

Chapter 3.3 — Vehicle Parking, Bicycle Parking, and Loading Standards

Sections:

3.3.100 - Purpose

3.3.200 - Applicability

3.3.300 - Vehicle Parking Standards

3.3.400 - Bicycle Parking Standards

3.3.500 - Loading Standards

3.3.100 Purpose.

The purpose of this chapter is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This chapter recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements (i.e., “minimum” and “performance-based” standards). This chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

3.3.200 Applicability.

All developments subject to Site Design Review (Chapter 4.2), including development of parking facilities, shall comply with the provisions of this Chapter.

3.3.300 Vehicle Parking Standards.

The minimum number of required off-street vehicle parking spaces (i.e., parking that is in parking lots and garages and not in the street right-of-way) shall be determined based on the standards below or from the ITE manual. There is no minimum number of off-street parking spaces required in the Downtown District, however, the “maximum parking” standards of this Chapter apply.

The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway, or landscape area. Credit shall be allowed for “on-street parking”, as provided in the Credit for On-Street Parking section.

Residential Uses

Single family detached housing. 2 parking spaces shall be provided for each detached single-family dwelling or manufactured home on an individual lot.

Two- and three-family housing. 1.5 spaces per dwelling unit.

Multi-family and single family attached housing.

- a. Studio units or 1-bedroom units less than 500 sq. ft.--1 space/unit.
- b. 1-bedroom units 500 sq. ft. or larger--1.50 spaces/unit.
- c. 2-bedroom units--1.75 spaces/unit.
- d. 3-bedroom or greater units--2.00 spaces/unit.
- e. Retirement complexes for seniors 55-years or greater--One space per unit.

Rooming and boarding houses, dormitories. Two spaces for each three guestrooms, or one per three beds, whichever is more.

Manufactured home parks. Same as for single family detached housing.

Accessory dwelling. None required except that two parking spaces are required to serve both the primary and accessory dwelling.

Commercial Uses

Auto, boat or trailer sales, retail nurseries and similar bulk retail uses. One space per 1,000 square feet of the first 10,000 square feet of gross land area, plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area, and one space per two employees.

Business, general retail, personal services. General - one space for 350 square feet of gross floor area. Furniture and appliances - one space per 750 square feet of gross floor area.

Chapels and mortuaries. One space per four fixed seats in the main chapel.

Hotels and motels. One space for each guest room, plus one space for the manager. If other uses are combined additional parking would be required based on those uses.

Offices. Medical and Dental Offices - one space per 350 square feet of gross floor area; General Offices - one space per 450 square feet of gross floor area.

Restaurants, bars, ice cream parlors and similar uses. One space per four seats or one space per 100-sq. ft. of gross leasable floor area, whichever is less.

Theaters, auditoriums, stadiums, gymnasiums, similar uses. One space per four seats.

Industrial Uses

Industrial uses, except warehousing. One space per two employees on the largest shift or for each 700 square feet of gross floor area, whichever is less, plus one space per company vehicle.

Warehousing. One space per 1,000 square feet of gross floor area or for each two employees, whichever is greater, plus one space per company vehicle.

Public utilities (gas, water, telephone, etc.), not including business offices. One space per two employees on the largest shift, plus one space per company vehicle; a minimum of two spaces is required.

Public and Institutional Uses

Childcare centers having 13 or more children. One space per two employees; a minimum of two spaces is required.

Churches and similar places of worship. One space per four seats.

Golf courses, except miniature. Eight spaces per hole, plus additional spaces for auxiliary uses set forth in this section. Miniature golf courses -four spaces per hole.

Hospitals. One space per 300 square feet of floor area.

Nursing and convalescent homes. One space per three patient beds.

Assisted living. One space per two patient beds or one space per apartment unit.

Schools, elementary and junior high. One and one-half space per classroom.

High schools. One and one-half spaces per classroom, plus one space per 10 students the school is designed to accommodate.

Colleges, universities, and trade schools. One and one-half spaces per classroom, plus one space per five students the school is designed to accommodate, plus requirements for on-campus student housing and uses utilized by the general public.

Unspecified Uses

Where a use is not specifically listed in this table, parking requirements shall be determined by finding that a use is like those listed in terms of parking needs. Alternatively, the ITE Manual can be used.

On-Street Parking Credit. The amount of off-street parking required shall be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City, ODOT, and/or County standards. The following constitutes an on-street parking space:

- a. Parallel parking, each 24 feet of uninterrupted curb;
- b. 45 degree diagonal, each with 14 feet of curb;
- c. 90 degree (perpendicular) parking, each with 12 feet of curb;
- d. Curb space must be connected to the lot, which contains the use;
- e. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and
- f. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for public use at all times. No signs or actions limiting public use of on-street spaces is permitted.

C. Parking Location and Shared Parking.

1. **Location.** Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Chapter 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also, Chapter 3.1 - Access and Circulation).
2. **Off-site parking.** Except for single family dwellings, the vehicle parking spaces required by this Chapter may be located on another lot or parcel of land, provided the parcel is within 500 feet of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
3. **Mixed uses.** If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.

4. Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.
5. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers, and/or employees, as applicable. Signs shall conform to the standards of Chapter 3.6.

D. Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 10%. Spaces provided on street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, may not apply towards the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number.

E. Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management and striping, and provide dimensions in accordance with Public Works Standards.

F. Disabled Person Parking Spaces. Parking shall be provided for disabled persons, in conformance with the federal Americans with Disabilities Act, based on adopted Public Works Standards. Disabled parking is included in the minimum number of required parking spaces in Section E.

3.3.400 Bicycle Parking Requirements

All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the following standards, which are evaluated during Site Design Review:

- A. Number of Bicycle Parking Spaces.** A minimum of 2 bicycle parking spaces per use is required for all uses with greater than 10 vehicle parking spaces. The following additional standards apply to specific types of development:
1. Multi-Family Residences. Every residential use of four (4) or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances, in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces shall be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
 2. Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces up to a total of 10 bicycle parking spaces.

3. **Schools.** Elementary and middle schools, both private and public, provide one bicycle parking space for every 20 students and employees. High schools provide one bicycle parking space for every 15 students and employees up to a total of 10 bicycle parking spaces. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
 4. **Colleges and trade schools** provide one bicycle parking space for every 20 motor vehicle spaces plus one space for every dormitory unit up to a total of 20 bicycle parking spaces. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
 5. **Downtown District.** Within the Downtown district, bicycle parking for customers shall be provided along the street at a rate of at least one space per use. Individual uses shall provide their own parking, or spaces may be clustered to serve up to six (6) bicycles. Bicycle parking spaces shall be in front of the stores along the street, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per store.
 6. **Multiple Uses.** For buildings with multiple uses (such as a commercial or mixed-use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required up to a total of 10 bicycle parking spaces.
- B. Exemptions.** This Section does not apply to single family, two-family, and three-family housing (attached, detached, or manufactured housing), home occupations, or other developments with fewer than 10 vehicle parking spaces.
- C. Location and Design.** Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, streetlights, planters, and other pedestrian amenities.
- D. Visibility and Security.** Bicycle parking should be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. Options for Storage.** Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.
- F. Lighting.** Bicycle parking should be as well-lit as vehicle parking for security.
- G. Reserved Areas.** Areas set aside for bicycle parking should be clearly marked and reserved for bicycle parking only.

- H. Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (Chapter 3.1 Access and Circulation).

3.3.500 – Loading Standards

The purpose of this section of the code is to provide standards for a minimum number of loading spaces that are required to ensure adequate areas for loading for larger uses and developments. The regulations ensure that the appearance of loading areas will be consistent with that of parking areas.

A. Number of Loading Spaces.

1. Buildings where all the floor area is in Residential use must meet the standards of this Paragraph.
 - a. No loading spaces are required where there are fewer than 50 dwelling units in the building and the site abuts a local street.
 - b. One loading space is required for all other buildings.
2. Buildings in any commercial or industrial district must meet the standards of this Paragraph.
 - a. This section applies to uses that are expected to have service or delivery visits by trucks with a 40-foot or longer wheelbase at a frequency of one or more vehicles per week.
 - b. If off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. If frequency demands additional loading areas, they shall be provided.
 - c. Loading areas shall conform to other applicable standards including Building Orientation, Access and Circulation, and Landscaping and Screening.