

ARTICLE 5.7 – PARKING AND LOADING

SECTION 5.7.001 - OFF-STREET PARKING SPACES AND LOADING FACILITIES

No parking or loading area, or vehicle parking or bicycle parking spaces provided for the purpose of complying with the provisions of this Code shall hereafter be eliminated, reduced, or converted in any manner below the requirements established in this Code, unless equivalent facilities are provided elsewhere in conformity with the provisions of this Article or unless the Planning Commission and City Council determine the intent is to reduce reliance on the automobile and increase the viability of other alternative modes of transportation, such as walking and bicycling.

A. Eligibility of Street Parking Spaces – Vehicle and bicycle parking spaces in a public street including an alley, shall not be eligible as fulfilling any part of the off-street parking requirements. However, the Planning Commission may grant exceptions to this requirement by Conditional Use, pursuant to Article 8.5, and subject to the following criteria:

1. An exception may only be granted for the required vehicular parking for the assembly use types, or for bus parking for pre-elementary, elementary, junior high, high school and university campuses.
2. Eligible street parking shall only include those spaces that are immediately adjacent to the subject property, provided:
 - a. There are no existing or proposed parking restrictions for such street parking spaces that will be in conflict with the proposed use of such street parking spaces; and,
 - b. The furthest eligible parking space shall be no greater than five hundred feet (500') from the use or uses served, except for university campuses the furthest eligible parking space shall be no greater than one-thousand three-hundred feet (1,300') from the use or uses served.
3. A request for an exception shall require a favorable recommendation from the PTSSMAC and be accompanied by a review and recommendation from the City Manager on behalf of City Staff.

B. Computation Rule for More than One Use in a Structure - In the event that several uses occupy a single structure or parcel of land, the total requirements of off-street vehicle and bicycle parking shall be the sum of the requirements for the several uses computed separately.

C. Shared Parking Facilities - Required vehicle and bicycle parking facilities of two (2) or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that it can be shown by the owners or operators that the need for the facilities does not materially overlap (e.g., uses primarily of a daytime vs. nighttime nature), and provided that such right of joint use is evidenced by a deed, lease, contract, or similar written instrument establishing such joint use.

- D. Computation Rule for Fractions - If after calculating the number of required off-street vehicle and bicycle parking spaces, a quotient is obtained containing a fraction of one-half ($\frac{1}{2}$) or more; an additional space shall be required; if such fraction is less than one-half ($\frac{1}{2}$) it may be disregarded.
- E. Computation Rule Based on Number of Employees - When the vehicle and bicycle parking requirement is based on the number of employees, the number of spaces shall be based on the number of working persons typically engaged in the specified activity on the lot during the largest shift of the peak season.
- F. Computation Rule Based on Number of Seats - When the vehicle and bicycle parking requirement is based on the number of seats, each eighteen inches (18") of benches, and twenty-four inches (24") of booths, pews or similar facilities shall be counted as one (1) seat.
- G. Computation Rule Based on Number of Students - When the vehicle and bicycle parking requirement is based on the number of students, the number of spaces shall be based on the entire occupant load of the structure regardless of the number of students in attendance.
- H. Non-specified Number of Parking Spaces - When a required number of parking spaces is not specified for a particular use or facility, the Community Development Department/Planning Division shall prescribe a number of vehicle and bicycle parking spaces or loading berths based on a determination of the traffic generation of the activity, the amount of frequency of loading operations thereof, the time of operation of the activity, their location, and such other factors as affect the need for off-street parking or loading. Any such determination shall be subject to appeal pursuant to the Appeal Procedures as defined in Article 9.7.
- I. Computation Rule Based on Net Floor Area - A reasonable conversion of gross floor area to net available floor area within existing and proposed development that accounts for such factors as wall thickness, corridors, equipment areas, storage areas, conference rooms, break rooms and other portions of the development that do not generate parking demand shall be allowed as determined by the Community Development Director/Planner.

SECTION 5.7.002 - REQUIRED OFF-STREET PARKING AND LOADING SPACES

Off-street vehicle parking with adequate provision for safe ingress and egress shall be provided for the various uses defined in this Code. Whenever any structure is enlarged or expanded or the use is changed, off-street parking and loading shall be provided for the expansion, enlargement, or change of use prior to occupancy in accordance with the requirements of this Chapter. Required parking and loading spaces shall be improved and made available for use before the final inspection under the Building Permit is made by the Building Official, or before a change of use and resulting occupancy are commenced. In the event the improvements are not completed within a one (1) year time from the date of Building Permit issuance, the Site Plan bond shall be forfeited and the improvements thenceforth constructed under the direction of the City.

Standards for number of required vehicle parking spaces are presented in the Table of Off-Street Parking Requirements located at the end of this Article. Properties located within the "Exempt Off-Street Parking Area," as depicted on the map included in this Code, are not required to provide off-street parking. However, when provided, such off-street parking shall meet the design standards of this Article.

SECTION 5.7.003 - PARKING FACILITIES FOR THE PHYSICALLY DISABLED

Public accommodations or facilities, including but not limited to: auditoriums, theaters, restaurants, hotels, motels, stadiums, shopping centers, and office buildings, shall provide no less than one (1) parking space

for the physically disabled for each twenty-five (25) spaces in parking lots, or in accordance with the State of Oregon Structural Specialty Code and American Disabilities Act.

SECTION 5.7.004 - REQUIRED LOADING FACILITIES

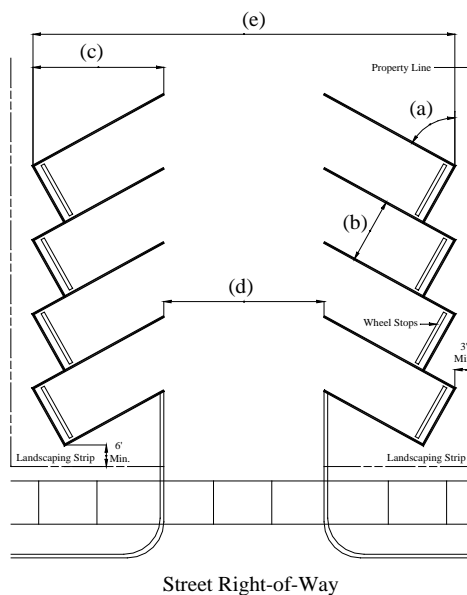
At the time a use is erected or enlarged, or an existing building use changed, off-street loading areas may be required. The following provisions shall apply to all loading facilities:

- A. Merchandise - Any use receiving a majority of its goods by truck shall provide an off-street loading/unloading area which will not impede traffic flow or parking availability. This standard shall not apply to lands located within the Exempt Off Street Parking Area.
- B. The minimum area required for loading spaces shall be not less than two hundred fifty (250) square feet each, where the gross floor area of all buildings on a lot or parcel of land is not more than twenty thousand (20,000) square feet.
- C. The minimum area required for loading spaces shall not be less than five hundred (500) square feet each, where the gross floor area of all buildings on a lot or parcel of land is more than twenty thousand (20,000) square feet; however, less than fifty thousand (50,000) square feet.
- D. The minimum area required for loading spaces shall be not less than seven hundred fifty (750) square feet each, where the gross floor area of all buildings on a lot or parcel of land exceeds fifty thousand (50,000) square feet.
- E. The minimum required loading area shall not be less than ten feet (10') in width and twenty-five feet (25') in length and shall have an unobstructed height of not less than fourteen feet (14').
- F. The required loading area shall be easily accessible from a street, highway or area.

SECTION 5.7.005 - PARKING DESIGN STANDARDS

A. Aisle Dimensions

1. The aisle dimensions for angle parking are to be based upon the angle and width of the parking space, as set forth in the following chart. The use of a wider parking space enables a reduction of the aisle width, as shown.



Angle (a)	Space Width (b)	Space to Curb (c)	Aisle ¹ (d)	Tier Width ² (e)
0° - 45°	9'-0"	19'-0"	16'-0"	54'-0"
	10'-0"	20'-0"	14'-0"	54'-0"
46° - 60°	9'-0"	20'-0"	18'-0"	58'-0"
	10'-0"	20'-8"	16'-0"	57'-4"
61° - 90°	9'-0"	18'-0"	24'-0"	60'-0"
	10'-0"	18'-0"	22'-0"	58'-0"

1. Aisle widths for forty-five-degree (0° - 45°) and sixty-degree (46° - 60°) spaces are one-way only.
2. Tier means two (2) rows of parking spaces plus an aisle. Tier width may not add to aisle width plus two (2) times the space to curb distance in the chart above, because additional tier width may be required for safety precautions.
3. Space dimensions for parallel parking are to be nine feet (9') by twenty-two feet (22'). Aisle dimensions for parallel parking are to be twelve feet (12') for two-way aisles.
4. Compact Parking may only be allowed subject to a variance approved by the Planning Commission pursuant to Article 8.4, and subject to the provisions of this section. When considered, a parking enforcement plan shall be provided to guarantee the management and enforcement of compact parking as designed. Space to Curb dimensions may be reduced by up to four feet (4') for each parking spaces signed and painted as "Compact Car Only." Up to thirty percent (30%) of the required off-street parking spaces may be designated for compact cars only.

B. Driveway Standards

1. Driveways serving residential uses shall have a minimum improved surface width of not less than ten feet (10') when serving one (1) dwelling unit; twenty feet (20') when serving two (2) dwelling units. Driveways serving three (3) or more dwelling units shall have twenty feet (20') of paved surface. Driveway widths within the public right-of-way are regulated by La Grande Ordinance Number 2979, Series 2001.
2. Driveways serving other than residential uses shall have a minimum width of ten feet (10') to accommodate one-way traffic, and a minimum width of twenty feet (20') to accommodate two-way traffic. Driveway widths within the public right-of-way are regulated by La Grande Ordinance Number 2979, Series 2001.
3. Vehicle parking areas for four (4) or more vehicles are to be designed to prevent cars from backing out into a public street, public or private pedestrian walk, or public alley, in order to leave the area or to maneuver out of the parking space. Parking lots are to be designed and improved so as to prevent ingress and egress at any point other than designated entrance or exit drives.
4. Access driveways to parking areas containing four (4) or more spaces are to be located and designed as follows:

- a. Parking area entrance and exit driveways are to be located a minimum of fifty feet (50') from the nearest street intersection, as measured from the center line of the driveway to the nearest travel lane of the intersecting street.
 - b. Entrance and exit driveways crossing the street property line of a single site are to be limited to two (2) along the frontage of any single street. The center line of driveways on the same property is to be separated by a minimum of thirty feet (30').
5. Driveways serving more than one (1) occupied structure shall have a paved surface capable of supporting fire apparatus. A turn-around area, approved by the Fire Chief, shall also be provided. The vertical clearance of such driveways shall be maintained at a minimum of thirteen feet six inches (13' 6").
6. Driveways serving more than one (1) occupied structure may be no more than three hundred feet (300') in length.
7. Driveways serving more than one (1) occupied structure shall be subject to a maintenance agreement approved by the City and recorded in the Union County Deed Records if more than one ownership is involved.
8. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the City. A fire access road shall extend to within one hundred and fifty feet (150') of all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building.
 - a. The unobstructed width shall be at least twenty feet (20').
 - b. The unobstructed vertical clearance shall be at least thirteen feet, six inches (13'6").
 - c. The driveway or private road surface shall provide for all-weather driving capability and shall support the imposed loads of the largest fire apparatus serving the City.
 - d. Bridges, culverts and/or elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of the largest fire apparatus serving the City.
 - e. If the driveway or private road is a dead end, longer than one hundred and fifty feet (150') in length, a turn-around shall be provided in accordance with the Oregon Fire Code.
 - f. For residential development that includes ten (10) or more dwelling units a secondary ingress/egress serving the development shall be provided that meets the requirements of this Section. The Fire Chief may impose a greater restriction or requirement in accordance with the Oregon Fire Code.
 - g. Address numbers (minimum size – four inch [4"] numbers) shall be posted at or near the driveway entrance so they are readily visible from the street in either direction.
 - h. The grade of any portion of such driveway shall not exceed ten percent (10%). The Fire Chief may allow a grade up to fifteen percent (15%) after consideration of on-site fire protection systems as specified in the Oregon Fire Code.

C. Vehicle Parking and Loading Area Location

The location of off-street parking and loading facilities shall be in accordance with the following provisions:

1. Required parking and loading facilities for residential uses as provided herein shall be located on the same lot or parcel of land as the use the parking facilities are intended to serve. Such facilities shall be conveniently and fully accessible and located at a place where the erection of garages or carports is permitted. Stacked or blocked in parking spaces do not qualify as eligible or valid parking spaces to satisfy the requirement of this Code.
2. Required parking and loading facilities for uses other than residential shall be located as follows:
 - a. On the same lot or parcel of land as the use that such parking or loading facilities are intended to serve; except that for industrial uses, required parking or loading facilities shall not be located in a required front or side yard abutting a public street, unless the structure is provided with adequate setbacks and landscaping. See Section 5.3.003(B)(2). Stacked or blocked in parking spaces do not qualify as eligible or valid parking spaces to satisfy the requirement of this Code.
 - b. On a lot or parcel of land held under the same or joint ownership, provided such parking or loading facilities are located adjoining the use or uses served.
 - c. On a lot or parcel of land within five hundred feet (500') of the use or uses served, except for University campuses within one-thousand three-hundred feet (1,300') from the use or uses served.
 - d. Binding agreements between land uses for mutual use of parking facilities during non-conflicting hours may be recognized by the City in lieu of the standards in this Article.

D. Drop-off Points Required

When located outside the Central Business Zone, parking areas for public assembly facilities are to include a designated on-site location for dropping off and picking up passengers at an entrance to the facility in advance of parking the vehicle. Drop-off areas are to consist of one directional vehicle turnout lanes with parallel parking. Drop-off points are to be provided for:

1. Hotels and motels;
2. Schools with fifty (50) or more students;
3. Churches with a capacity of one hundred (100) or more;
4. Restaurants with a capacity of fifty (50) or more customers;
5. Public transportation terminals;
6. Places of public assembly;
7. Public buildings; and
8. Offices larger than five thousand feet (5,000').

E. Bicycle Parking

1. Bicycle Parking Facility Design

- a. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary rack which support the frame so the bicycle cannot easily be pushed or fall to one side. Racks that require a user-supplied lock shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.
- b. Bicycle parking spaces shall be at least six feet (6') long and two and one-half feet (2½') wide, and overhead clearance in covered spaces shall be a minimum of seven feet (7').
- c. A five-foot (5') aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.
- d. Bicycle racks or lockers shall be securely anchored.
- e. Required bicycle parking shall be located in a well-lighted, secure and generally visible location.
- f. Bicycle parking shall not obstruct walkways. A minimum five foot (5') wide aisle shall remain clear.
- g. If ten (10) or more bicycle spaces are required for commercial development, then at least twenty percent (20%) of the bicycle spaces must be covered. A lockable enclosure shall be considered as a covered parking space.
- h. All of the required bicycle parking for residential uses shall be covered. This may include space provided in a carport or garage.
- i. Bicycle parking areas shall be located and designed to prevent damage from maneuvering vehicles.

2. Location Standards for Bicycle Parking

- a. All required bicycle parking shall be located on the site within fifty feet (50') of main building entrances and not farther from the entrance than the closest standard motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use.
- b. For buildings or development with multiple entrances, required bicycle parking shall be distributed proportionally at the various public entrances. Long-term public parking shall also be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if appropriate.
- c. Bicycle parking may be located in the public right-of-way with the approval of the Public Works Director.
- d. Bicycle parking may be provided within a building, but the location must be easily accessible for bicyclists.

SECTION 5.7.006 - PARKING LOT CONSTRUCTION

All parking areas with off-street parking spaces are to be improved as follows, except as otherwise provided by this Section and by Section 5.7.005(B)(3) and (4):

A. Surfacing

All parking areas are to be surfaced with an asphalt, concrete, or oil mat surface in conformance with City standards. Where concrete or asphalt is required, brick or other masonry paving units may be substituted including vertically-oriented concrete block.

B. Lining and Marking

Parking spaces in paved parking areas are to be marked with paint striping, a minimum of two inches (2") in width. Parking spaces in other types of lots may be identified by wheel stop barriers.

C. Wheel Stops

Wheel stops, or continuous concrete or asphalt curbing is required in all parking lots to define the perimeter of the parking area, and to protect landscaping from vehicle encroachment. Wheel stops are to be constructed as follows:

1. Wheel stops are to be constructed of durable material not less than six inches (6") in height. Wheel stops are to be securely installed and maintained as a safeguard against damage to adjoining vehicles, machinery or abutting property.
2. Wheel stops or other vehicle barriers are to be located no closer than three feet (3') to any property lines. The area between the wheel stops or barriers and the property line shall be landscaped.

D. Vertical Clearance

Covered parking spaces are to have a vertical clearance of at least seven feet six inches (7'6") above the parking lot surface for all uses except residential.

E. Slope

The finished grade of a parking lot is not to exceed a five percent (5%) slope.

F. Landscaping

A minimum of five percent (5%) of the interior of all parking lots with four (4) or more spaces is to be landscaped, in addition to any perimeter landscaping required by Subsection G(2) of this Section. The total aggregate area of landscaping need not exceed the minimum requirements in Article 5.6, Section 5.6.005(B). One (1) appropriate shade tree, as determined by the standards for tree planting in the City Community Forestry Program Guide, per each six (6) parking spaces is required in any parking lot to provide shade and visual relief to parking lots.

G. Screening

1. Parking lots which abut a residential zone shall be visually screened by a landscaping strip with a minimum height of five feet (5'), or a six foot (6') high solid fence or wall located on the parking lot side of the property.
2. Parking lots abutting a public street are to be separated from the street right-of-way by a landscaping strip with a minimum width of six feet (6').

H. Drainage

All drainage resulting from the improvements shall be collected on-site in such a manner that it can be discharged to an approved storm water collection system without flowing across any public sidewalk or street.

I. Signs

All traffic control signs required for ingress and egress to and from the parking lot shall be installed on private property and not in the public right-of-way.

SECTION 5.7.007 - PARKING USES NOT IDENTIFIED IN OFF-STREET PARKING REQUIREMENTS

For any use not listed herein, the required off-street parking shall be determined by the Planning Commission. In determining the off-street parking requirements of any unlisted use, the Planning Commission shall first make a finding that all of the following conditions exist:

- A. That field investigations disclose that the subject use and its operations are compatible with one or more uses under which parking area is designated.
- B. That the proposed parking area requirements will adequately serve the intended use and be located in such a manner to protect the public health, peace, safety, and general welfare.

SECTION 5.7.008 - DESIGNATED IMPROVEMENT STANDARDS FOR PARKING LOTS OF FOUR OR MORE SPACES

- A. Each paved space must be marked by striping.
- B. Traffic flow arrows and signs may be required.
- C. No parking space shall back onto a street without Site Plan approval.
- D. Adequate drainage shall be specified at the time of Site Plan Review.
- E. Bumper guards or wheel stops may be required near buildings, fences, or sidewalks during Site Plan Review.
- F. Driveway locations shall be approved by the City or the State Highway Division.
- G. Artificial lighting may be required, but where installed shall be shielded so as to not cast a direct light onto adjacent properties and/or residences.

SECTION 5.7.009 – TABLE OF OFF-STREET PARKING REQUIREMENTS

USE TYPE	PARKING SPACE REQUIRED
Animal Shelters:	<p><u>Vehicle</u> - One (1) space for each 500 square feet of net floor area plus one (1) space for each employee.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Assembly Uses – Churches, Gymnasiums, meeting halls, stadiums, sports arenas, theaters, auditoriums, and other public assembly areas:	<p><u>Vehicle</u> - Based on total occupancy load, per Building Code; one (1) space for every three (3) people when occupancy is 0-300; one (1) space for every four (4) people when occupancy is 301-1,000; and one (1) space for every seven (7) people when occupancy is over 1,000, computed cumulatively, i.e. 320 occupant load would be calculated as follows: 300 @ 1:3 = 100, plus 20 @ 1:4 = 5; for a total of 105 spaces.</p> <p><u>Bicycle</u> – Minimum of twenty percent (20%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Athletic/Health Club:	<p><u>Vehicle</u> - One (1) space for each two hundred (200) square feet of net floor area plus one (1) space for each employee and employer.</p> <p><u>Bicycle</u> – Minimum of twenty percent (20%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Banks, business or professional offices including real estate offices, personal service shops, utility computer offices:	<p><u>Vehicle</u> - One (1) space for each 200 square feet of net floor area or fraction thereof, plus one (1) space for every two (2) employees.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces</p>
Bowling Alley:	<p><u>Vehicle</u> - Five (5) spaces for each alley plus one (1) space for every two (2) employees.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Community Education (Colleges, universities, and trade schools):	<p><u>Vehicle</u> - Five (5) spaces per classroom, plus one (1) space for every two (2) employees, plus one (1) space per each fleet vehicle, plus the requirements for public assembly as set forth herein.</p> <p><u>Bicycle</u> – Four (4) spaces per classroom.</p>
Community Education (Pre-Elementary Schools and Day Nurseries):	<p><u>Vehicle</u> - One (1) space for each employee and employer, one (1) for each fleet vehicle, and a thirty-foot (30') reserve area for picking up children.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>

USE TYPE	PARKING SPACE REQUIRED
Community Education (Elementary or Junior High):	<p><u>Vehicle</u> - One and one-half (1½) spaces for each classroom, one (1) for each fleet vehicle, plus one (1) bus loading space for each 150 students or portion thereof.</p> <p><u>Bicycle</u> – Four (4) spaces per classroom.</p>
Establishments for the sale and consumption on the premises of food and beverages:	<p><u>Vehicle</u> - One (1) space for each (100) square feet of gross floor area or one (1) space per four (4) seats, whichever is less, plus one (1) space for each employee and employer.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Group Care Residential:	<p><u>Vehicle</u> - One (1) space for each 500 square feet of gross floor area plus one (1) space for each employee.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Community Education (High Schools):	<p><u>Vehicle</u> - Three (3) spaces per classroom, plus one (1) space per ten (10) students the school is designed to accommodate, one (1) per each employee, one (1) for each fleet vehicle, plus the requirements for public assembly as set forth herein.</p> <p><u>Bicycle</u> – Four (4) spaces per classroom.</p>
Hospitals:	<p><u>Vehicle</u> - Two (2) spaces for each bed.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Lodging:	<p><u>Vehicle</u> - One (1) space for each guest room up to forty (40) guest rooms plus one (1) additional space for each two (2) rooms over the first forty (40) rooms and one (1) space for each employee and employer.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Library or Museum	<p><u>Vehicle</u> - One (1) space per 400 square feet of floor area.</p> <p><u>Bicycle</u> – Minimum of twenty percent (20%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Manufacturing uses, research and testing laboratories, creameries, bottling establishments, bakeries, printing and engraving or similar use:	<p><u>Vehicle</u> - One (1) for every two (2) employees, or not less than one (1) space for each five hundred (500) square feet of gross floor area whichever amount is greater, plus one (1) space for each fleet vehicle.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>

USE TYPE	PARKING SPACE REQUIRED
Medical or dental clinics and medical professional schools:	<p><u>Vehicle</u> - One (1) space for each doctor and each employee plus one (1) space for each 300 square feet of gross floor area.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Mortuaries and funeral homes:	<p><u>Vehicle</u> - One (1) space for each employee and one (1) space per four (4) seats based on maximum capacity.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Motor vehicles or machinery sales and automotive repair shops, wholesale stores:	<p><u>Vehicle</u> - One (1) space for each 800 square feet of gross floor area plus one (1) space for each employee and employer.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Multiple dwelling housing for senior citizens over sixty (60) years of age whose income level qualified the occupants to receive HUD rent subsidies:	<p><u>Vehicle</u> - One (1) space per every two (2) dwelling units, plus an off-street loading area.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Nursing and convalescent homes:	<p><u>Vehicle</u> - One (1) space for every three (3) patient beds plus one (1) space for each employee and employer.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Offices not providing customer service on the premises:	<p><u>Vehicle</u> - One (1) space for each employee or one (1) space for each 400 square feet of gross floor area, whichever amount is greater.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Personal Services (Barber shops, hair salons, massage, photography studio):	<p><u>Vehicle</u> - One (1) space for each employee and employer plus one (1) space for each 100 square feet of net floor area.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Residential Use:	<p><u>Vehicle</u> - One (1) space per dwelling unit, which must be covered.</p> <p><u>Bicycle</u> – One (1) space per unit for multi-family (tri-plex or greater).</p>
Rest homes, homes for the aged, or assisted living:	<p><u>Vehicle</u> - One (1) space for every two (2) patient beds or one (1) space per apartment unit.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>

USE TYPE	PARKING SPACE REQUIRED
Retail sales lots such as lumber yards, builder supply stores, yards, nurseries, or any other retail use not listed herein and having portions of operations not within a building:	<p><u>Vehicle</u> - One (1) space for each employer and employee plus one (1) space for each 400 square feet of gross retail floor area, and one (1) space for each one 1,000 square feet of gross retail sales area.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Retail stores having more than 5,000 square feet of floor area:	<p><u>Vehicle</u> - Twenty (20) spaces plus one (1) space for each 400 square feet of gross floor area devoted to retail sales in excess of 5,000 square feet plus one (1) space for each employee and employer.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Retail stores, except as otherwise specified herein, having not more than 5,000 square feet of floor area:	<p><u>Vehicle</u> - One (1) space for each 400 square feet of gross floor area devoted to retail sales plus one (1) space for each employee.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Rooming houses, lodging houses, dormitories, clubs and fraternity houses, bed and breakfasts, residential homes and residential facilities:	<p><u>Vehicle</u> - One (1) space for each sleeping room or one (1) space for each two (2) beds, whichever is greater.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Swimming Pool:	<p><u>Vehicle</u> - One (1) space per 400 square feet of gross floor area or one (1) space per five (5) seats or ten feet (10') of bench length; whichever amount is greater.</p> <p><u>Bicycle</u> – Minimum of ten percent (10%) of the required vehicular parking with a minimum of two (2) spaces.</p>
Trailer parks and/or mobile home parks:	<p><u>Vehicle</u> - Two (2) spaces in conjunction with each trailer space, plus one (1) space for each three (3) trailer spaces, the latter to be provided in the trailer park separate from the trailer spaces</p>
Warehouses and Storage Buildings:	<p><u>Vehicle</u> - One (1) space for each employee and one (1) space for each fleet vehicle.</p> <p><u>Bicycle</u> – Minimum of five percent (5%) of the required vehicular parking with a minimum of two (2) spaces.</p>