



CITY OF LEBANON

It's easier from here.

Lebanon Municipal Code Title 16: Development Code

Article Three: Community Development and Use Standards

Chapter 16.14: Off-Street Parking and Loading

16.14.010 Purposes.....	1
16.14.020 General Provisions	1
16.14.030 Earned Parking Reductions	4
16.14.040 Location Standards for Parking Lots.....	4
16.14.050 Landscaping and Visual Buffering Design Standards for Parking Lots	5
16.14.060 Design and Improvement Requirements for Parking Lots.....	5
16.14.070 Off-Street Parking Requirements for Motor Vehicles and Bicycles	7
16.14.080 Standards for Maneuvering and Access From Off-Street Parking	12
16.14.090 Special Parking Requirements	13
16.14.100 Parking Space Sizes.....	13
16.14.110 Standards for Off-Street Loading Facilities.....	14
16.14.120 Standards for Bicycle Access And Parking	14

**Adopted by City Council on
December 10, 2008**

Amended by City Council on

July 14, 2010, August 14, 2013, December 12, 2018, November 13, 2019 & May 12, 2021

CITIZEN SERVICES & DEVELOPMENT CENTER

Chapter 16.14: Off-Street Parking and Loading

Table of Contents:

16.14.010 Purposes.....	1
A. Off-Street Parking, Loading, and Access.....	1
B. Non-Emergency Access	1
16.14.020 General Provisions.....	1
A. Provision and Maintenance.....	1
B. Plans for Compliance.....	1
C. Parking for Uses Not Specified	1
D. New Structures.....	2
E. Alteration of Existing Structures.....	2
F. Change in Use	2
G. Inoperative Motor Vehicles	2
H. Availability and Exclusive Use of Parking Spaces.....	2
I. Multiple Uses.....	2
J. Conflicting Parking Requirements.....	3
K. Joint Use of Parking Spaces and Reductions of Parking Requirements.....	3
L. Fractions	3
M. Maximum Parking Allowed.....	3
N. Prohibited Backing Movements and the Blocking of Public Streets, Sidewalks and Pathways	3
16.14.030 Earned Parking Reductions	4
16.14.040 Location Standards for Parking Lots.....	4
A. Vehicles.....	4
B. Bicycles.....	4
16.14.050 Landscaping and Visual Buffering Design Standards for Parking Lots	5

16.14.060	Design and Improvement Requirements for Parking Lots.....	5
A.	Hard All-Weather Surface.....	5
B.	Grading.....	5
C.	Marking.....	5
D.	Streets, Sidewalks, and the Design of Parking Spaces and Lots.....	5
E.	Turning Movements and Parking Lot Design.....	5
F.	Driveway Widths.....	5
G.	Outer Boundaries of a Parking Area.....	6
H.	Service Driveways to Off-Street Parking Areas.....	6
I.	Off-Street Parking Areas Within or Abutting Residential Zones.....	6
J.	Lighting of Off-Street Parking Facilities.....	6
16.14.070	Off-Street Parking Requirements for Motor Vehicles and Bicycles.....	7
A.	Criteria Used in Determining Parking Requirements.....	7
1.	Number of Dwelling Units.....	7
2.	Square Footage of a Facility or Building.....	7
3.	Capacity or Number of Persons.....	7
4.	Persons at Maximum Occupancy.....	7
5.	Schools.....	7
B.	Space Requirements for Off-Street Parking (Table 16.14.070-1).....	8
1.	Residential.....	8
2.	Commercial Residential.....	8
3.	Institutional/Group Care/Group Residential.....	8
4.	Civic Use and Places of Public Assembly.....	9
5.	Commercial Entertainment.....	10
6.	Commercial.....	10
7.	Industrial.....	11
8.	Unspecified Uses.....	11
9.	Parking Lots and Bicycle Parking Spaces.....	11
10.	Downtown Parking.....	11
16.14.080	Standards for Maneuvering and Access From Off-Street Parking.....	12
A.	Introduction.....	12
B.	Vehicular Access to City Streets and Alleys.....	12
1.	Turnaround Areas.....	12
2.	Access Location and Design.....	12
3.	Access Points.....	12
4.	Redevelopment and Re-evaluation of Access Points.....	12
C.	Vision Clearance at Access.....	13

16.14.090	Special Parking Requirements	13
A.	Group Care Facilities and Other Similar Facilities	13
B.	Other Parking Reductions	13
16.14.100	Parking Space Sizes	13
A.	Variations in Parking Lot Design	13
B.	Standard Parking Space	13
C.	Compact Car Parking Space	13
16.14.110	Standards for Off-Street Loading Facilities	14
A.	Commercial Office Buildings	14
B.	Other Commercial or Industrial Buildings	14
16.14.120	Standards for Bicycle Access And Parking	14
A.	Introduction	14
B.	Location	14
C.	Dimensions	15
D.	Rack/Enclosure Standards	15
E.	Covering (Roofing)	15
F.	Lighting	15

Chapter 16.14: Off-Street Parking and Loading

16.14.010 PURPOSES

A. Off-Street Parking, Loading, and Access

1. These regulations are established in order to provide on-site parking and loading areas and access to such areas of adequate capacity, and appropriate location and design.
2. The parking requirements are intended to provide sufficient parking in close proximity to the various uses for residents, customers, and/or employees; and to maintain traffic carrying capacity of nearby streets.
3. These regulations apply to both motorized vehicles (hereafter referred to as vehicles) and bicycles.
4. For each new structure or use, each structure or use increased in area and each change in the use of an existing structure there shall be provided and maintained off-street parking areas in conformance with the provisions of this section.
5. Off-street parking does not include on-street parking or parking in a public lot.

B. Non-Emergency Access

The provisions in this Chapter regarding “access” refer exclusively to non-emergency access unless otherwise specified.

16.14.020 GENERAL PROVISIONS

A. Provision and Maintenance

1. The provision and maintenance of off-street parking spaces for vehicles and bicycles, and loading facilities for vehicles are continuing obligations of the property owner.
2. The subsequent use of property for which the permit is issued shall be conditioned upon the unqualified continuance and availability of the amount of parking required by this Code.

B. Plans for Compliance

A site plan, drawn to scale, and narrative indicating how the off-street parking requirements are to be fulfilled, shall accompany all requests for building permits, and may be required for a variety of land use applications. No building permit or other permit shall be issued until such site plans are submitted and approved.

C. Parking for Uses not Specified

Vehicle and bicycle parking requirements for uses not specified in this Section shall be determined by the Planning Official based upon the requirements of similar uses.

D. New Structures

When a structure is constructed, on-site vehicle and bicycle parking and loading spaces shall be provided in accordance with Section 16.14.070 below.

E. Alteration of Existing Structures

1. When an existing structure is altered to the extent that the existing use is intensified (i.e., Changes from a lower to higher Impact Classification), vehicle and bicycle parking shall be provided in the amount required for such intensification.
2. When structural increases require no more than 2 vehicle spaces, no additional vehicle parking facilities shall be required.

F. Change in Use

1. When an existing structure is changed in use from one use type to another use type (as listed in Section 16.14.070 below) and the vehicle and bicycle parking requirements for each use type are the same, no additional parking shall be required.
2. When a change in use results in an intensification of use in terms of number of vehicle and bicycle parking spaces required, additional vehicle parking space shall be provided in an amount equal to the difference between the number of spaces required for the existing use and number of spaces required for more intensive use.
3. When an owner or occupant of a lot or building changes the use of the property to a use that increases the off-street parking requirements, it is unlawful and a violation of this Code to begin to maintain such altered use until the required increase in off-street parking is provided.

G. Inoperative Motor Vehicles

In any residential Zone or neighborhood in a Mixed Use Zone, all motor vehicles incapable of movement under their own power or lacking legal registration shall be stored in a garage, carport, or a completely screened space in a side or rear yard.

H. Availability and Exclusive Use of Parking Spaces

Required parking spaces shall be available and unobstructed for the parking of operable motor vehicles and bicycles for residents, customers, patrons, and employees only and shall not be used for storage of vehicles, trailers, or materials or for the parking of trucks, other vehicles or bicycles used in conducting the business or for repair or servicing of any vehicle or bicycle.

I. Multiple Uses

1. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.
2. Where it can be shown that the peak parking demands are actually less (e.g., the uses create parking demand on different days or at different times of the day), the total requirements may be reduced accordingly provided reasonable evidence is presented by the proponent demonstrating to the Planning Official or hearings authority that such distinct parking demands exist.

J. Conflicting Parking Requirements

When a building or use is planned or constructed in such a manner that more than one standard is applicable, the use that requires the greater number of parking spaces shall govern.

K. Joint Use of Parking Spaces and Reductions of Parking Requirements

- 1. Shared Parking:** Owners of two or more uses, structures or parcels of land may agree to use the same parking spaces jointly when the parking demands do not overlap, provided reasonable evidence is presented by the proponent demonstrating to the Planning Official or hearings authority that there is not adverse impact to the existing or the proposed cooperative parking facility. Shared parking spaces must be within 300 feet of the uses, structures or parcels sharing such parking.
- 2. Parking Reductions:** Shared parking areas satisfying parking requirements may contain a reduced number of individual required parking spaces if peak demands do not occur at the same time periods.

L. Fractions

When the sum of the required vehicle and bicycle parking spaces is a fraction of a space (0.5 or more of a space) a full space shall be required.

M. Maximum Parking Allowed

With the exception of properties with single-family homes and duplexes, no site shall be permitted to provide more than 30 percent in excess of the minimum off-street vehicle parking required by Section 16.14.070.

N. Prohibited Backing Movements and the Blocking of Public Streets, Sidewalks and Pathways

1. Parking areas for other than single-family dwellings and duplexes shall be served by a service driveway so that no backing movements or other maneuvering within a street other than an alley shall be required.
2. No motor vehicle or bicycle parked off-street shall be permitted to park in a manner that extends into or across a public street.
3. No motor vehicle or bicycle shall be permitted to park in a manner that blocks a public sidewalk or pathway.
4. No motor vehicle or bicycle shall be permitted to park in a manner that extends into or across a public sidewalk or pathway.

16.14.030 EARNED PARKING REDUCTIONS

- A.** The amount of vehicle parking may be reduced by one space for every 8 bicycle parking spaces, not to exceed 10 percent of required vehicle parking spaces.
- B.** The amount of vehicle parking may be reduced by one space for each 4 additional covered bicycle parking spaces provided over the minimum requirement, not to exceed 10 percent of required vehicle parking spaces.
- C.** Both of the above parking reductions may be used on a single development, provided the total reduction does not exceed 15 percent of required vehicle parking spaces.

16.14.040 LOCATION STANDARDS FOR PARKING LOTS

A. Vehicles

- 1.** Off-street parking shall be provided on the development site for all Z-RL, Z-RM, Z-RH, Z-NCM, Z-HCM, Z-MU, Z-NMU, Z-PU and Z-IND Zones.
- 2.** Off-street parking areas for commercial and industrial development may be located in a required front or street side yard, if separated from the adjacent street by at least a five-foot landscaped buffer outside of the clear vision triangle (see Subsection 16.12.030.3.H).
- 3.** Exclusive of driveways with a City approved street access, no parking or vehicle storage shall be allowed within the required front yard or required yards located adjacent to a street on residential property. The side yard and rear yard areas may be used for parking of vehicles unless otherwise prohibited by this Code.
- 4.** Boats, trailers, detached campers, motorized dwellings, recreational vehicles (RVs), and similar recreational equipment may be stored on a lot as an accessory use to a dwelling (or as part of a multi-family development), subject to the following:
 - a.** Exclusive of driveways, storage shall not be permitted in a required front or required street side yard and shall not reduce the number of required (i.e., per Development Code Chapter 16.14) off-street parking spaces.
 - b.** Access to the recreational equipment shall be provided by a City approved street access.
 - c.** All such RV storage shall be on an improved surface. This may include paving, compacted gravel, brick pavers or similar surfacing.
 - d.** The equipment shall not be used for human habitation.

B. Bicycles

Bicycle parking required for all use types in all Land Use Zones shall be provided on the development site in accordance with Section 16.14.070.

16.14.050 LANDSCAPING AND VISUAL BUFFERING DESIGN STANDARDS FOR PARKING LOTS

Parking lots shall be provided with landscaping as provided in Chapter 16.15 and other suitable devices in order to divide the parking lot into sub-units to provide for pedestrian safety, traffic control, and to improve the appearance of the parking lot.

16.14.060 DESIGN AND IMPROVEMENT REQUIREMENTS FOR PARKING LOTS

A. Hard All-Weather Surface

All parking areas and driveway approaches shall have a hard all-weather surface and shall meet the minimum City Standard Improvement requirements or an alternative approved by the City Engineer.

B. Grading

All parking areas, except those in conjunction with a single-family dwelling or duplex, shall be graded so as not to drain storm water over sidewalks or onto any abutting property.

C. Marking

Service drives and parking spaces on surfaced parking lots shall be clearly and permanently marked, per adopted Public Works standards.

D. Streets, Sidewalks and the Design of Parking Lots and Spaces

1. Parking lots and spaces shall be designed such that motor vehicles or bicycles parked off-street are able to park in a manner that does not extend into or across a public street.
2. Parking lots and spaces shall be designed such that motor vehicles or bicycles are able to park in a manner that does not block a public sidewalk or pathway.
3. Parking lots and spaces shall be designed such that motor vehicles are able to park in a manner that does not extend into or across a public sidewalk or pathway.

E. Turning Movements and Parking Lot Design

Turning movements shall meet the minimum standards of AASHTO. Design for parking areas shall be reviewed and approved by the City Engineer (as per the City's Site Design Review Process).

F. Driveway Widths

See Section 16.12.020 (Single-Family and Duplex Residential Lot Frontage Requirements), and Subsection 16.12.030.L (Driveway Approaches) in Chapter 16.12 (Transportation Access, Access Management, and Circulation).

G. Outer Boundaries of a Parking Area

1. Parking spaces along the outer boundaries of a parking area shall include improvements such as a curb or bumper so placed to prevent a motor vehicle from extending over adjacent property or public right-of-way.
2. Those areas not paved shall be landscaped.

H. Service Driveways to Off-Street Parking Areas

1. Service driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrian and vehicular traffic on the site.
2. The number of service driveways shall be limited to the minimum that will allow the property to accommodate and service the traffic anticipated, as specified in Section 16.14.080 below.
3. Service driveways shall be located as far from an intersection as possible, unless otherwise approved by the City Engineer.

I. Off-Street Parking Areas Within or Abutting Residential Zones

All off-street parking areas within or abutting residential zones shall be provided with both of the following:

1. Sight-obscuring fence, wall or hedge as approved by the Planning Official to minimize disturbances to adjacent residents. The minimum height for this fence, wall or hedge shall be five feet.
2. Five foot landscaped buffer in addition to the fence, hedge, or wall as required above.

J. Lighting of Off-Street Parking Facilities

Per Section 16.19.050 (in Chapter 16.19), exterior lighting shall be designed, constructed, located, shielded, and directed in such a manner so as to not face directly, shine, or reflect glare onto an adjacent residences, streets, and other land uses. Also see Airport Overlay Zones (in Chapter 16.11) for additional lighting standards for that zone.

16.14.070 OFF-STREET PARKING REQUIREMENTS FOR MOTOR VEHICLES AND BICYCLES

The number of required parking spaces for each use category shall be determined by criteria appropriate for that usage as specified below, and then applied in Table 16.14.070-1, Subsection 16.14.070.B.

A. *Criteria Used in Determining Parking Requirements*

The criteria used include the following:

1. **Number of Dwelling Units**

2. **Square Footage of a Facility or Building**

Unless otherwise noted, when square feet are specified, the area measured shall be the net floor area of the building's primary use, but shall exclude any space within a building used for off-street parking, loading, or service functions not primary to the use. For example, net floor area for a restaurant is limited to the dining area.

3. **Capacity or Number of Persons**

When the requirements are based on the number of: **a. Employees** -- it shall be determined on the basis of the number of persons working on the premises during the largest shift at peak season; **b. Sleeping Facilities or Beds Provided** -- it shall be determined on the basis of the maximum number of persons to be accommodated or beds available.

4. **Persons at Maximum Occupancy**

The number used shall be determined on the basis of the maximum occupancy for the facility allowed by the Fire Marshal.

5. **Schools**

a. Elementary, Middle or Junior High School, and High Schools: For elementary, middle or junior high school, and high schools, the number used shall be that of the standard specified in the following table. The maximum "seating" capacity, if there is no fixed seating in the "auditorium" with the largest capacity (e.g., gymnasium or assembly room), shall be determined on the basis of the maximum occupancy for the facility allowed by the Fire Marshal. Capacity may be posted for at least three different configurations: tables and chairs, rows of chairs, and primarily open for events such as dances. It is noted that maximum capacity of such a facility with no fixed seating may be based on events that do not have seating (e.g., a dance rather than an assembly with chairs and tables). Likewise, a gymnasium may have benches that are "relatively fixed" but that can be rolled up to make the area available for an event such as a dance. Furthermore, even facilities with "fixed" or "relatively fixed" seating (benches, bleachers) may have additional chairs set up on the main "playing floor" as is often the case with a school gymnasium. In such cases, "maximum capacity" will be based on the configuration that is conducive to the highest number of persons allowed by the Fire Marshal.

b. For Colleges or commercial schools for adults, the number used shall be based on the number of classrooms in the facility.

B. Space Requirements for Off-Street Parking (Table 16.14.070-1)

Space requirements for off-street parking shall be as listed in this section in **Table 16.14.070-1**.

Table 16.14.070-1: Off-Street Parking Requirements for Motor Vehicles and Bicycles by Types of Uses		
Use	Vehicle Parking Spaces	Bicycle Parking Spaces
1. Residential		
(a) Single family dwellings	2 spaces per dwelling unit	None required
(b) Duplexes	1 space per dwelling	None required
(c) Multiple Family Dwellings	2.25 spaces/unit ¹	0.5 spaces per unit
(d) Senior-Citizen apartments	1 space per bedroom	2 percent of required vehicle parking, or 4 spaces, whichever is greater
(e) Rooming or boarding house	Spaces equal to 80 percent of the number of guest accommodations plus one additional space for the owner or manager.	1 space for every 5 guest rooms, or 4 spaces, whichever is greater.
(f) Manufactured Home Park	2 spaces per dwelling, plus 1 visitor space for each 10 dwelling spaces	None required
2. Commercial Residential		
(a) Hotels and Motels	1 space per guest room or suite, plus 1 additional space for every 2 employees.	1 space for every 20 units, or 4 spaces, whichever is greater.
(b) Bed and Breakfasts	1 space for every 2 bedrooms	None required
3. Institutional/Group Care/Group Residential		
(a) Correctional institutions	1 space for each 6 persons for whom sleeping facilities are provided	1 space for every 3 employees, or 4 spaces, whichever is greater.
(b) Group Care Facilities, such as convalescent hospitals, nursing homes, and sanitariums	1 space for each 3 persons for whom sleeping facilities are provided	1 space for every 20 persons for whom sleeping facilities are provided, or 4 spaces, whichever is greater.
(c) Group residential facilities such as retirement homes, and intermediate care & assisted living facilities	Same as Group Care Facilities.	Same as Group Care Facilities.
(d) Hospitals	2 spaces per bed.	Same as Group Care Facilities.

¹ Includes 1 visitor space for every 4 units.

4. Civic Use and Places of Public Assembly		
Use	Vehicle Parking Spaces	Bicycle Parking Spaces
(a) Religious Assembly (See Glossary)	1 space per 4 seats or 8 feet of bench length in the main auditorium, or 1 space for each 35 sq. ft. of floor area of main "auditorium" not containing fixed seats, whichever is greater.	1 space for every 40 persons at maximum occupancy or 4 spaces, whichever is greater.
Schools, Libraries, Museums, Art Galleries:		
(b) Library, Reading Room, Museum, Art Gallery	1 space per 200 sq. ft. of net floor area	20 percent of required vehicle parking or 8 spaces, whichever is less
(c) Pre-school, nursery, kindergarten, Childcare	2 spaces per classroom	10 percent of required vehicle parking
(d) Elementary school	2 spaces per classroom, or 1 space per 4 seats or 8 ft. of bench length (or maximum seating capacity if no fixed seating) in the "auditorium" with the largest capacity (e.g., gymnasium), whichever is greater.	4 spaces per classroom
(e) Middle, or junior high school	3 spaces per classroom, or 1 space per 4 seats or 8 ft. of bench length (or maximum seating capacity if no fixed seating) in the "auditorium" with the largest capacity (e.g., gymnasium), whichever is greater.	4 spaces per classroom
(f) High school	6 spaces per classroom, or 1 space per 4 seats or 8 ft. of bench length (or maximum seating capacity if no fixed seating) in the "auditorium" with the largest capacity (e.g., gymnasium), whichever is greater.	2 spaces per classroom
(g) College, Vocational, or commercial school for adults	6 spaces per classroom	2 spaces per classroom
Other:		
(h) Lodge, Fraternal, and Civic Assembly, and other public assembly or meeting rooms	For that area without eating or drinking facilities - 1 space for each 4 fixed seats (18 lineal inches of bench shall be considered 1 seat). For that area with eating or drinking facilities - 1 space per 4 fixed seats or stools and one space for each 50 sq. ft. of dining or drinking area where there are no fixed seats. [See Section 16.14.2.9]	1 space for every 20 persons at maximum occupancy, or 4 spaces, whichever is greater.
(i) Civic Uses, including such Governmental functions as Administrative Services (e.g., City Hall), and Public Safety Services (e.g., Police, Fire)	1 space per 400 sq. ft. of office floor area, and 1 space per each sleeping accommodation for Public Safety Services staff. [See Section 16.14.2.9]	1 space for every 10 employees, or 4 spaces, whichever is greater.
(j) Civic Uses/ Governmental functions including Court Rooms and other assembly areas (e.g., City Council, Planning Commission meeting rooms)	1 space per 4 seats or 8 ft. of bench length in the main auditorium, whichever is greater.	10 percent of required vehicle parking, or 4 spaces, whichever is greater.
(k) Public Parks with recreational facilities and equipment (e.g., ball fields & courts, skate parks, children's playground equipment, etc.). No parking required for passive parks, unless otherwise specified in the adopted Parks Master Plan.	Unless otherwise defined by the adopted Parks Master Plan, 1 space per 500 sq. ft. of the largest net developed area (baseball field, basketball court, tennis courts, skate park, children's playground equipment area, etc.) in the park.	20 percent of required vehicle parking or 8 spaces, whichever is less

5. Commercial Entertainment		
Use	Vehicle Parking Spaces	Bicycle Parking Spaces
(a) Stadium, arena, theater	1 space per 4 seats or 8 feet of bench length.	1 space for every 40 persons at maximum occupancy, or 4 spaces, whichever is greater.
(b) Bowling alley	5 spaces per lane plus 1 space per two employees.	10 percent of required vehicle parking, or 4 spaces, whichever is greater
(c) Skating Rink, Sport or Fitness Center, Swimming Facility, Dance Hall	4 spaces per 1000 sq. ft. of net recreation area	10 percent of required vehicle parking, or 4 spaces, whichever is greater
6. Commercial		
(a) Retail stores (except supermarkets and stores selling bulky merchandise) and grocery stores	4 spaces per 1000 sq. ft. of net floor area	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(b) Supermarkets	1 space per 400 sq. ft. of net floor area	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(c) Service or repair shops	3 spaces per 1000 sq. ft. of net floor area	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(d) Retail stores and outlets selling furniture, automobiles, or other bulky merchandise, when shown that bulky merchandise occupies 51% or more of the net floor area	1.5 spaces per 1000 sq. ft. of net floor area	2.5 percent of required vehicle parking, or 4 spaces, whichever is greater
(e) Office or other commercial flex space (except medical and dental)	3 spaces per 1000 sq. ft. of net floor area	2 percent of required vehicle parking, or 4 spaces, whichever is greater
(f) Bank or other financial institutions	4 spaces per 1000 sq. ft. of net floor area	2 percent of required vehicle parking, or 4 spaces, whichever is greater
(g) Medical and dental office or clinic area	4 spaces per 1000 sq. ft. of net floor area	2 percent of required vehicle parking, or 4 spaces, whichever is greater
(h) Eating or drinking establishments (e.g., sit-down and carry-out restaurants, lounges, nightclubs, taverns, bars)	1 space per 4 fixed seats or stools (18 lineal inches of bench shall be considered one seat) and 1 space for each 50 sq. ft. of dining or drinking area where there are no fixed seats	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(i) Eating or drinking establishments with drive-thru facilities (Fast Food) Coffee or food kiosks (e.g., espresso stands)	10 spaces per 1000 sq. ft. of net floor area 2 spaces	5 percent of required vehicle parking, or 4 spaces, whichever is greater 1 space
(j) Food Pods	2 spaces for each Food Preparation Unit	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(k) Mortuaries, Crematory and Undertaking [Interring and Cemeteries are exempt]	1 space/4 seats or 8 ft of bench length in chapels	Minimum of 4 spaces

7. Industrial		
Use	Vehicle Parking Spaces	Bicycle Parking Spaces
(a) Limited Manufacturing (See Glossary)	1 space per 400 sq. ft of net floor area, or 1 space per employee on the largest shift, whichever is greater.	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(b) Technological Production, General Industrial, Intensive Industrial	1 space per 800 sq. ft of net floor area, or 1 space per employee on the largest shift, whichever is greater.	5 percent of required vehicle parking, or 4 spaces, whichever is greater
(c) Storage warehouse Wholesale Establishment, Rail or Trucking Freight Terminal.	1 space per 1000 sq. ft of net floor area, or 1 space per employee on the largest shift, whichever is greater.	5 percent of required vehicle parking, or 4 spaces, whichever is greater
8. Parking Requirements for Uses not Specified		
Any use not specifically listed in this section shall have vehicle and bicycle parking requirements determined by the Planning Official, based on the parking space requirements for comparable uses listed in this section. The decision of the Planning Official may be appealed to the Planning Commission, using procedures provided in this Code.		
9. Parking Lots and Bicycle Parking Spaces		
All public parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.		
10. Downtown Parking		
Bicycle Parking: Within the Central Business Commercial Zone (Z-CCM), bicycle parking for customers shall be provided as per the provisions of the most current Lebanon Downtown Plan.		
Vehicular Parking: There shall be no required parking for retail commercial uses in the downtown area [the Z-CCM Zone].		

16.14.080 STANDARDS FOR MANEUVERING AND ACCESS FROM OFF-STREET PARKING

A. Introduction

1. All off-street parking facilities, vehicular maneuvering areas, driveways, loading facilities, accessways, and private streets shall conform to the standards set forth in this Section.
2. These facilities shall be designed and constructed in accordance with the standards established by the City Engineer.
3. Additional Access Standards are contained in Chapter 16.12 of this code, and should be also consulted for applicability for each development proposal.
4. An approved engineered site plan and the relevant permits are required to construct parking, loading, and access facilities, except for single detached, duplexes, single attached, attached duplexes, and manufactured dwellings on individual lots.

B. Vehicular Access to City Streets and Alleys

1. Turnaround Areas

Off-street maneuvering and parking facilities (except for single-family dwellings and duplexes) shall be designed and constructed with turnaround areas to prevent back up movement onto streets.

2. Access Location and Design

- a. Location and design of all accesses to and/or from City streets are subject to review and approval by the City Engineer.
- b. Access spacing on collector and arterial streets, and at controlled intersections, shall be determined based on the policies and standards in the *City's Transportation System Plan, City Public Improvement standards, as well as Manual for Uniform Traffic Control Devices*.
- c. Exceptions may be granted by the City Engineer.
- d. Evaluations of exceptions shall consider posted speed of the street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.

3. Access Points

See Chapter 16.12.

4. Redevelopment and Re-evaluation of Access Points

- a. When developed property is to be expanded or altered in a manner that significantly² affects on-site parking or circulation, both existing and proposed accesses shall be reviewed under the standards in Subsections "2" and "3" above.
- b. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

² Significant in this context means (a) a need for greater parking, and/or (b) increased traffic flows.

C. Vision Clearance at Access

The standards for the clear vision area are set forth in Chapter 16.12, Subsection 16.12.030.H.

16.14.090 SPECIAL PARKING REQUIREMENTS

A. Group Care Facilities and Other Similar Facilities

The number of spaces required may be modified for uses such as group care facilities where it can be demonstrated that automobile use or ownership is significantly lower than the standards listed above. Reductions may be granted by the review authority if the site design provides a correspondingly sized area reserved for parking expansion (e.g., as open space) should the reduced number of parking spaces prove inadequate in actual practice.

B. Other Parking Reductions

1. An applicant for Industrial, Commercial and Multi-Family developments may request a reduction in required parking spaces if the applicant can demonstrate that in another location within the City of Lebanon or in another city similar demographically to Lebanon such a facility has lower parking demands than the standards listed above. Reductions may be granted by the review authority if the site design provides a correspondingly sized area reserved for parking expansion (e.g., as open space) should the reduced number of parking spaces prove inadequate in actual practice. Such open space reserves for parking may not also be part of the minimum required Open Space for the development.
2. Transit Related Facilities in Parking Lots. Parking spaces and portions of parking lots may be used for transit-related uses such as transit stops and park-and-ride or rideshare areas, provided that the total number of vehicular parking spaces can meet a minimum of 80% of the total spaces required, pursuant to Table 16.14.070-1.

16.14.100 PARKING SPACE SIZES

A. Variations in Parking Lot Design

Parking space sizes vary as a function of parking lot design. The City Parking standards contain the details of requirements for size of spaces, and address variations based on the details and geometry of parking lot design (available from the City Engineer).

B. Standard Parking Space

A standard parking space is generally a minimum of 9 feet wide and 19 feet deep (see City Parking standards for design requirements for different configurations).

C. Compact Car Parking Space

1. A standard compact car parking space is generally a minimum of 8.5 feet wide and 17 feet long (see City Parking standards for design requirements for different configurations).
2. Up to 20% percent of the required parking spaces may be reduced in size for the accommodation of compact cars.
3. Compact car spaces should be located near the entrance to any lot or aisle. Compact sized parking spaces shall be signed and clustered.

16.14.110 STANDARDS FOR OFF-STREET LOADING FACILITIES

Proposed Commercial Entertainment, Commercial, Public Facilities, and Industrial development (listed in **Table 16.14.070-1**) must demonstrate the adequacy of on-site loading and unloading facilities, including all maneuvering areas. Dedicated loading/unloading facilities shall be screened as per the provisions of this Code. Off-street loading space shall be provided as listed below:

A. Commercial Office Buildings

Commercial office buildings shall require a minimum loading space size of 12 feet wide, 20 feet long and 14 feet high in the following amounts:

1. For buildings over 5,000 square feet of net floor area, 1 space.
2. For each additional 40,000 square feet of net floor area, or any portion thereof, 1 space.

B. Other Commercial or Industrial Buildings

All other commercial or industrial buildings shall require a minimum loading space of 12 feet wide, 30 feet long, and 14 feet high in the following amount:

1. For buildings containing over 5,000 square feet of net floor area, 1 space.
2. For each additional 40,000 square feet of net floor area, or any portion thereof, 1 space.

16.14.120 STANDARDS FOR BICYCLE ACCESS AND PARKING

A. Introduction

1. All bicycle parking facilities required in conjunction with development shall conform to the standards set forth in this section.
2. Bicycle parking shall be located on site with safe, convenient access to the public right-of-way.
3. Bicycle parking shall be located in a manner that is consistent with the requirements of both the adopted Building Code and Oregon Fire Code.

B. Location

1. Safe, well-lit and convenient pedestrian access shall connect the bicycle parking area to the main entrance of the principle use of the site.
2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas by curbing or other barrier to prevent damage to parked bicycles.
3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.
4. Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the bicycle parking facility.
5. Bicycle parking facilities shall be placed within 50 feet of the main entrance of a building, or not farther than 50 feet from an entrance if several entrances exist.

6. For security and convenience purposes, bicycle-parking facilities shall be located in well-lit areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.
7. If the bicycle parking facility is in a public right-of-way, a clear passageway of at least 5 feet in width for pedestrians shall be included.

C. Dimensions

1. Bicycle parking spaces shall be a minimum of 6 feet in length and 2 feet in width.
2. Overhead clearance in covered areas shall be at least 7 feet.
3. A minimum 5-foot wide aisle shall be provided beside or between each row of bicycle parking.

D. Rack/Enclosure Standards

1. Bicycle parking facilities shall consist of either a lockable enclosure (locker) in which the bicycle is stored or a stationary object (rack) to which the bicycle may be locked.
2. Lockers and racks shall be securely anchored to the pavement or a structure.
3. Racks requiring user-supplied locks shall accommodate both cable and U-shaped locks. Racks shall be designed and installed to permit the frame and both wheels to be secured.
4. Bicycle racks shall be designed to hold bicycles securely by means of the frame, in a manner that will not cause damage to the wheels.

E. Covering (Roofing)

1. All required bicycle parking must be covered, unless more than 8 spaces are required, in which case half of the total may be uncovered as long as a minimum of 8 spaces are covered.
2. Covering for bicycle parking facilities shall be permanent and shall provide protection from weather.
3. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning, or other suitable protective covering. Bicycle parking facilities may also be located within buildings in secure, well lit and accessible spaces, provided the other requirements of this section are met.

F. Lighting

1. For security and convenience purposes, lighting shall be provided in bicycle parking areas such that all facilities are thoroughly illuminated and visible from adjacent sidewalks and/or vehicle parking areas during all hours of use.
2. As noted in Section 16.19.050 (Chapter 16.19), exterior lighting shall be designed, constructed, located, shielded, and directed in such a manner so as to not face directly, shine, or reflect glare onto an adjacent residences, streets, and other land uses. Also see Airport Overlay Zones (in Chapter 16.11) for additional lighting standards for that zone.