



Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
For the Meeting of August 16, 2023

Title/Subject

Parking Amendments

Summary and Background

A work session is scheduled to review the city's parking space requirements. The required spaces for various uses have not been reviewed or updated in more than 20 years. New industrial uses are requiring variances to avoid building parking lots far in excess of what is reasonably required. Other uses may require a higher or lower count than the industry standard. Staff pursued grant funding to undertake a study of various standards but was not successful in obtaining funds. Staff thus recommends that the planning commission and staff work together to review the city's parking space standards and recommend amendments where needed.

Development history has shown that in many areas, the city's parking standards are higher than necessary and create unnecessary expense or limit developable lots. This is especially true with restaurant uses. The city has missed several restaurant opportunities where the optimal size of a restaurant for profitability will require more parking than will fit on the lot. This requirement though, must be balanced with the overall public good. Providing too few parking spaces creates congestion on adjacent streets and lost business.

Calculating the optimal number of spaces for any use will always be a matter of weighing costs and benefits. The public good must be balanced against the desires of the community as a whole and the impact too much or too little parking will create.

Staff provided the planning commission in May with a sample of parking standards both in Oregon and in the Columbia Basin region. Oregon's cities, especially those in the Willamette Valley, are facing additional parking challenges due to state regulation. The Climate Friendly and Equitable Communities Act places absolute caps on the amount of parking that cities may require in an effort to encourage use of alternate transportation. In some cases, cities are not allowed to require *any* parking, or the number of spaces is subject to a maximum cap. As of 2023, this act does not apply to Hermiston. Given Hermiston's local character as an auto-oriented city and serving as a service center for a considerable trade area, maximum caps or high limits on parking are not recommended. The parking standards for single-family dwellings, two-family dwellings, and accessory dwellings are capped by the state and are already at the maximum permissible in Oregon.

With these considerations in mind, the current parking standards are presented below. Additionally, a copy of the worksheet for other community parking standards is attached to this report. Staff prepared a recommendation worksheet which is also attached.

Current Parking Standards §157.176

<i>Residential</i>	
Single and two-family dwellings	Two spaces, one of which may be located within any required yard
Multi-family dwellings	Two spaces per dwelling unit with three or more bedrooms and 1.5 spaces per unit with less than three bedrooms
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
<i>Commercial Residential</i>	
Hotel	1.25 spaces per guest room
Motel	One space per guest room or suite plus one additional space for the owner or manager
Club, lodge	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.
<i>Institutional</i>	
Welfare or correctional institution	One space per five beds for patients or inmates
Nursing home	One space per two beds for patients or residents
Hospital	Spaces equal to 1.5 times the number of beds
<i>Place of Public Assembly</i>	
Church	One space per four seats or eight feet of bench length in the main auditorium
Library, reading room	One space per 400 square feet of floor area plus one space per two employees
Day care, preschool	1.5 spaces per teacher
Kindergarten	Two spaces per teacher

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
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
College, commercial school for adults	One space per five seats in classrooms
Other auditorium, meeting room	One space per four seats or eight feet of bench length
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
Commercial Amusement	
Stadium, arena, theater	One space per four seats or eight feet of bench length
Bowling alley	Five spaces per alley plus one space per two employees
Dance hall, skating rink	One space per 100 square feet of net floor area plus one space per two employees
Commercial	
Retail store	One space per 200 square feet of floor area
Service or repair shop, retail store handling exclusively bulky merchandise such as automobiles and furniture	One space per 600 square feet of floor area
Bank, office (except medical and dental)	One space per 333 square feet of floor area
Medical and dental	One space per 300 square feet of floor area
Eating or drinking establishment	One space per 100 square feet of floor area
Mortuaries	One space per four seats or eight feet of bench length
Industrial	

Storage warehouse, manufacturing, rail or trucking freight terminal, or wholesale establishment	One space per 1,000 square feet
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After reviewing city standards and many other standards for cities locally and nationally, staff presents a first draft of updated parking standards. Increased standards are in green. Decreased standards are in red. New standards are in italics. Unchanged standards are in black.

Updated Parking Standards (First Draft)

<i>Residential</i>	
Single and two-family dwellings	Two spaces, one of which may be located within any required yard
Multi-family dwellings	Two spaces per dwelling unit with three or more bedrooms and 1.5 spaces per unit with less than three bedrooms
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
<i>Institutional</i>	
Welfare or correctional institution	One space per five beds for patients or inmates
Nursing home/Assisted living facility	One space per four beds plus one for each employee on largest shift
Residential care facility	<i>One space per employee on largest shift</i>
Hospital	Spaces equal to 1.5 times the number of beds plus one space per three employees on largest shift
<i>Place of Public Assembly</i>	
Church, Meeting room, or Mortuary	One space per four seats or eight feet of bench length in the main auditorium
Library, reading room	One space per 400 square feet of floor area
Day care, preschool	1.5 spaces per teacher
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

High school	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
College, commercial school for adults	One space per five seats in classrooms
Commercial Amusement	
Stadium, arena, theater	One space per four seats or eight feet of bench length
Bowling alley	Four per alley
Dance hall, skating rink	One space per 100 square feet of net floor area plus one space per two employees
Commercial	
Retail store	One space per 300 square feet of floor area, or one space per 200 square feet of retail floor area plus one space per 1,000 square feet of storage/backroom area, whichever is greater
Service or repair shop, retail store handling exclusively bulky merchandise such as automobiles and furniture	One space per 800 square feet of gross floor area
Bank, office (except medical and dental)	One space per 333 square feet of floor area
Medical and dental	One space per 300 square feet of floor area
Eating or drinking establishment	One space per four seats in the dining area
Drive up kiosk	One space per employee concurrently on-site plus one ADA space
Personal services (beauty shop, barber, nail salon, tattoo, or similar)	One space per chair plus one space per two employees
Hotel/Motel	One space per guest room plus one space for each two employees on largest shift
Industrial	
Storage warehouse	One space per 3,000 square feet
Manufacturing	One space per 10,000 square feet plus one space for each employee on largest shift
Rail or trucking freight terminal	One space per 2,000 square feet

Wholesale establishment	<i>One space per 1,000 square feet</i>
Data center or telecommunication facility	<i>One space per employee on largest shift plus one space per 25,000 square feet of gross floor area</i>

In addition to the standards presented here, as part of the work session, staff recommends that the planning consider some of the issues presented in the earlier handouts. These issues refer to broader policy considerations and are necessary as part of any recommendations eventually produced for the city council.

- 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?
- Should 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.
- 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.
- Should a bicycle parking ratio be established? Currently the code requires bicycle parking, but it is left to the discretion of the developer and staff how many spaces are required for each development.
- Should a supplemental provision be added requiring one additional conventional space be added for each electric vehicle charging station? This requirement may make retrofitting electric vehicle charging stations difficult for existing businesses but will also offset lost parking.

Tie-In to Council Goals

N/A

Fiscal Information

N/A

Alternatives and Recommendation

Alternatives

No alternatives are proposed for this work session. This session is intended to produce feedback on existing parking and guide future code development.

Recommended Action/Motion

N/A

Submitted By:

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