

1007 ROADS, CIRCULATION AND PARKING (6/29/06)

1007.01 PURPOSE

To provide safe, efficient, convenient, and economical movement of vehicles and pedestrians while minimizing environmental degradation and conserving energy.

1007.02 GENERAL PROVISIONS

The location, alignment, design, grade, width and capacity of all road, circulation and parking systems within the County shall conform to the Comprehensive Plan and shall be established so as to:

- A. Protect public health and safety through functional, efficiently designed improvements.
- B. Require the least amount of impervious surface necessary to adequately serve the type and intensity of proposed land uses within developments, provide adequate access for service vehicles, and take into account future traffic demands by type and volume.
- C. Require the creation of the minimum feasible amounts of land coverage and the minimum feasible disturbance to the soil.
- D. Provide, to the extent feasible, for the separation of motor vehicular, bicycle, pedestrian and equestrian traffic.
- E. Create conditions of proper drainage.
- F. Provide for proper landscaping and preserve trees, vegetation, and topography to the greatest extent possible.

1007.03 ROADWAYS

- A. Right-of-way dedication and improvements shall be required of all new developments and subdivisions as deemed necessary by the Department of Transportation and Development. All roadways shall be developed according to classifications and guidelines listed in Tables V-2 and V-3 of the Clackamas County Comprehensive Plan and the Clackamas County Roadway Standards. These standards may be deviated from when the County finds that alternate designs would better accommodate: (3/17/04)

- 1. Terrain

2. Scenic qualities
3. Existing development
4. Forest or agricultural uses
5. Planned Unit Developments
6. Local streets less than 200 feet in length which are not extendible. (5/24/01)
7. Interior vehicular circulation for multifamily, commercial and industrial developments.
8. Half streets or private common access drives within developed urban areas providing access to not more than seven (7) lots.

9. Management of stormwater through the use of techniques such as landscaped curb extensions, low infiltration planters and basins, swales, trees and pervious surfaces.

- B. Where appropriate, roadways shall be designed to accommodate transit services.
- C. Development along the specific urban arterials listed in the Clackamas County Comprehensive Plan shall improve those arterials to the specifications set forth in the plan.
- D. Development adjacent to scenic roads listed in the Comprehensive Plan and adjacent to any future roads which may be designated as scenic roadways by Clackamas County shall conform where appropriate to the following design standards: (3/17/04)
  1. New developments shall have strict access controls.
  2. Road shoulders shall be improved to accommodate pedestrian or bicycle traffic.
  3. Turnouts shall be provided at view points or for recreational needs as determined by the County.
  4. Design review of developments adjacent (immediately abutting) to scenic roads with particular emphasis on visual characteristics and signing appropriate for the area.

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5. Building, parking areas and frontage roads which are developed adjacent to scenic roads shall be set back a suitable distance to provide for a landscaped buffer along the scenic road. (3/14/02)

- E. Boulevard design guidelines on Table V-4 shall be considered for Regional and Community Boulevards designated on Map V-3 or as specified in Chapter X in the Comprehensive Plan. (5/24/01)
1. Developments and subdivisions adjacent to boulevards shall provide pedestrian, bicycle, transit and visual amenities. These may include: Street trees, landscaping, kiosks, outdoor lighting, outdoor seating, bikeways/bike racks, bus shelters, pedestrian spaces and access to the boulevard, landscaped medians, aesthetically designed lights, bridges, signs, and turn bays rather than continuous turn lanes, as appropriate. (3/17/04)
  2. Vehicle access shall be strictly controlled with strict visibility controls on signing, planting, curbside parking.
  3. Boulevard design and developments fronting boulevards shall be environmentally sensitive including people oriented uses and transit amenities.
  4. Noise and pollution control measures shall be incorporated into the design of developments along boulevards.
- F. Road Frontage Improvements (10/15/92)
1. New developments, subdivisions and partitions may be required to dedicate land and/or make road frontage improvements to existing rights-of-way as required in Subsections 1007.02(A) through (F) and Subsections 1007.03, 1007.04, and 1007.05. (3/17/04)  
  
~~a. A waiver of or modification to, or both, such requirements may be granted or approved by the Planning Director or authorized staff member upon finding that the proposed road frontage improvements are included in or are a part of a partition that develops less than one-half of a block. (3/17/04)~~
  2. Improvements in the urban area shall include surfacing, curbing or concrete gutters, except as provided under Subsection 1007.03(A) and Subsection 1007.05 (B), and street lights. Sidewalks, bikeways, and transit facilities shall be provided as required under Subsections 1007.05 and 1007.06. Street trees are required as specified in Subsection 1009.09. (3/17/04)
  3. A fee in lieu of construction of the road frontage improvements required by Subsections 1007.03 (F) 1 and 2 may be paid to the County Engineering Division if the road frontage improvements are:

- a. In the urban area, for partitions or single family dwelling building permits with a value of \$150,000 or more on local roads that are not identified on the Essential Pedestrian Network (Map V-8 in the Comprehensive Plan);
  - b. In the urban area, if recommended by the County Engineering Division, for partitions or single family dwelling permits with a value of \$150,000 or more on the Essential Pedestrian Network (Map V-8 in the Comprehensive Plan) due to the following conditions:
    - i. The improvements are for a single family dwelling permit with a value of \$150,000 or more; or
    - ii. The improvements are included in the five year Capital Improvement Program, or
    - iii. The improvements are located on a road where significant topographical or natural feature constraints exist, or
    - iv. The improvements are located on a local or collector road where a sidewalk or pathway does not exist within 200 feet.
4. The fee in lieu of frontage improvements shall include the cost to construct the frontage improvements adjacent to the development.
    - a. A frontage improvement cost construction estimate shall be submitted by a certified engineer and accepted by the County Engineering Division. An example of the elements to be considered when determining the fee include, but are not limited to, mobilization / start-up, grading, rock, drainage, asphalt, curb, sidewalk, and retaining wall.
    - b. The Engineering News Record Northwest (Seattle, Washington) construction Cost Index shall be used to estimate the cost of the elements needed to construct the frontage improvements.
  5. All fee in lieu of improvements collected, and interest thereon, shall be placed in a "Sidewalk Improvement Fund."
    - a. The "Sidewalk Improvement Fund" shall be spent on sidewalk or pathway construction on local or collector roads on the Essential Pedestrian Network to accommodate the pedestrian needs within the Citizen Planning Organization (CPO) where the fee was collected.
- G. Onsite vehicular circulation roadways in the case of multifamily, commercial and industrial developments shall be a maximum of twenty-four (24) feet in width unless the size and intensity of development warrants additional width for

turning lanes, or truck circulation.

- H. When easements are used to provide vehicular access to lots within short subdivisions or subdivisions, the minimum width shall be ~~eighteen (18)~~ **twenty (20)** feet. The access easements shall be developed according to the most recent standards adopted by separate order by the Board of County Commissioners. Access easements may also be used for utilities.

Access easements shall be designated as common access and utility easements on the final plat or recorded survey. Existing access easements shall be identified by recorder's fee number. (10/11/82)

- I. Roadways in condominium developments must be constructed to the standards of the Department of Transportation and Development. Such roadways shall be constructed or the construction shall be guaranteed pursuant to Section 1104 prior to final approval by the Department of Transportation and Development. Roadways in condominium developments shall be inspected by the County Road Engineer prior to final approval. The normal inspection fee shall be paid prior to review of road and storm drainage plans and recording of the final plat. (3/14/02)
- J. In all developments road compaction tests shall be conducted in all fill areas and backfill areas when deemed necessary by the Department of Transportation and Development. The cost of the compaction tests shall be borne by the developer. (10/11/82)

#### 1007.04 VEHICLE ACCESS

- A. The location and design of an access to existing and new developments shall be planned, coordinated and controlled by the Department of Transportation and Development. (3/17/04)
- B. Access control shall be based on the guidelines found in Table V-5 of the Comprehensive Plan. Joint access and circulation drives shall be utilized whenever feasible. (3/17/04)
- C. Access to state highways shall require a road approach permit issued by the Oregon Department of Transportation (ODOT). (3/17/04)
- D. Visibility:
  - 1. Developments and subdivisions along all roadways shall be designed to optimize visibility for vehicular traffic. (3/14/02)

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2. No planting, signing, or fences shall be allowed which restricts vision.
3. Curbside parking restrictions may be required along streets determined to have visibility problems.

1007.05 PEDESTRIAN/BICYCLE CIRCULATION (9/8/94)

- A. Pedestrian and bicycle circulation facilities shall be designed to: (9/8/94)
  - 1. Minimize conflicts among automobiles, trucks, pedestrians and bicyclists.
  - 2. Provide safe, convenient and an appropriate level of access to various parts of the development and to locations such as schools, employment centers, shopping areas, adjacent developments, recreation areas and open space, and transit corridors. (3/17/04)
  - 3. Allow for unobstructed movements and access for transportation of disadvantaged persons. (3/17/04)
  - 4. Be consistent with Maps V-7a, V-7b, and V-8 of the Clackamas County Comprehensive Plan, North Clackamas Parks and Recreation District's Park Recreation Master Plan, and Metro's Regional Trails and Greenways Map. (3/17/04)

B. ~~Sidewalks and Accessways~~ Pedestrian Facilities: (9/8/94)

- 1. Within the Metro Urban Growth Boundary, sSidewalks, pathways, accessways, and walkways shall be developed according to the specifications of the Department of Transportation and Development within all subdivisions, partitions, developments, and structural additions to existing commercial or industrial buildings exceeding 10 percent of the assessed value of the existing structure, or for additions to commercial or industrial buildings of 1,000 square feet or more. A fee in lieu of the sidewalk or pathway improvements may be paid instead of constructing the improvement if the development meets the criteria outlined in Subsection 1007.03 (F) 3. within the Urban Growth Boundary. The Mt. Hood Urban area is excluded from this requirement. (3/17/04)

2. Within the Metro Urban Growth Boundary, sSidewalks shall be built on:

- a. Both sides of a new street within a subdivision, or any new or reconstructed street. (9/8/94)
- b. The street frontage(s) adjacent to a development, partition or subdivision. (5/23/96)

~~e) The street frontage adjacent to a partition when the existing street is~~



~~identified on Map V-8 in the Comprehensive Plan. (3/14/02)~~

c. The street frontage adjacent to a single family building permit with a value of \$150,000 or more.

3. Sidewalk requirements, as required per Subsection 1007.05 (B)(2) may be reduced by staff to one side of a street when: (3/17/04)

a. Topographic or natural areas require a reduction in road standards. (3/17/04)

b. New cul-de-sacs which are 350 feet or less in length and cannot be extended. (9/8/94)

c. Existing right-of-way is insufficient due to natural feature or topographic constraints. Examples of this include:

i. Aldercrest Road, between Oatfield and Kuehn Road

ii. Bluff Road, Denny St. and Courtney Ave, west of Laurie Ave. to the park

iii. Raymond Street, between Harold and Oatfield

3.4. Sidewalks shall be constructed to the following minimum widths: (9/8/94)

**Table 1 (3/14/02)**

**Functional Class, Land Use Designation/Minimum Required Sidewalk Width**

Street Type	Residential Sidewalk	Commercial/Public/ Institutional Sidewalk	Industrial Sidewalk
Local	5'	7'	5'
Connector	5'	7'	5'
Collector	5'	8'	5'
Arterial	6'	8'	6'

The entire required width of sidewalks shall be unobstructed. Sidewalks at transit stops shall be a minimum of eight (8) feet wide. A sidewalk setback from the curb by at least five feet may be one foot narrower (but not less than 5 feet) than the standard listed above. This 5 foot separation strip shall be landscaped and shall be maintained by the adjacent property owner. The separation strip may contain fixed objects such as trees, mailboxes, fire

hydrants, telephone poles or benches. (9/8/94)

Industrial Uses containing over 5,000 square feet of office space shall comply with the requirements for Commercial/ Public and Institutional Uses. (9/8/94)

5. In the Metro Urban Growth Boundary, pedestrian pathways may be constructed as an alternative to a sidewalk on a local or collector street when recommended by the County Engineering Division and:
- a. The storm water management agency approves the design, and one of the following conditions exist:
    - i. The site has topographic or natural feature constraints, or
    - ii. No sidewalks exists adjacent to the site, or
    - iii. Redevelopment potential along the road is limited, or
    - iv. The road is identified for a pathway by the River Forest Neighborhood Plan (adopted by the City of Lake Oswego).

8.6. In rural unincorporated communities and the Mt. Hood Urban Area, either a sidewalk or a separated pedestrian pathway shall be provided along arterial and collector streets. (4/13/06)

7. Pedestrian pathways shall be designed to meet the minimum sidewalk widths outlined in Subsection 1007.05 (B)4 and as defined in the Section 202 and the County Roadway standards.

5.8. Accessways for use by pedestrians and bicyclists shall be required where topography allows and where necessary to provide direct routes not otherwise provided by the road system. Developments shall not be required to provide right-of-way for accessways off-site to meet this requirement. If right-of-way is otherwise available off-site, the developer may be required to improve an accessway off-site up to 150 feet in length. (3/14/02)

Accessways shall provide safe, convenient access to facilities generating substantial pedestrian or bicycle trips, such as an existing or planned transit stop, school, park, church, day care center, library, commercial area, or community center. Facilities such as these shall be accessible from dead-end streets, loops, or mid-block locations where accessways shall be constructed at intervals of no more than 330 feet, unless they are prevented by barriers such as topography, railroads, freeways, pre-existing development, or environmental constraints such as streams and wetlands. (5/24/01)

- a) An accessway shall include at least a 15-foot wide right-of-way and an 8-foot wide hard surface. For safety, accessways should be as straight as

practicable. Bollards or other large objects may be used to block motor vehicular access. (3/14/02)

- b) Accessways shall be illuminated either by street lights or luminaires on shorter poles so that they may be safely used at night. Separate lighting shall not be required if existing lighting adequately illuminates the accessway. (9/8/94)
- c) Fences are not required but, the maximum height of a fence along an accessway shall not exceed 6 feet. (9/8/94)
- d) Ownership and maintenance responsibility for accessways shall be resolved during the development approval process. (9/8/94)

C. Walkways (9/8/94)

- 1. Walkways shall connect at least one public entrance of each building accessible to the public to the nearest sidewalk or other walkway leading to a sidewalk. Walkways shall also connect to outdoor activity areas such as parking lots, transit stops, children's play areas and plazas. Walkways shall be designed to minimize walking distance between sidewalks and public entrances of buildings. (9/8/94)
- 2. Buildings set back from the sidewalk more than 75 feet shall have walkways directly connecting to walkways in adjacent developments or stubbed to the adjacent side yard property line if the adjacent land is vacant or is developed without walkways. The location of such a walkway stub shall be in consideration of topography and eventual redevelopment of the adjacent property. Walkway linkage to adjacent developments shall not be required within industrial developments, to industrial developments, or to vacant industrially zoned land. (3/14/02)

3. Walkways shall be constructed with a well-drained, hard-surfaced, or permeable hard-surfaced material that shall be at least 5 feet in unobstructed width. (3/17/04)
4. Portions of walkways shorter than 30 feet across driveways, parking lots or walkways crossing surfaces shared by fork lift or heavy truck traffic may use a painted crossing zone. Otherwise, walkways crossing driveways, parking areas, and loading areas shall be clearly identifiable to motorists through the use of a different paving material, raised elevation, warning signs or other similar method. Where walkways are adjacent to driveways, they shall be separated by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps. (9/8/94)
5. Walkways shall be illuminated. Separate lighting shall not be required if existing lighting adequately illuminates the walkway. (9/8/94)

D. Bikeways: (9/8/94)

1. Shoulder bikeways, bike lanes, or bike paths shall be included in the reconstruction or new construction of any street if a bikeway is indicated in the Clackamas County Bikeway Plan (Maps V-7a and V-7b of the Comprehensive Plan), North Clackamas Parks and Recreation District Park and Recreation Master Plan, and Metro Regional Trails and Greenways Map. (3/17/04)
2. Shoulder bikeways, bike lanes or bike paths shall be considered in the reconstruction or new construction of any other arterial or collector. (3/17/04)
3. Bikeway improvement standards, including signage, shall be as specified by the current ODOT Oregon Bicycle Plan. (9/8/94)

E. Trails: (9/8/94)

1. Trail dedications or easements shall be provided and developed as shown on Map IX-1 of the Comprehensive Plan, the Facilities Plan (Figure 4.3) in the North Clackamas Parks and Recreation District Park and Recreation Master Plan, and Metro's Regional Trails and Greenways Map. (3/17/04)
2. Off-road sections of trails shall have a minimum 30-foot right-of-way width. (3/14/02)

1007.06 TRANSIT AMENITIES

Major new residential, commercial, and industrial developments shall be reviewed with the participation of Tri-Met to insure appropriate design and integration of transit amenities into the development. The design shall not be limited to streets but shall insure also that pedestrian/bikeway amenities and other transit supportive features, such as shelters, turn bays, park-and-ride spaces, and signing will be provided. (6/29/06)

1007.07 OFFSTREET PARKING REGULATIONS

A. General Provisions

1. The provision and maintenance of offstreet parking spaces is a continuing obligation of the property owner. When any parking area for the parking of three (3) or more cars is to be established, the standards set forth herein shall apply.
2. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose and has maneuvering area for the vehicles, as determined by the Planning Director.
3. In cases of enlargement of a building or use existing on the effective date of this Ordinance, the number of parking spaces required shall be based only on the floor area or capacity added and not the area or capacity of the previously existing building or use.

At least the same number of parking spaces that were established for the previously existing building or use must be provided if enlargement covers any of the previously existing parking area.

4. In the event several uses occupy a single structure or parcel of land, the total requirement for offstreet parking shall be the sum of the requirements of the several uses computed separately. The total sum may be reduced up to 10% per use when "shared parking", as provided below, is utilized. (9/11/85)
5. "Shared parking" may be defined, for purposes of subsection 1007.07B2c, as parking spaces used jointly by two or more uses within the same development, or separate developments, which either have peak hours of operation which do not overlap, or typically provide services to many of the same patrons (i.e. hotel providing lodging for convention participants within the same development), provided satisfactory legal evidence is presented in

the form of deeds, leases, or contracts securing full access to such parking spaces for all parties jointly using them. (9/11/85)

6. Offstreet parking spaces existing prior to the effective date of this Ordinance may be included in the amount necessary to meet the requirement in case of subsequent enlargement of the building or use to which such spaces are accessory.
7. Parking spaces fulfilling the minimum requirement for a specified use shall not be rented, leased, or assigned to any other person or organization, except as provided for "shared parking". The conducting of any business activity shall not be permitted on the required parking spaces, except for temporary uses (e.g., Saturday markets).(9/11/85)
8. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least four (4) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required landscaping.
9. All areas used for circulation and parking shall be graded and drained to dispose of all surface water on the site.
10. Outside of areas identified as urban by the Comprehensive Plan, all areas used for parking and maneuvering of cars shall be surfaced with screened gravel or better. In areas identified as urban by the Comprehensive Plan, parking and maneuvering areas shall be hard-surfaced, unless a permeable surface is required to reduce surface runoff, as determined by the Department of Transportation and Development. (4/13/06)
11. Outdoor illumination in parking lots shall be designed and situated to avoid glare and shall be deflected so as not to shine into adjacent properties. (3/14/02)
12. Adequate backing and maneuvering areas for cars, trucks, and service vehicles shall be located entirely on site.
13. Parking and loading should be separated from major onsite circulation patterns, and from each other, especially in commercial developments.
14. Utilize double loaded parking bays where possible to reduce hard surfacing.
15. Offstreet parking requirements for types of uses and structures not specifically listed in this Ordinance shall be determined by the Planning

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Director.

16. All parking lots shall be landscaped, screened and buffered, as provided in subsection 1009.04.

- 17. Uses located on transit service lines which have days and hours of operation not in conflict with weekday use, such as churches, fraternal organizations, or nighttime amusements, may be encouraged, or required under subsection 1007.06, to allow a portion of their parking area to be used for a park-and-ride lot.
- 18. New industrial and office developments shall provide carpool/vanpool spaces for employees. A minimum of five percent, but not fewer than one, of the required parking spaces shall be marked and signed for use as carpool/vanpool spaces. These spaces shall be the closest employee motor vehicle parking spaces to the building entrances normally used by employees, except for any handicapped spaces provided. (9/8/94)
- 19. On-site parking spaces constructed in excess of those required may be redeveloped for transit oriented uses or any other uses permitted in the applicable zone. (9/8/94)

**Table 2 Automobile Off-Street Parking Requirements (3/24/05)**

Land Use	Minimum Parking Spaces	Maximum Parking Spaces (Urban Zone A)	Maximum Parking Spaces (Urban Zone B)
General Office (includes Office Park, "Flex-Space", Government Office and miscellaneous services) (per 1000 gsf)	2.7	3.4	4.1
Light Industrial, Industrial Park, Manufacturing (per 1000 gsf) See Section 1007.07 C 3	1.6	None	None
Warehouse (per 1000 gsf). See Section 1007.07 C 4. Maximum parking requirements apply only to warehouses 150,000 gsf or greater.	0.3	0.4	0.5
Schools: College/University and High School (per student or staff member)	0.2	0.3	0.3
Schools: Elementary and Junior High Schools (per school)	15	None	None
Tennis Racquetball Court (per 1000 gsf)	1	1.3	1.5
Bowling alleys (per alley)	3	None	None
Sports Club/Recreation Facilities (per 1000 gsf)	4.3	5.4	6.5
Amusement Parks, riding academies and camps (per 1000 square feet of serving area)	0.8	None	None
Retail/Commercial, including shopping centers (per 1000 gla)	4.1	5.1	6.2



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Land Use	Minimum Parking Spaces	Maximum Parking Spaces (Urban Zone A)	Maximum Parking Spaces (Urban Zone B)
Retail stores with bulky merchandise, such as furniture, appliances, automobiles, service/repair shops (per 1000 gla)	2	5.1	6.2
Bank with drive-in (per 1000 gsf)	4.3	5.4	6.5
Movie Theater (per seat)	0.3	0.4	0.5
Fast Food with Drive Thru (per 1000 gsf)	9.9	12.4	14.9
Other Restaurants, taverns (per 1000 gsf)	15.3	19.1	23
Places of Worship (per seat) (or 1 per 8-foot section of bench length)	0.33	0.6	0.8
Medical/Dental Clinic (per 1000 gsf)	3.9	4.9	5.9
Nursing homes, welfare or correctional institutions, institutions for children (per bed)	0.2	None	None
Theaters, dance halls, community clubs, skating rinks, public meeting places (per seat) (or 1 per 100 gsf exclusive of stage)	0.25	None	None
Roadside stand (per stand)	4	None	None
Hotel/Motel (per unit)	1	None	None
Two- and Three-Family Dwellings (3/24/05)	1.5	None	None
Lodging or boarding houses (per boarder or lodger)	0.5	None	None
Manufactured dwelling park (per unit)	2	None	None
Fraternity or sorority houses or dormitories (per occupant)	0.33	None	None
Multifamily dwelling, one bedroom	1.25	None	None
Multifamily dwelling, two bedroom	1.5	None	None
Multifamily dwelling, three bedroom	1.75	None	None

gsf = gross square feet  
gla = gross leasable area

B. Exceptions to Parking Requirements: Exceptions to standards of this section may be granted by staff as follows: (11/5/98)

1. Parking Maximums: exceptions to parking maximums in Table 2 may be taken for:

- a) Parking spaces in parking structures;
  - b) Fleet parking;
  - c) Designated employee carpool spaces;
  - d) Dedicated valet parking spaces;
  - e) User paid spaces; and
  - f) Parking for vehicles for sale, lease or rent;
2. Parking Minimums: exceptions to the parking minimums in Table 2 may be taken for shared parking spaces provided under Subsection 1007.07A5. (11/5/98)
  3. Government Camp: Parking space requirement may be reduced by the number of head-in parking spaces available between property lines projected out onto Old Mt. Hood Loop Highway for properties with frontage on Old Mt. Hood Loop Highway between Wyeast Trail and Church St. and on Little Trail between Olive and Church Streets. Corner lots shall count parking on adjacent streets calculated in the same manner towards a parking requirement reduction. (3/3/93).

C. Specific Parking Standards

1. Parking Minimums: (11/5/98)
  - a) New development is subject to the parking minimums in Table 2. Uses not listed in Table 2 are subject to the minimums for the most similar use, unless specified in the underlying zoning district, or Section 800. (3/14/02)
2. Parking Maximums:
  - a) Within the Urban Growth Boundary, the Parking Maximums listed in Table 2, Zone A, apply when an area has 20 minute peak hour transit service within one-quarter (1/4) mile walking distance for bus transit or one-half (1/2) mile walking distance for light rail transit; (3/14/02)
  - b) Within the Urban Growth Boundary, areas not meeting the requirement of 1007.07C2a, are subject to the maximums listed in Table 2, Zone B. (3/14/02)

- c) Uses not listed in Table 2 are not subject to parking maximums.

7.3. Parking minimums for industrial, manufacturing and processing facilities: (3/14/02)

- a) Zero to 24,999 square feet: See Table 2 (3/14/02)
- b) 25,000 to 49,999 square feet: One (1) per 700 square feet.
- c) 50,000 to 79,999 square feet: One (1) per 800 square feet.
- d) 80,000 to 199,999 square feet: One (1) per 1,000 square feet.
- e) 200,000 square feet and over: One (1) per 2,000 square feet.

8.4. Parking minimums for warehousing and storage distribution, terminals (air, rail, truck, water, etc.): (3/14/02)

- a) Zero to 49,999 square feet: See Table 2 (3/14/02)
- b) 50,000 square feet and over: One (1) per 5,000 square feet.

D. Dimensions (4/13/06)

1. Parallel parking spaces shall be a minimum of 8 feet wide and a minimum of 22 feet long. (4/13/06)
2. Parking spaces in parking structures shall be a minimum of 8.5 feet wide and a minimum of 18 feet long. These spaces shall be considered full-size, rather than compact, for the purpose of calculating the maximum number of compact spaces permitted for a development. (4/13/06)
3. All other parking spaces shall comply with one of the following: (4/13/06)
  - a) A minimum of 70 percent of the required spaces shall be a minimum of 9 feet wide and a minimum of 20 feet long. All other spaces shall be a minimum of 8.5 feet wide and a minimum of 16 feet long, provided that such spaces are marked "Compact Only"; or (4/13/06)
  - b) A minimum of 85 percent of the required spaces shall be a minimum of 9 feet wide and a minimum of 18 feet long. All other spaces shall be a minimum of 8.5 feet wide and a minimum of 16 feet long, provided that such spaces are marked "Compact Only". (4/13/06)

- c) Where appropriate, a two-foot overhang may be counted toward compliance with the minimum length standards. (4/13/06)
  - 4. Up 50 percent of the required parking spaces for residential, industrial, office, or institutional uses may be compact spaces when the applicant demonstrates that a higher ratio of compact and regular-sized vehicles are found in parking areas of similar developments and uses. (4/13/06)
- E. Bicycle Parking Standards (9/8/94)
- 1. Location (9/8/94)
    - a) Required bicycle parking spaces must be illuminated and at least 75% of the bicycle parking spaces shall be located within 50 feet of a public entrance to the building. (3/14/02)
    - b) Bicycle parking may be provided within a building, if the location is easily accessible for bicycles. (9/8/94)
    - c) Bicycle parking for multiple uses, or a facility with multiple structures, may be clustered within 50 feet of each building's entrance in one or several locations and shall meet all other requirements for bicycle parking. (3/17/04)
  - 2. Covered Spaces. Cover for bicycle parking can be provided by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free standing shelters. (3/14/02)
  - 3. Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign must be posted indicating the location of the parking facilities. (9/8/94)
  - 4. Rack types and dimensions. (9/8/94)
    - a) Bicycle racks must hold bicycles securely by the frame and be securely anchored. (9/8/94)
    - b) Bicycle racks must accommodate both: (9/8/94)
      - 1) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock; and, (9/8/94)

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- 2) Locking the frame and both wheels without removal of wheels to the rack with a chain or cable not longer than 6 feet. (3/17/04)
- 5. Bicycle parking spaces must be at least 6 feet long and 2 feet wide, and in covered situations the overhead clearance must be at least 7 feet. An aisle 5 feet wide for bicycle maneuvering must be provided. (3/14/02)
- 6. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only, and separated from motor vehicle parking to prevent damage to parked bicycles. (9/8/94)

TABLE 3 (3/24/05)  
 MINIMUM REQUIRED BICYCLE PARKING SPACES  
 FOR URBAN AREAS  
 (MINIMUMS IN NON-URBAN AREAS ARE 20% OF URBAN REQUIREMENTS)

USE CATEGORIES	MINIMUM REQUIRED SPACES
Multifamily Dwellings	1 per 2 dwelling units
Residential Care Facility, Nursing Home, and Hospital	1 per 8 beds
Preschools	4 per school
Elementary Schools	2 per classroom (maximum of required spaces – 100 spaces) (3/17/04)
Junior High and Middle Schools	2 per classroom (maximum of required spaces – 100) (3/17/04)
Senior High Schools	2 per classroom (maximum of required spaces – 100) (3/17/04)
Colleges	2 per classroom (maximum of required spaces – 100) (3/17/04)
Theater, Church, Auditorium, Dance Hall and other Public Assembly Places	1 per 40 seats or 1 per 40 persons of design capacity, whichever is greater
Retail and Commercial including offices and clinics	1 per 2500 sq. ft. up to 50,000 sq. ft. of building square footage. One additional space for each 5,000 sq. ft. (3/17/04)

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<b>USE CATEGORIES</b>	<b>MINIMUM REQUIRED SPACES</b>
Warehouses and industrial buildings without attached offices, automotive service uses such as service stations and tire stores or businesses selling large items such as major appliances, furniture, cars or boats	1 per 10,000 sq. ft. of building square footage (3/17/04)
Park and Ride Lots, Transit Centers and Community Parks	A minimum of 5 spaces per acre

- All development shall have a minimum of 2 bicycle parking spaces.
- When more than 7 bicycle parking spaces are required, 50% of the spaces shall be covered. 100% of all bicycle spaces required for schools, park and ride lots, retirement homes, boarding houses, and multifamily development shall be covered.
- When more than 15 covered bicycle parking spaces are required, 50% of the required covered spaces shall be enclosed and offer a high level of security, i.e., bicycle lockers or a locked cage or room with locking facilities inside, to provide safe long-term parking.

**1007.08 OFFSTREET LOADING REGULATIONS**

**A. General Provisions:**

1. The provisions and maintenance of offstreet loading facilities is a continuing obligation of the property owner. When any loading area is to be established, the standards set forth herein shall apply.
2. No area shall be considered a loading space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for vehicles, as determined by the Planning Director.
3. In cases of enlargement of a building or use existing on the effective date of this Ordinance, the number of loading spaces required shall be based only on the floor area or capacity added and not on the area or capacity of the previously existing building or use. At least the same number of loading spaces that were established for the previously existing building or use must be provided if enlargement covers any of the previously existing loading area.
4. In the event several uses occupy a single structure or parcel of land, the total requirement for offstreet loading shall be the sum of the requirements of the several uses computed separately.
5. Offstreet loading spaces existing prior to the effective date of this Ordinance may be included in the amount necessary to meet the requirements.

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6. It shall be unlawful to store or accumulate goods in a loading space, rendering it useless for loading and unloading operations.
7. Where the boundary of a loading area adjoins or is within a residential district, such loading area shall be screened by a sight-obscuring fence. The screening shall be continuous along the boundary and shall be at least six (6) feet in height.
8. Artificial lighting, which may be provided, shall be deflected so the light does not shine into adjoining structures used as dwellings or other types of living units. (3/14/02)

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9. Outside of areas identified as urban by the Comprehensive Plan, all areas used for loading and maneuvering of vehicles shall be surfaced with screened gravel or better, and shall provide for suitable drainage. In areas identified as urban by the Comprehensive Plan, loading and maneuvering areas shall be hard-surfaced unless a permeable surface is required to reduce surface runoff, as determined by the Department of Transportation and Development. (4/13/06)
10. Offstreet loading requirements for types of uses and structures not specifically listed in this Ordinance shall be determined by the Planning Director.

B. Specific loading requirements:

1. Multifamily dwellings and hotels:

a) Multifamily dwellings:

50 to 99 units:	One (1) loading berth
100 to 199 units:	Two (2) loading berths
200 or more units:	Three (3) loading berths

b) Motels and hotels (per square feet of gross floor area):

Under 5,000:	Zero (0) (3/14/02)
5,000 to 29,999:	One (1) loading berths
30,000 to 69,999:	Two (2) loading berths
70,000 to 129,999:	Three (3) loading berths
130,000 to 219,999:	Four (4) loading berths
220,000 to 379,000	Five (5) loading berths
380,000 to 699,999:	Six: (6) loading berths
700,000 to 1,499,000:	Seven: (7) loading berths
More than 1,500,000:	Eight (8) loading berths

2. Institutions:

a) Nursing homes, welfare and correctional institutions, institutions for children:

- One (1) offstreet loading berth where the number of beds exceeds twenty-five (25). (5/29/91)



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b) Schools shall provide at least one (1) offstreet location per two school buses for loading and unloading of school buses.

c) Hospitals (square feet of floor area):

Under 5,000:	Zero (0) (3/14/02)
5,000 to 39,999:	One (1) loading berths
40,000 to 99,999:	Two (2) loading berths
100,000 to 159,999:	Three (3) loading berths
160,000 to 239,000:	Four (4) loading berths
240,000 to 319,000:	Five (5) loading berths
320,000 to 399,999:	Six: (6) loading berths

3. Commercial (square feet of floor area):

Under 5,000:	Zero (0) (3/14/02)
5,000 to 24,999:	One (1) loading berths
25,000 to 49,999:	Two (2) loading berths
50,000 to 100,000:	Three (3) loading berths
Each additional 50,000:	One (1) loading berth

4. Industrial, manufacturing, warehousing, storage, processing and terminals (square feet of floor area):

Under 5,000:	Zero (0) (3/14/02)
5,000 to 24,999:	One (1) loading berths
25,000 to 49,999:	Two (2) loading berths
50,000 to 100,000:	Three (3) loading berths
Each additional 50,000:	One (1) loading berth

C. Minimum length and width requirements of loading berths:

1. Hotel, local or general commercial, commercial amusement, office, bank or hospital, etc.: Thirty-five (35) feet; twelve (12) feet. (3/14/02)
2. Industry, wholesale, storage, etc.: Sixty (60) feet; twelve (12) feet. (3/14/02)
3. Multifamily dwellings: 25 feet; 12 feet. (3/24/05)