

Chapter 17.48

OFF-STREET PARKING AND LOADING

Sections:

17.48.010 Applicability.

17.48.020 Single-family and two-family residential standards.

17.48.030 Standards for developments subject to design review.

17.48.040 Design requirements for permanent off-street parking and loading.

17.48.050 Bicycle parking standards.

17.48.060 Car pool and van pool parking.

17.48.010 Applicability.

Off-street parking and loading standards shall apply to all development permits.

Statutory Reference: ORS Ch. 197 and 227

History: Ord. 1131 §2 (part), 1990; Ord. 1289 §1 (part), 2000.

17.48.020 Single-family and two-family residential standards.

At the time of construction or substantial exterior improvement of a single-family dwelling, a minimum of one (1) off-street parking space shall be provided. At the time of construction or substantial exterior improvement of a two-family dwelling, a minimum of one and one-half (1 1/2) off-street parking spaces per dwelling unit shall be provided. The off-street parking space or spaces shall be located on the same lot as the dwelling.

Statutory Reference: ORS Ch. 197 and 227

History: Ord. 1131 §2 (part), 1990; Ord. 1289 §1 (part), 2000.

17.48.030 Standards for developments subject to design review.

At the time of construction, enlargement, or

change of use of any structure or development subject to GMC Chapter 17.80 (design review), except as provided in the C-2 district, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established under this title:

(1) Calculation of parking requirements.

(a) Square Footage as Basis for Requirement. Where square feet of the structure or use is specified as the basis for the parking requirement, the calculation shall be based on the gross leasable area (GLA).

(b) Number of Employees as Basis of Requirement. When the number of employees is specified as the basis for the parking space requirement, the calculation shall be based on the number of employees working on the premises during the largest shift at peak season.

(c) If more than one use occupies a single structure or lot, the total minimum and maximum parking requirements for the structure or lot shall be the sum of the requirements for each use computed separately.

(d) When calculation of a minimum or maximum parking requirement results in a fractional space requirement, such fraction shall be rounded down to the nearest whole number.

(e) Owners of two or more uses, structures or lots may agree to utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap. Satisfactory legal evidence shall be presented to establish the joint use. Shared parking spaces shall be included in the calculation of the minimum parking requirement for each of the joint users. For the purpose of calculating the maximum permitted parking for each of the joint users, shared spaces shall be apportioned between the joint users.

(f) On-street parking may count towards fulfilling up to one-quarter of the off-street parking requirements where on-street parking is allowed and the applicant can demonstrate that on-street parking is available.

(g) Parking spaces fulfilling the minimum off-street parking space requirement shall not be used for display or storage and shall not be rented, leased or assigned to any other person or organization, except as authorized under Subsection 17.48.030(1)(e).

(2) Minimum and maximum permitted

parking.

(a) The number of surface parking spaces provided at no charge for a particular use shall not be less than the minimum nor exceed the maximum parking ratios identified for that use in Table 1. Minimum parking ratios for those uses not identified in Table 1 (below) shall be determined by the Planning commission during design review.

(b) For purposes of the maximum parking ratios identified in Table 1 (below), Zone A shall include those areas where 20-minute peak hour transit service is provided within a one-quarter (1/4) mile walking distance for bus transit stops or stations or one-half (1/2) mile walking distance for high capacity transit stops or stations. Zone B shall include all other areas.

(c) The following types of parking spaces are exempt from the maximum parking ratios:

- (A) Parking spaces in parking structures;
- (B) Fleet parking spaces;
- (C) Parking spaces used to store vehicles that are for sale, lease or rent;
- (D) Employee carpool parking spaces that are clearly delineated with signs;
- (E) Dedicated valet parking spaces.

(d) Upon expansion of a nonconforming development or nonconforming use that does not comply with minimum or maximum parking ratios, additional parking spaces shall be provided as follows:

(A) If the existing number of parking spaces is less than the minimum parking ratio in Table 1 (below), the number of additional parking spaces required shall be based only on the floor area or capacity added and not on the area or capacity existing prior to the expansion.

(B) If the existing number of parking spaces exceeds the maximum parking ratio in Table 1 (below), additional parking spaces may only be provided if compliance with the maximum parking ratio will be met for the entire development or use following the expansion.

(e) Exceptions to the minimum and maximum parking ratios may be granted pursuant to GMC Section 17.80.090 (minor exception). Exceptions exceeding twenty-five percent (25%) of the requirement shall be subject to GMC Chapter 17.72 (variances).

Statutory Reference: ORS Ch. 197 and 227

History: Ord. 1131 §2 (part), 1990;Ord. 1269 §1,1998;Ord. 1282 §1, 1998; Ord. 1289 §1 (pan), 2000.

17.48.040 Design requirements for permanent off-street parking and loading.

All structures and developments subject to design review shall provide permanent off-street parking and loading as follows:

(1) Parking and Loading:

(a) Parking and loading areas shall be paved with asphalt and/or concrete meeting city standards, maintained adequately for all weather use and so drained as to avoid flow of water across public sidewalks;

(b) Off-street parking and loading areas shall be screened from abutting properties located in a residential zoning district unless such abutting properties are developed with nonresidential uses. Required screening shall be accomplished by building placement, a landscaped earth berm or a sight-obscuring fence or hedge. Required screening shall be a minimum of six feet (6') high and shall not conflict with GMC Chapter 17.54 (clear vision).

(c) Areas for standing and maneuvering vehicles, other than for the off-street parking and storage of truck tractors and/or semitrailers, shall be paved with an asphalt and/or concrete surface meeting city standards. The parking of truck tractors and/or semitrailers in off-street parking areas used exclusively for the parking and/or storage of said vehicles may be allowed utilizing a durable and dustless surface other than an asphalt and/or concrete surface. Such surface must be graded, compacted and surfaced in such a manner that it will adequately support these vehicles, including trailer standing gear, will not produce dust, will not produce tracking of mud or other materials onto adjoining streets or properties, and otherwise complies with other applicable provisions of this code.

(2) Parking:

(a) Required parking spaces shall be located not further than two hundred feet from the building or use they are required to serve, measured in a straight line from the building;

(b) Required parking shall be provided in the same zoning district or a different zoning district of a more intensive use;

(c) In no case shall required parking for a commercial or industrial use be provided in a residential district, except for approved

conditional uses;

(d) Groups of more than four parking spaces shall be permanently marked and so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;

(e) Parking spaces along the outer boundaries of a parking lot shall be contained by a curb at least four inches (4") high and setback a minimum of five feet (5') from the property line. A bumper rail may be substituted for a curb;

(f) Off-street parking and loading areas, including parking spaces and access aisles, shall meet or exceed the minimum dimensional standards identified in Tables 2 and 3 and Figure 1 (below). Access aisles shall be of sufficient width for all vehicular turning and maneuvering;

(g) Up to fifty percent (50%) of required parking spaces may be provided for compact cars;

(h) Parking areas shall be designed, to the maximum extent practicable, to avoid large, uninterrupted rows of parking spaces.

(3) Loading:

(a) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school having a capacity greater than twenty-five (25) students;

(b) Buildings or structures to be built or substantially altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use;

(c) Off-street parking areas used to fulfill the requirements of this section shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs;

(d) Loading facilities shall be located at least twenty feet (20') from residential property. Loading spaces shall be located on the site and

directly accessible to the main structure.

Statutory Reference: ORS Ch. 197 and 227

History: Ord. 1131 §2 (part), 1990; Ord. 1298 §1 (part), 2000.

17.48.050 Bicycle parking standards.

(1) Standards for bicycle parking apply to full-site design review of new construction for multi-family residential (four units and larger) and new commercial/industrial developments. The Planning Commission may grant exemptions to bicycle parking requirements in connection with temporary uses or uses that are not likely to generate the need for bicycle parking.

(2) Required bicycle parking must be lighted and be located within fifty feet (50') of an entrance to the building:

(a) Location. Bicycle parking may be provided within a building if the location is easily accessible for bicycles;

(b) Covered Spaces. Cover for bicycle parking can be accommodated by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free-standing shelters;

(c) Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign conforming to the city's standards for on-site traffic control (17.52.060 (1)) shall be posted indicating the location of the parking facilities;

(d) Rack Type and Dimensions:

(A) Bicycle racks must hold bicycles securely by the frame and be securely anchored;

(B) Bicycle racks must accommodate:

(i) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, or approved substitute; or

(ii) Locking the frame and both wheels to the rack with a chain or cable not longer than six feet (6');

(C) The Planning Commission may approve alternate bicycle racks provided they are convenient and secure;

(e) Bicycle parking spaces must be at least six feet (6') long and two feet (2') wide, and in covered situations the overhead clearance must be at least seven feet (7'). An aisle five feet (5') wide for bicycle maneuvering must be provided;

(f) Areas set aside for required bicycle parking must be clearly marked and reserved for

bicycle parking only;

(g) Required parking in all developments required to comply with this section shall provide a minimum five percent (5%) bicycle parking spaces based on the city's required minimum number of automobile parking spaces:

(A) All development shall have a minimum two (2) bicycle parking spaces;

(B) If more than seven (7) bicycle parking spaces are required, fifty percent (50%) of the spaces shall be covered. One hundred percent (100%) of all bicycle parking spaces for multi-family development of four (4) units and more shall be covered.

Statutory Reference: ORS Ch. 197 and 227

History: Ord. 1175 §3 (A), 1993.

17.48.060 Car pool and van pool parking.

New industrial, institutional and office developments requiring full site design review, including government offices, with fifty (50) or more employee parking spaces, shall designate at least ten (10%) percent of the parking spaces for car pool or van pool parking. The car pool/van pool spaces shall be clearly marked "reserved - car pool/van pool only."

Statutory Reference: ORS Ch. 197 and 227

History: Ord. 1175 §3 (B), 1993.