

## **9-01.04 [Supplementary Provisions]**

### **9-01.04-10 [Maintenance of Minimum Code Requirements]**

The provisions of Section 9-01.02-10 describe code compliance standards.

### **9-01.04-20 [Access]**

Every lot shall abut a street, other than an alley, for at least twenty-five (25) feet.

### **9-01.04-30 [General Provisions Regarding Accessory Uses]**

An accessory use shall comply with the requirements for a principal use, except as this code specifically allows to the contrary.

### **9-01.04-40 [Fences]**

Prior to construction of a fence, the applicant shall file a fence permit application with the City in accordance with the Type I review provisions. A fence or hedge within a front yard, and with 20 feet of the street side yard closest to the street intersection, shall not exceed an elevation four (4) feet above grade. Otherwise, fences may not exceed six (6) feet in height. Fences are not permitted in a floodway. In a floodplain, fences shall be designed to allow flow through or break-a-way features.

### **9-01.04-50 [Off-Street Parking and Off-Street Loading Requirements]**

- A. Purpose. The purpose of the parking standards is to:
1. Ensure that parking facilities are properly designed and located in order to meet the parking needs created by specific uses;
  2. Promote efficiency and safety in the design and location of parking facilities; and
  3. Protect surrounding land uses from adverse impacts commonly associated with parking;
  4. Provide for public parking on city-owned unbuildable flood-prone parcels in suitable locations.
- B. Applicability. At the time a new structure is erected or enlarged or the use of an existing structure is change, off-street parking spaces, loading areas, and access thereto shall be provided as set forth in this section unless greater requirements are otherwise established except as provided herein.

#### Exceptions:

1. A development that met the parking requirements at the time it was approved but that does not have sufficient parking spaces to meet the current requirements may continue to operate with the parking deficiency as long as no enlargement or land use change is made that would require additional parking spaces;
2. When a development with nonconforming parking is enlarged so as to require additional parking spaces, the requirements herein shall only apply to the enlargement.
3. Waiver of requirements:
  - a. Fee in Lieu of Parking Spaces  
Within the downtown core only, defined as the DT Zone boundary, the City Administrator (or his/her designee) may waive all or part of the off-street parking requirements prescribed in this section, upon written request from the applicant to pay a fee in lieu of providing the required parking spaces. In making a determination the administrator shall consider:

- (1) The extent to which the parking requirements which apply to the proposed development impose a particular hardship upon the applicant;
  - (2) Whether granting the request would be unreasonably burdensome to other property owners in the downtown core area; and
  - (3) Whether granting the request would lead to a better overall result than would strict adherence to the parking requirements of this section for the purposes of encouraging appropriate land uses, improving pedestrian circulation and achieving better parking design.
  - (4) Decision. If the waiver is denied by the City Administrator (or Designee) the applicant may request an alternative Type II review procedure in accordance with Title 09 Section 9-01.10-30.
    - a. Parking Fee Applicability
      - (1) The fee is to be paid in lieu of providing the required parking spaces shall be \$10 per space not provided for every new and existing business or residence in the DT zone, including residential units within a commercial mixed use building. The fee shall be paid annually with the annual city business license.
      - (2) Credit for on-street parking: The number of spaces required for a business or residence may be reduced to account for existing on-street parking spaces by applying a parking stall credit that is equitably given to each use in accordance with a methodology developed by the City. (The fee will begin July 2013 after the City has determined the number of spaces required per building and how the credit is to be applied.)
    - b. Parking Fund
 

The money will be set aside in a fund exclusively for the acquisition, development, operation or maintenance of public parking spaces and lots in or adjacent to the downtown core consistent with public parking projects set forth in the Vernonia Capital Master Plan (CMP). The City Council may from time to time direct that other moneys be transferred into the fund to be used for the purposes of the fund.
- C. Parking Space requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning Commission, based upon the requirements of comparable uses listed.
  - D. In the event several uses occupy a single structure or parcel of land, the total requirements shall be the sum of the requirements of the several uses computed separately.
  - E. Owners of two (2) or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the Planning Commission in the form of deeds, leases, contracts or similar written instrument to establish the joint use.
  - F. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

- G. Areas used for standing and maneuvering of vehicles shall have durable surfaces maintained adequately for all-weather use and be so drained as to avoid flow of water across public sidewalks.
- H. Except for parking to serve dwelling uses or for FEMA regulated parcels used for parking, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a sight-obscuring fence of not less than five (5) nor more than six (6) feet in height except where vision clearance is required.
- I. Parking spaces along the outer boundaries of a lot shall be contained by a curb or bumper rail at least four (4) inches high and set back a minimum of four and one-half (4 ½) feet from property lines. FEMA regulated parcels used for parking are not required to provide bumper rails.
- J. Parking spaces shall be identified by stripping or a physical barrier or a combination of the two. FEMA regulated parcels used for parking may have a gravel surface and therefore cannot be stripped nor are they required to be identified by a physical barrier.
- K. Artificial lighting which may be provided shall not create or reflect substantial glare in a residential zone or on any adjacent dwelling.
- L. Groups of more than four (4) parking spaces shall be served by a driveway so that no backing movements or other maneuvering within a street other than an alley, will be required.
- M. Passenger Loading – A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity greater than twenty-five (25) students.
- N. Loading of Merchandise, materials, or Supplies – Buildings or structures which receive and distribute materials or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. Off-street or on-street parking areas used to fulfill the requirements of this code may be used for loading and unloading operations during periods of the day when not required to take care of parking needs.

1. **Off-Street Parking Space Requirements:**

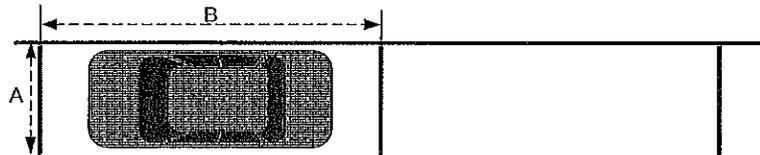
1. Dwelling:	Two (2) spaces for each dwelling unit;
2. Boarding, lodging, or rooming house:	One (1) space for each guest accommodation;
3. Motel, hotel, or group cottages:	One (1) space for each guest accommodation;
4. Hospital, nursing home, or similar institution:	One (1) space for each patient/guest accommodation;
5. Church, club, or similar place of assembly:	One(1) space for each four (4) seats, or one (1) space for each fifty (50) square feet of floor area used for assembly;
6. Daycare:	Two (2) spaces per teacher
7. Library:	One (1) space for each three hundred (300) square feet of floor area;
8. School	0.2 spaces per student and staff <i>capacity</i> , plus a reduction of 25% for legally documented shared parking;
9. Dancehall, skating rink:	One (1) space for each seventy five (75) square feet of floor area;
10. Bowling alley:	Six (6) spaces for each alley;
11. Retail store	One (1) space for the first five five-hundred (500) square feet of floor area, and one space for each additional 200 square feet;
12. Restaurants & Bars:	Eight (8) spaces per 1000 square feet
13. Service or repair shop, retail store handling bulky merchandise such as automobiles and furniture:	One (1) space for each six hundred (600) square feet of floor area;

14. Equipment Sales & Storage/Self Storage:	One (1) space for each 800 square feet of floor area
15. Bank, office:	One (1) space for each five hundred (500) square feet of floor area;
16. Medical and dental clinic:	One (1) space for each three hundred (300) square feet of floor area;
17. Warehouse, storage, floor and wholesale business:	One (1) space for each two thousand (2,000) square feet of or storage area;
18. Manufacturing establishment:	One (1) space for each one thousand (1,000) square feet of floor area.

- O. Compact parking spaces: No more than 25% of the parking spaces in a parking area or lot may be allocated to compact car parking. No compact car spaces are allowed in a parallel parking configuration.
- P. Dimensional requirements: The minimum parking space and aisle dimensions for the most common parking angles are shown in the Parking Configurations illustrated in this section. For parking angles and configurations other than those shown, the minimum parking space length and driving aisle dimensions shall be determined by the Planning Director. Regardless of the parking angle, one-way aisles shall be at least 16 feet wide, and two-way aisles shall be at least 22 feet wide.
- Q. Handicapped ADA parking spaces: In accordance with the Oregon Structural Specialty Code (OSSC) off-street ADA parking spaces shall be provided and designed for the handicapped or disabled, except as may be exempted by subsection B in this chapter.

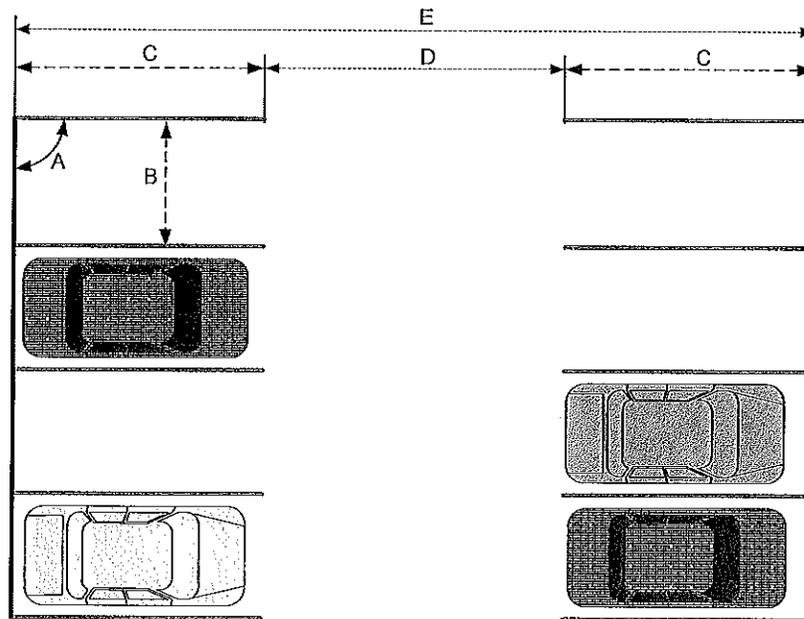
### Parking Configurations:

Parallel, (0 degree) - The minimum dimensional requirements for parallel parking spaces are:



- |                          |         |
|--------------------------|---------|
| A. Parking space width:  | 8 feet  |
| B. Parking space length: | 28 feet |

Perpendicular (90-Degree), - The minimum dimensional requirements for this configuration are:



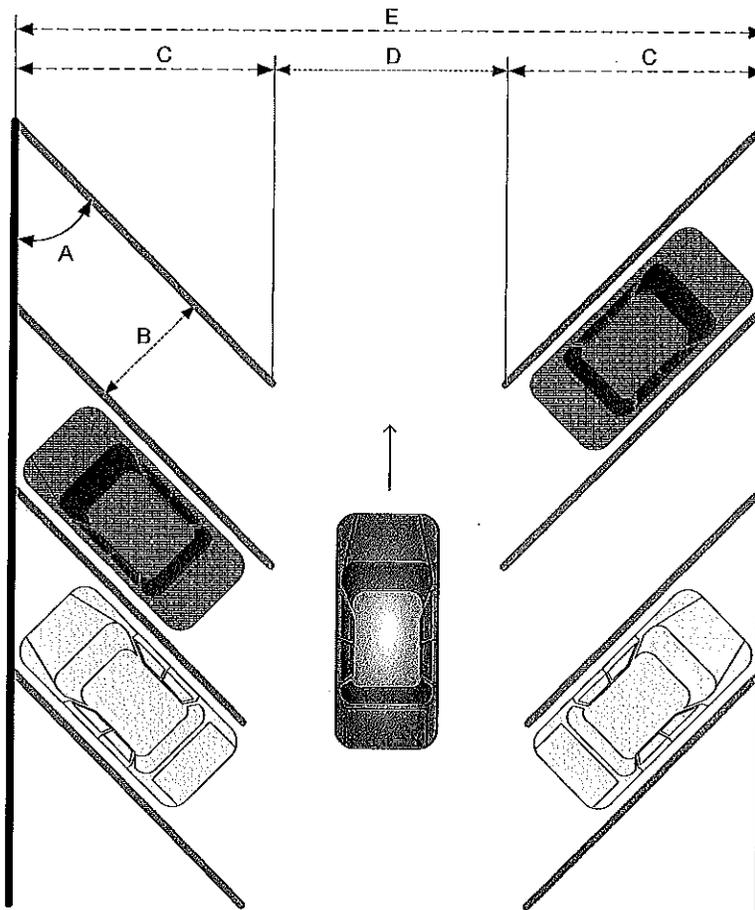
**STANDARD PARKING SPACE**

- A. Parking angle: 90 degree
- B. Standard parking space width: 10 feet
- C. Standard parking space length: 20 feet
- D. Driving aisle width: 24 feet
- E. Total module width: 64 feet

**COMPACT PARKING SPACE**

- A. Parking angle: 90 degree
- B. Compact parking space width: 8 feet
- C. Compact parking space length: 16 feet
- D. Driving aisle width: 24 feet
- E. Total module width: 56 feet

Angled parking with one-way driving aisle (30,45,or 60 degree), The minimum dimensional requirements for this configuration:



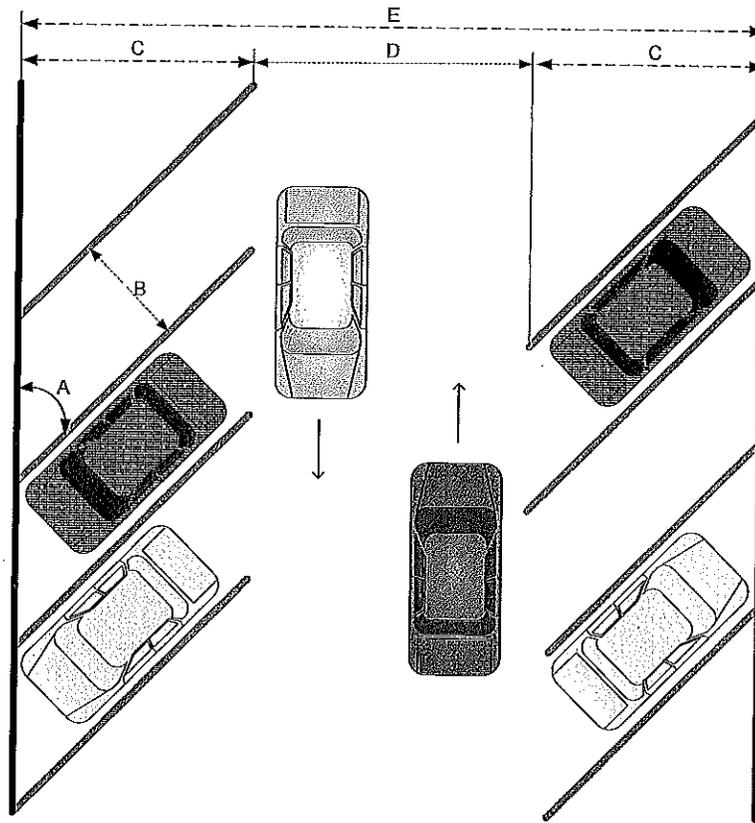
**FOR STANDARD PARKING:**

A. Parking Angle (degree)	B. Standard parking space width (feet)	C. Standard parking space length (feet)	D. Driving aisle width (feet)	E. Overall module width (feet)
30	10	18	16	52
45	10	21	18	60
60	10	20	18	58

**FOR COMPACT CAR PARKING:**

A. Parking Angle (degree)	B. Compact parking space width (feet)	C. Compact parking space length (feet)	D. Driving aisle width (feet)	E. Overall module width (feet)
30	8	15	16	46
45	8	17	18	52
60	8	16	18	50

Angled parking with two-way driving aisle (30, 45 or 60 degree), - The minimum dimensional requirements for this configuration are:



**FOR STANDARD PARKING:**

A. Parking Angle (degree)	B. Standard parking space width (feet)	C. Standard parking space length (feet)	D. Driving aisle width (feet)	E. Overall module width (feet)
30	10	18	22	58
45	10	21	22	64
60	10	20	24	64

**FOR COMPACT CAR PARKING:**

A. Parking Angle (degree)	B. Compact parking space width (feet)	C. Compact parking space length (feet)	D. Driving aisle width (feet)	E. Overall module width (feet)
30	8	15	22	52
45	8	17	22	56
60	8	16	24	56