

Chapter 3.3 Vehicle Parking, Loading and Bicycle Parking

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3.3.100 Purpose.

The purpose of this Chapter is to provide basic and flexible standards for the development of vehicle parking, loading and bicycle parking. The design of parking and loading areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Because vehicle-parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This Chapter recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements (i.e., “minimum” and “performance-based” standards). This Chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

3.3.200 Applicability.

All development within the City of Bend shall comply with the provisions of this Chapter. In the Central Business District (CBD), prior to the issuance of any building permit for construction of a new building, enlargement of an existing building, or the change of use requiring additional off-street parking as required by Section 3.3.300, the owner or occupant shall pay a fee in lieu of providing the required off-street parking or provide the off-street parking as specified in Table 3.3.300. The fee to be paid in lieu of providing parking shall be calculated on the basis of parking spaces required by this Chapter. The fee and the policies regarding fees in lieu of parking shall be established by resolution by the City Council.

The fee shall be a one-time fee deposited into a fund to be used only for the planning, acquisition, development and maintenance of off-street parking facilities located in and/or adjacent to the CBD.

3.3.300 Vehicle Parking Standards for On-Site Requirements.

The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in this Vehicle Parking Standards section.

A. Off-Street Parking Requirements. The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes).

**Table 3.3.300
Required Off-Street Vehicle Parking Spaces**

Use	Minimum Requirement
Residential	
All Residential Uses within the CB District	1 space per dwelling unit
Single-family, attached or detached housing, including manufactured home on individual lot.	2 parking space per dwelling unit.
Two and three-family housing (duplex and triplex)	2 space per dwelling unit.
Multi-family housing	Studio units or 1-bedroom units less than 500 sq. ft. – 1 space/unit
	1-bedroom unit 500 sq. ft. or larger – 1 space/unit
	2-bedroom units – 1.5 spaces/unit
	3-or more bedroom units – 2 spaces/ unit
	Retirement complexes for seniors 55 years or older – 1 space per unit.
Bed & breakfast inns and vacation rentals	1 space per bedroom, plus 1 space for the manager or proprietor.
Manufactured home parks	Same as for single family detached housing.
Accessory dwelling	1 space per unit
Commercial	
All Central Business District Commercial Uses	1 space / 500 square feet
Retail trade and services <ul style="list-style-type: none"> • <i>General trade</i> • <i>Bulky Merchandise(appliance, furniture)</i> 	1 space for 350 square feet of gross floor area. 1 space per 750 square feet of gross floor area.
Banking services	1 space per 350 square feet floor area
Bulk and outdoor retail trade and services, including: auto, boat or trailer sales, retail nurseries, lumberyards, and similar bulk retail uses.	1 space per 1,000 square feet
Hotels/motels	1 space for each guest room, plus 1 space for the manager.
Office Use (<i>including medical and dental offices, clinic and laboratories, alternative health care</i>)	1 space per 350 square feet of gross floor area
Restaurants and bars (see Neighborhood Commercial, 2.1 for special parking standards)	1 space per 200 square feet of gross leasable floor area
Entertainment (e.g., theaters, clubs, and other completely enclosed amusement uses)	1 space per 4 seats.

Use	Minimum Requirement
Industrial Uses	
Light manufacture and production businesses(e.g., electronic equipment, printing, bindery, furniture, bakery, crafts, call center and similar uses)	1 space per 2 employees on the largest shift or for each 700 square feet of gross floor area, whichever is less, plus 1 space per company vehicle.
Warehousing and distribution	1 space per 2000 sq. ft. of gross floor area
Public/private utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)	1 space per 2 employees on the largest shift, plus 1 space per company vehicle; a minimum of 2 spaces is required.
Public and Institutional Uses	
Family daycare (12 or fewer children)	Same as for single-family detached housing
Child care centers for 13 or more children	1 space per 2 employees; a minimum of 2 spaces is required.
Places of worship, churches	1 space per 4 seats in the chapel.
Golf courses, including miniature golf	2 spaces per hole, plus additional spaces for auxiliary uses as required elsewhere in this section.
Public parks and recreational facilities with less than 75,000 square feet of gross area	None required except as required for ADA compliance or as required by a Conditional Use Permit.
Public parks and recreational facilities with more than 75,000 square feet of gross area or containing a structure larger than 800 square feet.	1 space per 10,000 square feet of gross area or 1 space per 1,000 square feet of building floor area, whichever is greater, or as required by a Conditional Use Permit.
Hospitals	1.5 spaces per bed
Nursing and convalescent homes	1 space per 3 patient beds.
Assisted living, residential care facilities	1 space per 2 patient beds or 1 space per apartment unit.
Schools (public and private) – elementary and junior high	1 space per employee or 4 seats in the auditorium, whichever is greater
Schools (public and private) – high schools	1.5 spaces per classroom, plus 1 space per 10 students. If the school is designed to accommodate related uses such as auditoriums, stadiums, theatres, and gymnasiums, additional parking shall be provided at a rate of 1 space per 4 seats.
Schools (public and private) – college and university campuses and trade schools	Parking needs based on a Parking Management Plan for all uses contemplated for the entire campus.
Unspecified uses	
Where a use is not specifically listed in this table, parking requirements shall be determined by finding that a use is similar to those listed in terms of parking needs in conformance with Section 4.1.1400, Declaratory Ruling. The review Authority may approve a Parking Management Plan for Multi Use Developments.	

B. Credit for On Street Parking. The amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space abutting the development, up to 50 percent of the requirement, except for uses within the CB Zone. On-street parking shall follow the established or approved configuration of existing on-street parking, except that angled parking may

be allowed for some streets, where permitted by City, ODOT and/or County standards. Parking credit can only be granted for developments with frontage on streets that allow parking on both sides in accordance with Chapter 3.1, Access, Circulation and Lot Design.

One on-street parking space shall be defined as follows:

1. Parallel parking, each 24 feet of uninterrupted curb, where allowed;
2. 45 degree diagonal, each with 14 feet of curb, where allowed;
3. 90 degree (perpendicular) parking, each with 12 feet of curb, where allowed;
4. Curb space must be connected to the lot that contains the use;
5. Parking spaces will not obstruct a required clear vision area or violate any law; and
6. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted.

C. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated within the individual land use districts for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). Required off-street parking shall not be located within the front yard setbacks.
2. Off-street Parking.
 - a. Commercial or Industrial off street parking which adjoins a residential zone shall be effectively screened by a fence and landscaping with a minimum width of 10 feet unless otherwise specified in this ordinance.
 - b. Off-street parking shall not be located within the required front yard setbacks.
3. Off-site parking. Except for single family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land when commercial off-site parking is permitted in the underlying zone, provided the parcel is within 1000 feet of the use it serves and the amount of off-site parking does not exceed the minimum amount of parking required for the intended use. 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.
4. Mixed use developments. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly. (See Subsection 3.3.300.C(5) - Shared Parking, below.)
5. 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, or of a weekday vs. weekend nature), and

provided that the right of joint use is evidenced by a binding agreement that is tied to the land or similar written instrument establishing the joint use. The binding agreement may restrict future changes to use of the property. Shared parking is encouraged.

6. 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 in the Bend Code.

D. Exceptions and Special Standards for Parking

1. Exceptions for required parking.
 - a. Seasonal outdoor seating where the seating area is less than 500 square feet is exempt from the required parking standards.
 - b. The total number of required motor vehicle parking spaces for an industrial, commercial, or office use may be reduced by 5 percent for each of the listed activities which are provided by the owners or operators, up to a maximum 10 percent reduction in the total number of motor vehicle spaces per development.
 - Designating at least 10% of the employee motor vehicle parking spaces as carpool/vanpool parking and placing such spaces closer to the building than other employee parking;
 - Providing showers and lockers for employees who commute by bicycle;
 - Providing twice as many covered, secured bicycle parking racks or facilities as required by this ordinance;
 - Providing a transit facility (e.g., bus stop) that is approved by the local transit authority, with related amenities. Related amenities include, but are not limited to, a public plaza, pedestrian sitting areas, shelter, and additional landscaping.
 - Other incentives provided in an approved Employee TDM Plan.
2. Special Standards for Commercial Customer Parking. The motor vehicle parking areas shall be located and designed to facilitate safe and convenient pedestrian and bicycle movement to and from public sidewalks, streets, or transit stops. Ways to achieve this standard may include, but are not limited to:
 - Front facades and primary entrances of all buildings are oriented to a public street or a private internal drive or street, to minimize pedestrian and bicycle travel through a parking area and to provide safe, convenient, and direct travel routes for pedestrians;
 - One or more raised walkways are provided through the parking areas, meeting federal Americans with Disabilities Act requirements, in order to provide safe, convenient, and direct travel routes for pedestrians through the parking areas;
 - Walkways abutting parking spaces or maneuvering areas are protected from vehicles through either landscaping buffers, minimum 3 feet wide on each side, or curbs on both sides.
 - Walkways across vehicle aisles are delineated by non-asphaltic material in a different color or texture than the parking areas;
 - On-site pedestrian walkways and bikeways connect to existing pedestrian and bicycle circulation systems that serve adjacent commercial uses or residential areas;
 - Internal drives or streets are designed to City standards for local streets in regard to pavement width, sidewalks, and street trees. Sidewalks comply with ADA standards. Sidewalks 10-15 feet wide abutting front building facades are strongly encouraged.

Internal vehicular circulation design for the site complies with City street connectivity standards, including maximum block length and perimeter.

- Internal drives or streets connect to public streets abutting the site, unless physically precluded by pre-existing buildings.
- Structures are located on the site to facilitate future infill and redevelopment of parking and landscape areas.).
- For shopping centers abutting one or more future transit routes, one or more transit stops are located and designed with the approval when applicable of the local transit provider;
- No drive-up, drive-in, or drive-through drives or lanes are located between a building and a public or private street.

E. Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 50%. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, shall not apply toward the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number.

**Figure 3.3.300.E1
Parking Stall Dimensions**

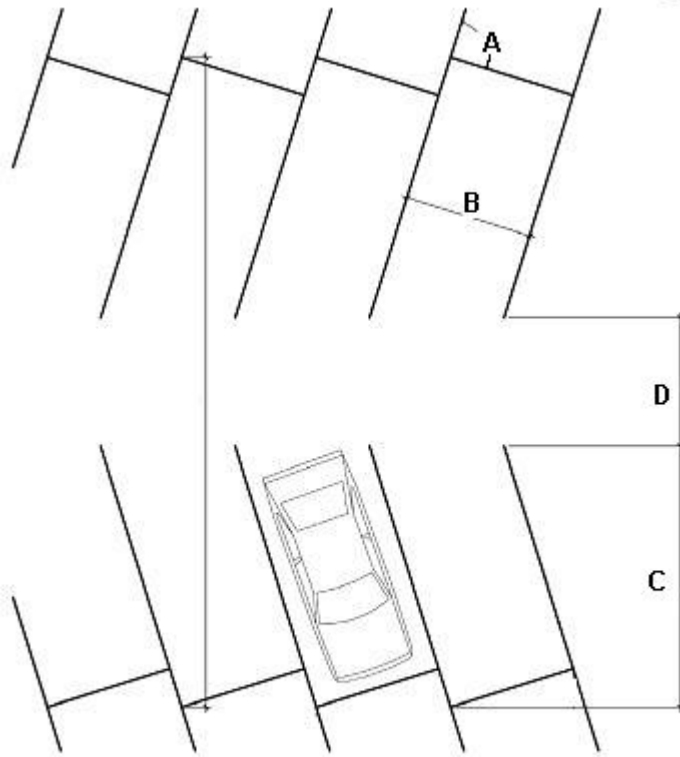
Parking Angle	Stall Width	20' Stall	Aisle Width (*one-way)	Curb length	Bay Width
0°	9'-0"	9.0	12.0	22.0	30.0
	9'-6"	9.5	12.0	22.0	31.0
	10'-0"	10.0	12.0	22.0	32.0
45°	9'-0"	19.8	13.0	12.7	52.5
	9'-6"	20.1	13.0	13.4	53.3
	10'-0"	20.5	13.0	14.1	54.0
60°	9'-0"	21.0	18.0	10.4	60.0
	9'-6"	21.2	18.0	11.0	60.4
	10'-0"	21.5	18.0	11.9	61.0
70°	9'-0"	21.0	19.0	9.6	61.0
	9'-6"	21.2	18.5	10.1	60.9
	10'-0"	21.2	18.0	10.6	60.4
90°	9'-0"	20.0	24.0	9.0	64.0
	9'-6"	20.0	24.0	9.5	64.0
	10'-0"	20.0	24.0	10.0	64.0

* 24' minimum for two-way traffic

F. Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management and striping,

and provide dimensions in accordance with Table 3.3.300E above and Figure 3.3.300 below.

**Figure 3.3.300
Parking Area Dimensions**



A = Parking angle
B = Stall Width
C = Stall depth
D = Aisle width

- For one row of parking stalls use “C” + “D” as minimum bay width.
- Public alley width may be included as part of dimension “D”, but all parking stalls must be on private property.
- For estimating available parking area use 300-325 square feet per vehicle for stall aisle and access areas.
- For narrow lots, equivalent size stalls and aisles may be approved by the City Engineer.
- For large parking lots exceeding 20 stalls, alternate rows may be designated for compact cars provided that the compact stalls do not exceed 30% of the total required stalls. A compact stall measures 8 feet in width and 17 feet in length.

G. ADA Accessible Parking Spaces. Accessible parking shall be provided for disabled persons, in conformance with the Federal Americans with Disabilities Act (ADA). Accessible parking is included in the total minimum number of required parking spaces in Table 3.3.300. Accessible parking facilities shall comply with the design requirements of the current building code as adopted by the State of Oregon.

3.3.400 Loading Standards.

A. Number of Loading Spaces.

1. Non-residential buildings. Buildings where any of the floor area is in non-residential use must meet the following standards:
 - a. No loading spaces are required for buildings with less than 20,000 square feet of non-residential floor area.
 - b. One loading space is required for buildings with 20,000 or more square feet of non-residential floor area.

- c. Two loading spaces are required for buildings with more than 50,000 square feet of non-residential floor area.
- B. Size of Loading Spaces.** Required loading spaces must be at least 35 feet long, ten feet wide, and have a height clearance of at least 14 feet.
- C. Placement, Setbacks and Landscaping.** Loading areas must comply with the setback and parking lot landscaping standards in this ordinance. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.
- D. Loading Areas as Off-Street Parking.** Off-street parking areas shall not be used to fulfill requirements of this section and may not be used except during off-peak parking hours.

3.3.500 On Street Parking Design Standards

This section of the City of Bend Development Code provides specific requirements for construction of on-street parking facilities on arterial and collector classified roadways under the jurisdiction of the City of Bend.

- A.** Parallel on-street parking may be allowed within pull-out parking bays on collector or minor arterial roadways classified per the Bend Urban Area Transportation System Plan as approved by the Planning Director subject to the following limitations:
- parking is located within residential or commercial zoning;
 - the posted speed of the roadway facility shall be 35 mph or less;
 - the roadway has bike lanes;
 - the roadway has sidewalks; and
 - the roadway has only a single lane for motorized vehicle travel in each direction.
 - the roadway is a one-way street with two lanes of travel
 - Disabled accessible parking stalls and their access aisles shall have a maximum 2 percent slope in all directions.
- B.** When pull-out parking bays are approved, the City Engineer shall approve construction plans in conformance with the following design criteria:
- the AASHTO minimum stopping sight distance shall be provided along the roadway in advance of the bay for the 85 percentile travel speed of the roadway;
 - the bays only provide for two to three consecutive parking spaces;
 - each parking space is 8' by 25' in size;
 - there is spacing provided between successive parking bays of 100 feet.
 - the bays enable vehicles to pull easily in and out of travel stream;
 - the bays enable street sweeper and/or snow plow vehicles to follow curbs for maintenance purposes; and
 - the bays and roadway facilities provide adequate drainage facilities.
 - Disabled accessible parking signage shall be visible when a vehicle is parked in the designated space.

3.3.600 Bicycle Parking Standards.

All uses that are subject to Site Development Review shall provide bicycle parking, in conformance

with the following standards, which are evaluated during Site Development Review. This Section does not apply to single-family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations or other developments with fewer than 10 vehicle parking spaces.

- A. Number of Bicycle Parking Spaces.** A minimum of one bicycle parking space per use is required for all uses subject to Site Development Review. Table 3.3.600 lists additional standards that apply to specific types of development:

**Table 3.3.600
Required On-Site Bicycle Parking**

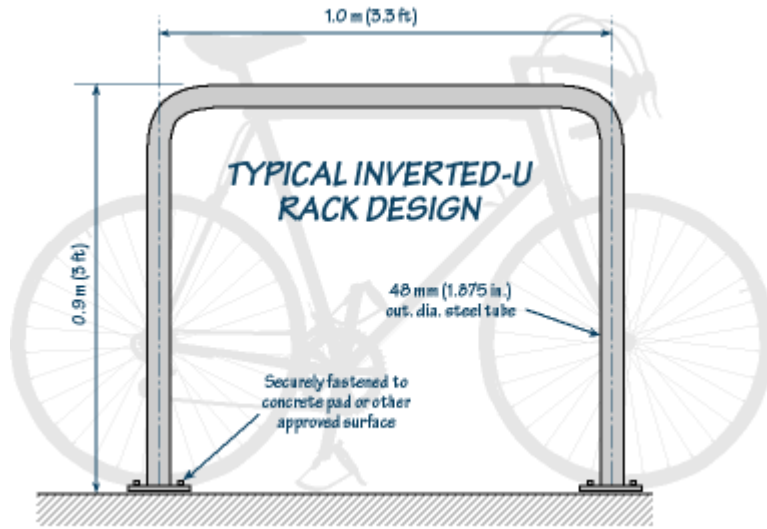
Use	Requirement
Multi-family dwellings with 4 units or more:	1 covered space per unit. Covered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
Retirement home or assisted living complex:	2 covered spaces or 1 covered space for every 10 employees, whichever is greater
Retail sales and service	1 covered space for every 10 employees <u>plus</u> 1 space for every 20 motor vehicle spaces
Multiple Uses	For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.
Street vendors, itinerant merchants, and similar temporary sales operations	No bicycle spaces required
Restaurants, cafes, and bars	1 covered space for every 10 employees <u>plus</u> 1 space for every 20 motor vehicle spaces
Professional office	1 covered space for every 10 employees <u>plus</u> 1 space for every 20 motor vehicle spaces
Medical or dental office or clinic or hospital	1 covered space for every 10 employees <u>plus</u> 1 space for every 20 motor vehicle spaces
Stadium, arena, theater or similar use	1 covered space for every 20 seats
Public or private recreational facility	1 space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Parking Lots	All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
Industrial uses without retail trade or service	1 covered space for every 20 employees
Industrial uses with retail	1 covered space for every 20 employees

Use	Requirement
Elementary School	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
Junior High School	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
High School	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
College, university or trade school	1 space for every 10 motor vehicle spaces <u>plus</u> 1 covered space for every dormitory unit. Colleges and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent (50%) of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

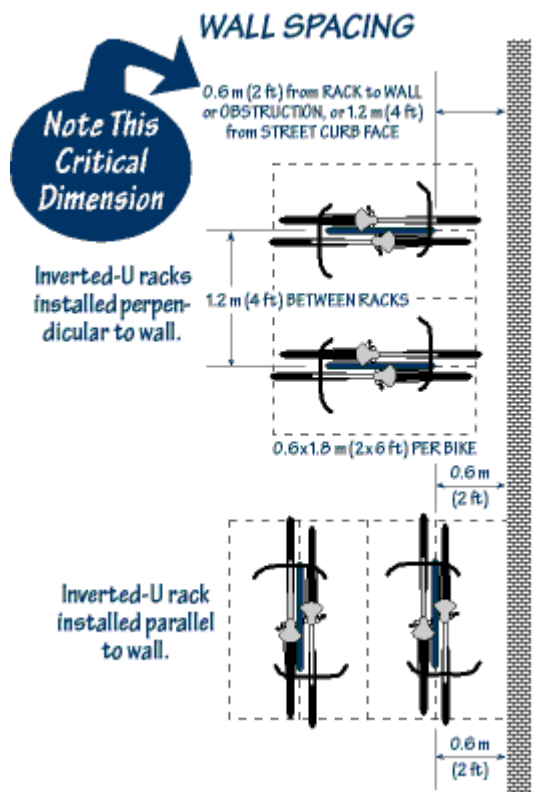
B. Special Standards for the Central Business District. Within the Central Business District, bicycle parking for customers shall be provided in the right-of-way along the street either on the sidewalks or in specially constructed areas such as pedestrian curb extensions at a rate of one space per 3000 square feet of gross floor area of the building. In addition, individual uses shall provide covered bicycle parking at the rate of one bicycle space for every 10 employees. At a minimum, each uses shall provide one covered bicycle parking space. The bicycle parking shall not exceed six (6) bicycles per parking area. Only when providing the required bicycle parking spaces is not feasible as determined by the City, the developer may pay a fee established by City.

C. Location and Design.

1. All bike racks shall have following design features:
 - a. Inverted "U" style racks or similar design as illustrated below.
 - b. Each rack shall provide each bicycle parking space with at least two points of contact for a standard bicycle frame.
 - c. The bike rack shall have rounded surfaces and corners;
 - d. The bike rack shall be coated in a material that will not damage the bicycle's painted surfaces.



2. Each required bicycle parking space shall be on asphaltic concrete, portland cement, or similar hard surface material and each space shall be at least 2 feet wide by 6 feet long with a minimum vertical clearance of 7 feet. An access aisle with of at least 5 feet wide shall be provided and maintained beside or between each row of bicycle parking.
3. The location of the rack and subsequent parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per use.



3. Bicycle parking shall be

conveniently located to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters and other pedestrian amenities.

- D. Visibility and Security.** Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage, except for bicycles stored per subsection E below;
- E. Options for Storage.** Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building;
- F. Lighting.** Bicycle parking should be at least as well-lit as vehicle parking for security.
- G. Reserved Areas.** Areas set aside for bicycle parking should be clearly marked and reserved for bicycle parking only.
- H. Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (Chapter 3.1 - Access and Circulation).