

Off-Street Parking and Loading 2023 Draft Recommended Amendments

Use	Current Standard	Proposed Standard	Change
<i>Residential</i>			
Single and two-family dwellings	Two spaces, one of which may be located within any required yard	Two spaces, one of which may be located within any required yard	<i>No change, state maximum</i>
Multi-family dwellings	Two spaces per dwelling unit with three or more bedrooms and 1.5 spaces per unit with less than three bedrooms	Two spaces per dwelling unit with three or more bedrooms and 1.5 spaces per unit with less than three bedrooms	<i>No change</i>
Bed and breakfast, boarding, lodging or rooming house	Spaces equal to 80% of the number of guest accommodations plus one additional space for the owner or manager	Spaces equal to 80% of the number of guest accommodations plus one additional space for the owner or manager	<i>No change</i>
<i>Commercial Residential</i>			
Hotel	1.25 spaces per guest room	One space per guest room plus one space for each two employees on largest shift	<i>Combine into new standard: 1 space per guest room plus one space for each two employees on largest shift</i>
Motel	One space per guest room or suite plus one additional space for the owner or manager	One space per guest room plus one space for each two employees on largest shift	
Club, lodge	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.	0 spaces	<i>Remove from standards. This use is functionally similar to several other uses and rarely, if ever used</i>
<i>Institutional</i>			
Welfare or correctional institution	One space per five beds for patients or inmates	One space per five beds for patients or inmates	<i>No change</i>

Nursing home	One space per two beds for patients or residents	One space per four beds plus one for each employee on largest shift	<i>Downsize resident requirement, but increase staff requirement, change definition to "Nursing home/assisted living"</i>
Residential care facility	No standard	One space per employee on largest shift	<i>New definition added to correspond with ORS 443</i>
Hospital	Spaces equal to 1.5 times the number of beds	Spaces equal to 1.5 times the number of beds plus one space per three employees on largest shift	<i>Increase requirement to reflect increasing clinic/outpatient demand</i>
<i>Place of Public Assembly</i>			
Church	One space per four seats or eight feet of bench length in the main auditorium	One space per four seats or eight feet of bench length in the main auditorium	<i>No change</i>
Library, reading room	One space per 400 square feet of floor area plus one space per two employees	One space per 400 square feet of floor area	<i>Downsize and remove employee parking requirement</i>
Day care, preschool	1.5 spaces per teacher	1.5 spaces per teacher	<i>No change</i>
Kindergarten	Two spaces per teacher	Two spaces per teacher	<i>Consider eliminating</i>
Elementary or junior high school	1.5 spaces per classroom or one space per four seats or eight feet of bench length in the auditorium or assembly room, whichever is greater	1.5 spaces per classroom or one space per four seats or eight feet of bench length in the auditorium or assembly room, whichever is greater	<i>No change</i>
High school	1.5 spaces per classroom plus one space for each six students or one space per four seats or eight feet of bench length in the main auditorium, whichever is greater	1.5 spaces per classroom plus one space for each five students or one space per four seats or eight feet of bench length in the main auditorium, whichever is greater	<i>Increase ratio to one space for each five students adding roughly 60 additional spaces for a 1,600-student high school</i>
College, commercial school for adults	One space per five seats in classrooms	One space per five seats in classrooms	<i>No change</i>
Other auditorium, meeting room	One space per four seats or eight feet of bench length	One space per four seats or eight feet of bench length	<i>No change</i>

Mortuary	One space per four seats or eight feet of bench length	One space per four seats or eight feet of bench length	<i>Move to public assembly from commercial classification</i>
Physically handicapped	All public assembly parking lots shall provide one space for each 50 parking spaces or fractions thereof and shall be accessible and approximate to the entrance of the facility	0 spaces	<i>Remove from standards. National ADA requirements require provision of ADA spaces and at a higher ratio than required in existing code</i>
Commercial Amusement			
Stadium, arena, theater	One space per four seats or eight feet of bench length	One space per four seats or eight feet of bench length	<i>No change</i>
Bowling alley	Five spaces per alley plus one space per two employees	Four per alley	<i>Reduce requirement to match similar cities requirement</i>
Dance hall, skating rink	One space per 100 square feet of net floor area plus one space per two employees	One space per 100 square feet of net floor area plus one space per two employees	<i>No change but clarify requirement to apply to net floor area instead of gross floor area</i>
Commercial			
Retail store	One space per 200 square feet of floor area	One space per 300 square feet of floor area	<i>Reduce requirement from one per 200 to 1 per 300. As an alternative, may consider maintaining one per 200 square feet of retail floor area and one per 1,000 of storage/backroom</i>
Service or repair shop, retail store handling exclusively bulky merchandise such as automobiles and furniture	One space per 600 square feet of floor area	One space per 800 square feet of floor area	<i>Reduce requirement from 1 per 600 to 1 per 800 gross floor area</i>
Bank, office (except medical and dental)	One space per 333 square feet of floor area	One space per 333 square feet of floor area	<i>No change</i>
Medical and dental	One space per 300 square feet of floor area	One space per 300 square feet of floor area	<i>No change</i>

Eating or drinking establishment	One space per 100 square feet of floor area	One space per four seats	<i>Change requirement from gross floor area to occupant load. Current standard makes conversion to restaurant almost unobtainable for many existing structures. Another option is to maintain 1 per 100 for dining area and add 1 per 200 for kitchen and storage.</i>
Drive up kiosk	No standard	One space per employee concurrently on-site plus one ADA space	<i>Create new standard</i>
Personal services (beauty shop, barber, nail salon, tattoo, or similar)	No standard	One space per chair plus one space per two employees	<i>Create new standard</i>
Industrial			
Storage warehouse, manufacturing, rail or trucking freight terminal, or wholesale establishment	One space per 1,000 square feet	One space per 3,000 square feet	<i>Reduce standard for warehousing to better reflect modern automation and employee load and separate out additional industrial uses into separate standards</i>
Manufacturing	No standard	One space per 10,000 square feet plus one space for each employee on largest shift	<i>Reduced standard to better reflect modern automation and employee load</i>
Rail or trucking freight terminal	No standard	One space per 2,000 square feet	<i>Reduce standard</i>
Wholesale establishment	No standard	One spacer per 1,000 square feet	<i>No change</i>

*Red text represents a decrease in the current parking standard

*Green text represents an increase in the current parking standard

Items to consider in advance of any work session on this topic:

- Should a provision similar to §157.136(B) be added to the parking standards, thus allowing a developer to petition the planning commission for a determination of a parking standard not listed in the code?
- Staff recommends that a queuing standard be developed for inclusion in the parking code. The ability to specify the proper number of cars likely to be served by a drive-up window will allow a more specific development review. Currently the city must trust that the business developer wishes to not actively drive away potential customers and will provide enough vehicle stacking space.
- Many communities in Oregon were not included in the comparative matrix due to the newly adopted Climate Friendly and Equitable Communities Act at the state level. This act applies only to cities in metropolitan planning areas (Metro, Bend/Redmond, Salem/Keizer, etc.). This act greatly reduces the local control over parking standards and discourages provision of local parking in favor of transit centers and bicycles. For example, Hillsboro has a two-tier parking code where no off-street parking is required within one quarter mile of any transit stop and was dropped from this analysis. This type of parking requirement makes planning in a rural, auto-centered community difficult, but should be considered as a future requirement which may apply in Hermiston with further legislative action.
- Should parking maximums be considered? Parking maximums can help with storm water treatment and urban heat island mitigation. It is possible to provide far more parking than is practical to use. A functional maximum in the Hermiston environment should trigger only on buildings in excess of 100,000 square feet. For example, consider the existing Walmart which is 200,000+ square feet and never has a full parking lot except for Black Friday shopping. Should a parking maximum consider one per 300 square feet for the first 100,000 square feet and one per 1,000 or 2,000 square feet for each foot over 100,000 square feet as an example?
- The code currently requires bicycle parking to be provided but does not specify a ratio. A flat rate of one bike space per 25 spaces or similar could be considered. A separate ratio for schools, residential, and commercial could also be developed (e.g., one bike space per 25 students for schools, one bike space per five units for multi-family, and one bike space per 25 vehicle spaces).
- Should a supplemental provision be added to the parking design standards that one additional space shall be added for each electric charging space?