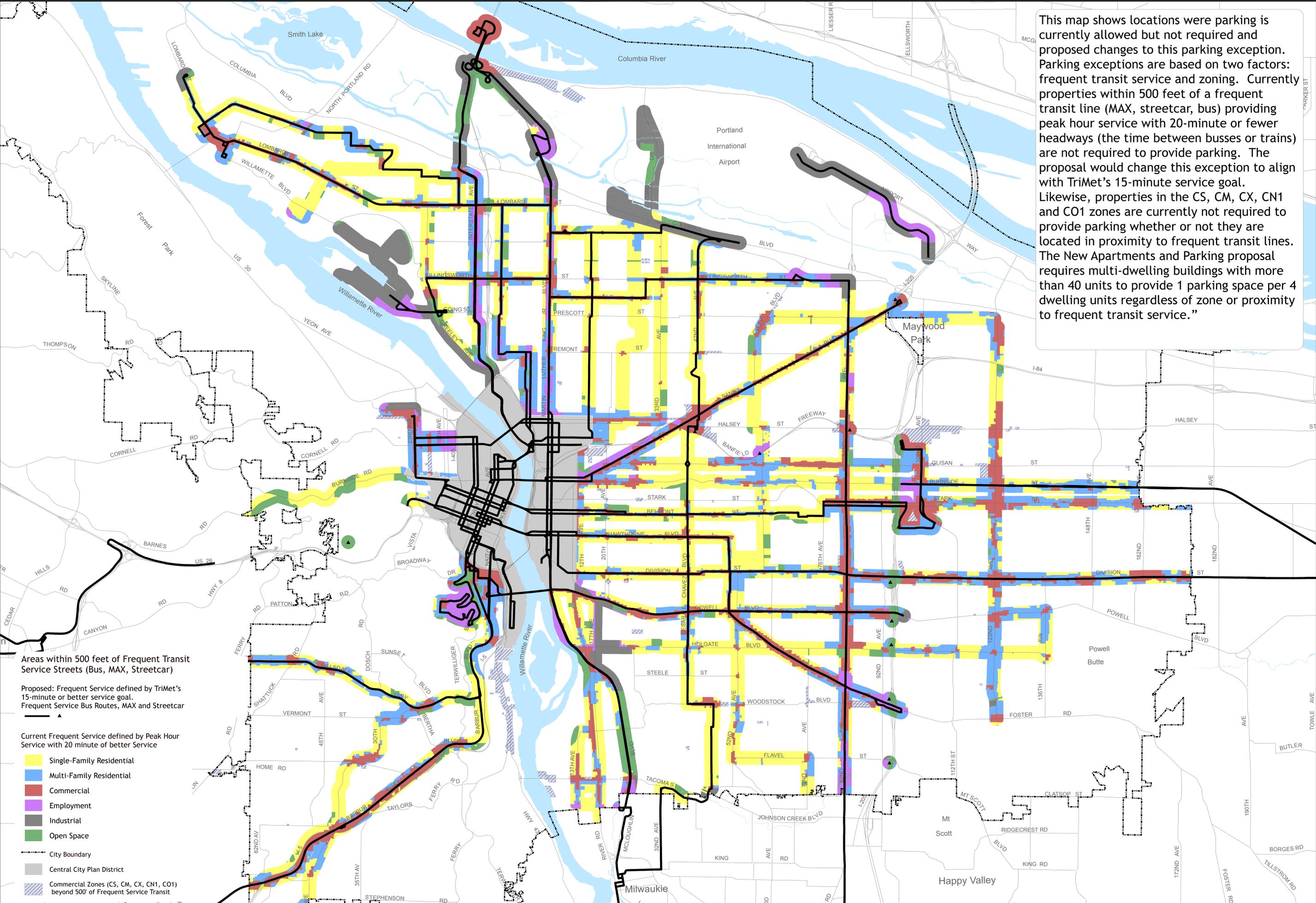


Areas where Parking is Allowed but Not Required - Comparison of Current Frequent Transit Service Exception and Proposed Changes

This map shows locations where parking is currently allowed but not required and proposed changes to this parking exception. Parking exceptions are based on two factors: frequent transit service and zoning. Currently properties within 500 feet of a frequent transit line (MAX, streetcar, bus) providing peak hour service with 20-minute or fewer headways (the time between buses or trains) are not required to provide parking. The proposal would change this exception to align with TriMet's 15-minute service goal. Likewise, properties in the CS, CM, CX, CN1 and CO1 zones are currently not required to provide parking whether or not they are located in proximity to frequent transit lines. The New Apartments and Parking proposal requires multi-dwelling buildings with more than 40 units to provide 1 parking space per 4 dwelling units regardless of zone or proximity to frequent transit service."



Areas within 500 feet of Frequent Transit Service Streets (Bus, MAX, Streetcar)

Proposed: Frequent Service defined by TriMet's 15-minute or better service goal.
Frequent Service Bus Routes, MAX and Streetcar

Current Frequent Service defined by Peak Hour Service with 20 minute or better Service

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Employment
- Industrial
- Open Space
- City Boundary
- Central City Plan District
- Commercial Zones (CS, CM, CX, CN1, CO1) beyond 500' of Frequent Service Transit

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

