prepared with respect to these considerations and transcripts of any and all hearings conducted with respect to the Ordinance recommended for approval herein.

PASSED AND ADOPTED this 14th day of September, 2010, by the following vote:

AYES:       COMMISSION MEMBERS:

NOES:       COMMISSION MEMBERS:

ABSENT:     COMMISSION MEMBERS:

ABSTAINED:  COMMISSION MEMBERS:

________________________________________
Chairman

ATTEST:

________________________________________
Secretary

APPROVED AS TO FORM

ANDREW V. ARCZYNSKI,
CITY ATTORNEY
ORDINANCE NO. O-2010-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF PLACENTIA AMENDING CHAPTERS 23.04 AND
23.78 OF TITLE 23 (ZONING ORDINANCE) OF THE
PLACENTIA MUNICIPAL CODE PERTAINING TO PARKING
STRUCTURES AND PARKING STRUCTURE DESIGN REGULATIONS

[Zoning Code Amendment 10-03]

City Attorney’s Summary

This Ordinance amends Chapters 23.04 and 23.78 of Title 23 (Zoning Ordinance) of the Placentia Municipal Code pertaining to parking structures to allow for the development and construction of parking structures, when applicable, and requiring the establishment of City Council approved parking structure design regulations to provide development standards for construction of such structures.

A. Recitals.

(i) On September 14, 2010, the Planning Commission of the City of Placentia conducted, and concluded, a duly noticed public hearing, as required by law, to amend Chapters 23.04 and 23.78 of Title 23 of the Placentia Municipal Code to allow for the development and construction of parking structures and requiring the establishment of parking structure design regulations to provide development standards for construction of such structures and recommended adoption of this Ordinance to the City Council [Zoning Code Amendment 10-03].

(ii) This City Council has reviewed and considered all elements of amendments to the Zoning Code as recommended by the Planning Commission, including written staff reports and verbal testimony presented during a duly noticed public hearing, which hearing was concluded prior to the adoption of this ordinance.

(iii) All legal prerequisites to the adoption of this Resolution have occurred.

B. Ordinance.

NOW, THEREFORE, the City Council of the City of Placentia does hereby find, determine and ordain as follows:
SECTION 1. In all respects, as set forth in the Recitals, Part A, of this Ordinance.

SECTION 2. The City Council hereby finds and certifies that the amendments, and the Regulations set forth in Policy No. PM 724 adopted concurrently herewith, set forth below have been reviewed and considered in accordance with the provisions of the California Environmental Quality Act of 1970, as amended, the Guidelines promulgated thereunder and City Guidelines and, further, finds that it can be seen with certainty that there is no possibility that the amendments set forth below may have a significant effect on the environment and said amendments are therefore not subject to the requirements of the California Environmental Quality act pursuant to the provisions of Section 15061(b)(3) of Division 6 of Title 14 of the California Code of Regulations.

SECTION 3. Chapter 23.04 of Title 23 of the Placentia Municipal Code, hereby is amended by the addition of § 23.04.537 to read, in words and figures, as follows:

“Section 23.04.537 - Parking Structure Defined.

“Parking structure shall mean a building (or part thereof), which is designed specifically to be for motor vehicle parking and where there are a number of floors or levels, either above or below ground level on which parking of motor vehicles shall take place. Parking structure shall not include a grade level parking area for which development standards are set forth in the Zoning or Building Codes.”

SECTION 4. Chapter 23.78 of Title 23 of the Placentia Municipal Code, hereby is amended by the addition of § 23.78.180 (9) to read, in words and figures, as follows:

“Section 23.78.180 - Parking structures.

“(a) Development Plan Required. Parking structures may be permitted in commercial or industrial zones, specific plan districts or designated overlay zones, subject to the approval of a development plan review application in accordance with Chapter 23.75, Development Plan Review, and any other development applications required by the district in which a parking structure is proposed to be constructed.
“(b) Parking structure design regulations. Parking structures shall comply with the City Council approved Parking Structure Design Regulations for commercial or industrial zones, specific plan districts or designated overlay zones on file with the Department of Development Services.”

SECTION 5. Penalty for Violation.

It shall be unlawful for any person, firm, partnership or corporation to violate any provision or to fail to comply with any of the requirements of this Ordinance hereby adopted. Any person, firm, partnership or corporation violating any provision of this Ordinance or failing to comply with any of its requirements shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine not exceeding One Thousand Dollars ($1,000.00), or by imprisonment not exceeding six (6) months, or by both such fine and imprisonment. Each and every person, firm, partnership, or corporation shall be deemed guilty of a separate offense for each and every day or any portion thereof during which any violation of any of the provisions of this Ordinance is committed, continued or permitted by such person, firm, partnership or corporation, and shall be deemed punishable therefor as provided in this Ordinance.

SECTION 8. Civil Remedies Available.

The violation of any of the provisions of this Ordinance hereby adopted shall constitute a nuisance and may be abated by the City through civil process by means of restraining order, preliminary or permanent injunction or in any other manner provided by law for the abatement of such nuisances.


The City Council declares that, should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

SECTION 10. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and
posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after passage.

    PASSED and ADOPTED this __ day of __________, 2010.

    ________________________________
    JOSEPH V. AGUIRRE, MAYOR

    ATTEST:

    ________________________________
    PATRICK J. MELIA, CITY CLERK

I, PATRICK J. MELIA, City Clerk of the City of Placentia, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council held on the _____ day of ______, 2010 and was finally adopted at a regular meeting held on the _____ day of _____, 2010, by the following vote:

    AYES: COUNCILMEMBERS:

    NOES: COUNCILMEMBERS:

    ABSENT: COUNCILMEMBERS:

    ABSTAIN: COUNCILMEMBERS:

    ________________________________
    PATRICK J. MELIA, CITY CLERK

APPROVED AS TO FORM

    ________________________________
    ANDREW V. ARCZYNSKI,
    CITY ATTORNEY

Ordinance No. O-2010-  4
Page 4 of 4
PARKING STRUCTURE DESIGN REGULATIONS

Definition

*Parking structure* shall mean a building (or part thereof), which is designed specifically to be for motor vehicle parking and where there are a number of floors or levels, either above or below ground level on which parking of motor vehicles shall take place. *Parking structure* shall not include a grade level parking area for which development standards are set forth in the Zoning or Building Codes.

Review Procedures

Parking structures may be permitted in commercial or industrial zones, specific plan districts or designated overlay zones, subject to the approval of a development plan review application in accordance with Chapter 23.75, Development Plan Review, and any other development applications required by the district in which a parking structure is proposed to be constructed.

Parking Structure Design Regulations

Parking Structures shall comply with the design regulations set forth in Exhibit “A” to this Policy.
CITY OF PLACENTIA
PARKING STRUCTURE DESIGN REGULATIONS

August 26, 2010
by the Planning Commission
September XX, 2010
Approved by City Council
October XX, 2010
Resolution R-2010-XX
General Design Regulations

The design of parking structures is an important consideration in the overall visual quality of the City of Placentia. The design regulations contained herein are intended to assure that parking structures incorporate design features which make them more attractive and blend them into the surrounding streetscape and natural landscape. The General Design Regulations are meant to guide proposed developers and assist City Staff in reviewing potential parking structures. The General Design and Specific Regulations may be enhanced with further location specific requirements through the Development Plan Review process. In general, parking structures should:

- Conceal views of motor vehicles parking in the parking structures through a combination of visual barriers, planting or other means; open-sided facilities, which allow complete views of parking motor vehicles, are not permitted,

- Articulate the building elevations of the parking structure visible from public streets; such articulation may consist of indentations in the parking structure, changes in color, addition of applied elements to the surface of the parking structure, or other devices, including the provision of a landscape buffer with a minimum width of 10 feet.

- In commercial areas include commercial or retail space at-grade to facilitate a more vibrant and animated streetscape.

- Construct parking structures of concrete or masonry materials that are predominantly light in color.

- Consider adding planters or allowing climbing-type vines to grow on the surfaces of parking structures on building elevations that face public streets.

- Consider stepping back parking structures above the fourth level on building elevations adjacent to a public street, when such structure exceeds four levels in height. If a parking structure has frontage adjacent to two or more public streets, consider stepping the structure back on the street with the highest traffic volume.

- Consider creating openings in the upper decks that allow light to lower levels for parking structures that only one or two levels above grade and permit trees to be planted on the grade under the openings that, when mature, will extend above the parking structure.

- Parking levels may be stepped or terraced to visually soften the overall mass of the parking structure.
Parking structure façade articulation should:
- create a sense of order through play of light, shadow and texture
- minimize horizontal or vertical banding by balancing both horizontal and vertical elements
- use openings, columns and beams to visually segment exterior surface and provide scale
- spandrels are to be level and uniform when feasible
- differentiate pedestrian and vehicular entrances
- façade openings should be designed so that at a minimum, the top of the headlights of parked vehicles are masked from horizontal view at every level.

Pedestrian and vehicular entrances shall be clearly identified and easily accessible to minimize pedestrian/vehicular conflict.

Parking structure façade should reflect a coordinated design concept that is complimentary with adjacent buildings, including portrayal of building function, structure and scale. Appropriate treatments include:
- straightforward geometry, functional design
- expression of structure with columns and beams
- unity and scale reinforced through an integrated grid module
- delineation of floor levels and structure
- surface delineation through use of reveals, mullions and recesses

Details should reinforce overall design unity, interest and scale. Appropriate treatment include:
- coordinated mullions and details
- delineation and alignment of structural connections
- finishes commensurate with building materials
- coordinate entry spaces and landscaping

Street facades should be designed to be visually interesting and screen parked motor vehicles from exterior views.

Landscape zones on the street level adjacent to the parking structure should be created for buffer and aesthetic purposes.
Specific Design Criteria

Unless otherwise directed as a Condition of Approval through the Development Plan Review process, Parking Structures in all districts shall adhere to the following specific design criteria:

(a) Development Plan Requirement. Parking structures may be permitted in Commercially or industrially-designated zones, subject to the approval of a development plan review application in accordance with Chapter 23.75, Development Plan Review, and any other development applications required by the district in which a parking structure is proposed to be constructed.

(b) Maximum Parking Aisle Length. 450 feet shall be the maximum length of a parking aisle without being intersected by another parking aisle or driveway.

(c) Support Posts or Other Obstructions. No curbs, walls, posts or other obstructions may be placed within 12 inches of any parking stall. However, support posts may be allowed to obstruct along the front of the parking stall by no more than two (2) feet.

(d) Mirrors for Sight Distance. Blind corners shall be provided with viewing mirrors maintained in a position and condition to provide adequate sight distance.

(e) Interior Treatment. The interior treatment shall include a coordinated interior sign program designed to identify parking levels and locate stairwells, elevators, telephones, exits and other interior features and improvements. Refer to the Parking Structure Design Regulations for additional detail.

(f) Exterior Treatment. Exterior treatment of structures should adhere to the General Regulations unless otherwise conditioned or approved by the Director.

(g) Landscaping. Landscaping features around the parking facility enhance its appearance and should be incorporated into the surrounding area. Flower beds, shrubbery, and gross plots should be well tended. Landscaping should be performed judiciously so as not to provide hiding places and reduce security requirements.

(h) Lighting. Lighting for the top deck of a parking structure shall be energy-efficient, low level and directed so as not to spill beyond the surface deck. In general, the Dark Sky Association’s model lighting ordinance (MLO) should be consulted for issues related to light trespass.

(i) Lighting in General. Adequate lighting shall be provided for all parking structures in accordance with the following provisions:
Prior to construction of a parking structure, a lighting plan shall be submitted identifying the type, location and height of proposed lighting fixtures, with an associated photometric analysis showing lighting illumination levels and spillover. Any lighting plan should conform to the Illuminating Engineering Society of North America (IESNA) regulations for parking facilities. The current recommended practice is *RP 20-98 Lighting for Parking Facilities*, unless updated and approved by the Director.

**Floor Treatment.** Parking structures shall include a swirl finish or other equivalent treatment to minimize tire squeal.

**Driveway Width.** Any driveway providing access to a parking structure shall have a minimum width of 24 feet. If a toll or fee booth is located in the driveway area, the driveways on either side of the toll or fee booth shall have a width of 10 feet.

**Increase in Parking Stall Width.** Where the side of the parking space abuts a building, fence, wall, or other obstruction, provide a minimum one (1) foot distance between the parking space and the obstruction.

**Minimum Floor Heights.** The minimum height from the floor to the lowest ceiling structure, support beam or overhead fixture, such as a conduit, pipeline, signage, lighting, or any other obstruction mounted on the ceiling shall follow the California Building Code (CBC) standards:

1. 8 feet, 2 inches for areas providing ADA accessible parking; or
2. 7 feet for all other parking areas; or
3. As determined by the decision-making authority for providing appropriate access to loading areas.

<table>
<thead>
<tr>
<th>Area</th>
<th>Minimum Horizontal Illuminance (^2) lux (fc)</th>
<th>Maximum Max-to-Min Ratio</th>
<th>Minimum Vertical Illuminance (^3) lux (fc)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic (^1)</td>
<td>10 (1.0)</td>
<td>10:1</td>
<td>5 (0.5)</td>
</tr>
<tr>
<td>Ramps (^4)</td>
<td>Day (^5) 20 (2.0)</td>
<td>10:1</td>
<td>10 (1.0)</td>
</tr>
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<td></td>
<td>Night 10 (1.0)</td>
<td>10:1</td>
<td>5 (0.5)</td>
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<tr>
<td>Entrance Areas</td>
<td>Day (^5) 500 (50)</td>
<td>10:1</td>
<td>250 (25)</td>
</tr>
<tr>
<td></td>
<td>Night 10 (1.0)</td>
<td>10:1</td>
<td>5 (0.5)</td>
</tr>
<tr>
<td>Stairways</td>
<td>20 (2.0)</td>
<td></td>
<td>10 (1.0)</td>
</tr>
</tbody>
</table>

1 = Typical conditions  
2 = Measured on the parking surface without any shadowing effects.  
3 = Measured 1.5m above parking surface at point of lowest horizontal illuminance (not including points on the boundaries facing outward.)  
4 = Applies to clearway ramps (no adjacent parking) but not to sloping floor designs.  
5 = Daylight may be considered in the design calculation.
(n) **Parking Floor and Ramp Grades.** The parking areas of sloped floor parking structures shall not exceed a grade of 5 percent. The grade of a straight internal ramp shall not exceed 16 percent. The grade of a circular ramp shall not exceed 15 percent, as measured at the inside lane of a circular ramp.

(o) **Ramp Transitions.** All ramps with greater than 10 percent grade shall be provided with transition zones at the top and bottom of the ramp. Ramps with a grade of greater than 10 percent shall have a transition zones at least 10 feet in length. The grade of a transition zone shall not exceed ½ the grade of the ramp it serves. Ramps with a grade of 10 percent or less do not require a transition zone.

(p) **Ramp Width.** A straight one-way ramp shall be at least 14 feet in width. A two-way ramp shall be at least 23 feet in width. The minimum turning radius of a circular ramp, measured at the outside front wheel, shall be 30 feet.

(q) **Elevators.** Parking structures of three (3) stories or more shall incorporate at least one passenger elevator to meet ADA accessibility requirements. The total number of elevators required should be determined by a flow capacity analysis based on peak hour loading and speed/type of elevator.

(r) **Access.** Vehicular entrances on designated main streets are not encouraged unless site constraints or pre-existing conditions make it impossible to access the parking from a secondary street. Vehicular entrances on main streets exceeding a total of 30 feet width should be avoided.

(s) **Setbacks.** Parking structures shall adhere to the base zone’s setback standards unless otherwise approved by the Planning Commission with findings supporting a reduced setback.

(t) **Pedestrian Entrances.** Pedestrian entrances to all parking lots and structures shall be directly from a frontage line so the street frontage is active with pedestrians. Only underground parking structures may be entered by pedestrians directly from a building.

(u) **Bicycle Parking.** Bicycle parking shall be located on site or within 250 feet of the site. All publicly accessible parking structures shall provide one bicycle parking space per 20 vehicle spaces. At least 50% of the long-term bicycle parking must be enclosed and accessible to designated users, i.e. residents, employees, or in the case of public parking garages, available to the general public for parking. Spaces that are not enclosed must have access to a securely anchored rack to which the bicycle frame and at least one wheel can be locked.

(v) **Restrictions.** Additional size, design, and access restrictions may be required by the decision making authority.