

10-8: PARKING REGULATIONS

10-8-1: RESIDENTIAL PARKING PROVISIONS.

- A. Required parking shall be provided on the same lot as the use it is to serve, unless otherwise permitted by this Chapter.
- B. All required parking spaces shall be hard surfaced. Hard surfaced materials include concrete, asphalt, or other material approved by the city engineer prior to construction.
- C. No required parking space shall be used for the storage of any vehicle of one and one half ton capacity or more, or having an overall length of more than 22 feet, except while engaging in the actual loading or unloading of passengers or property.
- D. No development plan or plat creating lots which require direct residential driveway access to an arterial street (as shown in currently adopted Master Transportation Plan) shall be approved.
- E. Residential driveway access shall be located on local roads or alleys, unless otherwise approved through the platting process.
- F. Tandem parking is allowed for single dwellings and duplex units if the spaces meet the following:
 - 1. No more than two vehicles shall be placed one behind the other.
 - 2. Both spaces shall be assigned to a single dwelling unit.
 - 3. The tandem parking bay shall be a minimum 40 feet long by 9 feet wide.

10-8-2: NONRESIDENTIAL AND MULTI-DWELLING PARKING PROVISIONS.

- A. All parking area lighting shall be designed and operated so as not to reflect or shine on adjacent properties.

- B. All required parking spaces shall be hard surfaced. Hard surfaced materials include concrete, asphalt, or other material approved by the city engineer prior to construction.
 - 1. In the IND1 and IND2 zoning districts, the requirements in City Code 7-1-20 will apply.
- C. Parking spaces shall be permanently and clearly identified by stripes, buttons, tiles, curbs, barriers, or other approved methods. Markings, such as paint, shall be regularly maintained to ensure continuous identification.
- D. All parking, loading spaces, and vehicle sales areas on private property shall have a curb or vehicle stopping device for spaces adjacent to required landscaped areas, public right-of-way lines, public sidewalks, or other accessible paths, to prevent any parked vehicle from overhanging into these areas. Parking shall not be permitted to encroach upon the public right-of-way in any case.
- E. All vehicle maneuvering shall take place on site. No public right-of-way shall be used for backing or maneuvering into or out of a parking space, except as provided in the downtown parking overlay districts.
- F. Trash bin storage facilities placed in a parking lot shall not be located in a designated parking or loading space. Each trash bin facility shall be located so as to facilitate pick up by trash collection agencies and shall be screened according 10-7-3(B) of this Title.
- G. Handicap parking space(s) shall conform to the current ADA standards for accessible design as amended.
- H. Tandem parking is not allowed in Multi-Dwelling Developments containing three or more dwelling units.

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10-8-3: PARKING PLAN REQUIRED.

Whenever off-street parking is required by this code, a parking plan shall be submitted to and approved by the city engineer or designee.

- A. The plan shall show a sketch of all parking spaces, access aisles, entrances to the site and exits from the site drawn to scale and showing the dimensions of each item. The plan shall indicate all information necessary to determine the employee and customer parking requirements. The entrances to and exits from the parking site shall conform to the requirements of this Title for driveway approaches.
- B. In all districts, parking plans shall provide for entrance and exit drive(s) appropriately designed and located to minimize traffic congestion or conflict within the site and with adjoining public streets.
 1. Where projected volumes of traffic entering or leaving the developments are likely to interfere with the projected peak traffic flow volumes on adjoining streets, additional right of way and paving in the form of a deceleration lane or turn lane may be required to be furnished by the landowner in order to reduce such interference. Projections of traffic shall be based on analysis performed by the city engineer or designee.
 2. Additional right of way or paving requirements may be reviewed and determined during the platting and/or development process.

10-8-4: MINIMUM PARKING REQUIREMENTS.

- A. At the time any building or structure is constructed, structurally altered, enlarged, increased in capacity, or when the use of a building or structure is changed, parking spaces shall be provided in accordance with the following requirements:

Agriculture & Animal Care	No Minimum Parking Requirement unless indicated below:
Community Garden	Residential, Agricultural, CSI, and Airport Zoning Districts have no parking requirement. 4 spaces per acre.
Veterinary Clinic, Minor	CSI Zoning District has no parking requirement. 1 space per employee on the largest shift, plus 1 space per examination room.
Assembly	1 space per 15 people of total occupant load.
Civic/Institutional	1 space per 1 employee, unless indicated below:
Schools	2 spaces per classroom.
Commercial Services	1 space per employee and 1 space per 500 sf of customer floor area, unless indicated below:
Bar and Nightclub	1 space per 5 people of total occupant load.
Barber Shop/Beauty Salon/MediSpa, Body Art Studio, Pet Grooming	1 space per employee and 1 space per customer chair or kiosk.
Restaurant	1 space per employee on the largest shift and 1 space per 100 sf of customer floor area.

Vehicle Sales	1 space per employee.
Health/Human Care	1 space per staff member on largest shift unless indicated below:
Assisted Care/Living Facility	1 space per 2 certified beds or 2 units, whichever is greater.
Hospital	1 space per employee on the largest shift, plus 1.5 spaces per each bed or examination room.
Daycare Center	Plus 2 unloading/loading spaces.
Daycare Facility	Plus 1 unloading/loading spaces.
Residential	2 spaces per dwelling unit, unless indicated below:
Studio	.75 (3/4) of a space.
1-Bedroom Units	1 space.
Accessory Dwelling Unit	See Zoning Use Permit criteria of this Title.
Industrial	No Minimum Parking Requirement
Lodging	1 space per rentable room
Campground / Recreational Vehicle Park	No Minimum Parking Requirement.
Office	1 space per 500 sf of office floor area.
Recreation / Entertainment	Minimum to be reviewed through SUP process, unless indicated below:
Athletic Arena, Field, or Stadium	1 parking space for each 3 seats or 6 feet of customer bench seating.
Fun Center/ Fun Park	1 space per employee and 1 space per 500 sf of customer floor area.
Golf Course/Country Club	No Minimum Parking Requirement.
Golf Driving Range	2 spaces per driving lane.
Park/Playground	No parking requirement.
Sport Shooting Range	2 spaces per shooting lane.
Zip Line	2 spaces per employee.
<p>*Calculation of Parking Requirements related to number of seats: Where parking requirements relate to number of seats and seating is in the form of undivided pews, benches, or the like, 20 linear inches shall be construed to be equal to one seat. Where Parking requirements relate to movable seating in auditoriums and other assembly rooms, ten square feet of Floor Area shall be construed to be equal to one seat except where otherwise specified. Net floor area shall be the actual area occupied by seating and related aisles, and shall not include accessory unoccupied areas or the thickness of walls.</p>	

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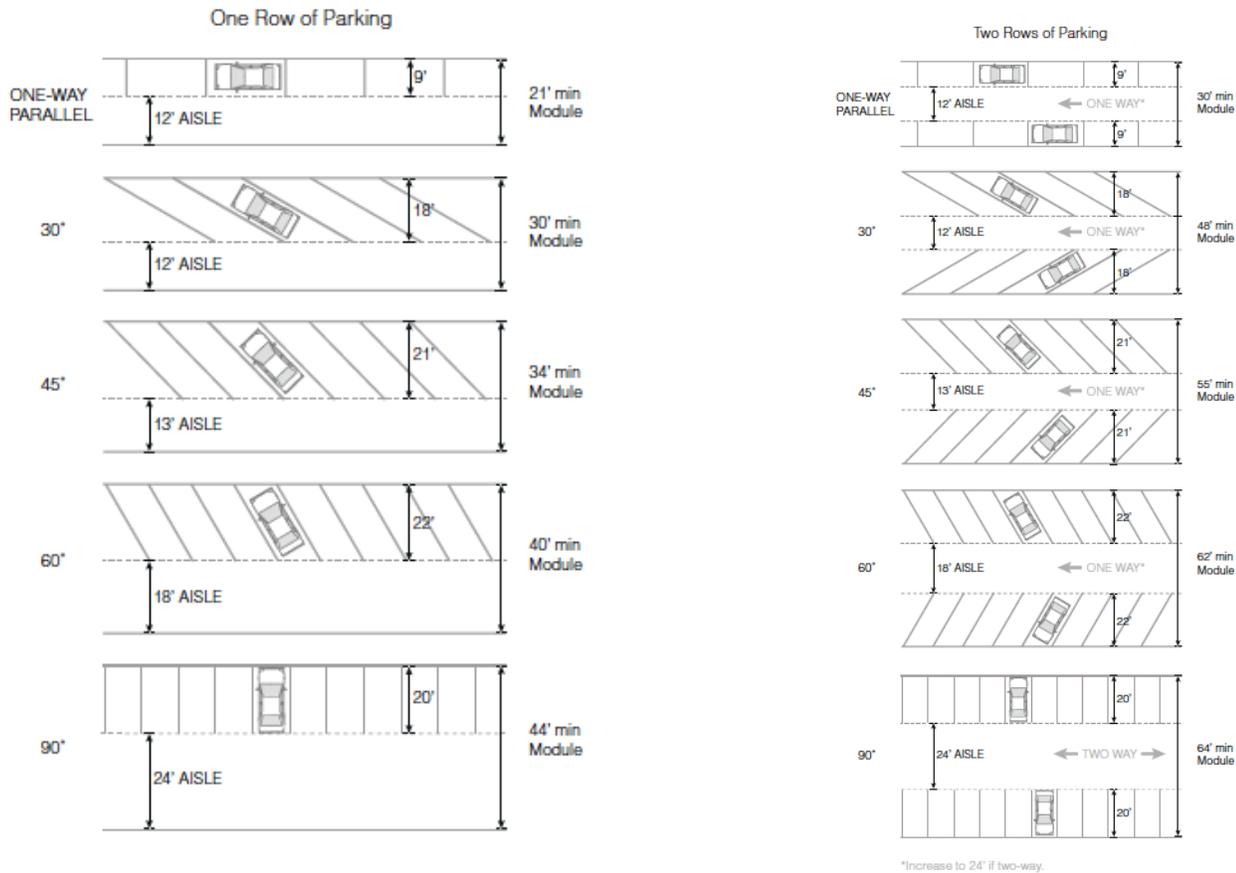
10-8-5: PARKING OVERLAY DISTRICT.

- A. The parking overlay district is established to accommodate the need for off street parking ratio alternatives in accordance with traffic patterns, ultimate densities and coordinated use of lands within the city. It is intended that the respective districts with which the parking district is combined shall have requirements particular to the land and uses which warrant off street parking variables to be applied. The following regulations of this section shall apply to all land classified as a "parking district" (P). All uses are permitted in the respective district with which the P district is combined, subject to the provisions of those districts. If any of the regulations specified in this section differ from corresponding regulations specified for a district with which the P district is combined, then the regulations of this district shall govern.
1. Parking District 1:
 - a. The boundary of the P1 district is defined as illustrated on the current zoning district map.
 - b. No off street parking is required within the P1 district as designated for outright permitted uses, but may be required through the special use permit required by the commission or council. This provision does not exempt any use from the requirements for off street loading.
 2. Parking District 2:
 - a. The boundary of the P2 district is defined as illustrated on the current zoning district map.
 - b. Due to the desire of the city to retain the character of the P2 district, special consideration may be given on a case by case basis to the parking requirements, if the standard requirements cannot be applied. Examples of special consideration may be a variance, leased parking, and remote parking.

10-8-6: OFF-STREET PARKING STANDARDS

- A. Parking Space Dimensions:
1. A standard angled or perpendicular parking space shall measure a minimum of nine feet in width by 20 feet in length.
 2. Overhang with Wheel Stop. The minimum length may be reduced to 18 feet when an additional space of two feet is provided for the front overhang of vehicles overhanging a curb or wheel stop. Any front overhang of a vehicle may not reduce the clear width of an adjacent sidewalk or ADA accessible route to less than four feet in width. Vehicle overhang shall not extend into any required landscaping areas.
 3. Alley Access. Any parking space accessed directly from an alley shall have a minimum length of 22 feet.
 4. Parallel Parking Spaces. A parallel parking space shall measure a minimum of nine feet in width by 23 feet in length.

Diagram 8.1: Parking Area Circulation Dimensional Requirements



10-8-7: BICYCLE INFRASTRUCTURE & PARKING.

A. Bike Parking Facility Design

1. Bicycle parking facilities shall be located as close as possible to the primary building entrance(s) and shall not obstruct pedestrian walkways, public sidewalks, or building entrances.
 - c. Trail Proximity Option: Projects immediately adjacent to the Snake River - Canyon Rim Trail may place bicycle parking facilities within an acceptable distance to a trail access point as determined by the Administrator.
2. It is the responsibility of the applicant to ensure that the bicycle parking facilities meet all Americans with Disabilities Act (ADA) requirements.
3. Bicycle parking facilities shall support the bicycle upright by its frame and allow the owner to lock both the frame and front wheel with one lock.
4. Bicycle parking facilities abutting a structure, street furniture, landscaping, or other improvements should be installed with a minimum clearance of three feet from other improvements so that parking of bicycles will not cause damage or impede pedestrian access.
5. Bicycle parking facilities shall be a minimum of 34 inches in height and shall be securely anchored to the ground.
6. Each required bicycle parking space must be accessible without moving another bicycle.

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7. The area devoted to bicycle parking must be hard surfaced in those zoning districts where hard surfaces for automobile parking is required.
- B. Bicycle Parking Exchange Option: At the property owner's discretion, a maximum of one required parking space may be exchanged for five or more bicycle spaces.

10-8-8: RULES FOR COMPUTING NUMBER OF PARKING SPACES.

In computing the number of parking spaces required for each of the above uses, the following rules shall govern:

- A. Where fractional spaces result, the parking spaces required shall be rounded up to the next whole number.
- B. The parking space requirements for a use not specifically mentioned herein shall be the same as required for a use of similar nature, as determined by the Administrator.
- C. When an existing residential structure is converted to a nonresidential use, the parking requirements may be modified by the Administrator if it can be shown that strict compliance to these development standards is not possible.

10-8-9: LOADING SPACE AND STACKING REQUIREMENTS.

- A. All nonresidential uses having 10,000 square feet or more of gross floor area shall provide and maintain an area for the loading and unloading of merchandise and goods, in accordance with the following requirements:
 1. Retail and industrial uses with building sizes of 10,000 to 50,000 square feet of floor area will provide a minimum of one loading space. Uses with building sizes 50,000 to 100,000 square feet of floor area will provide a minimum of two loading spaces. Buildings over 100,000 square feet of floor area will provide a minimum of two loading spaces plus one additional space for each 100,000 square feet of floor area.
 2. A loading space shall consist of an unobstructed minimum area of 12 feet wide, 40 feet long and 14 feet tall.
 3. All drives and approaches shall provide adequate space and clearances to allow for the maneuvering of trucks. Each site shall provide a designated maneuvering area for trucks.

- B. Stacking of cars shall not impede the public right-of-way. In all zoning districts, at the time any building or structure is erected or altered, stacking spaces shall be provided in the number and manner set forth in the following list of uses: Table modified as follows:

USE	STACKING SPACES REQUIRED
Restaurant	300 feet from pick-up window
Financial Institution or ATM	20 feet per window or service lane
Minor Vehicle Repair Services	20 feet per bay
Commercial Sales and Services	80 feet per window, service, lane, or bay.
Car wash – Self Service	30 feet per bay

- C. A single stacking space shall be provided after the final window, order board, or stopping points, to allow vehicles to pull clear of the transaction area prior to entering an intersecting on-site driveway or maneuvering aisle. Buildings and other structures shall be set back a minimum of ten feet from the back of the curb of the intersecting driveway or maneuvering aisle to provide adequate visibility and to allow vehicles to safely exit drive-through lanes and escape lanes prior to merging into intersecting driveways or maneuvering aisles.

10-8-10: SHARED PARKING REQUEST

- A. Process: Property Owners may take advantage of the Shared Parking Option by demonstrating there is no substantial conflict in the principal operating hours of the building, structure, or use for which the shared use of parking facilities is proposed. Staff will review the following when evaluating the shared parking request:
1. Whether the land uses have significantly different peak parking characteristics that vary by time of day, day of week, and/or season of year.
 2. Whether the parking spaces that are to be shared are located within a reasonable distance of all the destinations they are intended to serve. This will be determined by staff by identifying whether the proposed parking is within 1,000 ft of the requested use.
- B. The parties concerned in the joint use of off-street parking facilities shall submit a written agreement in a form to be recorded for such joint use, approved by the city attorney as to form and content, and conforming to the provisions of this chapter. The agreement shall be recorded in the office of the county recorder and shall be filed with the application for a building permit or certificate of occupancy (COO); whichever occurs first.
- C. A notarized shared parking agreement shall be submitted to the Planning & Zoning Department illustrating that the following shared parking requirements as outlined in 10-5-11 have been met.
- D. Approved agreements may be reviewed upon the determination that a change of use has occurred.