

4.6.100 Motor Vehicle Parking, Loading, and Bicycle Parking Standards

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4.6.105 Vehicle Parking—Purpose and Applicability

- (A)** These regulations provide standards for the development of vehicle parking.
- (B)** Unless exempted elsewhere in this Code, all development within the City and its urbanizable area must comply with the vehicle parking provisions of this Section.

4.6.110 Motor Vehicle Parking—General

- (A)** Off-street parking spaces must be provided, consistent with requirements in SDC 4.6.125, Table 4.6.2, unless excepted as allowed herein, for:
 - (1)** All new construction and expansion of multiple unit housing, commercial, industrial, and public and semi-public uses. For expansions or additions, the parking spaces required in Table 4.6.2 are calculated based only upon (1) the number of new dwelling units constructed, for residential uses, or (2) the area of the expansion or addition, for all other uses.
 - (2)** Changes in use or the use category of an existing building or structure.
- (B)** If parking has been provided to serve an existing use, the number of parking spaces cannot be reduced if the result would be fewer spaces than required by this Section, except as parking reductions are allowed below and under Special Provisions to Table 4.6.2.
- (C)** Parking reductions under SDC 4.6-110(H) through (L) and Special Provisions to Table 4.6.2 must not reduce the number of ADA parking spaces required in accordance with the minimum parking in Table 4.6.2 or under SDC 4.6-110(M).

- (D)** Required parking spaces must be available for the parking of passenger vehicles of residents, customers, patrons, visitors, and employees only, and must not be used for outdoor displays, storage of vehicles, equipment, or materials. Parking for company motor vehicles that remain on the premises overnight, or enclosures designed for the temporary collection of shopping carts, must be provided in addition to the number of parking spaces required by this Section.
- (E)** Unless joint use of parking facilities is requested as may be permitted in Subsection (E) below, the total requirement for off-street parking spaces is the sum of the requirements for all uses. If the total number of required parking spaces results in a fraction, the fraction must be rounded up to the next whole number. Off-street parking facilities for one use must not be considered as providing parking facilities for any other use. Alternatively, the Director may approve joint use of parking facilities as may be permitted in Subsection (F), below.
- (F)** The Director, upon application by all involved property owners, may authorize joint use of parking facilities, provided that:
- (1)** The applicant demonstrates that there is no substantial conflict in the principal operating hours of the buildings or uses for which the joint use of parking facilities is proposed; and
 - (2)** The parties concerned in the joint use of off-street parking facilities must provide evidence of agreement for the joint use by a legal instrument approved by the City Attorney. An agreement for joint use of parking facilities must provide for continuing maintenance of jointly used parking facilities;
 - (3)** The agreement must be recorded at Lane County Deeds and Records at the applicant's expense.
- (G)** When on-street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking, parking spaces in a public right-of-way directly abutting the development area is allowed to be counted as fulfilling a part of the parking requirements for a development as follows: For each 18 feet of available on-street parking, there will be one space credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.
- (H)** Motor Vehicle Parking Space Reduction Credit for Additional Bicycle Parking. Additional bicycle parking beyond the minimum amount required in Table 4.6.3 that complies with the bike parking standards in SDC 4.6.145 and 4.6.150 may substitute up to 20 percent of off-street motor vehicle parking otherwise required in Table 4.6.2. For every two non-required bicycle parking spaces that meet the short- or long-term bicycle parking standards specified in Table 4.6.3, the motor vehicle parking requirement is reduced by one space. When existing parking converted to bicycle parking under this subsection results in surplus motor vehicle parking spaces, the surplus parking may be converted to another use in conformance with the requirements of this Code.

- (I)** Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors—Abutting Sites. Development sites abutting an existing or proposed Frequent Transit Corridor may request a reduction of up to 15 percent from minimum off-street motor vehicle parking required in Table 4.6.2.
- (J)** Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors—Nearby Sites. Development sites not abutting but within 1/4-mile of an existing or proposed Frequent Transit Corridor may request a reduction of up to 10 percent from minimum off-street motor vehicle parking required in Table 4.6.2.
- (K)** Reduction Credit for ADA Improvements for Frequent Transit Corridors. Development sites abutting or within 1/4 mile of an existing or proposed Frequent Transit Corridor may receive a reduction of up to 10 percent from the minimum off-street motor vehicle parking required in Table 4.6.2 in exchange for contribution to the City for ADA improvements in the public right-of-way. The required contribution will be equal to the Base Curb Ramp Fee multiplied by each set of four parking spaces to be reduced, rounded up to the next whole number (e.g. one Base Curb Ramp Fee for one to four parking spaces reduced, double the Base Curb Ramp Fee for five to eight parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing one ADA-compliant curb ramp. Nothing in this subsection waives or alters any requirement for a developer to construct or provide on-site or off-site ADA improvements.
- (L)** Outside of the Downtown Exception Area and Glenwood Riverfront Mixed-Use Plan District, a cumulative maximum reduction of 20 percent of the minimum off-street parking required in Table 4.6.2 may be applied using the credits, allowances, and exceptions to minimum parking requirements established in this Code.
- (M)** Right Size Parking Alternative—Minimum. The Approval Authority may authorize an alternative parking standard that is less than the minimum off-street parking standard in SDC 4.6.125, including reductions in excess of the cumulative maximum reduction specified in SDC 4.6.110(K) above. The alternative parking standard must be one of the following:

 - (1)** The average peak period parking demand identified for the use in the current version of the Institute of Transportation Engineers (ITE) Parking Manual, for the day(s) of the week with the highest parking demand; or
 - (2)** The peak parking demand identified by the applicant and supported by information that a reasonable person would rely upon as determined by the Approval Authority. This information may include, but is not limited to, transportation demand management or a parking study for a similar development.
- (N)** Right Size Parking Alternative—Maximum. The Approval Authority may authorize an alternative parking standard that is more than 125 percent of the minimum off-street

parking standard in SDC 4.6.125. The alternative parking standard must be the peak parking demand identified by a parking generation study conducted according to the ITE Manual of Transportation Engineering Studies and prepared by a licensed engineer.

4.6.115 Motor Vehicle Parking—Parking Lot Design

All off-street parking areas must comply with the following dimensional standards:

Table 4.6.1

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle			
		0	45	60	90
Stall width, standard	A	9.0	9.0	9.0	9.0
Stall width, compact	A	8.0	8.0	8.0	8.0
Stall length, standard	B	24.0	18.0	18.0	18.0
Stall length, compact	B	22.0	16.0	16.0	16.0
Aisle width between stall lines	C	12.0	12.0	16.0	24.0
Bumper overhang (typical)	D	0.0	1.5	1.8	2.0
Cross-aisle, 1-way	E	16.0	16.0	16.0	16.0
Cross-aisle, 2-way	F	24.0	24.0 <td 24.0	24.0	

**Figure 4.6-A
Parking Lot Design**

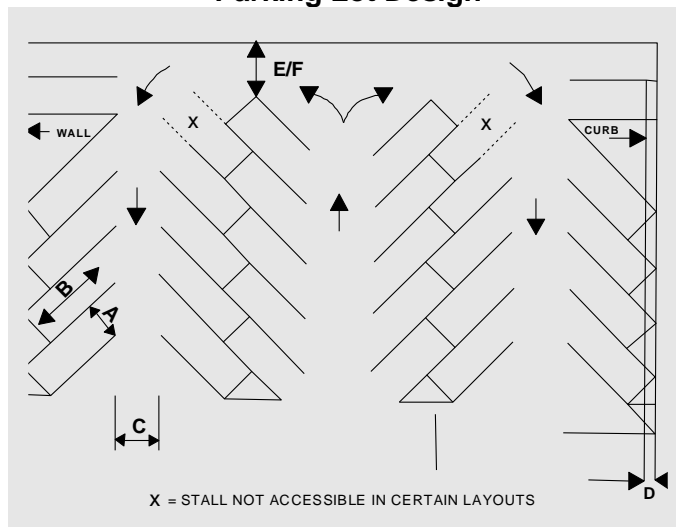
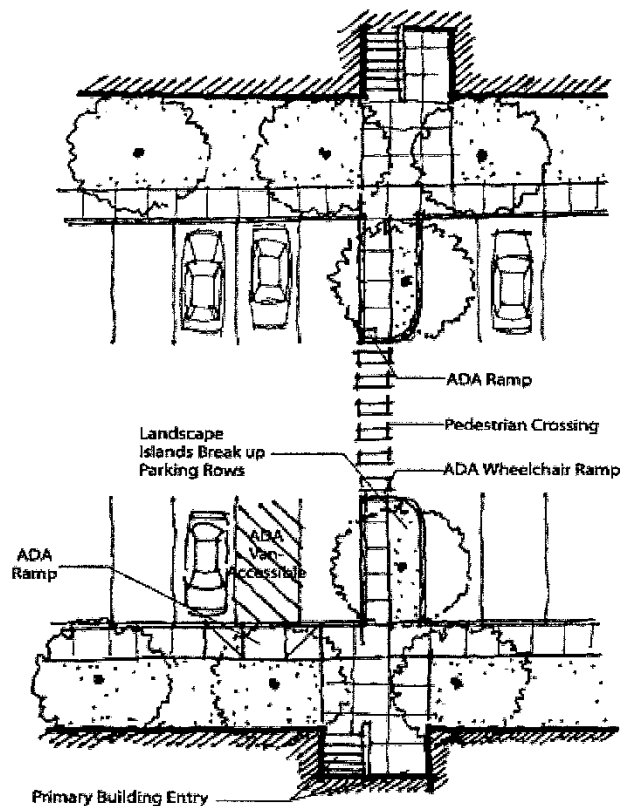


Figure 4.6.A
Parking Lot Design



4.6.120 Motor Vehicle Parking—Parking Lot Improvements

All parking areas must conform to the setback, vision clearance, planting, and screening provisions of this Code and must be completed prior to occupancy. Required parking spaces must be improved as follows:

- (A) All parking lots, bays, and spaces must have a durable, dust free surfacing of Asphaltic concrete, Portland cement concrete, or other materials as approved by the City Engineer. Permeable pavement meeting standards in the *Engineering Design Standards and Procedures Manual* may be allowed by the City Engineer for parking areas and driveways. Parking lot surfacing must not encroach upon the public right-of-way.
- (B) Stormwater management system improvements must be provided to manage all on-site run-off. The stormwater management system improvements must provide for the on-site collection of stormwater to eliminate sheet flow onto sidewalks, public rights-of-way, and abutting private property. All stormwater management system improvements must meet the standards in SDC 4.3.110, and the *Engineering Design Standards and Procedures Manual*, Chapters 3 and 4.

- (C) All parking spaces fronting a sidewalk, alley, street, landscaped area, or structure must be provided with a secured wheel bumper or linear curb not less than six inches in height to be set back from the front of the stall a minimum of two feet to allow for vehicle encroachment. Wheel bumpers must be a minimum of six feet in length. Curbs must be constructed in conformance with the Standard Construction Specifications.

Alternatively, the sidewalk or landscaped area may be widened two feet beyond the minimum dimension required to allow for vehicle encroachment. A curb not less than six inches in height must protect the widened sidewalks and planter areas.

- (D) Backing into the public right-of-way, other than alleys is prohibited. However, a parking areas of less than four spaces on a lot/parcel in a residential land use district may back into the public right-of-way.
- (E) All spaces must be permanently and clearly marked. Alternatively, the applicant may propose unmarked spaces if supported by a report stamped by an Oregon licensed Engineer indicating that that the spaces should not be marked for safety considerations. Old striping must not be visible after being replaced by new striping.
- (F) Not more than 30 percent of the total parking spaces in a parking lot may be designated for compact cars. Alternatively, a greater percentage may be authorized by the Director if a report stamped by an Oregon licensed Engineer indicates that greater than 30 percent of the total parking spaces is appropriate for the use. All compact spaces must be signed and/or the space painted with white lettering in four inch high letters with the letter "C", or with the word "Compact".
- (G) The number, dimensions, and locations of parking spaces for people with disabilities must be as specified in Chapter 11 of the Oregon Structural Specialty Code.

4.6.125 Motor Vehicle Parking—Parking Space Requirements

- (A) Table 4.6.2 establishes minimum off-street parking standards according to use, which apply to that use in any land use district.
- (B) The minimum parking standard for any use not specified in Table 4.6.2 is the average peak period parking demand identified for that use in the current version of the ITE Parking Manual, for the day(s) of the week with the highest parking demand.
- (C) The maximum off-street parking standard for any use that is not a residential use is 125 percent of the minimum off-street parking standard. There is no maximum off-street parking standard for residential uses.
- (D) Parking standards established in Table 4.6.2 may be modified as provided in SDC 4.6.110.

Table 4.6.2

Use	Minimum Parking Standard
Residential Uses	
Single unit dwelling, detached	Two spaces for each dwelling, not including an accessory dwelling unit.
Duplex	One space per dwelling unit, two spaces total.
Triplex	One space per dwelling unit, three spaces total.
Fourplex	One space per dwelling unit, four spaces total.
Townhome	One space for each townhome dwelling unit.
Cottage clusters	One space for each dwelling unit in a cottage cluster.
Multiple unit housing	One space for each dwelling unit.
Group care facilities	One quarter space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Short term rental (see SDC 4.7-355)	Type 1 – No additional spaces above what is required for the primary residence. Type 2 – One on-site parking space for each guest room.
Commercial/Industrial Uses	
Child care center	One space for each 350 square feet of gross area, plus one drop off space for each 700 square feet of gross floor area.
Hotel/motel	One space plus one space for each guest room.
Eating and drinking establishments	One space for each 100 square feet of gross floor area.
Retail trade and services (including shopping centers)	One space for every 300 square feet of gross floor area.
Manufacture and assembly, and other primary industrial uses. Includes warehousing.	One space for each 1000 square feet of gross floor area.
Warehouse commercial sales (including bulky merchandise)	One space for each 600 square feet of gross floor area.
Public and Institutional Uses	
Educational facilities	One space for each classroom, plus one for each 100 square feet of the largest public assembly area.
Public utility facility	None, unless utility vehicles will be parked overnight.
Recreational facilities, and religious, social and public institutions	One space for each 100 square feet of floor area in the primary assembly area and One for each 200 square feet of gross floor area for the remainder of the building.
Transportation facilities	One space for each 300 square feet of gross floor area not including vehicle storage areas.

Special Provisions.

- (A) Downtown Exception Area. Within the Downtown Exception Area, all lots/parcels and uses are exempt from the minimum off-street parking space requirements of this Section. However, if the Director determines there is a need for off-street parking, the Director may require an Institute of Transportation Engineering (ITE) Parking Generation Report to determine the off-street parking requirements.

(B) Commercial Districts.

- (1)** Parking lots in the Neighborhood Commercial (NC) District must be designed so that a landscaped separator is in between every seven spaces . A development in the NC district that requires more than 25 parking spaces must locate half of all the required spaces over 25 behind proposed buildings.
- (2)** Parking lots must be used exclusively for the parking of vehicles. However, parking spaces in excess of the number required by this Code may be used for temporary sales or display of merchandise where the activity does not create a hazard for automobile or pedestrian traffic or where otherwise allowed under this Code or the Springfield Municipal Code.
- (3)** A minimum of four off-street parking spaces is required for all sites in commercial zoning districts that require parking, unless reduced under SDC 4.6.110(M).

(C) Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts. In addition to reductions permitted in accordance with the provisions of SDC 4.6.110, parking spaces may be reduced in LMI, HI, or SHI land use districts on a one-for-one basis when the number of spaces required is more than the number of employees working on the busiest shift, provided that a landscaped area equal to the total number of spaces reduced must be held in reserve for future use.

(D) Campus Industrial (CI) District.

- (1)** To the greatest extent practicable, parking must be located behind buildings, internal to development or to the side of a building.
- (2)** The number of required parking spaces for uses not shown in Table 4.6.2 must be determined based upon standards for similar uses.
- (3)** Parking spaces may be reduced on a one-for-one basis when the number of spaces required is more than the shift with the largest number of employees, provided that a landscaped area equal to the total number of spaces reduced is held in reserve for future use.
- (4)** An additional five percent of impermeable surface may be allowed in cases where all parking on a lot/parcel is screened by earthen berms with an average height of three feet (measured from the finished grade of the edge of the parking lot), sunken below grade an average depth of three feet (measured from the finished grade of the edge of the parking lot to the finished grade of the adjacent berm or landscaped area), or both.
- (5)** Truck parking for vehicles necessary for the operation of the facility may be located either:

- (a) Within an enclosed building; or
 - (b) Outside of a building if the following standards are met and must:
 - (i) Be prohibited in all front and street-side yards;
 - (ii) Meet the building setback standards specified in SDC 3.2.420; and
 - (iii) Be screened as specified in SDC 3.2.445.
- (E) Medical Services (MS) District. Motor vehicle parking standards are determined based upon standards for similar uses in Table 4.6.2 and upon the required Traffic Study.
- (F) Public Land and Open Space District. Motor vehicle parking standards are determined based upon standards for similar uses in Table 4.6.2. Uses not listed require a Parking Study.
- (G) Mixed Use Districts.
- (1) Nonresidential Requirements. Off-street surface parking must meet the minimum parking requirement for the various commercial and industrial uses in Table 4.6.2 unless reduced under applicable provisions in this Code.
 - (2) Residential Requirements. Minimum off-street parking standards for residential uses must comply with the standards specified in Table 4.6.2 unless reduced under applicable provisions in this Code.

4.6.130 Loading Areas—Purpose and Applicability

- (A) These regulations provide standards for the development of loading areas.
- (B) Unless exempted elsewhere in this Code, all commercial and industrial development requiring loading areas must comply with the loading area provisions of this Section.

4.6.135 Loading Areas—Facility Design and Improvements

- (A) All necessary loading areas for commercial and industrial development must be located off-street and provided in addition to the required parking spaces.
- (B) Vehicles in the loading area must not protrude into a public right-of-way or sidewalk. When no other reasonable alternative exists, loading areas must be located so that vehicles are not required to back or maneuver in the public right-of-way or internal travel aisles.
- (C) The minimum sizes required for commercial and industrial loading areas are as follows:

- (1) Two hundred fifty square feet for buildings of 5,000 to 20,000 square feet of gross floor area.
 - (2) Five hundred square feet for buildings of 20,000 to 50,000 square feet of gross floor area.
 - (3) Seven hundred fifty square feet for buildings in excess of 50,000 square feet of gross floor area.
- (D) The required loading area must not be less than ten feet wide by 25 feet long and have an unobstructed height of 14 feet.
- (E) A school having a capacity greater than 25 students must have a driveway designed for the continuous forward flow of passenger vehicles for loading and unloading children.

4.6.140 Bicycle Parking—Purpose and Applicability

- (A) Safe and convenient bicycle parking is required in most land use districts and land use categories to encourage the use of bicycles as a mode of transportation. The required number of spaces is lower for uses that do not tend to attract bicycle riders and higher for those that do. Additionally, some bicycle parking is required on the basis of specifically encouraging employee, student or customer related bicycle use. The following standards ensure that bicycle parking is convenient to the cyclist in its location and provides sufficient security from theft and damage. Long-term bicycle parking space requirements accommodate employees, commuters, students, residents and other persons who expect to leave their bicycles for more than two hours. Short-term bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately two hours.
- (B) Unless exempted elsewhere in this Code, all development must comply with the bicycle parking provisions of this Section.

4.6.145 Bicycle Parking—Facility Design

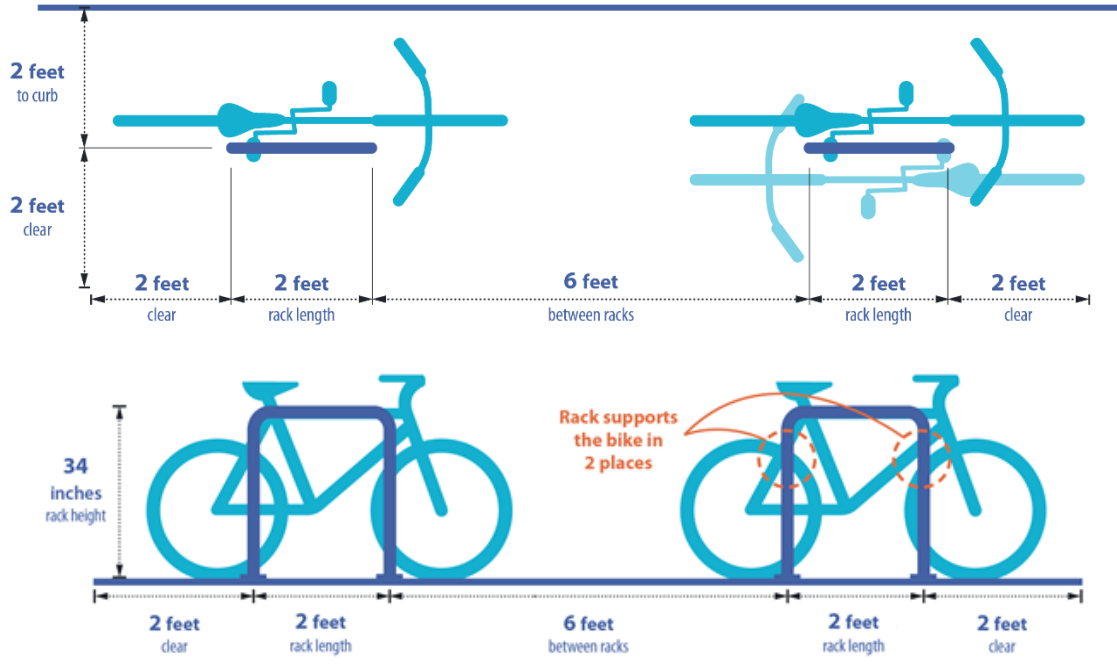
- (A) Required bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6.B. Alternatively, the required bicycle parking spaces must fulfill the criteria for quality bicycle parking, which are as follows:
- (1) Supports the bicycle frame in a stable position without damage to wheels, frames, or components and provides two points of contact;
 - (2) Allows locking of the frame and one or both wheels with a U-lock;
 - (3) Is securely anchored to the ground or to a structure;

- (4) Resists cutting, rusting, bending, or deformation, both from natural causes and from human abuse;
 - (5) Powder coated or durable, non-scratching surface; and
 - (6) Works well for a variety of bicycle frame types (e.g., should work for step-through frame as well as diamond frame, children's bicycles as well as adult bicycles, recumbent as well as other styles of adaptive bicycles).
- (B) Required bicycle parking spaces and facilities must be constructed and installed in accordance with SDC 4.6.150 and Figures 4.6.B and 4.6.C. Bicycle parking must be provided at ground level unless an elevator with bicycle wayfinding signage directs users to an approved bicycle storage area. Each required bicycle parking space must allow a bicycle to be placed in the space without removing another bicycle from another space.
- (C) All required long-term bicycle parking spaces must be sheltered from precipitation, in conformance with (D)(3) below, and include lighting in conformance with the lighting standards in SDC 4.5.100.
- (D) Short-term bicycle parking must be sheltered as follows:
- (1) If ten or fewer short-term bicycle parking spaces are required, no shelter is required for short-term bicycle parking.
 - (2) If more than ten short-term bicycle parking spaces are required, at least 50 percent of the short-term bicycle parking spaces in excess of ten must be sheltered.
 - (3) Shelters must have a minimum seven foot overhead clearance and must completely cover the bicycle parking rack and any bicycles that are parked in the way the rack was designed to be used.
- (E) Bicycle parking that accommodates oversized bicycles and alternative bicycle types must be provided as follows:
- (1) Each oversized bicycle parking space must provide minimum clear area of four feet by eight feet as shown in Figure 4.6.C.
 - (2) At least ten percent of the long-term bicycle parking spaces for commercial uses and residential uses must be oversized bicycle parking spaces.
 - (3) At least ten percent of the short-term bicycle parking spaces for schools (elementary through high school) must be oversized bicycle parking spaces.

Figure 4.6.B

Two spaces per rack

Curb



Two spaces per rack

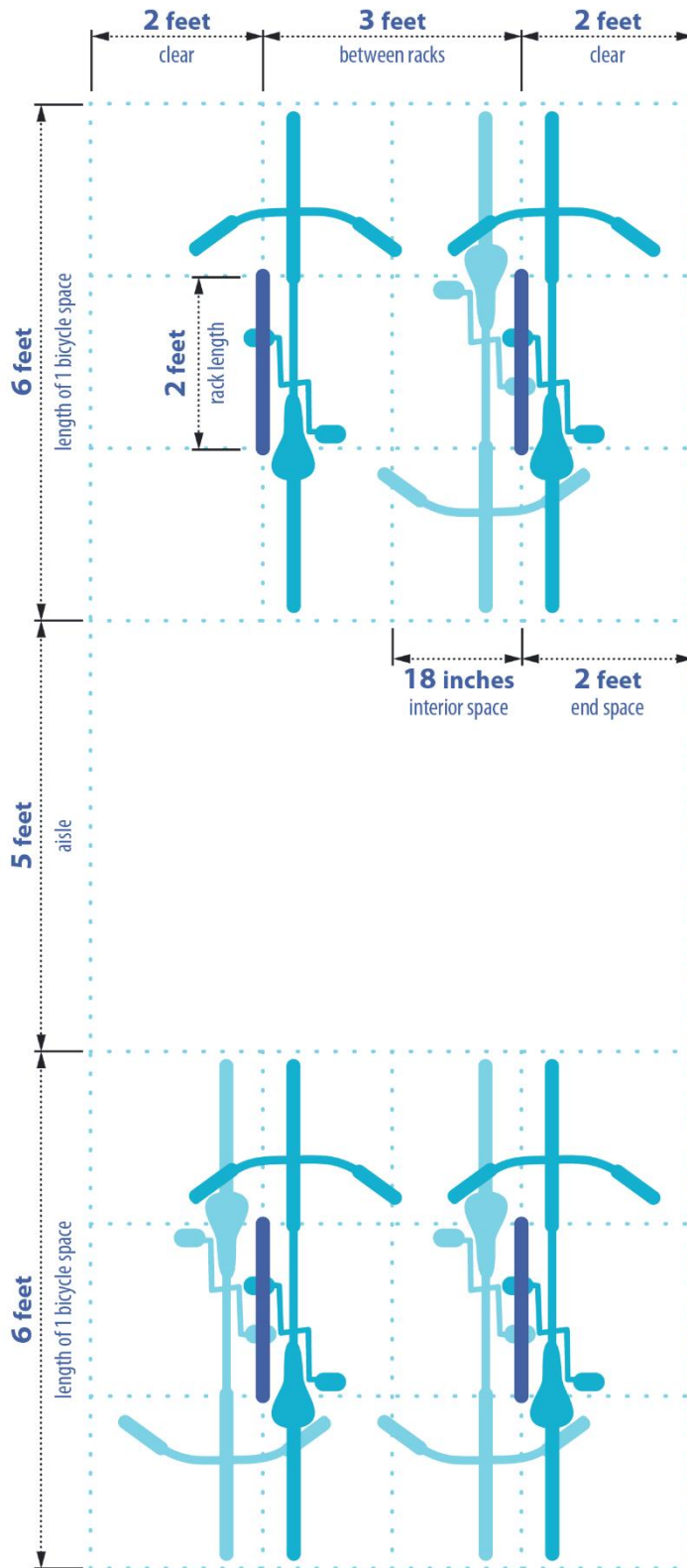
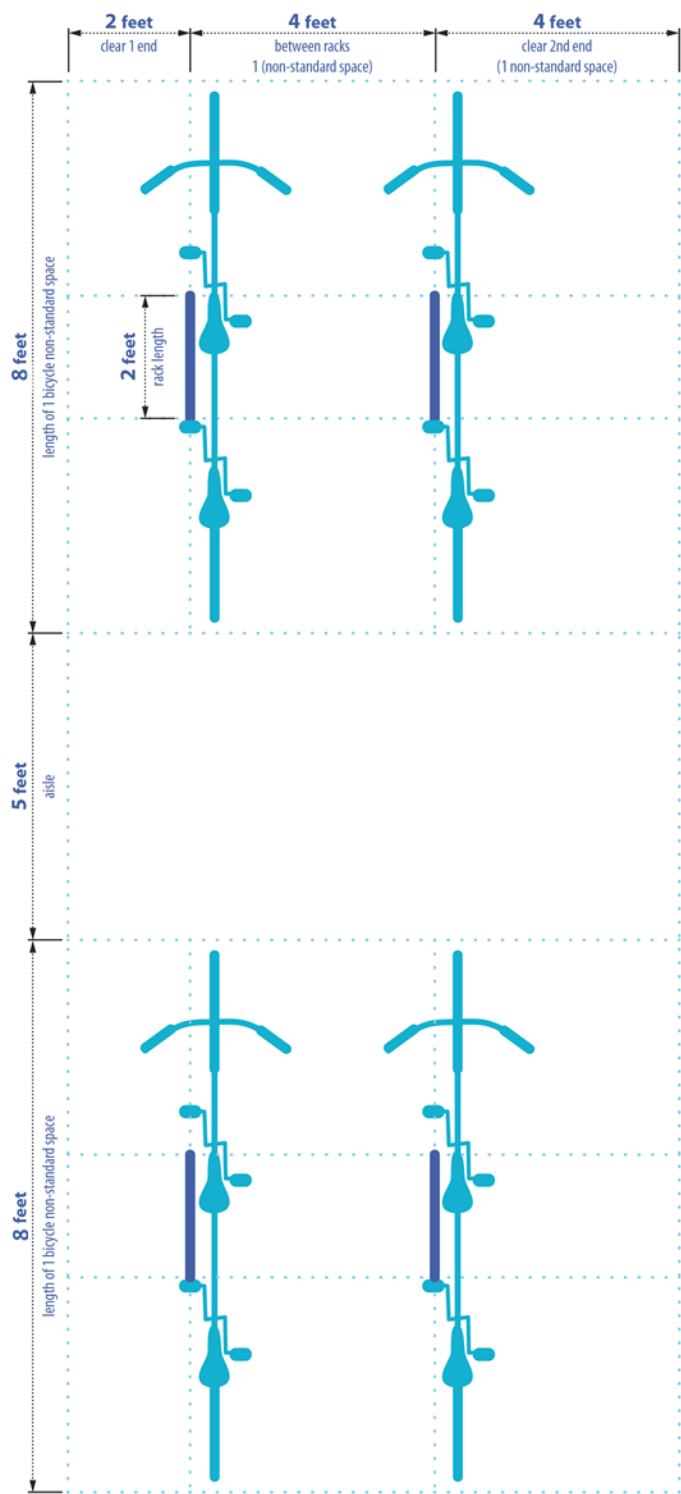


Figure 4.6.C



4.6.150 Bicycle Parking—Facility Improvements

(A) Bicycle Parking Location and Security.

- (1)** Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure.
- (2)** Exterior long-term bicycle parking must be located within 200 feet from the main building entrance, primary point of entry to the use, or employee entrance.
- (3)** Exterior short-term bicycle parking must:
 - (a)** Be located no further than 50 feet from the main building entrance or primary point of entry to the use, as determined by the City, but not further away than the closest on-site automobile parking space excluding designated accessible parking spaces, whichever distance is less; and
 - (b)** Be clearly visible from the main building entrance or primary point of entry to the use.
- (4)** Bicycle parking must be separated from motor vehicle parking by a minimum distance of five feet or be separated by a barrier or curb placed a minimum distance of two feet to prevent damage to parked bicycles.
- (5)** Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, signs must be provided to direct bicyclists to the bicycle parking. Directions to sheltered facilities inside a structure may be signed or supplied by the employer, as appropriate. Short-term parking must be available to the general public.
- (6)** Bicycle parking may be located inside a building on a floor, which has an outdoor entrance open for use, and which does not require stairs to access the space. Alternatively, the Director may allow, through a land use decision process, bicycle parking on upper stories within multi-story residential building when an elevator is provided.
- (7)** In order for bicycle parking and bicycle racks to be located to avoid conflict with pedestrian movement and access, bicycle parking must be located outside of the public right of way and public or private sidewalk area. Paved access from bicycle parking spaces to the public right-of-way must be provided by at-grade or ramp access with a maximum slope of 8 to 12 percent. Paved pedestrian access must be provided from the bicycle parking area to the building entrance. Alternatively, bicycle parking may be located in the public sidewalk or right-of-way where there is a minimum five feet between the parked bicycle and the storefront and does not conflict with pedestrian accessibility.

(8) For multiple unit housing with required bike parking, requirements may be met through the provision of individual garages or storage units. For housing relying on a common garage and without storage units, bicycle racks must be provided in the garage.

(B) Employers with changing rooms and shower facilities or other additional amenities may be eligible for a ten percent reduction of Transportation System Development Charges if the Director determines that those facilities encourage bicycling or other active modes of transportation by employees or patrons.

4.6.155 Bicycle Parking—Number of Spaces Required

(A) The required minimum number of bicycle parking spaces for each principal use is four spaces, unless otherwise specified in Table 4.6.3. Additional bicycle parking spaces may be required at common use areas. When the number of required spaces results in a fractional number, the total number of required spaces will be rounded up to the next whole number. When application of the long- and short-term bicycle parking percentages results in a fractional number of long- and short-term spaces, the number of long-term spaces required will be rounded up to the next whole number; the remaining number of required spaces will be designated as short-term bicycle parking.

(B) The following parking standards have been established according to use and apply to that use in any land use district.

Table 4.6.3 Minimum Required Bicycle Parking Spaces

Use Category	Specific Uses	Number of Required Spaces	Long- and Short-Term Bicycle Parking Percentages
Residential			
	Single unit dwelling & middle housing	Zero	N/A
	Multiple unit housing	One per dwelling unit	75% long-term 25% short-term
	Dormitories	One space per every three occupants	50% long-term 50% short-term
	Assisted care and day cares	One per five employees	75% long-term 25% short-term
	Other residential uses	One per dwelling unit	50% long-term 50% short-term
Commercial			
	General retail	One per 3,000 square feet of floor area	25% long-term 75% short-term
	Eating and drinking establishments	One per 600 square feet of floor area	25% long-term 75% short-term

Use Category	Specific Uses	Number of Required Spaces	Long- and Short-Term Bicycle Parking Percentages
	Service establishments	One per 2,000 square feet of floor area	25% long-term 75% short-term
	Art institution/gallery	One per 1,500 square feet of floor area	25% long-term 75% short-term
	Drive-through only establishments	Two for employee parking (minimum of four does not apply)	100% long-term
	Lodging	One per ten rentable rooms	75% long-term 25% short-term
	Office, including medical offices and clinics	Three quarters of a space per 5,000 square feet of floor area	75% long-term 25% short-term
	Industrial and wholesale	One quarter of a space per employee OR one per 4,000 square feet of floor area, whichever is less	75% long-term 25% short-term
Institutional			
	Government related uses	One per 3,000 square feet of floor area	25% long-term 75% short-term
	Schools (elementary through high school)	One per ten students based on planned capacity	25% long-term 75% short-term
	Parks and playgrounds	Eight per park or playground	100% short-term
	Recreation, amusement, and entertainment facilities	One per 1,000 square feet of floor area	25% long-term 75% short-term
	Universities/colleges	One per five full-time students	25% long-term 75% short-term
	Hospitals and medical centers	One per 3,000 square feet of floor area	75% long-term 25% short-term
	Religious institutions and places of worship	One per 20 seats or 40 feet of bench length (fixed seating) OR One per 500 square feet of floor area (no fixed seating)	100% short-term
Transportation-Related			
	Structured parking	Ten percent of the number of vehicle parking spaces provided	75% long-term 25% short-term
	Transit station	Ten percent of the number of vehicle parking spaces provided (if no vehicle parking is provided, the minimum of four applies)	50% long-term 50% short-term

Use Category	Specific Uses	Number of Required Spaces	Long- and Short-Term Bicycle Parking Percentages
	Transit park & ride	Ten percent of the number of vehicle parking spaces provided	50% long-term 50% short-term