

The property is within a quarter of a mile walking distance to a high frequency transit route that provides service intervals of fifteen minutes or less during peak periods. This measurement shall be made along standard pedestrian routes from the property.

(C) Religious Assemblies: The city manager may reduce the amount of required parking to permit additional floor area within the assembly area of a religious assembly which is located within three hundred feet of the Central Area General Improvement District if the applicant has made arrangements to use public parking within close proximity of the use and that the building modifications proposed are primarily for the weekend and evening activities when there is less demand for use of public parking areas.

(4) Limiting Factors for Parking Reductions: The city manager will consider the following additional factors to determine whether a parking reduction under this section may be appropriate for a given use:

(A) A parking deferral pursuant to subsection (e) of this section is not practical or feasible for the property.

(B) The operating characteristics of the proposed use are such that granting the parking reduction will not cause unreasonable negative impacts to the surrounding property owners.

(C) The parking reduction will not limit the use of the property for other uses that would otherwise be permitted on the property.

(5) Parking Reduction With a Concurrent Use Review: If a proposed use requires both a review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981, and a parking reduction pursuant to this subsection, the parking reduction shall be considered in conjunction with the use review decision and not before. The approving authority and process for the parking reduction shall be the same as for the use review.

(g) Bicycle Parking:

(1) Required Bicycle Spaces: Bicycle parking spaces must be provided as required by Table 9-8 of this section.

TABLE 9-8: OFF-STREET BICYCLE PARKING REQUIREMENTS

<i>Use Type - based on Table 6-1 of Section <u>9-6-1</u></i>	<i>Minimum Number of Off-Street Bicycle Spaces</i>	<i>Long-Term</i>	<i>Short-Term</i>
Residential Uses			

Dwelling units ^(a) with a private garage ^(b)	no requirement	n/a	n/a
Dwelling units without a private garage ^(b)	2 per unit	75%	25%
Accessory dwelling units	no requirement	n/a	n/a
Group living - fraternities, sororities, and dormitories, boarding houses, transitional housing	1 per 3 beds	75%	25%
Group living - all others	1 per 5 beds	75%	25%
Public and Institutional Uses			
Daycare centers, home daycares	Determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	50%	50%
Public and private elementary, middle, and high schools	5 per classroom	50%	50%
Public and private colleges and universities	5 per classroom	50%	50%
Hospitals	1 per 1,500 square feet of floor area, minimum of 4	75%	25%

Open space, park, and recreation uses	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Religious assemblies	The greater of 1 per 15 seats or 1 per 150 square feet of assembly area	25%	75%
All other public and institutional uses	1 per 1,500 square feet of floor area, minimum of 4	50%	50%
Commercial Uses			
Restaurants, brewpubs, and taverns	1 per 750 square feet of floor area, minimum of 4	25%	75%
Bed and breakfasts, hostels, and hotels or motels	1 per 3 guest rooms, minimum of 4	50%	50%
All other food, beverage, and lodging uses	1 per 1,500 square feet of floor area	25%	75%
Mobile food vehicle and temporary events	no requirement	n/a	n/a
Office uses	1 per 1,500 square feet of floor area, minimum of 4	75%	25%

Campgrounds, outdoor recreation or entertainment, indoor athletic facilities	1 per 750 square feet of floor area; requirements for outdoor uses are determined through review: parking needs of use must be adequately served through on- or off-street parking, minimum of 4	25%	75%
Financial institutions	1 per 1,500 square feet of floor area, minimum of 4	75%	25%
Service uses and retail sales uses	1 per 750 square feet of floor area, minimum of 4	25%	75%
Vehicle-related uses and all other commercial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Industrial Uses			
Industrial uses	1 per 1,125 square feet of associated office space or production areas	25%	75%
Agriculture & Natural Resource Uses			
Agriculture & Natural Resource Uses	no requirement	n/a	n/a
Other Uses Not Listed in Table 9-8			
Other uses not listed in Table 9-8	1 per 1,500 square feet of floor area, minimum of 4	50%	50%

Footnotes to Table 9-8, Off-Street Bicycle Parking Requirements:

- (a) For purposes of this Table 9-8, the "dwelling units" subcategories include all types of residential uses listed in Table 6-1, Use Table, of Section 9-6-1, "Schedule of Permitted Uses," B.R.C. 1981, except those separately listed in Table 9-8.
- (b) Private garage, for purposes of this table, means a building or indoor space that is associated with an individual dwelling unit for purposes of parking or keeping a motor vehicle, is fully enclosed, and has a secure door.
- (2) Bicycle Facilities: Both bicycle lockers and racks shall:
 - (A) Provide for storage and locking of bicycles, either in lockers or medium-security racks or equivalent installation in which both the bicycle frame and the wheels may be locked by the user.
 - (B) Be designed so as not to cause damage to the bicycle.
 - (C) Facilitate easy locking without interference from or to adjacent bicycles.
 - (D) Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws.
 - (E) Be consistent with their environment in color and design and be incorporated whenever possible into building or street furniture design.
 - (F) Be located in convenient, highly visible, active, well-lighted areas but not interfere with pedestrian movements.
- (3) Short-Term Bicycle Parking: Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors. Short-term bicycle parking shall be located:
 - (A) On the public access level;
 - (B) Within fifty feet of the main building entrances; and
 - (C) Outside the building.
- (4) Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and weather protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. Long-term bicycle parking shall meet the following standards:
 - (A) Long-term bicycle parking is required to be covered and shall include use of one of the following:
 - (i) A locked room;
 - (ii) An area enclosed by a fence with a locked gate;
 - (iii) An area within view of an attendant or security guard or monitored by a security camera; or

- (iv) An area visible from employee work areas.
 - (B) The bicycle parking area shall be located on site or in an area within three hundred feet of the building it serves.
 - (C) Adequate lighting shall be provided for the bicycle parking area and the route to the building entrance.
 - (D) The bicycle parking area shall include adequate clearance around racks or lockers to give cyclists room to maneuver, and to prevent conflicts with pedestrians or parked cars.
 - (E) If the bicycle parking is provided in an auto parking garage, the bicycle parking spaces shall be clearly marked as such and shall be separated from auto parking.
- (5) Bicycle Rental Stations. Bicycle rental stations that have permission to locate on public property or private property shall post signs with the following information:
- (A) Location of the station on a map of the area;
 - (B) Name of the station if applicable;
 - (C) Traffic law information that the city manager may require, including information about areas where riding bicycles on sidewalks is permitted or prohibited; and
 - (D) Sponsor identification or logo, if applicable, that meets the requirements of Subsection 8-6-11(b), B.R.C. 1981. The sign permitting requirements in Section 9-9-21, "Signs," B.R.C. 1981, do not apply to any such sponsor identification or logo.
- (6) Parking Reductions and Modifications for Bicycle Parking. Upon submission of documentation by the applicant of how the project meets the following criterion, the approving agency may approve reductions to the minimum number of off-street bicycle parking or modifications to the ratio of long-term and short-term bike parking requirements of Table 9-8 if it finds that the long-term and short-term bicycle parking needs of the use will be adequately accommodated through on-street parking or off-street parking.
- (7) Parking Study: At the discretion of the city manager, a parking study may be required to demonstrate that adequate parking is provided either for parking provided per Boulder Revised Code requirements or in conjunction with a parking reduction request. The scope of a parking study may consist of analysis of any or all of the following factors: joint use of parking areas, peak parking demand for each land use, unusual parking demand based on type of land use, availability of nearby on-street parking, vicinity of high frequency transit, and Institute of Transportation Engineers Parking Generation estimates.
- (h) Parking and Storage of Recreational Vehicles: No person shall park, store, or use a travel trailer, tent trailer, pickup camper or coach, motorized dwelling, boat and boat trailer, snow vehicle, cycle trailer, utility trailer and van, horse trailer or van, or similar vehicular equipment in a residential district unless the following requirements are met:

- (1) Such vehicular equipment is stored or parked on private property no closer than eighteen inches to any proposed or existing public sidewalk and so as not to project into the public right-of-way;
 - (2) On corner lots, any such vehicular equipment that exceeds thirty-six inches in height is not parked in the triangular area formed by the three points established by the intersection of property lines at the corner and the points thirty feet back from this intersection along each property line;
 - (3) No travel trailer, tent trailer, pickup camper or coach, motorized dwelling or van is used for the conduct of business or for living or housekeeping purposes except when located in an approved mobile home park or in a campground providing adequate sanitary facilities;
 - (4) Any travel trailer, tent trailer, detached pickup camper or coach, boat and boat trailer, cycle trailer, utility trailer and van, horse trailer and van parked or stored out-of-doors is adequately blocked or tied down or otherwise secured so that such vehicle does not roll off the lot and is not moved about by high winds; and
 - (5) No vehicular equipment regulated by this section is stored out-of-doors on a residential lot unless it is in condition for safe and effective performance of the functions for which it is intended.
- (i) Parking Costs Separated From Housing Costs in New Residential Buildings: In the RH-7 and MU-4 zoning districts, all off-street parking spaces accessory to residential uses in new structures of ten dwelling units or more, or in new conversions of nonresidential buildings to residential use of ten dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Parking spaces that are unused or unsold with a residential unit may be leased or otherwise permitted to be used by persons who are not residents, tenants, or visitors to the property.

Ordinance Nos. 7484 (2006); 7522 (2007); 7568 (2007); 7577 (2007); 7589 (2008); 7597 (2008); 7646 (2009); 7655 (2009); 7681 (2009); 7777 (2011); 7850 (2012); 7878 (2012); 7938 (2013); 8005 (2014); 8235 (2018); 8256 (2018); 8409 (2020); 8510 (2021); 8523 (2022); 8556 (2023); 8571 (2023); 8599 (2024); 8620 (2024); 8622 (2024)

Footnotes:

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See also Table 9-4 of this section.