

**RDC Chapter 18.720**  
**OFF-STREET PARKING AND LOADING**

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**18.720.010 - Purpose and application.**

This chapter implements the provisions of the RUACP by ensuring that each new or expanded development provides sufficient, but not excessive, off-street parking. Off-street parking is needed to ensure that parking from employment and residential uses does not over-flow, regularly, on to city streets. Off-street parking spaces shall be designed, constructed and maintained as set forth in this section, the underlying zoning district, landscaping requirements in Chapter 18.725, and Chapter 18.500, site plan review. Off-street parking shall be required whenever any of the following conditions exist:

- A. Any building is erected;
- B. An existing building is enlarged by greater than 10 percent of gross floor area, or by 500 square feet, whichever is less;
- C. Any parking lot, whether required or not, is constructed;
- D. A change in use occurs, which increases the required number of parking spaces by more than 10 percent.

(Ord. 676 § 1 (part), 1995).

**18.720.020 - General provisions.**

This chapter supplements the parking and design provisions of the underlying zoning district, the landscaping requirements in Chapter 18.725, and Chapter 18.500, site plan review. Where there are conflicts, the provisions of the parking design underlying zone shall take precedence over other standards.

- A. More than one use on one or more parcels. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.
- B. Joint use of facilities. The off-street parking requirements of two or more uses, structures, or parcels of land may be satisfied by the same parking or loading space used jointly, if approved by the planning director, to the extent that it can be shown by the owners or operators of the uses, structures, or parcels that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.

C. Location of parking facilities.

1. Off-street parking spaces for dwellings shall be located on the same lot with the dwelling.
2. Other required parking spaces shall be located on the same parcel or on another parcel not farther than one hundred feet from the building or use they are intended to serve, measured along pedestrian walkways to the building.
3. The burden of proving the existence of such off-premise parking arrangements rests upon the person who has the responsibility of providing parking.
4. Parking design and location standards in the underlying zoning district, this chapter and as required by Chapters 18.500 and 18.725 shall also be met.
5. Parking lots, except for those used exclusively for single-family residential units, shall be behind the primary facade of a building unless the parking provisions for the zone provide for alternative parking arrangements or the hearing examiner expressly finds that it is substantially impractical for the applicant to meet this standard. Where the hearing examiner makes a finding of "substantially impracticable," no more than 50 percent of any lot frontage on any street may be used for on-site parking purposes.
6. Municipal parking lots may exceed the 50 percent lot frontage limitation, subject to site plan review.

D. Use of parking facilities. 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 the storage of vehicles or materials, or for the parking of trucks used in conducting the business or use.

E. Parking—required yard. Except as provided in the applicable zoning district, required parking and loading spaces shall not be located in a required setback front, side or rear yards.

F. Development and maintenance standards for off-street parking areas. Every parcel of land used as a public or private parking area, including commercial parking lots, shall be developed as follows:

1. Off-street parking areas shall be screened as required in Chapter 18.725.
2. Any lighting used to illuminate the off-street parking areas shall be so arranged that it will not project light rays directly upon any adjoining property in residential or mixed use districts. Lighting shall conform with Chapter 18.715.
3. Groups of four or more parking spaces shall be so located and served by a driveway, such that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley. Shared driveways shall be provided wherever possible.
4. Areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces that are covered with hard-surfaced materials, such as, pavement, asphalt, cobblestones, bricks, "grasscrete" or other materials approved by the planning director. Surfaces shall be maintained adequately for all-weather use, and drained to avoid flow of water across sidewalks or neighboring properties.

5. Parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents.
6. Access aisles shall have a minimum width of 12 feet (one-way) and 20 feet (two-way) to ensure adequate vehicular turning and maneuvering.
7. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, to provide maximum safety of traffic access and egress, and to provide maximum safety of pedestrians and vehicular traffic on the site. The number of service drives shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Service drives shall be clearly and permanently marked and defined through the use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives. Service drives to drive-in establishments shall be de-signed to avoid backing movements or other maneuvering within a street, other than an alley.
8. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points twenty feet from their intersection.
9. Parking spaces along the outer boundaries of a parking area shall be contained by a curb or bumper rail, placed to prevent a motor vehicle from extending into required landscaping, or over an adjacent property line or a street.
10. Up to 30 percent of required parking spaces may be compact car spaces.

G. Reductions in Minimum Parking Requirements.

1. The planning director may reduce the minimum off-street vehicle parking spaces required in RDC 18.720.030 up to 10 percent in accordance with RDC 18.350 if the standards of this section are met. Adjustments shall be accompanied by a traffic analysis prepared by a licensed transportation engineer, which justifies the need for the adjustment. The transportation study shall also recommend mitigation measures for any adverse impacts resulting from parking and traffic related to the existing and proposed development.
2. The planning director may reduce the minimum off-street vehicle parking spaces required in 18.720.030 up to 20 percent in accordance with RDC 18.350 if the required conditions in 18.720.020.G (1) and (2) are met. After accounting for all reductions in parking minimums allowed under any provision of the Ridgefield Development Code, cumulative reduction of parking minimums shall not exceed 20 percent.
  - a. For every five bicycle parking spaces provided or for each bicycle locker (two-bicycle capacity) provided, the minimum motor vehicle parking requirement may be reduced by one space, up to seven percent of total required vehicle parking spaces.
  - b. Sites where at least 20 parking spaces are required and where at least one street lot line abuts a designated arterial roadway, transit supportive plazas may be substituted for up to five percent of required vehicle parking.
    1. The plaza must be adjacent to the arterial street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.
    2. The plaza must be at least 300 square feet in area and be shaped so that a 10-foot by 10-foot square will fit entirely within the plaza.

3. The plaza must be open to the public, contain a bench or other sitting area, contain a shelter or other weather protection covering at least 20 square feet, and shall have at least 10 percent and no more than 25 percent landscaping.

3. A request to reduce the required minimum parking more than 20 percent is subject to a Type III variance procedure in accordance with RDC 18.350.040.

H. Central Mixed Use District exemption. Off-street parking is not required in the Central Mixed Use District for commercial establishments with less than 3,000 square feet gross floor area. However, when the city or a business establishment provides off-street parking such parking shall conform to the standards and design requirements of this chapter and those of the CMU district.

(Ord. 802 § 16, 2002; Ord. 676 § 1 (part), 1995).

### **18.720.030 - Number of spaces required.**

This section sets forth minimum and maximum parking requirements corresponding to uses detailed in RDC 18.205.020, Uses. Off-street parking spaces shall be provided as follows:

A. Residential, Group Residential and Temporary Lodging: All uses shall require a minimum of one space per dwelling or per unit, with the following additional provisions:

1. Single-family, manufactured homes and duplex dwellings: maximum of four parking spaces.
2. Home occupation: none.
3. Community residential facility: one space per seven residents served under age of twelve; one space per five residents served, ages twelve to seventeen; one space/four residents served, ages eighteen years or older.
4. Bed and breakfast and Hotel/motel: one additional space for the manager.

B. Retail/Service: All uses shall require a minimum of one space per 350 square feet of gross floor area, with the following additional provisions:

1. General retail trade/services: maximum of one space per 250 square feet of gross floor area.
2. Retail stores and outlets selling bulky items, such as furniture, appliances, etc; minimum one space per 400 square feet of gross floor area; maximum of one space per 300 square feet.
3. Motor vehicle related uses: one space per 750 square feet of gross floor area.
4. Eating and drinking establishments: one space per 200 square feet of gross floor area.
5. Daycare facilities: one space per 200 square feet of gross floor area
6. Funeral home, crematory: one space per 400 square feet of floor area.
7. Veterinary clinic and hospital: one space per 200 square feet of gross floor area.
8. Electric vehicle infrastructure: none.

C. Employment: All uses shall require a minimum of one space per 750 square feet of gross floor area, with the following additional provisions:

1. General office: minimum one space per 300 square feet of gross floor area; maximum of one space per 200 square feet.
2. Research and development: one space per 600 feet of gross floor area.
3. Light manufacturing: one space per 500 square feet of gross floor area.
4. Warehousing: one space per 2,000 square feet of gross floor area.
5. Freight/cargo movement and storage: one space per 2,000 square feet of gross floor area.

D. Entertainment and Recreation: All uses shall require a minimum of one space per 400 square feet of gross floor area, with the following additional provisions:

1. Indoor entertainment: bowling alleys shall have a minimum of five spaces per lane, or one space per 400 square feet, whichever is less.
2. Outdoor performance center: one space per four seats or eight feet of bench length, or one space per 400 square feet, whichever is less.
3. Parks and trails: to be determined by the Public Works Director.

E. Education and Culture: All uses shall require a minimum of one space per 200 square feet of gross floor area, with the following additional provisions:

1. Elementary and middle schools: one space per 400 square feet of gross floor area.
2. Cultural institutions: one space per 400 square feet of gross floor area.
3. Conference center: one space per four persons maximum occupancy load.

F. Health.

1. Hospital: 1.5 spaces per bed.
2. Medical clinic/laboratory: one space per 200 square feet of gross floor area.
3. Nursing and personal care facilities: one space per two beds for patients or residents.

G. Civic and Regional. Given the unique nature of these uses, minimum spaces required is as determined by the planning director, with the following additional provisions:

1. Emergency services: one space per 300 feet of gross floor area.
2. Utility facility: one space per 1,000 square feet of gross floor area.
3. Wireless communication facility: one parking space adjacent to the wireless communications support structure.
4. Secure community transitional facility: one space per three beds for patients or inmates.
5. Work release facility: one space per three beds for patients or inmates.

H. Marine.

1. Marina and boating facilities: minimum one space per two slips.
2. Floating home moorages: minimum of one space per floating home, maximum of two spaces per floating home.

I. Other Uses. Uses not specifically listed above shall furnish parking as required by the approval authority, which shall use the above list as a guide for determining requirements for said other uses.

(Ord. 676 § 1 (part), 1995).

### **18.720.035: Pedestrians, vehicular circulation and parking.**

A. The location and number of points of access to the site, the interior circulation patterns, and the separations between pedestrians and moving and parked vehicles, shall be designed to maximize pedestrian, bicycle and transit options, and to minimize adverse impacts on the peaceful and functional use of neighboring properties.

1. Parking lots and driveways generally shall be located to the rear or side of buildings. No more than 50 percent of the street frontage of any development shall be occupied by on-site parking. Where parking lots directly abut a public street, at least a 10-foot landscape strip shall be provided.
2. Developments shall provide landscaped areas along roadways and within parking lots in order to facilitate movements of traffic, provide shade, buffer and screen adjacent properties, and promote a safe environment with a pleasant appearance.
3. Generally, direct access to collector or arterial streets shall be minimized, in favor of limited access via secondary streets. The planning director may require the applicant to prepare a traffic impact study to determine impacts and required street improvements.
4. Curb cuts for vehicles shall be minimized to prevent disruption to pedestrian or bicycle access.

### **18.720.040 - Off-street parking lot design.**

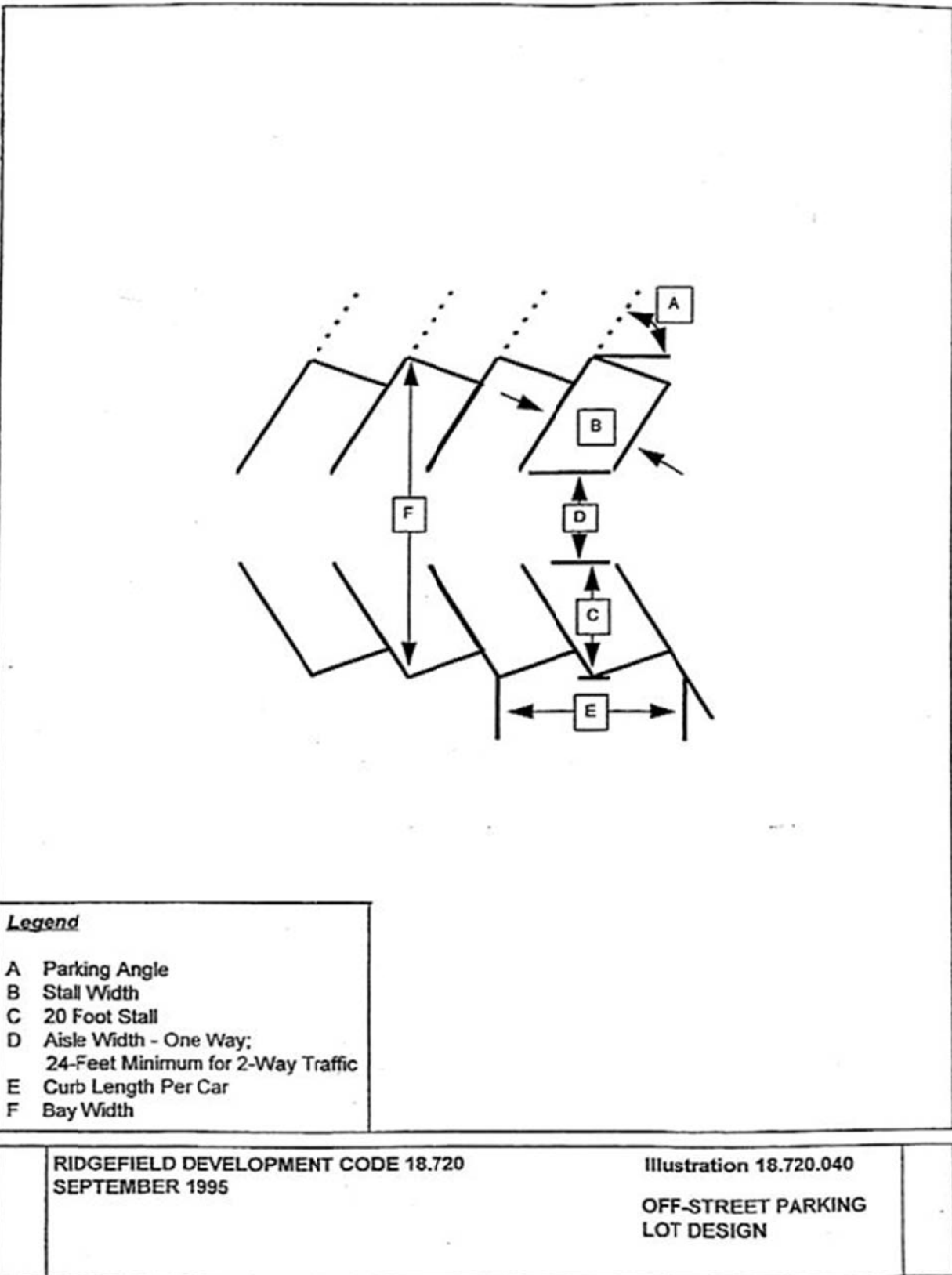
A. General design. All off-street parking lots shall be designed in accordance with city standards for stalls and aisles, as set forth in Table 18.720.040-1 and Figure 18.720.040-1. When applicable, the dimensions of "B" and "C" may be reduced to seven feet five inches and fifteen feet, respectively, according to the provisions of Section 18.720.020 (F)(10).

1. For one row of stalls, use "C" + "D" as minimum bay width.
2. Public alley width may be included as part of dimension "D," but all parking stalls must be on private property, off the public right-of-way.
3. For estimating available parking area, use 300 to 325 square feet per vehicle for stall, aisle, and access areas.

B. Additional requirements for lots of 50 or more parking stalls. The purpose of this standard is to cluster parking areas so as to increase pedestrian safety, minimize stormwater run-off, and to provide a nonthreatening parking environment.

1. In no event shall on-site parking facilities exceed 50 contiguous spaces per parking cluster.
2. Where more than 50 spaces are required, there shall be a landscaped buffer, no less than 20 feet wide, between parking clusters.
3. All parking clusters must be linked together by pedestrian access corridors and the entire ensemble of parking clusters must be linked to a primary entrance into any structure.
4. No less than 10 percent of the total parking surface area must be dedicated to bicycle access and parking facilities. Bicycle parking is to be provided at one bicycle rack stall for every 12 required car parking stalls. Bicycle parking provided under this requirement shall not be credited towards reduction of minimum spaces provided by RDC 18.720.020.G.

Figure 18.720.040-1



**TABLE 18.720.040-1**

**(feet)**

Angle	Stall Width	Stall Depth	Aisle Width	Curb Length	Bay Width
A	B	C	D <sup>1</sup>	E	F
0° (parallel)	8.0	8.0	12.0	22.0	28.0
	8.5	8.5	12.0	22.0	29.0
	9.0	9.0	12.0	22.0	38.0
	9.5	9.5	12.0	22.0	31.0
	10.0	10.0	12.0	22.0	32.0
45° (angled)	8.0	19.1	14.0	11.3	52.2
	8.5	19.4	13.5	12.0	52.3
	9.0	19.8	13.0	12.7	52.5
	9.5	20.1	13.0	13.4	53.3
	10.0	20.5	13.0	14.1	54.0
60° (angled)	8.0	20.4	19.0	9.2	59.8
	8.5	20.7	18.5	9.8	59.9
	9.0	21.8	18.0	10.4	60.0
	9.5	21.2	18.0	11.0	60.4
	10.0	21.5	18.0	11.9	61.0
70° (angled)	8.0	20.6	20.0	8.5	61.2
	8.5	20.8	19.5	9.0	61.1
	9.0	21.0	19.0	9.6	61.0
	9.5	21.2	18.5	10.1	60.9
	10.0	21.2	18.0	10.6	60.4
90° (perpendicular)	8.0	20.0	24.0	8.0	64.0
	8.5	20.0	24.0	8.5	64.0
	9.0	20.0	24.0	9.0	64.0
	9.5	20.0	24.0	9.5	64.0
	10.0	20.0	24.0	10.0	64.0

<sup>1</sup> One-way traffic only. Twenty-four (24) feet minimum for two-way traffic.

(Ord. 676 § 1 (part), 1995)

**18.720.050 - Off-street loading.**

Every use for which a building is erected or structurally altered to the extent of increasing the floor area to equal a minimum floor area required to provide loading space, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading space on the basis of minimum requirements as follows:

A. Commercial, industrial and public facility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following table, measured in square feet of gross floor area:

Less than 5,000	0
5,000—30,000	1
30,000—100,000	2
100,000 and over	3

B. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following:

Less than 30,000	0
30,000—100,000	1
100,000 and over	2

C. A loading berth shall contain space 12 feet wide, 35 feet long, and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

D. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use.

E. Off-street parking areas used to fulfill the requirements of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.