

**Chapter 14.72  
PARKING**

Sections:

- 14.72.010 Number of Parking Spaces Required
- 14.72.020 Flexibility in Administration Required
- 14.72.030 Parking Space Dimensions
- 14.72.040 Required Widths of Parking Area Aisles and Driveways
- 14.72.050 General Design Requirements
- 14.72.060 Vehicle Accommodation Area Surfaces
- 14.72.070 Joint Use of Required Parking Spaces
- 14.72.080 Satellite Parking
- 14.72.090 Special Provisions For Lots With Existing Buildings
- 14.72.100 Loading and Unloading Areas
- 14.72.110 Bicycle Parking Facilities

14.72.010 Number of Parking Spaces Required.

- (a) All developments in all zoning districts other than the Central Business District shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question.
- (b) The presumptions established by this chapter are that: (i) a development must comply with the parking standards set forth in Subsection (e) to satisfy the requirement stated in Subsection (a), and (ii) any development that does meet these standards is in compliance. However, the Table VIII, the Table of Parking Requirements is only intended to establish a presumption and should be flexibly administered, as provided in Section 14.72.020.
- (c) Uses in the Table of Parking Requirements (Subsection (e)), are indicated by a numerical reference keyed to the Table of Permissible Uses, Section 14.40.010. When

determination of the number of parking spaces required by this table results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space.

- (d) The council recognizes that the Table of Parking Requirements set forth in Subsection (e) cannot and does not cover every possible situation that may arise. Therefore, in cases not specifically covered, the permit issuing authority is authorized to determine the parking requirements using this table as a guide.
- (e) Table of Parking Requirements--Table VIII, below, describes the number of off-street parking stalls required for the various permissible uses.

14.72.020 Flexibility in Administration Required.

- (a) The council recognizes that, due to the particularities of any given development, the inflexible application of the parking standards set forth in Subsection 14.72.010(e) may result in a development either with inadequate parking space or parking space far in excess of its needs. The former situation may lead to traffic congestion or parking violations in adjacent streets as well as unauthorized parking in nearby private lots. The latter situation wastes money as well as space that could more desirably be used for valuable development or environmentally useful open space. Therefore, as suggested in Section 14.72.010, the permit-issuing authority may permit deviations from the presumptive requirements of Subsection 14.72.010(e) and may require more parking or allow less parking whenever it finds that such deviations are more likely to satisfy the standard set forth in Subsection 14.72.010(a).

TABLE VIII: TABLE OF PARKING REQUIREMENTS

Use		Parking Requirement
1.110 1.120	Single family detached residences.	2 spaces per dwelling unit plus one space per room rented out (see Accessory Uses, Section 14.40.050).
1.200	Two family residences.	2 spaces for each dwelling unit, except that one-bedroom units require only one space.
1.300	Multi-family residences.	2 spaces per unit plus 1 additional space for every four units in the development, except multi-family units limited to senior citizens require only 1 space per unit.
1.410	Level I health and social service facility.	3 spaces for every five beds except for uses exclusively serving children under 16, in which case 1 space for every three beds shall be required.
1.420 1.430	Level II and III health and social service facility.	To be determined by the Planning Director on a case by case basis.
1.440	Group Homes for Juvenile Offenders	1 space for each staff person on site during the maximum shift plus 1 space for each facility vehicle plus 1 space for every three beds.
1.510	Rooming and boarding houses.	1 space for each bedroom.
1.520 1.530	Tourist homes, hotels and motels.	1 space for each room to be rented plus additional space (in accordance with other sections of this table) for restaurant or other facilities.
1.700	Temporary emergency, construction, and repair residences.	2 spaces per dwelling unit plus one space per room rented out (see Accessory Uses, Section 14.40.050)
2.111 2.210	Retail sales high volume traffic.	1 space per 200 square feet of gross floor area.
2.112	Convenience stores.	1 space per 150 square feet of gross floor area.
2.120 2.130 2.220 2.230	Retail sales low volume traffic, wholesale sales.	1 space per 400 square feet of gross floor area.
3.110 3.120 3.130 3.210 3.220	Offices.	1 space per 400 square feet of gross floor area.
3.230	Banks.	1 space per 200 square feet of area within main building plus reservoir land capacity equal to 5 spaces per window (10 spaces if window serves two stations).
4.110	Manufacturing: majority of business from walk in trade.	1 space per 400 square feet of gross floor area.
4.120 4.200	Manufacturing: majority of business does not come from walk in trade.	1 space for every employee on the maximum shift except that, if permissible in the commercial districts, such uses may provide 1 space per 200 square feet of gross floor area.

Use		Parking Requirement
5.110	Elementary and secondary schools.	1.75 spaces per classroom in elementary schools, 5 spaces per classroom in high schools.
5.120	Trade and vocational schools.	1 space per 100 square feet of gross floor area.
5.130	Colleges and universities.	1 space per 150 square feet of gross floor area.
5.200	Churches, synagogues and temples.	1 space for every four seats in the portion of the church building to be used for services plus spaces for any residential use as determined in accordance with the parking requirements set forth above for residential uses, plus 1 space for every 200 square feet of gross floor area designed to be used neither for services nor residential purposes.
5.300 5.400	Libraries, museums, art galleries, art centers.  Social, fraternal clubs and lodges, union halls.	1 space per 300 square feet of gross floor area.
6.110	Bowling alleys, skating rinks, indoor tennis and squash courts, billiard and pool halls, indoor athletic and exercise facilities.	1 space for every three persons that the facilities are designed to accommodate when fully utilized (if they can be measured in such a fashion—example, tennis courts or bowling alleys) plus 1 space per 200 square feet of gross floor area used in a manner not susceptible to such calculation.
6.120 6.130	Movie theaters.  Coliseums, stadiums, and all other facilities in the 6.100 use class designed to seat or accommodate more than 1,000 people at a time.	1 space for every four seats.
6.210 6.220	Privately owned outdoor recreational facilities.  Publicly owned outdoor recreational facilities.	1 space per 200 square feet of area within enclosed buildings, plus 1 space for every three persons that the outdoor facilities are designed to accommodate when used to the maximum capacity.
6.230	Golf driving ranges not accessory to golf courses, par 3 golf courses, miniature golf courses, skateboard parks, water slides.	Miniature golf course, skateboard park, water slide, and similar uses--1 space per 300 square feet of area plus 1 space per 200 square feet of building gross floor area; Driving range--1 space per tee plus 1 space per 200 square feet in building gross floor area; Par Three Course--2 spaces per golf hole plus 1 space per 200 square feet of building gross floor area.
6.240	Horseback riding stables.	1 space per horse that could be kept at the stable when occupied to maximum capacity.
6.250	Automobile and motorcycle racing tracks.	1 space for every three seats.
6.260	Drive-in movie theater.	1 space per speaker outlet.

Use		Parking Requirement
6.300	Recreational activities compatible with regional recreation facilities and/or intended to cater to users of such facilities.	1 space for every three persons that the facilities are designed to accommodate when fully utilized (if they can be measured in such a fashion example, tennis courts or bowling alleys) plus 1 space per 200 square feet of gross floor area used in a manner not susceptible to such calculation. (Ord. 501, Sec. 13, 1995)
7.100	Secure community transition facilities	1.5 spaces for each staff person on site during the maximum shift plus 1 space for each facility vehicle plus 1 space for every three beds.
7.400	Penal and correctional facilities.	1 space for every two employees on maximum shift.
8.100	Restaurants without substantial carry-out or delivery service, no drive-in service, no outdoor seating.	1 space per 100 square feet of gross floor area.
8.200 8.300	Restaurant without substantial carry-out or delivery service, no drive-in service, but with outdoor seating.  Restaurants with carry-out and delivery service, and outside seating.	Same as 8.100 plus 1 space for every four outside seats.
8.400	Restaurants with carry-out and delivery service, drive-in and outside seating.	Same as 8.200 plus reservoir lane capacity equal to 5 spaces per drive-in window.
9.100 9.200 9.300 9.400	Motor vehicle sales or rental; mobile home sales.  Sales with installation of motor vehicle parts or accessories.  Motor vehicle repair and maintenance.	1 space per 200 square feet of gross floor area.
9.500	Gasoline sales.	1 space per 200 square feet of gross floor area of building devoted primarily to gas sales operation, plus sufficient parking area to accommodate vehicles at pumps without interfering with other parking spaces.
9.600	Car wash.	Conveyer type--1 space for every three employees on the maximum shift plus reservoir capacity equal to five times the capacity of the washing operation. Self-service type--2 spaces for drying and cleaning purposes per stall plus two reservoir spaces in front of each stall.

Use		Parking Requirement
10.210 10.220	Storage of goods not being sold on the same site.	1 space for every two employees on the maximum shift but not less than 1 space per 5,000 square feet of area devoted to storage (whether inside or outside).
11.000	Scrap materials, salvage yards, junkyards, automobile graveyards.	1 space per 200 square feet of gross floor area.
12.000	Veterinarian, kennel.	1 space per 200 square feet of gross floor area.
13.000	Emergency services (Police Stations, Fire Stations).	1 space per 200 square feet of gross floor area.
14.000	Agriculture, silviculture, mining, quarrying, soil processing .	1 space for every two employees on maximum shift.
15.100 15.200	Post office, airport.	1 space per 200 square feet of gross floor area.
15.300	Solid waste facilities.	1 space for every two employees on maximum shift.
15.400	Military reserve, national guard centers.	1 space per 100 square feet of gross floor area.
16.000	Dry cleaner, laundromat.	1 space per 200 square feet of gross floor area.
19.000	Open markets and horticultural sales.	1 space per 1,000 square feet of lot area used for storage, display, or sales.
20.000	Funeral home.	1 space per 100 square feet of gross floor area.
21.200	Crematorium.	1 space per 200 square feet of gross floor area.
22.000	Commercial nursery schools, day care centers.	1 space per employee plus 1 space per 200 square feet of gross floor area.
24.000	Bus and train stations.	1 space per 200 square feet of gross floor area.
25.000	Commercial greenhouse.	1 space per 200 square feet of gross floor area.

- (b) Without limiting the generality of the foregoing, the permit-issuing authority may allow deviations from the parking requirements set forth in Subsection 14.72.010(e) when it finds that:
  - (1) A residential development is irrevocably oriented toward the elderly or other demographic group which, due to the driving characteristics of the group, requires fewer or more parking stalls than the general populace;

- (2) A sole business (not part of a large mall) is primarily oriented to walk-in trade.

- (c) Whenever the permit-issuing authority allows or requires a deviation from the presumptive parking requirements set forth in Subsection 14.72010(e), it shall enter on the face of the permit the

parking requirement that it imposes and the reasons for allowing or requiring the deviation.

- (d) If the permit-issuing authority concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by Subsection 14.72.010(e) for a particular use classification is erroneous, it shall initiate a request for an amendment to the Table of Parking Requirements in accordance with the procedures set forth in Chapter 14.96.

Table IX: Parking Aisle Widths

Aisle Width	Parking Angle				
	0°	30°	45°	60°	90°
One-Way Traffic	13	11	13	18	24
Two-Way Traffic	19	20	21	23	24

14.72.030 Parking Space Dimensions.

- (a) Subject to Subsections (b) and (c), each parking space shall contain a rectangular area at least 19 feet long and 9 feet wide. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this section.
- (b) In parking areas containing 10 or more parking spaces, up to 20 percent of the parking spaces need only contain a rectangular area of only 7½ feet in width by 15 feet in length. If such spaces are provided, they shall be conspicuously designated as reserved for small or compact cars only.
- (c) Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than 22 feet by 8 feet.

- (a) Parking area aisle widths shall conform to Table IX, which varies the width requirement according to the angle of parking.
- (b) Driveways shall be not less than 10 feet in width for one-way traffic and 20 feet in width for two-way traffic, except that 10-foot-wide driveways are permissible for two-way traffic when (i) the driveway is not longer than 50 feet, (ii) it provides access to not more than 6 spaces, and (iii) sufficient turning space is provided so that vehicles need not back into a public street.

14.72.050 General Design Requirements.

- (a) Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.

14.72.040 Required Widths of Parking Area Aisles and Driveways.

- (b) Vehicle accommodation areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.
- (c) Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.
- (d) Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.

14.72.060 Vehicle Accommodation Area Surfaces.

- (a) Except as provided in Subsection (b), all vehicle accommodation areas shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust. Specifications for surfaces meeting the standard set forth in this subsection are contained in the administrative guideline entitled "Vehicle Accommodation Area Surfaces."
- (b) Within the Light Industrial or General Industrial Districts where a proposed use is (i) clearly non-permanent (i.e., no permanent structure is proposed) and is not anticipated to be a permanent use, and (ii) is not required to have more than 10 parking spaces per the Table of Parking Requirements, and (iii) the parking spaces are not to be used regularly at least five days per week, then the vehicle accommodation areas that contain parking areas need not be paved as specified in Subsection (a). Instead, the vehicle accommodation area may be graded and surfaced with crushed stone, gravel, or other suitable

material (as provided in the specifications set forth in the administrative guideline entitled "Vehicle Accommodation Area Surfaces") to provide a surface that is stable and will help to reduce dust and erosion. The perimeter of such parking areas shall be defined by bricks, stones, railroad ties, or other similar devices. In addition, whenever such a vehicle accommodation area abuts a paved street, the driveway leading from such street to such area (or, if there is no driveway, the portion of the vehicle accommodation area that opens onto such streets), shall be paved as provided in Subsection (a) for a distance of 15 feet back from the edge of the paved street. This subsection shall not apply to single-family or two-family residences or other uses that are required to have only one or two parking spaces.

- (c) Parking spaces in areas surfaced in accordance with Subsection (a) shall be appropriately demarcated with painted lines or other markings. Parking spaces in areas surfaced in accordance with Subsection (b) shall be demarcated whenever practicable.
- (d) Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicle accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.

14.72.070 Joint Use of Required Parking Spaces.

- (a) One parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to any other use.
- (b) To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking

lot is used in connection with an office building on Monday through Friday but is generally 90 percent vacant on weekends, another development that operates only on weekends could be credited with 90 percent of the spaces on that lot. Or, if a church parking lot is generally occupied only to 50 percent of capacity on days other than Sunday, another development could make use of 50 percent of the church lot's spaces on those other days.

- (c) If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 14.72.080 are also applicable.

#### 14.72.080 Satellite Parking.

- (a) If the number of off-street parking spaces required by this title cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to in this section as satellite parking spaces.
- (b) All such satellite parking spaces (except spaces intended for employee use) must be located within 400 feet of a public entrance of a principal building housing the use associated with such parking, or within 400 feet of the lot on which the use associated with such parking is located if the use is not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance.
- (c) The developer wishing to take advantage of the provisions of this section must present satisfactory written evidence that he has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. The developer must also sign an acknowledgement that the continuing validity of his permit depends upon his continuing ability to provide the requisite number of parking spaces.

- (d) Persons who obtain satellite parking spaces in accordance with this section shall not be held accountable for ensuring that the satellite parking areas from which they obtain their spaces satisfy the design requirements of this chapter.

14.72.090 Special Provisions For Lots With Existing Buildings. Notwithstanding any other provisions of this title, whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this title, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the parking requirements of Section 14.72.010 that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the developer need only comply with the requirements of Section 14.72.010 to the extent that (i) parking space is practicably available on the lot where the development is located, and (ii) satellite parking space is reasonably available as provided in Section 14.72.070. However, if satellite parking subsequently becomes reasonably available, then it shall be a continuing condition of the permit authorizing development on such lot that the developer obtain satellite parking when it does become available.

#### 14.72.100 Loading and Unloading Areas.

- (a) Subject to Subsection (e), whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.
- (b) The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. Table X indicates the number and size of spaces that, presumptively, satisfy the standard

set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

- (c) Loading and unloading areas shall be so located and designed that the vehicles intended to use them can (i) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.
- (d) No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

Table X: Loading Area Requirements

Gross Leasable Area of Building	Number of spaces*
1,000 - 19,999	1
20,000 - 79,999	2
80,000 - 127,999	3
128,000 - 191,000	4
192,000 - 255,999	5
256,000 - 319,999	6
320,000 - 391,999	7
Plus one (1) space for each additional 72,000 square feet or fraction thereof	

\*Minimum dimensions of 12 feet x 55 feet and overhead clearance of 14 feet from street grade required.

- (e) Whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this title, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the

loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.

14.72.110 Bicycle Parking Facilities.

- (a) All multi-family uses in excess of four units shall provide parking facilities for bicycles at a ratio of 1 "stall" per dwelling unit.
- (b) All commercial and public uses shall provide a minimum of two (2) "stalls" for bicycles per business address, or 10% of the required automobile parking spaces required for a business or group of businesses. The choice of which method to apply shall be based upon a finding made by the permit-issuing authority, after consulting with the business owner, as to the potential demand for such facilities which will be generated by the business or group of businesses. After 20 "stalls" have been provided by any business or group of businesses, the ratio shall be 5% of the total required automobile parking spaces.
- (c) A bicycle "stall" shall include a delineated and safe parking area, and an appropriate structure to which bicycles can be locked.
- (d) The above requirements may be reduced by the permit-issuing authority if they can be shown to be unwarranted. The decision of said permit-issuing authority may be appealed to City Council.