

BOROUGH OF DUNELLEN
ORDINANCE #2011-04

This ordinance amends the Dunellen Downtown Redevelopment Plan, Phase One, that was adopted in February 2003 and revised on July 12, 2004. This amendment was Introduced for first Reading by the Dunellen Borough Council on May 9, 2011, sent to the Dunellen Planning Board for review and approval, and presented to the Dunellen Borough Council for Second Reading, Public Hearing, and Adoption on June 6, 2011.

Section 6.1.1 to be amended by the addition of the following paragraph:

This site must include the appropriate number and type of affordable housing units as required by the State of New Jersey affordable housing laws that are in place at the time the site is developed.

Section 6.1.2 to be amended by the addition of the following paragraph:

This site must include the appropriate number and type of affordable housing units as required by the State of New Jersey affordable housing laws that are in place at the time the site is developed.

Section 6.1.3 to be amended by the addition of the following paragraph:

This site must include the appropriate number and type of affordable housing units as required by the State of New Jersey affordable housing laws that are in place at the time the site is developed.

Section 8 is hereby replaced as follows:

SECTION 8 - GENERAL DESIGN STANDARDS

8.1 Design Standards

This section details the overall design standards in the Area in terms of streetscape design; the visual appearance of Route 28/North Avenue and Washington Avenue; open space design, lighting and landscaping design; site design guidelines; storage, service and loading areas; refuse and recycling collection areas; the screening of exterior mechanical equipment; signage; outdoor dining; architectural design; and parking requirements. These standards are to be used in conjunction with Site Standards. Any deviation from these standards must be considered by the Planning Board.

8.2 Streetscape Requirements

The streetscape is the primary image-setting area and includes all public and private streets. The area between the face of the building and the edge of the pavement is designated streetscape landscape area and is subject to the following standards:

- Benches, recycled plastics with wrought iron frame
- Metal or Iron Trash Receptacles matching benches
- Shrubs, trees, and ground cover
- Walkways made of brick and or decorative mason materials
- Planters
- Awnings [types, style, signage, lighting]
- Decorative and/or American Flags
- Porches/Steps
- Flower pots
- Bicycle racks

8.3 Along North Avenue and Bound Brook Road (State Highway Route 28)

The visual appearance of this roadway is important because it serves as an entranceway into the commercial/office portion of the Area, which then leads into downtown Dunellen. The aesthetics of this area is extremely important. The following standards should be considered in streetscape design of this area:

- Deciduous trees, native to New Jersey, should be planted approximately 50-foot on-center and in relation to building façade. Trees shall be over 12 feet in height; a minimum 3-inch caliper (dbh) and shall be planted on the street side of any sidewalk. The Borough Shade Tree Commission shall be consulted regarding all specifications regarding new or replacement street trees, and Shade Tree Commission comments shall be provided to the Planning Board for action.

8.4 Along Washington Avenue

This roadway serves as the main entranceway into downtown Dunellen and its commercial area. The aesthetics and visual appearance of this area is extremely important. The following standards should be considered in streetscape design of this area:

- Deciduous trees, native to New Jersey, should be planted approximately 50-foot on-center and in relation to building façade. Trees shall be over 12 feet in height; a minimum 3-inch caliper (dbh) and shall be planted on the street side of any sidewalk. The Borough Shade Tree Commission shall be consulted regarding all specifications regarding new or replacement street trees, and Shade Tree Commission comments shall be provided to the Planning Board for action.

8.5 Open Space Design, Lighting and the Public Realm

The goal of the open space design standards is to improve the visual environment of the area through landscaping and other amenities in order to attract people to the area. People are naturally attracted to areas that appear inviting, comfortable and safe. The following standards have been created to achieve this goal.

1. All new open space in the transit village district must be designed to be integrated into the public pedestrian circulation system. Open spaces shall be so located as to provide for maximum usability and to create a harmonious relationship between buildings and the open space within the Area.
2. New open space in the transit village district cannot be designed as a residual space between buildings. It must contribute to the public's safe and direct pedestrian access to the train station. It must be designed without barriers, fences, gates or signs that imply that the route is for use of the development's residents only.
3. All improved open space shall incorporate elements such as shrubbery, attractive paving materials, street furniture, lighting, low walls, gazebos, fountains and other architectural and artistic amenities so as to produce a pleasant environment at all levels. Benches shall be placed perpendicular to the street, or, if necessary, parallel but facing away from the street. Bollards, trees, and other street furniture should be used to protect pedestrians and buildings from errant drivers. Comfortable and attractive street furniture that is accessible to the physically disabled should be provided in public spaces for public enjoyment and comfort. Street furniture may include seating and tables, drinking fountains, trash receptacles, information kiosks, and directories. Street furniture such as benches, planters, trash receptacles, bollards, kiosks, public art, bulletin boards, parking meters, newspaper racks, mail boxes, and light poles shall be installed so they are out of the way of the main pedestrian walkway.
4. All areas not covered by building, pavement or impervious surface shall be landscaped by a mix of evergreen and deciduous trees, shrubbery and herbaceous plants, including grass--native species proven to resist the urban environment in this area. Evergreen screen planting shall be a minimum of four (4) feet in height. Deciduous planting shall be a minimum of three feet in height. Material shall be planted, balled, and burlapped and be of specimen quality as established by the American Association of Nurserymen. At initial planting said material shall provide a screen from the top of the planting to within six (6) inches of grade. Other plant materials shall be dense and of specimen quality as determined above. All deciduous trees shall be a minimum of three (3) inches in caliper or twelve (12) feet in height.
5. Outdoor plazas shall be encouraged. Adequate landscaping and street furniture of a style complementary to the surrounding facades shall be used.

6. Public art in the forms of sculpture, murals, artist-designed street furnishings, etc. should be integrated into the outdoor environments associated with new public or private redevelopment projects.
7. Adequate and appropriate lighting shall be provided to promote a sense of security in the open space.
8. All trash receptacles shall be adequately secured, enclosed, and screened on all sides by landscaping or other types of attractive materials.
9. All fences and walls shall be designed as integrated parts of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary to the overall architectural design.
10. Conspicuous chain link fencing without screening and/or landscaping shall not be permitted.
11. Sidewalk areas shall be landscaped and durably paved and shall be properly illuminated with safe and adequate lighting.
12. Maintenance of landscaping on public property or right-of-way shall be the subject of a Developer's Agreement.
13. All utilities shall be located underground.

8.6 Transit Supportive Site Design Guidelines

Strong transit supportive site design guidelines are essential for insuring a compact and pedestrian friendly environment with a successful public realm. An important goal of the Plan is to seamlessly knit together public and private sites with each other, the downtown, and the train station.

All buildings in their design and layout should be an integral part of the total development for the parcel. The building's design must endeavor to achieve excellence in scale, form, functional utility, appropriateness and relationship to adjoining buildings. Each building must use materials appropriate for fostering a Railroad Town feel, brick or durable masonry material being the most desirable, subject to the review of the Technical Review Board.

When buildings in an area are of similar and/or compatible scale, materials and massing, the area becomes harmonious thereby providing a more comfortable human experience. The Transit Supportive Site Design Guidelines standards section seeks to achieve a continuity of design that allows for individuality of design while still providing a distinct identity for the Area.

All structures within the Redevelopment Area shall be designed and maintained so as to improve the visual appearance of Dunellen as viewed from within and beyond the borough's borders.

1. Integration of Transit
 - a. All new development should embrace the transit station as a vital element of the downtown.
 - b. The transit station should be fully integrated into the design of the pedestrian environment.
 - c. Where any new development is located on an established bus route, bus turnouts and shelters should be incorporated into the site design in consultation with NJ Transit.

2. Pedestrian Connectivity
 - a. Continuous sidewalks should be provided along all street frontages.
 - b. Sidewalks connecting the transit station to key destinations should be as direct and visually unobstructed as possible.
 - c. In areas slated for outdoor dining, there must be six feet of unobstructed sidewalk available for the exclusive use of pedestrians
 - d. Driveway curb cuts should be kept to a minimum on primary pedestrian routes.
 - e. Where sidewalks interface with driveways, the sidewalk material and level should continue across the driveway.
 - f. Eliminate security fences, gates and barriers between different uses (except to protect the privacy and security of private open space). Where practical, create public through-routes with line-of-sight connections to adjacent neighborhoods without barriers, fences, gates or signs that imply that the route is for use of the development's residents only.
 - g. Bicycle networks should run throughout the transit village district and link directly to the transit station with clear signage leading the way.

3. Building Placement and Streetwalls
 - a. All structures within the Redevelopment Area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air, and usable open spaces, access to public rights-of-way and off-street parking, height, and bulk.
 - b. Groups of related buildings shall be designed to present a harmonious appearance in terms of building silhouette; architectural style and scale; massing of building form; surface material, finish, and texture; decorative features; window and doorway proportions; entry way placement and location; signage; and landscaping.
 - c. All buildings should be placed directly up to the sidewalk in order to maintain a continuous building street wall.
 - d. Buildings should be oriented so that the entrances are clearly identifiable and open directly onto a public sidewalk or plaza.
 - e. Primary entrances shall conveniently be oriented towards transit.
 - f. The main entrance of a corner building should be placed on a diagonal and oriented to the intersection.
 - g. Buildings should be placed in order to allow for the use of common driveways (especially along arterial streets) where a reduction in the number of curb openings will enhance the streetscape and promote traffic safety.

- h. Rows of buildings which create a monotonous, “cookie-cutter” design are discouraged.
 - i. All loading areas must be located in a rear yard and screened from view from public rights-of-way.
 - j. No drive-through establishments are permitted within the transit village district, with the exception of banks.
4. New Streets
- a. The layout of new streets shall be in a grid pattern or modified grid pattern, emphasizing interconnected streets and the ability to reach local destinations without crossing major streets or primary arterials.
 - b. The street grid should be maintained and extended wherever possible. Where the street grid is interrupted by steep slopes or other topographical variations, walkways or stairways should be built to maintain pedestrian continuity.
 - c. It is desirable to have streets with block faces of 400 feet in length or less. For blocks over 600 feet, provide a mid-block cut-through for pedestrians.
 - d. The use of service alleys is encouraged.
5. Off-Street Parking and Circulation
- a. Off-street parking is an integral component of the Plan. The importance of such parking, however, is not intended to dictate project design. Off-street parking is encouraged to be as inconspicuous as possible and to incorporate landscaping and screening to the greatest extent possible to minimize its physical and visual impact.
 - b. Off Street parking facilities shall be provided with convenient and safe access to public rights of way and shall be illuminated so as to reflect light away from any adjoining properties.
 - c. Minimum Off-Street Parking Standards will be in conformance with the current municipal code.
 - d. Off-Street parking and loading areas shall be coordinated with the public street system. Shared parking among mixed uses shall be encouraged and may be factored in for purposes of calculations. Shared usage of parking is encouraged. Off-street parking for one use shall not be considered as providing the required parking for any other use; however, one-half of the parking requirements for any use whose peak attendance will be at night or on Sundays may be assigned to a use which will be closed at night or on Sundays.
 - e. Parking for principal permitted uses may, at the discretion of the Planning Board and in conjunction with a site plan and/or subdivision application, be granted relief from the parking requirements provided credible evidence is presented that the parking needs of such uses can be met by existing on-street spaces and off-street public or private parking lots. The Planning Board may require the furnishing of written authorization of the owners of such off-street parking lots that the specified numbers of parking spaces in such a lot are available and will be designated for daily or overnight parking for such use.
 - f. No off-street parking shall be allowed between a public street or pedestrian way and the required frontage for a building.

- g. Off-street parking lots shall only be allowed in surface lots on the side or rear of a lot, in an underground lot or in a parking structure.
- h. Parking lots should be designed to minimize conflicts between vehicles and pedestrians.
- i. Pedestrian walkways are required throughout the parking area.
- j. Where a parking lot is located along a public street, no more than 60 feet of frontage is permitted.
- k. Parking lot entrances and exits should be designed away from primary pedestrian routes.
- l. Parking bays in excess of 10 spaces in length should be divided by intermediate landscaped islands. Landscape islands should provide at least one parking stall width of landscape area for planting trees and groundcovers.
- m. A minimum of ten (10) percent of any surface parking facility shall be landscaped and include (1) shade tree for every twenty (20) parking spaces. The perimeter of the parking area shall be landscaped. A landscape buffer strip should be provided between all parking areas and the sidewalk or street. The buffer strip should consist of shade trees with a decorative fence, a solid wall or dense hedge. Such fence, wall or hedge should be no less than three feet and no more than four feet in height to allow views into and out of parking areas.
- n. Gaps should be left in these screens to allow for pedestrian connections between the parking lot and the street.
- o. Lighted sidewalks should extend between rear or side parking areas and building entrances.
- p. Residential garages should be as invisible from the street as possible to maintain a traditional neighborhood feel.

6. Parking Structures

- a. The ground floor façade of any parking structure abutting a street or walkway should be wrapped with retail or office use.
- b. Facades should be designed and architecturally detailed like other commercial buildings within the district.
- c. Windows or other openings should be provided that echo those of surrounding buildings.
- d. Top decks of parking structures visible from other properties should be designed with trellises and for landscaping sufficient to screen portions of the visible area.

8.7 Storage, Service and Loading Areas

Storage, service, maintenance, and loading areas shall be constructed, maintained, and used in accordance with the following conditions:

- 1. Off-street loading shall be provided for all commercial uses in accordance with the municipal code or in accordance with the following schedule where specific provision is not addressed by Code.

- a. One off-street loading space for the first 25,000 square feet of total gross building floor area.
- b. One additional off-street loading space for each subsequent 25,000 square feet or portion thereof of total gross building floor area.

Each off-street loading space shall be at least 12 feet in width, 50 feet in length and have a height clearance of at least 14 feet and shall be separate from off-street parking facilities.

2. Loading areas are permitted in rear yards or side yards only, provided that they are screened from public view.
3. No loading, storage or service area shall be located between the building line and the street line, i.e., in the front yard.
4. Provisions shall be made on site for any necessary vehicle loading, and no on-street vehicle loading or idling shall be permitted.
5. No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon site except inside a closed building or behind a durable material wall not less than six (6) feet in height, screening such materials, supplies, or vehicles from adjacent sites so as not to be visible from neighboring properties and streets. Any outdoor storage areas shall be located within the rear portions of a site.

8.8 Refuse and Recycling Collection Areas

1. All outdoor refuse and recycling containers shall be visually screened within a durable enclosure, six (6) feet or higher, so as not to be visible from adjacent lots or sites.
2. Refuse and recycling collection enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.
3. Refuse and recycling collection areas should be so located upon the lot as to provide clear and convenient access to refuse collection vehicles.
4. Refuse collection areas should be designated and located upon the lot as to be convenient for the deposition of refuse generated on the site.
5. Refuse and recycling collection areas should be effectively designed to contain all refuse generated on site and deposited between collections. Deposited refuse should not be visible from outside the refuse enclosure.

8.9 Screening of Exterior Mechanical Equipment

1. In areas where rooftops can be viewed from adjacent roadways, rooftop equipment shall be screened to the greatest extent possible, and/or shall be painted to match the roof. If such

rooftop equipment is visible from the public road, it shall be finished to match the façade of the building.

2. Conventional mechanical and electrical equipment, which is part of the building space, such as heating, ventilating, the air conditioning system and lighting and general power, where ground mounted, shall be screened from view with evergreen landscaping.
3. Electrical equipment shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be mounted in a location where it is substantially screened from public view. In no case shall exterior electrical equipment be mounted on the street side or primary exposure side of any building.
4. Process equipment such as stacks, hoppers, bins, storage vessels, blowers, compressors, piping, ducting, conveyors and the like, which are ground mounted, shall be enclosed with screen walls to match the principal buildings.
5. Transformers that may be visible shall be screened with either plantings or a durable noncombustible enclosure. Transformer enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.
6. Satellite dishes shall be roof mounted and shall not be visible from the public road or sidewalks.

8.10 Signage

Signage shall be an essential and permanent component of the building design and shall be compatible with building materials and colors. Design of the signs shall be compatible to the Railroad Town (Transit Village) environment. Only signs that identify uses within the buildings are permitted.

The standards for signage are to be found in the Municipal Code and based on the United States Sign Council recommendations.

8.11 Outdoor Dining

Where permitted, seasonal outdoor dining as an accessory use to a restaurant shall be permitted with the following provisions:

1. Restaurants shall not place any table, sign, or umbrella, or other item in such a manner as to block or impair pedestrians utilizing the sidewalk, any walkways or building entrances/egress, municipal signs, receptacles or garbage, public bench, or other public amenity including fire hydrants. Outdoor seating is only permitted if indoor seating is also available. The materials used for outdoor furniture must be approved by the Planning Board.

2. Restaurants must provide for the disposal of recycled cans/bottles and garbage. Receptacles for garbage shall be used for commercial refuse. Sidewalk areas shall be kept clean during hours of operation.
3. Drive-in or drive-through service shall be prohibited.
4. No portion of any sidewalk dining equipment, including chairs, table and opened umbrellas, shall encroach upon the sidewalk in a manner to block, impede or cover adjacent store fronts, doors, or windows in front of any other business establishment.
5. An outdoor dining permit must be visibly displayed for all outdoor seating.

8.12 Transit Supportive Architectural Design Guidelines

Transit supportive architectural design guidelines are important for insuring, among other goals, appropriate building massing, orientation, scale, entries, windows, facades and roofs. Buildings shall be designed to have attractive, finished appearances from all public spaces.

1. Facades
 - a. Buildings should have a well-defined front façade with primary entrances facing the street.
 - b. Buildings should be aligned so that the dominant lines of their facades parallel the line of the street and create a well-defined edge.
 - c. New building facades should have a pedestrian scale aesthetic. This can be accomplished by establishing a layering of rhythmic patterns and architectural elements such as windows, columns, rooflines, building materials and colors.
 - d. The primary façade(s) (viewable by the public from streets and parking lots) of buildings of 36 feet or greater in width should be articulated into smaller increments through the following or similar techniques:
 1. Stepping back or extending forward abut compatible materials
 2. Division into storefronts with separate display windows and entrances
 3. Arcades, awnings, window bays, balconies or similar ornamental features
 4. Variation in rooflines to reinforce the articulation of the primary façade
 - e. It should be recognized that buildings will be viewed from a variety of vantage points. Consequently, the placement of doors, windows, balconies, changes in materials, or roof height, etc., should be designed to provide an attractive and harmonious design on all sides.
 - f. Rear facades should be designed as an integral part of the overall building with similar materials and detail treatments.
 - g. In general, buildings over two stories should have a well-defined base, middle and top. The base, or ground floor, should appear visually distinct from the upper stories, through the use of a change in building materials, window shape or size, an intermediate cornice line, an awning, arcade or portico, or similar techniques.

- h. Portions of upper stories (above the second or third level) should be stepped back from the line of the front façade to provide areas for outdoor terraces, rooftop patios, etc.
 - i. Architectural details such as ornamental cornices, arched windows and warm-toned brick with bands of contrasting color are encouraged in new construction. The contemporary adaptation of historic and vernacular residential, institutional and commercial styles found elsewhere in the municipality is encouraged.
2. Transparency: Window and Door Openings
- a. For nonresidential or mixed-use buildings, window and door openings should comprise at least 60 percent of the length and at least 30 percent of the area of the ground floor of the primary street façade.
 - b. For nonresidential or mixed-use buildings, a minimum of 20 percent of the ground level of side and rear facades not fronting a public street should consist of window and door openings.
 - c. For nonresidential or mixed-use buildings, a minimum of 20 percent of all sides of upper story facades should consist of window or balcony/door openings.
 - d. For residential buildings, a minimum of 20 percent of primary (street-facing) facades and 15 percent of other facades including upper stories should consist of window and door openings providing residents within the buildings a visual connection to activity on the sidewalk and street.
 - e. Glass on street facing doors and windows should be clear or lightly tinted, allowing views into and out of the interior. Mirrored, dark tinted, or opaque or glass block should not be used.
3. Building Entrances
- a. Primary building entrances on all buildings should face on a public street or walkway, or be linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary entrances should be oriented to a secondary street or parking area.
 - b. Residential entries should be separate and distinct from commercial entrances.
 - c. In the case of a corner building or a building abutting more than one street, the street with the higher classification should be considered primary. The main entrance should be placed at sidewalk grade.
 - d. Non-residential building entries should be designed with one or more of the following:
 - 1. Canopy, portico, overhang, arcade or arch above the entrance
 - 2. Recesses or projections in the building façade surrounding the entrance
 - 3. Display windows surrounding the entrance
 - 4. Architectural detailing such as brickwork or ornamental moldings
 - 5. Planting areas, pots or window boxes for seasonal landscaping
 - e. Porches, steps, roof overhangs, hooded front doors or similar architectural elements should be used to define the primary entrances to all residences.

4. Building Materials

- a. Buildings should be constructed of durable, high-quality materials such as: brick, natural stone, manufactured stone, textured, patterned and/or integrally colored cast-in-place concrete, integrally colored, precast concrete masonry units (provided that surfaces are molded, serrated or treated to give wall surfaces a three-dimensional texture).
- b. Stucco or exterior insulating finish system is acceptable above the first floor of the façade visible to public sidewalks and street.
- c. Buildings may include architectural metal decorative panels, structural elements and decorative support or trim members.
- d. Buildings may not be constructed of unadorned plain or painted concrete block, unarticulated or blank, tilt-up concrete panels, pre-fabricated metal building systems, glass curtain wall systems, aluminum, vinyl, fiberglass, asphalt or fiberboard siding.

5. Roof Design

- a. Roof lines and cornice details shall be completed in a three-dimensional manner so that the features on the back of the roof or similar unfinished areas are not visible.
- b. Buildings may be designed with pitched and/or flat roofs. Flat roofs should be defined with a discernable cornice line.
- c. Variations in roof type, height, and/or distinct, separate roof segments should be considered as a means of creating greater visual interest, identifying changes in use, areas of ownership or reducing monotony.
- d. Pitched roofs such as gable, hip, shed or mansard roofs should be clad with highly durable materials such as standing seam metal, slate, ceramic or fireproof composite tiles. Use of asphalt shingles is discouraged.

6. Equipment Screening

- a. All rooftop equipment should be screened from view from adjacent streets, public rights-of-way and adjacent properties. Preferably, rooftop equipment should be screened by the building parapet, or should be located out of view from the ground.
- b. Exterior mechanical equipment such as ductwork should not be located on primary building facades.
- c. Soft water tanks, gas meters, and electrical meters should also be screened from public view wherever possible.
- d. All screening shall be architecturally compatible with the primary structure. The screening should be part of the articulation of the building and not appear to be an afterthought. Sound attenuation to mechanical equipment is also encouraged.

7. Franchise Architecture

- a. Franchise architecture (building design that is trademarked or identified with a particular chain or corporation and is generic in nature) is generally discouraged unless it employs a traditional storefront commercial style. Franchises or national chains should create context sensitive buildings that are sustainable and reusable.

8. Awnings
 - a. Awnings, overhangs and arcades are encouraged, where pedestrians are expected to walk and shop, to provide overhead protection and to create significant entrances.
 - b. Where awnings are used, canvas or fabric awnings are preferable. If glass or metal awnings are employed, they should closely complement the building's architectural character and aesthetic. Back lighted awnings and canopy signs should not be used.
 - c. Awning standards are found within the Borough's sign ordinance.

8.13 Transit Supportive Parking Requirements

Parking standards within the transit village district should reflect proximity to high frequency transit service, pedestrian-friendly built forms, and a mix of uses.

1. There will be no minimum on-site parking requirement for sites under 20,000 sf.
2. All parking spaces shall be a minimum of nine (9) feet in width by eighteen (18) feet in depth. Aisles shall be a minimum of twenty-four (24) feet in width.
3. Parking requirements for similar uses shall be reduced up to 90 percent to account for the likely cross patronage among the adjacent uses located within a maximum walking distance of 500 feet.
4. For uses that are ancillary to a larger business, no additional parking will be required. [Example – a snack shop within an office building or hotel.]
5. Parking should be shared among different buildings and facilities whenever possible to take advantage of different peak periods. [Example – an office building can share parking with a restaurant.]
6. For large shared parking arrangements, jurisdictions are encouraged to require formal shared parking agreements that are recorded with the jurisdiction.
7. A reduction in the number of off-street parking spaces required (excluding parking spaces for persons with disabilities) shall be permitted for the provision of bicycle parking provided that no fee is required for using the bicycle parking.
8. The reduction in the number of automobile parking spaces shall be reduced by one (1) space for each bicycle parking space provided up to thirty (30) percent of the total required spaces.
9. Bicycle parking shall be at least as conveniently located as the most convenient automobile spaces, other than those spaces for persons with disabilities.
10. Bicycle parking shall be an integral part of the overall site layout and designed to minimize visual clutter.
11. Bicycle parking shall be provided in a well-lighted area.
12. Bicycle Parking Spaces outside of a building shall be located within a one hundred (100) foot diameter of the primary building entrance.
13. All bicycle parking areas shall afford a four (4) foot wide access aisle to ensure safe access to spaces.
14. Bicycle parking shall be located so as to protect bicycles from automobile damage.
15. All Bicycle Racks and lockers shall be securely anchored to the ground or building structure.

16. Bicycle Parking Spaces shall not interfere with pedestrian circulation and shall adhere to ADA requirements.