

Chapter 3.3 — Parking and Loading

Sections:

- 3.3.100 Purpose
- 3.3.200 Applicability
- 3.3.300 Automobile Parking Standards
- 3.3.400 Bicycle Parking Standards
- 3.3.500 Loading Areas

Background: The minimum parking standards in Chapter 3.3 balance parking demand with community goals for land use efficiency and resource conservation. This chapter provides a basic set of parking standards and encourages reductions in required parking when requested by applicants through individual or case-by-case determinations of parking need for specific uses. The code also encourages shared parking where two or more businesses with different peak customer hours can agree to pool their parking.

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 economic 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 occupy large amounts of land, they must be planned and designed carefully to use the land efficiently, minimize storm water runoff, and maintain the visual character of the community. This Chapter recognizes that each development has unique parking needs and provides 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. In order to encourage the maximum use of Baker City’s parking lots and to reduce the amount of urban land that must be dedicated to parking needs, Baker City encourages the application of a variety of flexible parking management tools including the use of shared parking lots and off-site leased parking.

3.3.200 Applicability. All developments subject to development review and site design review (Chapter 4.2), including development of parking facilities, shall comply with the provisions of this Chapter.

3.3.300 Automobile Parking Standards

A. Vehicle Parking - Minimum Standards by Use. The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 3.3.300.A, or alternatively, through a separate parking demand analysis prepared by the applicant and subject to a Type I

Review, Type II Review, or Type III review dependent upon the classification of the application. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described above. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, shared parking, and qualifying on-street parking.

- B. Central Commercial Zone – Minimum Standards.** There is no minimum number of off-street parking spaces required in the Central Commercial Zone (CC) for commercial uses; however, the “maximum parking” standards of this Chapter apply. Residential uses within the Central Commercial Zone (CC) are subject to the minimum parking standards of this chapter, but residential parking requirements may be met with a variety of long-term lease, shared parking by easement or contract, or off-site parking options.
- C. Leased Parking.** Parking requirements may be satisfied by applicants who lease spaces from Baker City or from private parking lot operators if approved by the City. A copy of the active lease agreement shall be kept on file by the Planning Office, and planning approvals may be revoked if an active lease agreement in some acceptable capacity is not maintained.

| Table 3.3.300.A – Minimum and Maximum Required Parking by Use | |
|--|--|
| Use Categories (Examples of uses are in Chapter 1.4; Definitions are in Chapter 1.3.) | Minimum Parking per Land Use (fractions rounded down to the closest whole number) |
| Maximum Allowed Parking | <i>For parking areas exceeding 25 spaces, no use shall exceed 125% of the minimum requirement</i> |
| RESIDENTIAL CATEGORIES | |
| Accessory Dwelling | None |
| Single-Family Dwelling (attached and detached dwellings and manufactured homes) | 2 parking spaces |
| Duplex | 2 spaces per duplex |
| Multifamily | 1 space/unit per 1 studio unit or 1-bedroom unit 1.5 spaces/unit per 2-bedroom unit 2 spaces/unit per 3 or more-bedroom unit |
| Group Living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing | 0.5 space per 4 bedrooms |
| Other Group Living | 1 space per 2 bedroom |
| COMMERCIAL CATEGORIES | |
| Bed and Breakfast Inn | 1 space per bedroom |
| Commercial Educational Services, not a school (e.g., tutoring or similar services) | 2 space per 1,000ft ² floor area |

| Table 3.3.300.A – Minimum and Maximum Required Parking by Use | |
|--|--|
| Use Categories (Examples of uses are in Chapter 1.4; Definitions are in Chapter 1.3.) | Minimum Parking per Land Use (fractions rounded down to the closest whole number) |
| Commercial Outdoor Recreation | per CUP review |
| Commercial Parking Facility (when not an accessory use) | per CUP review |
| Drive-Up/Drive-In/Drive-Through (<i>drive-up windows, kiosks, ATM's, similar uses/facilities</i>), <i>per Section 2.3.190</i> | No requirement. See Section 2.3.190 for queuing area requirements |
| Major Event Entertainment | per CUP review |
| Offices | 2 spaces per 1,000ft ² floor area |
| Quick Vehicle Servicing or Vehicle Repair. (<i>See also Drive-Up/Drive-In/Drive-Through Uses, per Section 2.3.190</i>) | 2 spaces, or per CUP review |
| Retail Sales and Service (<i>See also Drive-Up Uses</i>) <ul style="list-style-type: none"> - <u>Retail</u> - <u>Bulk retail</u> (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales) - <u>Restaurants and Bars</u> - <u>Health Clubs, Gyms, Continuous Entertainment</u> (e.g., bowling alleys) - <u>Lodging</u> (e.g., hotels, motels, inns) - <u>Theaters and Cinemas</u> | <ul style="list-style-type: none"> - 2 spaces per 1,000ft² - 1 per 1,000ft² - 8 spaces per 1,000ft² floor area - 3 space per 1,000ft² - 0.75 per rentable room (for associated uses, such as restaurants, entertainment uses, and bars, see above) - 1 per 6 seats |
| Self-Service Storage | No standard |
| INDUSTRIAL CATEGORIES | |
| Industrial Service (<i>See also Drive-Up Uses</i>) | 1 space per 1,000ft ² of floor area |
| Manufacturing and Production | 1 space per 1,000ft ² of floor area |
| Warehouse and Freight Movement | 0.5 space per 1,000ft ² of floor area |
| Waste-Related | per CUP review |
| Wholesale Sales <ul style="list-style-type: none"> - fully enclosed - not enclosed | 1 space per 1,000ft ² . per CUP review |
| INSTITUTIONAL CATEGORIES | |
| Basic Utilities | None |
| Police and Fire Stations | Per Site Design Review |
| Colleges | Per CUP review |
| Community Service | 1 space per 200ft ² of floor area |

| Table 3.3.300.A – Minimum and Maximum Required Parking by Use | |
|--|--|
| Use Categories (Examples of uses are in Chapter 1.4; Definitions are in Chapter 1.3.) | Minimum Parking per Land Use (fractions rounded down to the closest whole number) |
| Daycare, adult or child day care (does not include Family Daycare (16 or fewer children) under ORS 657A.250) | 1 space per 500ft ² of floor area |
| Detention Facilities, Correctional Institutions | Per Site Design Review |
| Medical Centers | Per Site Design Review |
| Parks and Open Areas | Determined per CUP review for active recreation areas, or no standard |
| Religious Institutions and Houses of Worship | 1 space per 75ft ² of main assembly area; or per CUP review, as applicable |
| Schools - <u>Grade, elementary, middle, junior high</u> - <u>High schools</u> | 1 space per classroom, or per CUP review 7 per classroom, or per CUP review |
| OTHER CATEGORIES | |
| Accessory Structures (with a permitted use) | No standard, except some uses may be required to provide parking under the minimum standards for primary uses, as determined by the decision body through development review |
| Agriculture – Animals | None, or per CUP review |
| Agriculture – Nurseries and similar horticulture | See Retail Sales and Wholesale, as applicable |
| Mining | Determined per CUP review |
| Radio Frequency Transmission Facilities | None |
| Rail Lines and Utility Corridors | None |
| Temporary Uses | As determined per Section 4.9.100 |
| Transportation Facilities | None |

D. Vehicle Parking - Minimum Accessible Parking

1. Accessible parking shall be provided for all uses in accordance the standards in Table 3.3.300B; parking spaces used to meet the standards in Table 3.3.300B shall be counted toward meeting off-street parking requirements in Table 3.3.300A;
2. Such parking shall be located in close proximity to building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway;
3. Accessible spaces shall be grouped in pairs where possible;
4. Where covered parking is provided, covered accessible spaces shall be provided in the same ratio as covered non-accessible spaces;
5. Required accessible parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than 42 inches and no more than 72 inches above

pavement level. Van spaces shall be specifically identified as such.

| Table 3.3.300B - Minimum Number of Accessible Parking Spaces | | | |
|---|--|---|---|
| Source: ADA Standards for Accessible Design 4.1.2(5) | | | |
| Total Number of Parking Spaces Provided (per lot) | Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*) | Van Accessible Parking Spaces with min. 96" wide access aisle | Accessible Parking Spaces with min. 60" wide access aisle |
| 1 to 25 | Column A | 1 | 0 |
| | 1 | | |
| 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 | 20 plus 1 for each 100 over 1000 | 1/8 of Column A** | 7/8 of Column A*** |
| *vans and cars may share access aisles | | | |
| **one out of every 8 accessible spaces ***7 out of every 8 accessible parking spaces | | | |

E. On-Street Parking. On-street parking shall conform to the following standards:

1. Dimensions. The following constitutes one on-street parking space:
 - a. Parallel parking, each 22 feet of uninterrupted curb;
 - b. 45-degree diagonal, each with 12 feet of curb;
 - c. 90 degree (perpendicular) parking, each with 10 feet of curb.
2. Location. Parking may be counted toward the minimum standards in Table 3.3.300A when it is on the block face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and its must not violate any law or street standard.
3. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for

general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.

F. 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; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. The City may approve owner requests for shared parking through Land Use Review based on the following general standards:

1. If the applicants combine residential uses with non-residential uses having normal business hours between 8 a.m. and 6 p.m., each space may be counted for both uses.
2. If the applicants can demonstrate to the satisfaction of the City that the peak business hours for each use are substantially different, such as an office having daytime hours combined with a restaurant or church having peak use in the evening or Sunday, each space may be counted for both uses.

G. Off-site Parking. Except for single-family detached dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within a reasonable walking distance, generally interpreted to be within 500 feet of the use it serves, and the City has approved the off-site parking through Land Use Review. 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.

H. General Parking Standards.

1. Location. Parking is allowed only on streets, within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code. Article 2, Land Use Zones, prescribes parking location for some land uses (e.g., the requirement that parking for some multiple family and commercial developments be located to side or rear of buildings). Where physically possible, parking lots shall be located behind buildings, such that buildings separate parking areas from the street. In cases where this is not possible, parking may be located to the side of a building, but in no case shall the parking area be wider than 50 percent of the lot frontage in commercial land use zones and industrial land use zones. Parking shall not be placed to the side of a building adjacent to a street unless there is no other feasible alternative. See Figure 3.3.300.F(1) for design guidance. Chapter 3.1, Access and Circulation, provides design standards for driveways. Street parking spaces shall not include space in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pedestrian access way, landscape, or other undesignated area.
2. 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 actually less (i.e., the uses operate on different days or at different times of the day). The City may reduce the total parking required accordingly through Land Use Review.

Figure 3.3.300(F)1

3. 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 3.5.

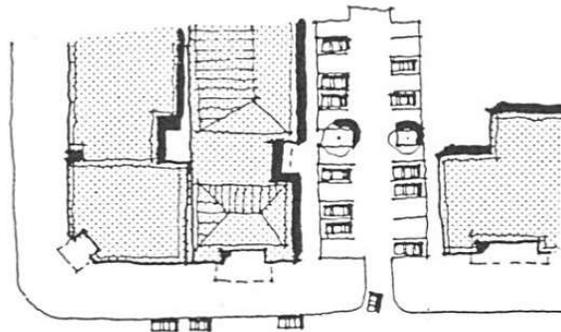
4. Lighting. All parking areas for more than 10 vehicles serving business uses and collective residential parking shall be illuminated during the hours between sunset and sunrise when the use is in operation. Any light standards associated with parking lots shall be directed downward only and shielded to prevent lighting spillover into any adjacent residential zone or use. Fixtures shall be equipped with or be capable of being back fitted with light directing devices such as shield, visors or hood when necessary to redirect offending light distribution. Lights shall be installed or aimed so that they do not project their output into the window of a neighboring residence, an adjacent use, or directly skyward.

5. Screening of Parking Areas. When parking areas are located adjacent to a street or sidewalk, additional design methods need to be employed to provide an effective screen and deemphasize large expanses of pavement. The use of trees, evergreen shrub hedges, landscaped berms and/or screening walls shall be used in such locations. The final screening design shall be approved by the City. Effective options include a four-foot-



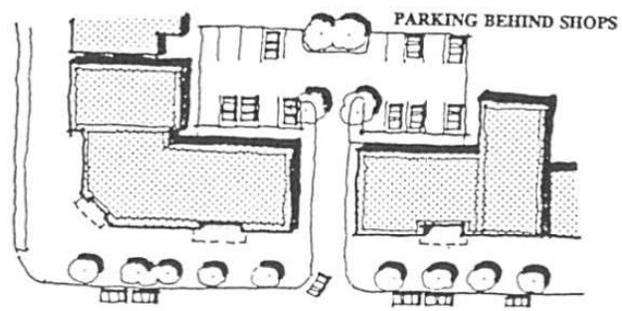
NOT ACCEPTABLE

Parking lots along the full length of the streetfront are generally inappropriate.



ACCEPTABLE

In certain situations, limited streetfront parking lots may be acceptable.



PREFERRED

Parking lots located behind shops and offices are preferred.

tall fence constructed of wood, vinyl designed to look like wood, brick, stone, stucco over concrete block, ornamental iron grate with brick or stone blasters, or a hedge that will reach at least four feet at maturity. See Figure 3.3.300F(2) for design guidance.

Figure 3.3.300.F (2) - Parking Area Screening

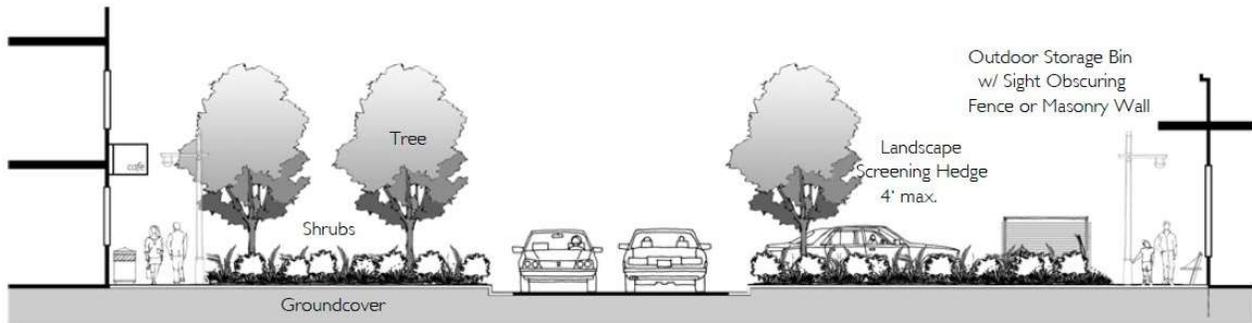
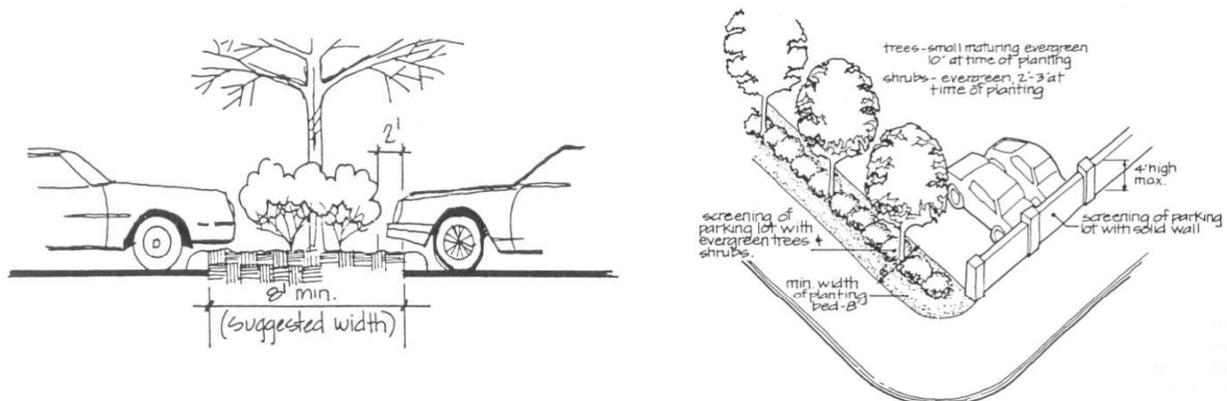


Figure 3.3.300.F (3) and (4) - Parking Area Screening



- I. **Parking Stall Design and Minimum Dimensions.** All off-street parking spaces shall be improved to conform to City standards for surfacing, storm water management, and striping. Standard parking spaces shall conform to the following standards and the dimensions in Figures 3.3.300F(5) and (6), and Table 3.3.300.F:
 1. Motor vehicle parking spaces shall measure eight (8) feet six (6) inches wide by eighteen (18) feet long or by sixteen (16) feet long, with not more than a two (2) foot overhang when allowed;
 2. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;
 3. Parking area layout shall conform to the dimensions in Figure 3.3.300F(5) and (6), and Table 3.3.300.F, below;
 4. Parking areas shall conform to Americans with Disabilities Act (ADA) standards for parking spaces

(dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines.

Figure 3.3.300.F(5) - Parking Area Layouts

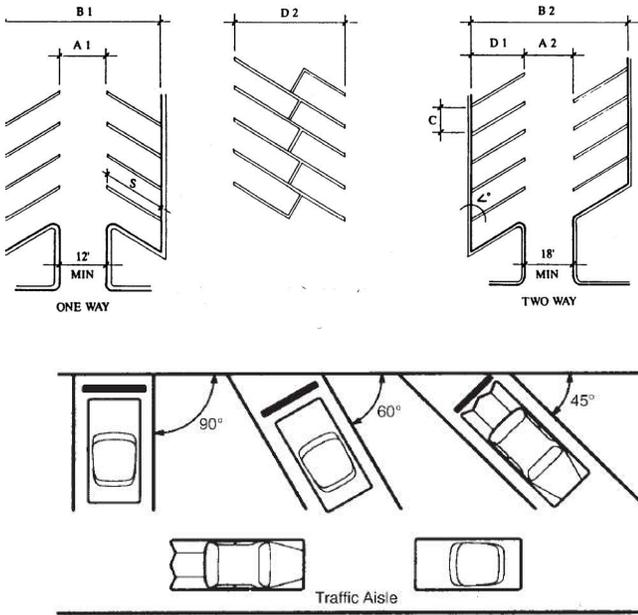


Figure 3.3.300.F(6) Disabled Person Parking Requirements

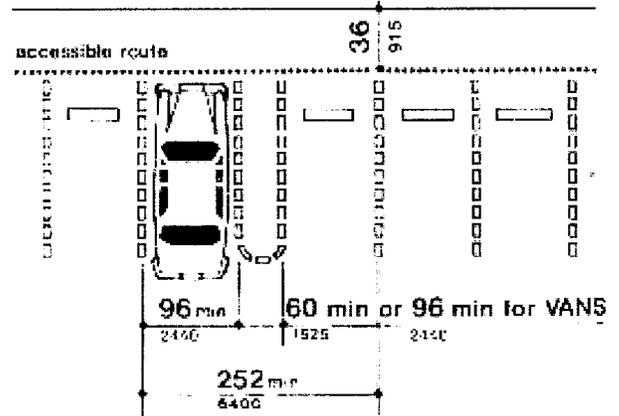


Table 3.3.300.F - Parking Area Layout*

| | PARKING ANGLE < ° | CURB LENGTH C | STALL DEPTH | | AISLE WIDTH | | BAY WIDTH | | STRIPE LENGTH S |
|--|----------------------|------------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|
| | | | SINGLE D1 | DOUBLE D2 | ONE WAY A1 | TWO WAY A2 | ONE WAY B1 | TWO WAY B2 | |
| Standard Car Stall width = 8'-6" | 90° | 8'-6" | 18' | 36' | 23' | 23' | 59' | 59' | 18' |
| | 60° | 10' | 20' | 40' | 17' | 18' | 57' | 58' | 23' |
| | 45° | 12' | 18'-6" | 37' | 13' | 18' | 50' | 55' | 26'-6" |
| | 30° | 17' | 16'-6" | 33' | 12' | 18' | 45' | 51' | 32'-8" |
| | 0° | 22' | 8'-6" | 17' | 12' | 18' | 29' | 35' | 8'-6" |
| Large Car Stall width = 10' | 90° | 10' | 20' | 40' | 24' | 30' | 64' | 70' | 20' |
| | 60° | 11'-6" | 22'-6" | 45' | 20' | 24' | 65' | 69' | 25'-9" |
| | 45° | 14' | 21' | 42' | 16' | 20' | 58' | 62' | 30' |
| | 30° | 20' | 19' | 38' | 14' | 20' | 52' | 58' | 37'-4" |
| | 0° | 26' | 10' | 20' | 14' | 20' | 34' | 40' | 10' |

* See Figure 3.3.300F(6) for ADA space requirements.

Important cross-references: See also, Article 2 – Land Use Zone standards, for parking location requirements for some multifamily and commercial land uses; Chapter 3.1 – Access and Circulation, for driveway standards; and Chapter 3.2 – Landscaping.

3.3.400 Bicycle Parking Standards. All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in Table 3.3.400, and subsections A-H, below.

A. Minimum Required Bicycle Parking Spaces. Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 3.3.400. Where two options are provided (*e.g.*, 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking is used.

| Table 3.3.400 – Minimum Required Bicycle Parking by Use | | |
|---|--|---|
| Use Categories | Specific Uses | Bicycle Parking Spaces |
| RESIDENTIAL CATEGORIES | | |
| Household Living | Multifamily | 2, or 1 per 20 units |
| | 3 story Multifamily or higher | Long-Term Spaces: 1 per 3 units |
| Group Living | | None |
| | Dormitory | None |
| COMMERCIAL CATEGORIES | | |
| Commercial Outdoor Recreation | | None |
| Office | | 2, or 1 per 40,000ft ² of floor area |
| Major Event Entertainment | | None |
| Retail Sales and Service | Without Lodging | 2, or 1 per 5,000ft ² of floor area |
| | With Lodging | 2, or 1 per 20 rentable rooms |
| INDUSTRIAL CATEGORIES | | |
| Manufacturing and Production | | None |
| Warehouse and Freight Movement | | None |
| INSTITUTIONAL CATEGORIES | | |
| Basic Utilities | Bus transit center | None |
| Community Service | | 2, or 1 per 10,000ft ² of floor area |
| | Park and ride | None |
| Parks (active recreation areas only) | | 8, or per CUP review |
| Schools | Grades 1-8 | 1 short-term and 1 long-term space per classroom |
| | Grades 9-12 | 1 short-term and 1 long-term space per classroom, or per CUP review |
| Colleges | Excluding dormitories (see Group Living) | 2 per classroom |
| Medical Centers | | 2, or 1 per 40,000ft ² of net building area, or per CUP review |

| Table 3.3.400 – Minimum Required Bicycle Parking by Use | | |
|---|--|---|
| Use Categories | Specific Uses | Bicycle Parking Spaces |
| Religious Institutions and Places of Worship | | 2, or 1 per 10,000ft ² of net building area |
| Daycare | | 2, or 1 per 10,000 ft ² of net building area |
| OTHER CATEGORIES | | |
| Other Categories | Determined through LUR, SDR or CUP Review, as applicable | |

- B. Exemptions.** This Section does not apply to single-family and two-family housing (attached, detached, or manufactured housing), home occupations, agriculture and livestock uses.
- C. Location and Design.** Short-term bicycle parking should, where possible, be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less. Long-term (*i.e.*, covered) bicycle parking, where required, should be incorporated into a building's design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable.
- D. Visibility and Security.** Bicycle parking for customers and visitors of a use shall, where possible, be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. Options for Storage.** Long-term bicycle parking requirements for multiple family uses 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. Long-term bicycle parking requirements for other uses can be met by locating parking in a covered area, such as under a canopy, eave, or stairway, or within a building or storage locker.
- F. Lighting.** For security, bicycle parking shall be at least as well lit as vehicle parking.
- G. Reserved Areas.** Areas set aside for bicycle parking shall 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 to not conflict with vision clearance standards (Chapter 3.1, Access and Circulation).

3.3.500 Loading Areas

- A. Purpose.** The purpose of this section of the Code is to provide standards (1) for a minimum number of off-street loading spaces that will ensure adequate loading areas for large uses and developments, and (2) to ensure that the appearance of loading areas is consistent with that of parking areas.

- B. Applicability.** Section 3.3.500 applies to residential projects with 50 or more dwelling units, and non-residential and mixed-use buildings with 20,000 ft² or more total floor area.
- C. Number of Loading Spaces.**
1. Residential buildings. Buildings where all of the floor area is in residential use shall meet the following standards:
 - a. Fewer than 50 dwelling units on a site that abuts a local street: No loading spaces are required.
 - b. All other buildings: One space.
 2. Non-residential and mixed-use buildings. Buildings where any floor area is in non-residential uses shall meet the following standards:
 - a. Shall be determined during the time of Site Design Review.
- D. Size of Spaces.** Required loading spaces shall be at least 35 feet long and 10 feet wide, and shall have a height clearance of at least 13'-16".
- E. Placement, setbacks, and landscaping.** Loading areas shall conform to the setback and perimeter landscaping standards in Articles 2 and 3. Where parking areas are prohibited between a building and the street, loading areas are also prohibited. The decision body may approve a loading area adjacent to or within the street right-of-way through Site Design Review or Conditional Use Permit review, as applicable, where it finds that loading and unloading operations are short in duration (*i.e.*, less than one hour), not obstruct traffic during peak traffic hours, or interfere with emergency response services.