

## Chapter 3.3 Vehicle and Bicycle Parking

### Sections:

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### **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 located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in the Vehicle Parking section. There is no minimum number of off-street parking spaces required in the Downtown District (or in designated historic districts), however, the “maximum parking” standards of this Chapter apply to the Downtown District.

- A. **Off-Street Parking Requirements.** 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, pathways or landscape area. Credit shall be allowed for “on-street parking”, as provided in the

**3.3.300 Vehicle Parking Standards. (continued)**

Credit for On-Street Parking section.

1. Residential Uses.

- a. **Single family detached housing.** 2 parking spaces shall be provided for each detached single family dwelling or manufactured home on an individual lot.
- b. **Two- and three-family housing.** 2 spaces per dwelling unit.
- c. **Multi-family and single family attached housing.**
  - (1) Studio units or 1-bedroom units less than 500 sq. ft.--1 space/unit.
  - (2) 1-bedroom units 500 sq. ft. or larger--1.50 spaces/unit.
  - (3) 2-bedroom units--1.75 spaces/unit.
  - (4) 3-bedroom or larger units--2.00 spaces/unit.
  - (5) Retirement complexes for seniors 55-years or older--One space per unit.
- d. **Senior housing.** Same as for retirement complexes.
- e. **Manufactured Dwelling Parks.** Same as for single family detached housing.
- f. **Accessory dwelling.** 1 parking space per unit.

2. Commercial Uses.

- a. **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.
- b. **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.
- c. **Chapels and mortuaries.** One space per four fixed seats in the main chapel.
- d. **Hotels and motels.** One space for each guest room, plus one space for the manager.
- e. **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.

**3.3.300 Vehicle Parking Standards. (continued)**

- f. **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.
  - g. **Theaters, auditoriums, stadiums, gymnasiums, similar uses.** One space per four seats.
3. Industrial Uses.
- a. **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.
  - b. **Warehousing.** One space per 1,000 square feet of gross floor area, or one space for each two employees, whichever is greater, plus one space per company vehicle.
  - c. **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.
4. Public and Institutional Uses.
- a. **Child care centers for 13 or more children.** One space per two employees; a minimum of two spaces is required.
  - b. **Churches and similar places of worship.** One space per four seats.
  - c. **Golf courses, except miniature.** Eight spaces per hole, plus additional spaces for auxiliary uses (i.e., restaurant, retail shop) as required in this section.
  - d. **Hospitals.** Two spaces per patient bed.
  - e. **Miniature golf courses.** Four spaces per hole.
  - f. **Nursing and convalescent homes.** One space per three patient beds.
  - g. **Rest homes, homes for the aged, or assisted living.** One space per two patient beds or one space per apartment unit.
  - h. **Schools, elementary and junior high/middle.** One and one-half spaces per classroom, or the requirements for public assembly areas, whichever is greater.
  - i. **High schools.** One and one-half spaces per classroom, plus one space per 10 students the

school is designed to accommodate, or the requirements for public assembly, whichever is greater.

**3.3.300 Vehicle Parking Standards. (continued)**

- j. **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.
5. Unspecified Uses. Where a use is not specifically listed in this table, parking requirements shall be determined by finding that a use is similar to one of those listed in terms of parking needs.
- B. Credit for On Street Parking.** 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 Town, ODOT and/or County standards. The following constitutes on-street parking spaces:
- 1. Parallel parking, each 24 feet of uninterrupted curb;
  - 2. 45 degree diagonal, each with 14 feet of curb;
  - 3. 90 degree (perpendicular) parking, each with 12 feet of curb;
  - 4. Curb space must be connected to the lot that contains the use;
  - 5. Parking spaces that will not obstruct a required clear vision area or violate any law or street standard; and
  - 6. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general 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 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 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.

**3.3.300 Vehicle Parking Standards. (continued)**

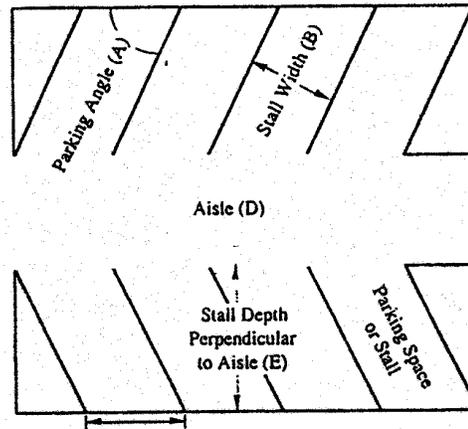
3. Mixed use developments. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly. (See Section 3.3.300.C.4 - Shared Parking, below)
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. Shared parking is encouraged.
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. 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 15%. 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, shall not apply toward 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 Town standards for surfacing, stormwater management and striping, and provide dimensions in accordance with the following table. (Disabled person parking shall be provided in conformance with Figure 3.3.300.F.)

**3.3.300 Vehicle Parking Standards. (continued)**

**Figure 3.3.300.E. - Parking Dimensions**



Minimum Parking Space and Aisle Dimensions						
Angle (A)	Type	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	Standard	8 ft.	22 ft. 6 in.	12 ft.	24 ft.	8 ft.
	Compact Disabled	7 ft. 6 in.	19 ft. 6 in.	12 ft.	24 ft.	7 ft. 6 in.
30°	Standard	9 ft.	18 ft.	12 ft.	24 ft.	17 ft.
	Compact Disabled	7 ft. 6 in.	15 ft.	12 ft.	24 ft.	14 ft.
45°	Standard	9 ft.	12 ft. 6 in.	12 ft.	24 ft.	19 ft.
	Compact Disabled	7 ft. 6 in.	10 ft. 6 in.	12 ft.	24 ft.	16 ft.
60°	Standard	9 ft.	10 ft. 6 in.	18 ft.	24 ft.	20 ft.
	Compact Disabled	7 ft. 6 in.	8 ft. 6 in.	15 ft.	24 ft.	16 ft. 6 in.
90°	Standard	9 ft.	9 ft.	24 ft.	24 ft.	19 ft.
	Compact Disabled	7 ft. 6 in.	7 ft. 6 in.	22 ft.	24 ft.	15 ft.

See also, Chapter 2 - Land Use District standards; Chapter 3.1 - Access and Circulation; Chapter 3.2 - Landscaping; Chapter 3.5 - Surface Water Management.

**3.3.300 Vehicle Parking Standards. (continued)**

**F. Disabled Person Parking Spaces.** The following parking shall be provided for disabled persons, in conformance with the federal Americans With Disabilities Act (ADA). Disabled parking is included in the minimum number of required parking spaces in Section 3.3.300.E.

**Figure 3.3.300 F – Disabled Person Parking Requirements**

<b>Minimum Number of Accessible Parking Spaces</b> ADA Standards for Accessible Design 4.1.2 (5)			
Total Number of Parking spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
Column A			
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

\* one out of every 8 accessible spaces      \*\* 7 out of every 8 accessible parking spaces

**3.3.400 Bicycle Parking Standards.**

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 more 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 may 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.
3. Schools. Elementary and middle schools, both private and public, provide one bicycle parking space for every 10 students and employees. High schools provide one bicycle parking space for every 5 students and employees. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
4. Colleges and trade schools. Colleges and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent (50%) of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
5. Central Commercial District. Within the Downtown Service Core, 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 located 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.

**3.3.400 Bicycle Parking Standards.** (continued)

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.
- 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 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, street lights, 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 at least 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).