
Commentary

- F 5 a The size of free-standing parking structures in historic districts is limited in order to ensure compatibility with the scale of nearby historic buildings [Objective 4 10 1 of Policy 4 10, Compatibility of Parking Structures With Central City Character]
- F 5 b Street frontage These regulations are in the Zoning Code now The only change is in (2), the current regulations allow landscaping to the L2 standard, (3 1/2 " high vegetative screen) while these regulations require an L3 standard (6' high vegetative screen)
- F 6 Parking Access Managing the location of driveways is important to enhancing the efficiency and safety for the multiple transportation elements (transit, cars, bikes and pedestrians) on the streets shown on Map 510-9 and near light rail alignments The DPCP has identified streets for restricted parking access and this concept is expanded throughout the Central City Adjustments for access to non-light rail streets are allowed if it can be demonstrated that access from other streets can not be made or that access onto restricted streets will result in fewer conflicts with alternative modes The current code prohibits new parking access within 75 feet of a light rail alignment, this language allows such access if approved through CCPR [Objective 4 10 5 of Policy 4 10, Compatibility of Parking Structures With Central City Character]

- 5 Parking structures Where parking occupies more than 50 percent of the gross building area of a structure
 - a If the site is within a historic design district, the building coverage of the portion of the parking structure within the district may not be larger than 20,000 square feet
 - b Street frontage Street frontage walls must meet one of these standards
 - (1) Active uses standard Fifty percent of the street frontage wall must be developed for Retail Sales And Service or Office uses Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service or Office uses The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33 510 225, Required Retail Opportunity Areas, or
 - (2) Landscape setback standard The structure must be set back at least 5 feet and landscaped to at least the L3 standard of Chapter 33 248, Landscaping and Screening If the structure complies with the landscaped setback standard, it is exempt from the ground floor windows standard of Section 33 510 220

On sites subject to the required building lines or required retail opportunity standards of Sections 33 510 215 and 33 510 225, the standard of Subparagraph F 5 b(1), above, must be met, the landscaped setback standard may not be used
- 6 Parking access
 - a Parking access near or on a light rail alignment New motor vehicle access to any parking area or structure is not allowed within 75 feet of a light rail alignment, unless the access is approved through Central City Parking Review
 - b Parking access on other streets New motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9
- 7 Changes from one type of parking to another
 - a Changes from one type of parking to another are processed as if they were new parking For example, changing Growth Parking to Preservation Parking requires a CCPR All current regulations will apply
 - b Visitor Parking must operate as Visitor Parking for at least 10 years before it may be changed to Preservation Parking Changing Visitor Parking that has been operating for less than 10 years is prohibited
- 8 Bicycle parking Bicycle parking as required by Chapter 33 266, Parking and Loading, must be provided

Commentary

G These regulations clarify what the rules will be for existing parking

G. Special regulations for existing parking.

- 1 Purpose With adoption of the Central City Transportation Management Plan in 1995, the regulations for parking in the Central City Plan District were significantly revised To simplify and streamline regulations for parking that existed when the regulations changed, the parking in the plan district is automatically given Central City Parking Review (CCPR) status

In addition, a CCPR approval under this process, by superceding some previous land use approvals for parking for the site—Conditional uses and Revocable Permits—will simplify future reviews and provide more flexibility for the operators on how the parking may be managed and used

- 2 Where these regulations apply The regulations of this subsection apply to all parking that legally existed on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later The regulations also apply to all parking where a complete application was received before (effective date of these regulations), or parking that received either a land use or building permit before (effective date of these regulations)
- 3 Changes Changes to parking regulated by this Subsection are regulated as follows
 - a Changes that would be prohibited if requested for new parking are prohibited
 - b Changes from one type of parking to another are processed as if they were new parking For example, changing Growth Parking to Visitor Parking requires a CCPR All current regulations will apply
 - c Changes in conditions of approval requires CCPR
 - d Where new parking would require CCPR, an increase in the number of spaces requires CCPR for the additional spaces only
 - e A decrease in the number of spaces by redevelopment or reconfiguration is allowed without review Replacement of those spaces will be treated as new parking
 - f Reconfiguration that does not change the number of spaces is allowed without CCPR, but may require design review
 - g Placing vending carts in surface parking lots is allowed without CCPR review, but design review may be required Spaces occupied by such carts are not considered a decrease as specified in Subparagraph G 3 d, above The spaces may be returned to parking use without review
 - h Physical changes to the site, such as an increase in the amount of landscaping or addition of other pedestrian amenities, is allowed without CCPR review, but design review may be required This does not include an increase in the number of spaces, or any changes that violate conditions of approval or current regulations Those changes require CCPR review

Commentary

- 4 If the parking was operating as commercial parking on (effective date of these regulations) or on the date when the site became part of the Central City plan district, as shown in the 1995 Inventory of Commercial Parking Outside the Core Area, it is Undedicated General Parking All previous conditions of approval continue to apply
- 5 If the parking was operating as accessory to office uses on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Growth Parking for office uses
- 6 If the parking was operating as accessory to uses other than office, residential, or hotel, on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Growth Parking for non-office uses
- 7 If the parking was operating as accessory to both office and non-office uses on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Growth Parking for both office and non-office uses
- 8 If the parking was operating as accessory to residential or hotel uses on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Residential/Hotel Parking

Commentary

33 510 265 Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3 This area has parking ratios for office uses only. The regulations are similar to those in the Lloyd District except that there is no Parking Reserve for Preservation Parking. [Objective 4.3.2 of Policy 4.3, Parking Ratios for New Development.]

The proposed regulations include no minimum parking requirement in the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3. The CX, EX, and RX zones which cover much of the Central City plan district outside the Core do not currently have parking minimums. Other zones in the Central City, including RH, R1, C, EG, and the I zones do have parking minimums in the current code. The removal of parking minimums from the rest of the Central City recognizes that accessory parking will be provided based on market factors rather than on minimums which are more reflective of development needs outside the Central City.

33.510.265 Parking in the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3

The regulations of this Section apply in the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3, shown on Map 510-8

A. Growth Parking. The regulations of this Subsection apply to Growth Parking Adjustments to the regulations of Paragraphs A 1 through A 5 are prohibited

- 1 To determine whether Growth Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine the use or uses the parking will be created in conjunction with
 - b Determine whether the use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use where the parking is proposed Find the appropriate line on Table 510-11
 - c Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-11
 - (1) If all aspects of a proposal are allowed, then the parking is allowed
 - (2) If all aspects of a proposal are allowed or have been approved through an adjustment, then the parking is allowed
 - (3) If any aspect of a proposal requires CCPR, then the parking is subject to CCPR
 - (4) If any aspect of a proposal is prohibited, then the parking is prohibited

Table 510-11			
Relationships Among Use Regulations for Growth Parking			
If the <u>use</u> is	And if the <u>parking</u> is		
	Allowed	Subject to CCPR	Prohibited
Allowed, an expansion of a nonconforming use, or a conditional use	The parking is allowed	The parking is subject to CCPR	The parking is prohibited
Prohibited	The parking is prohibited	The parking is prohibited	The parking is prohibited

Note Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review. Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter. Compliance with the regulations of this chapter does not constitute compliance with those criteria

Commentary

- A 2 a The parking ratio for office uses was determined based on existing transit service, existing and allowed land uses and densities [Objective 4.3.2 of Policy 4.3, Parking Ratios for New Development]
- A 2 b Growth Parking is generally allowed as long as it is within the ratios and meets the other nondiscretionary standards listed here and in Subsection F
- A 2 c Because office uses have ratios, the parking should be managed to maximize its utilization as explained in the commentary for 33 510 263 A 8, above
- A 3 b The 60 space threshold for CCPR review was chosen because it is approximately the amount of parking that would take up 1/2 block of surface parking. These relatively small amounts of parking for new development are allowed because of their minimal impact and to support desirable development, particularly small and mixed-use projects. Larger mixed-use projects may also have a positive benefit by reducing trip numbers and lengths, but the amount of parking should be reviewed to minimize impacts and to support demand management efforts [Policy 4.3, Parking Ratios for New Development]
- A 3 c Because these uses don't have ratios, the operation of the parking needs to be limited to accessory parking so that it is not used for long-term commuter parking or other types of parking discouraged in the CCTMP policy (See the commentary for 33 510 263 A 8, above for more explanation)
- A 4 Where there is mixed office and nonoffice development, the rules are a combination of the regulations for the two types of situations

- 2 Office uses Parking created in conjunction with office uses is regulated as follows
- a Maximum ratio Parking is limited to the maximum ratios in Table 510-12
 - b Allowed Growth Parking for office uses is an allowed use
 - c Operation The parking may be operated as either accessory or commercial parking, at all times

Table 510-12 In the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3 Growth Parking Maximum Number of Parking Spaces Per 1,000 Square Feet of Net Building Area in Office Use	
District/Sector (See Map 510-8)	
Central Eastside 2 and 3	Goose Hollow
2.5	2.0

- 3 Uses other than office Parking created in conjunction with uses other than office is regulated as follows
- a Maximum ratio There is no maximum ratio
 - b Review required Up to 60 parking spaces is an allowed use where the total number of parking spaces on the site is less than 61 More than 60 spaces is subject to CCPR
 - c Operation The parking must be accessory on weekdays between 7 00 AM and 6 00 PM
- 4 Mixed office and other uses Parking created in conjunction with both office and non-office uses is regulated as follows
- a Maximum ratio Parking for the office uses is limited to the maximum ratios in Table 510-12 There is no maximum ratio for the other uses
 - b Review required Review is required as follows
 - (1) Where parking for all uses is limited to a the maximum ratios in Table 510-12 for all uses, the parking is an allowed use
 - (2) Up to 60 spaces for all the non-office uses on the site are an allowed use
 - (3) Where there are more than 60 spaces on the site for non-office uses, and the amount of parking for the non-office uses exceeds the maximum ratios in Table 510-12, the parking is subject to CCPR

Commentary

A 6 The parking operations reports are an important part of the CCTMP. They will help us monitor the many new approaches and concepts for transportation and parking management that are embodied in the Plan. To make it as easy as possible for parking owners and operators to comply with the requirement, we have developed a standard form—just a single page—to use. The parking Manager will fax this form to owners 30 days before the report is due [III A 4 and III D 3 b of the Administration Section]

- c Operation
 - (1) Parking that is an allowed use under Subparagraph A 4 b, above, may be operated as either accessory or commercial parking at all times
 - (2) Parking that is subject to CCPR under the provisions of Subparagraph A 4 b, may operate as accessory parking. The parking spaces that are created in conjunction with the office uses may be operated as either accessory or commercial parking at all times. The parking spaces that are created in conjunction with the non-office uses must be operated as accessory parking on weekdays between 7 00 AM and 6 00 PM
- 5 Parking that is not an allowed use under Paragraphs A 2, A 3, and A 4, above, and is not otherwise prohibited, is subject to CCPR
- 6 Operation reports. The requirements of this paragraph apply to Growth Parking where there are more than 60 parking spaces on the site
 - a The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph A 6 b, below
 - b The applicant must provide annual operation reports to the City. The operation reports are based on a sample of four days during every 12-month reporting period, and include information on the following
 - (1) Physical. Number of parking spaces, amount of net building area
 - (2) Usage. How the parking spaces were used, based on the following categories. Percentage of parking used for
 - Short-term
 - Long-term daily (four or more hours) and monthly permut (other than carpool)
 - Carpool monthly permut
 - Spaces used as accessory parking
 - (3) Hours of Operation. What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area

Commentary

B. Preservation Parking. The regulations of this Subsection apply to Preservation Parking Adjustments to the regulations of Paragraphs B 1 through B 4 are prohibited

- 1 To determine whether Preservation Parking is allowed, subject to Central City Parking Review (CCPR), or prohibited
 - a Determine the use or uses the parking will be created to serve
 - b Determine whether the use the parking will serve is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed Find the appropriate line on Table 510-13
 - c Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-13
 - (1) If all aspects of a proposal are allowed, then the parking is allowed
 - (2) If all aspects of a proposal are allowed or have been approved through an adjustment, then the parking is allowed
 - (3) If any aspect of a proposal requires CCPR, then the parking is subject to CCPR
 - (4) If any aspect of a proposal is prohibited, then the parking is prohibited

Table 510-13 Relationships Among Use Regulations for Preservation Parking			
If the parking is created in conjunction with a <u>use</u> that is	And if the <u>parking</u> is		
	Allowed	Subject to CCPR	Prohibited
Allowed, Nonconforming, or a Conditional Use	The parking is allowed	The parking is subject to CCPR	The parking is prohibited
Prohibited	The parking is prohibited	The parking is prohibited	The parking is prohibited

Note Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter Compliance with the regulations of this chapter does not constitute compliance with those criteria

Commentary

B2 The regulations for Preservation Parking for office uses in these areas are similar to the regulations for Preservation Parking in the Core. One difference is that they get the same parking ratio as for Growth-Office parking [Objective 4.5.3 of Policy 4.5, Parking For Buildings With Less Than the Allotted Ratio]

- 2 Office uses Parking created to serve existing office uses is regulated as follows
- a Eligibility for Preservation Parking Only buildings on the Preservation Parking Eligibility List, maintained by the Parking Manager, may apply for Preservation Parking Preservation Parking for buildings not on the Preservation Parking Eligibility List is prohibited
 - b Maximum ratio Parking is limited to the maximum ratios in Table 510-12
 - c Review required Preservation Parking for office uses is allowed
 - d Common ownership If the parking will be based on the floor area of buildings under the same ownership as the parking, the following must be met
 - (1) The owner must specify what buildings the parking is based on When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - (2) The owner must have a signed agreement with the Parking Manager that the parking will be primarily for those buildings for at least 10 years
 - e Different ownership Where the parking structure is under different ownership than the buildings the parking will serve, the following must be met
 - (1) For initial approval, the following must be met
 - There must be agreements between the owner of the parking and the owners of buildings for which the parking will be provided The agreements must cover 100 percent of the Preservation Parking, and be for at least 10 years from the date the garage begins operation
 - When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - The applicant must have a signed agreement with the Parking Manager to
 - Notify the Parking Manager in writing of any of the changes listed in this Subparagraph, and
 - Provide written documentation that the changes comply with the regulations of this Chapter
 - (2) Changes in existing agreements Changes in existing agreements between the owner of the parking and owners of buildings for which the parking is provided are allowed only if the regulations of this Chapter are still met The length of the agreements will not be decreased to cover less than the initial 10-year period from the date the garage begins operation

Commentary

- (3) **New agreements** New agreements between the owner of the parking and the owners of buildings for which the parking will be provided are allowed only where the buildings are on the Preservation Parking Eligibility List, and where the regulations of this Chapter are still met. The agreements must, at a minimum, cover the initial 10-year period from the date the garage begins operation.
- (4) **Conversion** Conversion of Preservation Parking to Growth, Visitor, or Residential/Hotel Parking is a CCPR. Conversions to other types of parking are prohibited.
- (5) Where an agreement between the owner of the parking and the owners of buildings is terminated, changes will not be made to the Preservation Parking Eligibility List until a new use or new agreement has been approved for the spaces covered by the agreement.

f **Operation**

- (1) **Parking created within or under the building** If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, at all times.
- (2) **Parking that is not created within or under the building** If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, with the following limitations. These limitations apply on weekdays between 7:00 AM and 6:00 PM. Parking spaces may be used only as follows:
 - Where the parking is based on the floor area of buildings under the same ownership as the parking, the parking may be used by tenants of those buildings.
 - Leased to buildings or tenants of buildings as described in Subparagraph B 2 e, above.
 - Rented, on a monthly basis only, to the following:
 - Sale of other monthly permits is prohibited.
 - Individual tenants of buildings on the Preservation Parking Eligibility List. The Parking Manager maintains this list, or
 - Residents of the Central City plan district.
 - For long-term daily parking. "Early bird" discounts are prohibited.
 - For short-term parking.

Commentary

B 3 The regulations for Preservation Parking for nonoffice uses are similar to those for Growth Parking [Objective 4 5 3 of Policy 4 5, Parking for Buildings with Less Than the Allowed Ratios]

B 4 The regulations for Preservation Parking for mixed developments are similar to those for Growth Parking [Objective 4 5 3 of Policy 4 5, Parking for Buildings with Less Than the Allowed Ratios]

- 3 Uses other than office Parking created to serve existing uses other than office is regulated as follows
 - a Eligibility for Preservation Parking All buildings may apply for Preservation Parking
 - b Maximum ratio There is no maximum ratio
 - c Review required Up to 60 parking spaces is an allowed use where the total number of parking spaces on the site is less than 61 More than 60 spaces is subject to CCPR
 - d Operation The parking must be accessory parking on weekdays between 7 00 AM and 6 00 PM

- 4 Mixed office and other uses Parking created to serve both existing office and non-office uses is regulated as follows
 - a Eligibility for Preservation Parking Only buildings on the Preservation Parking Eligibility List, maintained by the Parking Manager, may apply for Preservation Parking Preservation Parking for buildings not on the Preservation Parking Eligibility List is prohibited
 - b Maximum ratio Parking for the office uses is limited to the maximum ratios in Table 510-12 There is no maximum ratio for the other uses
 - c Review required The parking is subject to CCPR
 - d Common ownership If the parking will be based on the floor area of buildings under the same ownership as the parking, the following must be met
 - (1) The owner must specify what buildings the parking is based on When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - (2) The owner must have a signed agreement with the Parking Manager that the parking will be primarily for those buildings for at least 10 years

Commentary

e Different ownership Where the parking structure is under different ownership than the buildings the parking will serve, the following must be met

(1) For initial approval, the following must be met

- There must be agreements between the owner of the parking and the owners of buildings for which the parking will be provided. The agreements must cover 100 percent of the Preservation Parking, and be for at least 10 years from the date the garage begins operation

When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and

- The applicant must have a signed agreement with the Parking Manager to

—Notify the Parking Manager in writing of any of the changes listed in this Subparagraph, and

—Provide written documentation that the changes comply with the regulations of this Chapter

(2) Changes in existing agreements Changes in existing agreements between the owner of the parking and owners of buildings for which the parking is provided are allowed only if the regulations of this Chapter are still met. The length of the agreements will not be decreased to cover less than the initial 10-year period from the date the garage begins operation

(3) New agreements New agreements between the owner of the parking and the owners of buildings for which the parking will be provided are allowed only where the buildings are on the Preservation Parking Eligibility List, and where the regulations of this Chapter are still met. The agreements must, at a minimum, cover the initial 10-year period from the date the garage begins operation

(4) Conversion Conversion of Preservation Parking to Growth, Visitor, or Residential/Hotel Parking is a CCPR. Conversions to other types of parking are prohibited

(5) Where an agreement between the owner of the parking and the owners of buildings is terminated, changes will not be made to the Preservation Parking Eligibility List until a new use or new agreement has been approved for the spaces covered by the agreement

Commentary

f Operation

(1) Office uses Parking created to serve office uses must be operated as follows

- Parking created within or under the building If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking at all times
- Parking that is not created within or under the building If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, with the following limitations These limitations apply on weekdays between 7 00 AM and 6 00 PM Parking spaces may be used only as follows
 - Where the parking is based on the floor area of buildings under the same ownership as the parking, the parking may be used by tenants of those buildings
 - Leased to buildings or tenants of buildings as described in Paragraph B 4 e, above
 - Rented, on a monthly basis only, to the following Sale of other monthly permits is prohibited
 - ◊ Individual tenants of buildings on the Preservation Parking Eligibility List The Parking Manager maintains this list, or
 - ◊ Residents of the Central City plan district
 - For long-term daily parking "Early bird" discounts are prohibited
 - For short-term parking

(2) Non-office uses Parking created to serve non-office uses must be operated as follows

- Parking created within or under the building If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking
- Parking that is not created within or under the building If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as accessory parking It may be operated as commercial parking, with the limitations specified for office uses in (1), above, if the following are met If the following are not met, it must be operated as accessory parking on weekdays between 7 00 AM and 6 00 PM
 - There are no more than 60 spaces on the site for non-office uses, or
 - The amount of parking for the non-office uses does not exceed the maximum ratios in Table 510-12

Commentary

- 5 Operation reports The requirements of this paragraph apply to Preservation Parking where there are more than 60 parking spaces on the site
- a The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph B 5 b, below
 - b The applicant must provide operation reports to the City every six months. The operation reports are based on a sample of two days during every 6-month reporting period, and include information on the following
 - (1) Physical Number of parking spaces, amount of net building area
 - (2) Usage How the parking spaces were used, based on the following categories: Percentage of parking used for
 - Used by tenants of the buildings described in Subparagraph B 2 c, above
 - Leased to buildings as described in Subparagraph B 2 d, above
 - Short-term
 - Long-term daily (four or more hours) and monthly permit (other than carpool)
 - Carpool monthly permits for tenants of buildings as described in Subparagraph B 4 d, above, tenants of the buildings described in Subparagraph B 4 c, above, or individual tenants of buildings on the Preservation Parking Eligibility List
 - Accessory parking and commercial parking
 - Rented to individual tenants of office buildings with less than the maximum ratios in Table 510-12 for all uses
 - Rented to residents of the Central City Plan District
 - (3) Hours of Operation What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area

Commentary

- C The provisions for Visitor Parking are basically the same in all sectors of the CCTMP [Policy 4.6 Parking Not in Conjunction With Specific Development] One difference is the size of surface parking allowed [Objective 4.7.6 of Policy 4.7, Surface Parking]

C. Visitor Parking. The regulations of this Subsection apply to Visitor Parking Adjustments to the regulations of this Subsection are prohibited

- 1 To determine whether Visitor Parking is subject to Central City Parking Review (CCPR) or prohibited
 - a Determine the zone where the parking will be located Then find the appropriate line on Table 510-14
 - b Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-14
 - (1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR
 - (2) If any aspect of a proposal is prohibited, then the parking is prohibited

Table 510-14		
Relationships Among Regulations for Visitor Parking		
If the <u>zone</u> is	And if the <u>parking</u> is	
	Allowed or Subject to CCPR	Prohibited
I, EX, EG, CX, CS, CG, or RX	The parking is subject to CCPR	The parking is prohibited
All other zones	The parking is prohibited	The parking is prohibited

- 2 Maximum ratios There are no maximum ratios The appropriate number of parking spaces allowed is determined based on a demand analysis, traffic analysis, and other considerations specified in the approval criteria
- 3 Review required All Visitor Parking is subject to CCPR
- 4 Operation Visitor Parking is operated as commercial parking, except that sale of monthly permits and "early bird" discounts are prohibited Limitations on operation apply on weekdays between 7 00 AM and 6 00 PM
- 5 The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph C 6, below

Commentary

- D Most Undedicated General Parking is prohibited to limit new commuter parking (except carpools) to ensure that air quality is maintained [Policy 4.6, Parking Not In Conjunction With Specific Development] These provisions for "replacement parking" in the Goose Hollow Subdistrict only reflect regulations adopted by City Council in early 1994 as interim regulations for the Westside Light Rail Station Area Planning Program

- 6 The applicant must provide operation reports to the City every six months. The operation reports are based on a sample of two days during every six month reporting period, and include information on the following
 - a Physical Number of parking spaces
 - b Usage How the parking spaces were used, based on the following categories Percentage of parking used for
 - (1) Short-term
 - (2) Long-term daily (four or more hours)
 - c Hours of Operation What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area

D. Undedicated General Parking. Undedicated General Parking is prohibited, except as provided below. Adjustment to the provisions of this subsection are prohibited.

- 1 Purpose Development of a light rail line may remove critically needed on- and off-street parking. Under certain circumstances, it is appropriate to provide replacement parking to mitigate this impact, and to locate it close to the light rail alignment.
- 2 Location The site must be within the Goose Hollow Subdistrict. Undedicated General Parking in other subdistricts is prohibited.
- 3 Review required Undedicated General Parking is subject to CCPR review.
- 4 Ownership The land must be owned by the city or a public, regional transit agency.
- 5 Surface parking Surface parking within 100 feet of a light rail alignment may be approved subject to CCPR.

Commentary

E. Residential/Hotel Parking. The regulations of this Subsection apply to Residential/Hotel Parking

- 1 To determine whether Residential/Hotel Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine whether the residential use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed Find the appropriate line on Table 510-15
 - b Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-15

Table 510-15 Relationships Among Use Regulations for Residential/Hotel Parking			
If the residential or hotel use is	And if the parking is		
	Allowed	Subject to CCPR	Prohibited
Allowed, an expansion of a nonconforming use, or a conditional use	The parking is allowed	The parking is subject to CCPR	The parking is prohibited
Prohibited	The parking is prohibited	The parking is prohibited	The parking is prohibited

Note Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter Compliance with the regulations of this chapter does not constitute compliance with those criteria

- 2 Minimum required parking There is no minimum parking requirement
- 3 Maximum ratios There are no maximum ratios
- 4 Allowed Residential/Hotel Parking is an allowed use
- 5 Mixed residential and other uses Where there is another type of parking included in the same project as Residential/Hotel Parking, each type of parking must meet the regulations for that type of parking
- 6 Operation
 - a Residential Parking spaces created to serve residential uses must be accessory at all hours
 - b Hotel Parking created to serve hotel uses must be accessory These limitations apply on weekdays between 7 00 AM and 6 00 PM

Commentary

- F 3 Often, the amount of parking and its configuration are slightly modified in the final construction phase (The number of parking spaces cannot exceed the maximum ratios or exceed any specific amount approved in a CCPR, but spaces may be reduced) This "as built" information will allow the Parking Manager to maintain accurate records and inventories of parking in the Central City [III A 4 and III D 3 a of the Administration Section]
- F 4 Large expanses of surface parking area—larger than a typical block—are reviewed because of their interruption of the urban fabric and their negative effect on the vitality and pedestrian environment of the area Surface parking lots that are more than 40,000 square feet in area must demonstrate that they are an interim use of the land by submitting a phased building plan showing how they will eventually develop the site [Objective 4 7 6 of Policy 4 7, Surface Parking]
- F 5 a The size of free-standing parking structures in historic districts is limited in order to ensure compatibility with the scale of nearby historic buildings [Objective 4 10 1 of Policy 4 10, Compatibility of Parking Structures With Central City Character]

Questions have been raised about regulations for required building lines in the current Zoning Code The regulations for Required Building Lines are adjustable Adjustments are approved if they meet approval criteria in Chapter 33 805 The major criterion is "Granting the adjustment will equally or better meet the purpose of the regulation to be modified" Objective 4 10 2 of the CCTMP includes the following explanatory language "In the Central Eastside District, when full block development occurs between Grand and MLK, Jr, Grand should be given the higher preference in meeting this policy as it is intended to be the more important pedestrian environment because of its historic character" This language will be used in review of adjustment requests

F. All parking. The regulations of this Subsection apply to all parking

- 1 Minimum required parking There are no minimum parking requirements
- 2 The applicant has a signed agreement with the Parking Manager to provide the information specified in Paragraph F 3, below
- 3 The applicant will provide the following information within 30 days of the date the parking begins operation
 - a The number of parking spaces constructed, and
 - b An as-built plan of the parking area, showing the configuration of the parking spaces At least one copy of the plan must be 8-1/2' x 11" and suitable for microfilming
- 4 Surface parking lots
 - a Parking on surface lots where the total surface parking area on the site is up to 40,000 square feet in area is allowed Parking on surface lots where the total surface parking area on the site is larger than 40,000 square feet in area is subject to CCPR
 - b Surface parking is prohibited on the portion of a site within 100 feet of a light rail alignment, except as provided in Subsection D, above
 - c Renewal of Central City Parking Review (CCPR) permits for surface parking lots All CCPR permits for surface parking lots where the total surface parking area on the site is larger than 40,000 square feet in area, approved after (the effective date of this regulation) must be renewed every 5 years Undedicated General Parking as specified in Subsection D, above, is exempt from this requirement

The renewal is a Type III process, the criteria are in Section 33 808 200, Renewal of Surface Parking Lots in the Central City Plan District The owner must apply for the renewal within 4-1/2 years of the date of final approval of either the initial approval or the last renewal If application is not made by that date, the Planning Director may initiate reconsideration as set out in Section 33 700 040, Reconsideration of Land Use Approvals
- 5 Parking structures Where parking occupies more than 50 percent of the gross building area of a structure
 - a If the site is within a historic design district, the building coverage of the portion of the parking structure within the district may not be larger than 20,000 square feet

Commentary

F 5 c *Street frontage* These regulations are in the Zoning Code now. The only change is in (2), the current regulations allow landscaping to the L2 standard, (3 1/2" high vegetative screen) while these regulations require an L3 standard (6' high vegetative screen) [Policy 4 10, Compatibility of Parking Structures With Central City Character]

F 6 *Parking Access* Managing the location of driveways is important to enhancing the efficiency and safety for the multiple transportation elements (transit, cars, bikes and pedestrians) on the streets shown on Map 510-9 and near light rail alignments. The DPCP has identified streets for restricted parking access and this concept is expanded throughout the Central City. Adjustments for access to non-light rail streets are allowed if it can be demonstrated that access from other streets can not be made or that access onto restricted streets will result in fewer conflicts with alternative modes.

Adjustments are approved if they meet approval criteria in Chapter 33 805. The major criterion is 'Granting the adjustment will equally or better meet the purpose of the regulation to be modified'. Policy 2 6 of the CCTMP, Access Management to Increase Safety and Efficiency, including the following explanatory language: "Exceptions to these Parking Access Restricted Streets are based on a demonstration that there are no significant adverse traffic, transit, pedestrian, and bicycle impacts, on balance, including all adjacent streets."

The current code prohibits new parking access within 75 feet of a light rail alignment, this language allows such access if approved through CCPR. [Objective 4 10 5 of Policy 4 10, Compatibility of Parking Structures With Central City Character]

- b The structure may not be on any block bounded by both SW Morrison and SW Yamhill Streets between SW First and SW Eighteenth Avenues
Location on these blocks is prohibited
- c Street frontage Street frontage walls must meet one of these standards
 - (1) Active uses standard Fifty percent of the street frontage wall must be developed for Retail Sales And Service or Office uses Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service or Office uses The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33 510 225, Required Retail Opportunity Areas, or
 - (2) Landscape setback standard The structure must be set back at least 5 feet and landscaped to at least the L3 standard of Chapter 33 248, Landscaping and Screening If the structure complies with the landscaped setback standard, it is exempt from the ground floor windows standard of Section 33 510 220

On sites subject to the required building lines or required retail opportunity standards of Sections 33 510 215 and 33 510 225, the standard of Subparagraph F 5 c(1), above, must be met, the landscaped setback standard may not be used

- 6 Parking access
 - a Parking access near or on a light rail alignment New motor vehicle access to any parking area or structure is not allowed within 75 feet of a light rail alignment, unless the access is approved through Central City Parking Review
 - b Parking access on other streets New motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9
- 7 Changes from one type of parking to another
 - a Changes from one type of parking to another are processed as if they were new parking For example, changing Growth Parking to Preservation Parking requires a CCPR All current regulations will apply
 - b Visitor Parking must operate as Visitor Parking for at least 10 years before it may be changed to Preservation Parking Changing Visitor Parking that has been operating for less than 10 years is prohibited
- 8 Bicycle parking Bicycle parking as required by Chapter 33 266, Parking and Loading, must be provided

Commentary

G These regulations clarify what the rules will be for existing parking

G. Special regulations for existing parking.

- 1 Purpose With adoption of the Central City Transportation Management Plan in 1995, the regulations for parking in the Central City Plan District were significantly revised To simplify and streamline regulations for parking that existed when the regulations changed, the parking in the plan district is automatically given Central City Parking Review (CCPR) status

In addition, a CCPR approval under this process, by superceding some previous land use approvals for parking for the site—Conditional uses and Revocable Permits—will simplify future reviews and provide more flexibility for the operators on how the parking may be managed and used

- 2 Where these regulations apply The regulations of this subsection apply to all parking that legally existed on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later The regulations also apply to all parking where a complete application was received before (effective date of these regulations), or parking that received either a land use or building permit before (effective date of these regulations)
- 3 Changes Changes to parking regulated by this Subsection are regulated as follows
 - a Changes that would be prohibited if requested for new parking are prohibited
 - b Changes from one type of parking to another are processed as if they were new parking For example, changing Growth Parking to Visitor Parking requires a CCPR All current regulations will apply
 - c Changes in conditions of approval requires CCPR
 - d Where new parking would require CCPR, an increase in the number of spaces requires CCPR for the additional spaces only
 - e A decrease in the number of spaces by redevelopment or reconfiguration is allowed without review Replacement of those spaces will be treated as new parking
 - f Reconfiguration that does not change the number of spaces is allowed without CCPR, but may require design review
 - g Placing vending carts in surface parking lots is allowed without CCPR review, but design review may be required Spaces occupied by such carts are not considered a decrease as specified in Subparagraph G 3 d, above The spaces may be returned to parking use without review
 - h Physical changes to the site, such as an increase in the amount of landscaping or addition of other pedestrian amenities, is allowed without CCPR review, but design review may be required This does not include an increase in the number of spaces, or any changes that violate conditions of approval or current regulations Those changes require CCPR review

Commentary

- 4 If the parking was operating as commercial parking on (effective date of these regulations) or on the date when the site became part of the Central City plan district, as shown in the 1995 Inventory of Commercial Parking Outside the Core Area, it is Undedicated General Parking. All previous conditions of approval continue to apply.
- 5 If the parking was operating as accessory to office uses on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Growth Parking for office uses.
- 6 If the parking was operating as accessory to uses other than office, residential, or hotel, on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Growth Parking for non-office uses.
- 7 If the parking was operating as accessory to both office and non-office uses on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Growth Parking for both office and non-office uses.
- 8 If the parking was operating as accessory to residential or hotel uses on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, it is Residential/Hotel Parking.

Commentary

33 510 267 The Lower Albina Subdistrict, North Macadam Subdistrict, Central Eastside Sectors 1,4,5, and 6, and River District Sectors 1 and 2 do not have parking ratios for any uses **Most parking is allowed unless it is proposed for a surface lot more than 40,000 sq. ft. in area.** Other distinctions are mentioned below

The proposed regulations include no minimum parking requirement in these areas. The CX, EX, and RX zones which cover much of the Central City plan district outside the Core do not currently have parking minimums. Other zones in the Central City, including RH, R1, C, EG, and the I zones do have parking minimums in the current code. The removal of parking minimums from the rest of the Central City recognizes that accessory parking will be provided based on market factors rather than on minimums which are more reflective of development needs outside the Central City.

33.510.267 Parking in the Lower Albina Subdistrict; the North Macadam Subdistrict; Central Eastside Sectors 1, 4, 5, and 6; and River District Sectors 1 and 2.

The regulations of this Section apply the Lower Albina Subdistrict, the North Macadam Subdistrict, Central Eastside Sectors 1, 4, 5, and 6, and River District Sectors 1 and 2, shown on Map 510-8

A. Growth Parking. The regulations of this Subsection apply to Growth Parking Adjustments to the regulations of Paragraphs A 1 through A 4, below, are prohibited

- 1 To determine whether Growth Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine the use or uses the parking will be created in conjunction with
 - b Determine whether the use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use where the parking is proposed Find the appropriate line on Table 510-16
 - c Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-16
 - (1) If all aspects of a proposal are allowed, then the parking is allowed
 - (2) If all aspects of a proposal are allowed or have been approved through an adjustment, then the parking is allowed
 - (3) If any aspect of a proposal requires CCPR, then the parking is subject to CCPR
 - (4) If any aspect of a proposal is prohibited, then the parking is prohibited

Table 510-16 Relationships Among Use Regulations for Growth Parking			
If the <u>use</u> is	And if the <u>parking</u> is		
	Allowed	Subject to CCPR	Prohibited
Allowed, an expansion of a nonconforming use, or a conditional use	The parking is allowed	The parking is subject to CCPR	The parking is prohibited
Prohibited	The parking is prohibited	The parking is prohibited	The parking is prohibited

Note Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter Compliance with the regulations of this chapter does not constitute compliance with those criteria

Commentary

- A 4 Because these uses don't have ratios, the operation of the parking needs to be limited to accessory parking so that it is not used for long-term commuter parking or other types of parking discouraged in the CCTMP policy (See the commentary for 33 510 263 A 8, above for more explanation)
- B Because there are no ratios and no "reserve," Preservation Parking is treated the same as Growth Parking
- C The provisions for Visitor Parking are basically the same in all sectors of the CCTMP [Policy 4 6 Parking Not in Conjunction With Specific Development] One difference is the size of surface parking allowed [Objective 4 7 6 of Policy 4 7, Surface Parking]

- 2 Parking that is not an allowed use under the regulations of this chapter, and is not otherwise prohibited, is subject to CCPR
 - 3 Maximum ratios There are no maximum ratios
 - 4 Operation The parking must be accessory on weekdays between 7 00 AM and 6 00 PM
- B. Preservation Parking.** Preservation Parking is subject to the same regulations as Growth Parking in Subsection A, above
- C. Visitor Parking.** The regulations of this Subsection apply to Visitor Parking Adjustments to the regulations of Paragraphs C 1 through C 5, below, are prohibited
- 1 To determine whether Visitor Parking is subject to Central City Parking Review (CCPR) or prohibited
 - a Determine the zone where the parking will be located Then find the appropriate line on Table 510-17
 - b Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-17
 - (1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR
 - (2) If any aspect of a proposal is prohibited, then the parking is prohibited

Table 510-17 Relationships Among Regulations for Visitor Parking		
If the <u>zone</u> is	And if the <u>parking</u> is	
	Allowed or Subject to CCPR	Prohibited
I, EX, EG, CX, CS, CG, or RX	The parking is subject to CCPR	The parking is prohibited
All other zones	The parking is prohibited	The parking is prohibited

- 2 Maximum ratios There are no maximum ratios The appropriate number of parking spaces allowed is determined based on a demand analysis, traffic analysis, and other considerations specified in the approval criteria
- 3 Operation Visitor Parking is operated as commercial parking, except that sale of monthly permits and "early bird" discounts are prohibited Limitations on operation apply on weekdays between 7 00 AM and 6 00 PM
- 4 The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph C 5, below

Commentary

- D Undedicated General Parking is prohibited to limit new commuter parking other than carpools to ensure that air quality is maintained [Policy 4.6, Parking Not In Conjunction With Specific Development]

- E The regulations for Residential/Hotel Parking are the same as the current regulations except that the minimum requirements have been deleted

- 5 The applicant must provide operation reports to the City every six months. The operation reports are based on a sample of two days during every six month reporting period, and include information on the following:
- a Physical Number of parking spaces
 - b Usage How the parking spaces were used, based on the following categories: Percentage of parking used for
 - (1) Short-term
 - (2) Long-term daily (four or more hours)
 - c Hours of Operation What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area

D. Undedicated General Parking. Undedicated General Parking is prohibited.

E. Residential/Hotel Parking. The regulations of this Subsection apply to Residential/Hotel Parking. Adjustments to the regulations of this Subsection are prohibited.

- 1 To determine whether Residential/Hotel Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine whether the residential use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed. Find the appropriate line on Table 510-18.
 - b Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-18.

Table 510-18 Relationships Among Use Regulations for Residential/Hotel Parking			
If the residential or hotel use is	And if the parking is		
	Allowed	Subject to CCPR	Prohibited
Allowed, an expansion of a nonconforming use, or a conditional use	The parking is allowed	The parking is subject to CCPR	The parking is prohibited
Prohibited	The parking is prohibited	The parking is prohibited	The parking is prohibited

Note: Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review. Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter. Compliance with the regulations of this chapter does not constitute compliance with those criteria.

Commentary

- F 3 Often, the amount of parking and its configuration are slightly modified in the final construction phase (The number of parking spaces cannot exceed the maximum ratios or exceed any specific amount approved in a CCPR, but spaces may be reduced) This "as built" information will allow the Parking Manager to maintain accurate records and inventories of parking in the Central City [III A 4 and III D 3 a of the Administration Section]
- F 4 Large expanses of surface parking area are generally reviewed because of their interruption of the urban fabric and their negative effect on the vitality and pedestrian environment of the area Surface parking lots that are more than 40,000 square feet and cover more than 30 percent of the site may be approved under certain circumstances [Objectives 4 7 5 and 4 7 6 of Policy 4 7, Surface Parking]
- If the surface parking is an interim use of the land, as shown by a phased building plan, and if, after the final phase, the surface parking area will not be larger than 40,000 square feet or cover more than 30 percent of the site, whichever is larger
 - If the site is in an Industrial Zone,
 - If the parking is serving a Regional Attractor

Where the surface parking area on a site is larger than 40,000 square feet, the parking lot should be visually separated into areas no larger than 40,000 square feet to break up the large expanse of paved area A design guideline is being developed to implement this requirement for visual separation Until the guideline is adopted, staff will consider Objectives 4 7 5 and 4 7 6 as part of design review of large parking lots [Objectives 4 7 5 and 4 7 6 of Policy 4 7, Surface Parking]

- 2 Minimum required parking There is no minimum parking requirement
- 3 Maximum ratios There are no maximum ratios
- 4 Parking is allowed for new and existing dwelling units and hotel rooms
- 5 Operation
 - a Residential Parking spaces created to serve residential uses must be accessory at all hours
 - b Hotel Parking created to serve hotel uses must be accessory These limitations apply on weekdays between 7 00 AM and 6 00 PM

F. All parking. The regulations of this Subsection apply to all parking

- 1 Minimum required parking There is no minimum parking requirement
- 2 The applicant has a signed agreement with the Parking Manager to provide the information specified in Paragraph F 3, below
- 3 The applicant will provide the following information within 30 days of the date the parking begins operation
 - a The number of parking spaces constructed, and
 - b An as-built plan of the parking area, showing the configuration of the parking spaces At least one copy of the plan must be 8-1/2" x 11" and suitable for microfilming
- 4 Surface parking lots
 - a Parking on surface lots where the total surface parking area on the site is up to 40,000 square feet or where the surface parking area covers up to 30 percent of this site—whichever is larger—is allowed Parking on surface lots where the total surface parking area on the site is larger than 40,000 square feet and where the surface parking area covers more than 30 percent of the site is subject to CCPR
 - b Surface parking is prohibited on the portion of a site within 100 feet of a light rail alignment
 - c Renewal of Central City Parking Review (CCPR) permits for surface parking lots All CCPR permits for surface parking lots in OS, C, E, and R zones where the total surface parking area on the site is larger than 40,000 square feet in area, approved after (the effective date of this regulation) must be renewed every 5 years Surface parking lots created in conjunction with a regional attractor are exempt from this requirement

The renewal is a Type III process, the criteria are in Section 33 808 200, Renewal of Surface Parking Lots in the Central City Plan District The owner must apply for the renewal within 4-1/2 years of the date of final approval of either the initial approval or the last renewal If application is not made by that date, the Planning Director may initiate reconsideration as set out in Section 33 700 040, Reconsideration of Land Use Approvals

Commentary

- F 5 b(1) The size of free-standing parking structures in historic districts is limited in order to ensure compatibility with the scale of nearby historic buildings [Objective 4 10 1 of Policy 4 10, Compatibility of Parking Structures With Central City Character]
- F 5 b(2) Street frontage These regulations are in the Zoning Code now The only change is in the second bullet, the current regulations allow landscaping to the L2 standard, (3 1/2 " high vegetative screen) while these regulations require an L3 standard (6' high vegetative screen)
- F 6 Parking Access Managing the location of driveways is important to enhancing the efficiency and safety for the multiple transportation elements (transit, cars, bikes and pedestrians) on the streets shown on Map 510-9 and near light rail alignments The DPCP has identified streets for restricted parking access and this concept is expanded throughout the Central City Adjustments for access to non-light rail streets are allowed if it can be demonstrated that access from other streets can not be made or that access onto restricted streets will result in fewer conflicts with alternative modes The current code prohibits new parking access within 75 feet of a light rail alignment, this language allows such access if approved through CCPR [Objective 4 10 5 of Policy 4 10, Compatibility of Parking Structures With Central City Character]

5 Parking structures

- a Parking that is in a structure is allowed
- b Where parking occupies more than 50 percent of the gross building area of a structure
 - (1) If the site is within a historic design district, the building coverage of the portion of the parking structure within the district may not be larger than 20,000 square feet
 - (2) Street frontage Street frontage walls must meet one of these standards
 - Active uses standard Fifty percent of the street frontage wall must be developed for Retail Sales And Service or Office uses Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service or Office uses The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33 510 225, Required Retail Opportunity Areas, or
 - Landscape setback standard The structure must be set back at least 5 feet and landscaped to at least the L3 standard of Chapter 33 248, Landscaping and Screening If the structure complies with the landscaped setback standard, it is exempt from the ground floor windows standard of Section 33 510 220

On sites subject to the required building lines or required retail opportunity standards of Sections 33 510 215 and 33 510 225, the active uses standard, above, must be met, the landscaped setback standard may not be used

6 Parking access

- a Parking access near or on a light rail alignment New motor vehicle access to any parking area or structure is not allowed within 75 feet of a light rail alignment, unless the access is approved through Central City Parking Review
- b Parking access on other streets New motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9

7 Changes from one type of parking to another

- a Changes from one type of parking to another are regulated as if they were new parking All current regulations will apply
- b Visitor Parking must operate as Visitor Parking for at least 10 years before it may be changed to Preservation Parking Changing Visitor Parking that has been operating for less than 10 years is prohibited

8 Bicycle parking Bicycle parking as required by Chapter 33 266, Parking and Loading, must be provided

Commentary

G These regulations clarify what the rules will be for existing parking

G. Special regulations for existing parking.

- 1 Purpose With adoption of the Central City Transportation Management Plan in 1995, the regulations for parking in the Central City Plan District were significantly revised To simplify and streamline regulations for parking that existed when the regulations changed, the parking in the plan district is automatically given Central City Parking Review (CCPR) status

In addition, a CCPR approval under this process, by superceding some previous land use approvals for parking for the site—Conditional uses and Revocable Permits—will simplify future reviews and provide more flexibility for the operators on how the parking may be managed and used

- 2 Where these regulations apply The regulations of this subsection apply to all parking that legally existed on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later The regulations also apply to all parking where a complete application was received before (effective date of these regulations), or parking that received either a land use or building permit before (effective date of these regulations)
- 3 Changes Changes to parking regulated by this Subsection are regulated as follows
 - a Changes that would be prohibited if requested for new parking are prohibited
 - b Changes from one type of parking to another are processed as if they were new parking For example, changing Growth Parking to Visitor Parking requires a CCPR All current regulations will apply
 - c Changes in conditions of approval requires CCPR
 - d Where new parking would require CCPR, an increase in the number of spaces requires CCPR for the additional spaces only
 - e A decrease in the number of spaces by redevelopment or reconfiguration is allowed without review Replacement of those spaces will be treated as new parking
 - f Reconfiguration that does not change the number of spaces is allowed without CCPR, but may require design review
 - g Placing vending carts in surface parking lots is allowed without CCPR review, but design review may be required Spaces occupied by such carts are not considered a decrease as specified in Subparagraph G 3 d, above The spaces may be returned to parking use without review
 - h Physical changes to the site, such as an increase in the amount of landscaping or addition of other pedestrian amenities, is allowed without CCPR review, but design review may be required This does not include an increase in the number of spaces, or any changes that violate conditions of approval or current regulations Those changes require CCPR review

Commentary

- 4 If the parking was operating as commercial parking on (the effective date of these regulations), as shown in the 1995 Inventory of Commercial Parking Outside the Core Area, it is Undedicated General Parking All previous conditions of approval continue to apply
- 5 If the parking was operating as accessory parking to uses other than residential or hotel uses, it is Growth Parking
- 6 If the parking was operating as accessory parking to residential or hotel uses, it is Residential/Hotel Parking

Commentary

New Chapter: 33.808, Central City Parking Review

Approval Criteria

Commentary

33.808.030

Some of the parking that currently exists will be given automatic CCPR status, while the surface lots that currently have to re-apply every three years will have to apply for CCPR status

CHAPTER 33.808 CENTRAL CITY PARKING REVIEW

Sections

- 33 808 010 Purpose
- 33 808 020 Organization Of This Chapter
- 33 808 030 Automatic Central City Parking Review Status
- 33 808 040 Review Procedures
- 33 808 100 General Approval Criteria for Central City Parking Review
- 33 808 200 Renewal of Surface Parking Lots in the Central City Plan District
- 33 808 300 Conversion of Surface Parking Lots

33.808.010 Purpose.

The purpose of Central City Parking Review is to allow for parking that supports Central City development, and is consistent with the goals and policies of the Central City Plan and Central City Transportation Management Plan. The approval criteria ensure that the demand for parking will be managed, and the negative effects of parking minimized, while still providing sufficient parking to meet the goals of the City for the Plan District.

33.808.020 Organization Of This Chapter.

This chapter contains approval criteria for all Central City Parking Reviews (CCPR). The criteria in Section 33 808 100 apply to all CCPRs except Renewal of Surface Parking Lots, which is addressed in Section 33 808 200, and Conversion of Surface Parking Lots, which is addressed in Section 33 808 300.

33.808.030 Automatic Central City Parking Review Status.

- A. Purpose.** With adoption of the Central City Transportation Management Plan in 1995, the regulations for parking in the Central City Plan District were significantly revised. To simplify and streamline regulations for parking that existed when the regulations changed, most parking in the plan district is automatically given Central City Parking Review (CCPR) status. Some surface lots have to apply to convert to CCPR status.
- B. Parking that automatically receives Central City Parking Review Status.** Parking in the Central City plan district that was legally operating on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later, is considered an approved CCPR, and may continue to operate, subject to the regulations of Sections 33 510 261 through 267.

However, parking in the Core Area of the plan district in a surface lot that received a revocable permit or a conditional use that required periodic reapplication, and was operating on (effective date of the regulations) must apply for Central City Parking Review. See Subsection 33 510 263 K.

33.808.040 Review Procedures.

Requests for Central City Parking Review are processed through a Type III procedure.

Commentary

808.100

All of the listed criteria must be met in order for a proposal to be reviewed. This is true for all of the land use reviews in the Zoning Code. In cases where a specific criterion does not apply to a particular proposal, that criterion is met through a finding that it does not apply to the particular proposal. For example, in the case of a CCPR proposal for a Preservation Parking structure, the approval criteria that deal with Visitor Parking would be found to be "met" by a statement such as "Because the proposal is for Preservation Parking, this criterion does not apply."

- A This is similar to an existing approval criterion for commercial parking in the CX, RX and EX zones. The intent is to ensure that parking does not become a dominant feature of the Central City, but instead is only developed in locations and quantities that will support economic development of the area.

The desired character of an area is determined by City-adopted area, neighborhood, or development plans, by Comprehensive Plan designations and zoning, and by allowed densities. In the Central City plan district, each subdistrict—such as the Central Eastside—has its own description of desired character.

- B This is an existing approval criterion modified to include consideration for transit and bicycle movement.
- C This criterion is for the Core Area Maximum Parking Inventory ("The Lid"). After EPA approval, this criterion will be dropped, and the other criteria will be re-lettered.
- D The parking must conform to the Parking Access map 510-9 and the street classification maps of the CCTMP. The intent is to ensure that parking will not have a detrimental effect on alternative modes of transportation.
- F This is an existing approval criterion.
- G This codifies an existing requirement of the Oregon Department of Environmental Quality. The intent is to show that proposed parking will not have a negative impact on air quality in areas of the Central City that could exceed air quality standards.

33.808.050 Loss of Central City Parking Review Status

If the site of a Central City Parking Review is not used for parking for 3 continuous years, the Central City Parking Review rights are lost. Any new parking on the site will be subject to current regulations, and will be reviewed as a new use. Parking spaces in surface parking lots occupied by vending carts are still considered to be parking spaces.

33.808.100 General Approval Criteria for Central City Parking Review.

The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A. The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the overall desired character of the area. The desired character of the area is determined by City-adopted area, neighborhood, or development plans, by Comprehensive Plan designations and zoning, and by allowed densities.
- B. The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.

Note: Criterion C, below, is for the Core Area Maximum Parking Inventory ("The Lid"). After EPA approval, this criterion will be deleted, and the other criteria will be re-lettered.

- C. If the proposed parking is in the Core Area, and is not Residential/Hotel Parking, there are adequate spaces in the Core Area Maximum Parking Inventory, which is administered by the Parking Manager.
- D. The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management Plan.
- E. If the proposal will generate more than 100 vehicle trips during the peak hour commute, and is Growth Parking or is Preservation Parking where the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building. The Transportation Management Plan includes measures to increase the number of trips taken by alternatives to the single-occupant vehicle during the peak hour commute.
- F. If the site is in the RX zone, the parking will not by itself or in combination with other nearby parking, decrease the desirability of the area for the retention of existing housing or the development of new housing.
- G. If the site is within the areas shown on the "CCTMP Hot Spot Area Map," the carbon monoxide hot spot analysis meets Federal air quality standards, as determined by the Portland Department of Transportation and Oregon Department of Environmental Quality. The map is maintained by the Parking Manager.

Commentary

H 3 The intent is to ensure that parking originally approved to serve short-term parking needs is not converted or constructed to serve office buildings unless the need for the short-term parking no longer exists

In addition, regulations in Chapter 510 prohibit conversion of Visitor Parking to Preservation Parking until it has been operating for at least 10 years. See 33 510 263 G 7, 33 510 264 F 7 b, etc

I A parking demand analysis is required to ensure that Visitor Parking will be viable because it is meeting a documented need for short-term parking for visitors and shoppers. The intent is to ensure that adequate, but not excessive, short-term parking is provided to support commercial uses in the Central City [Policy 4 6, Parking Not in Conjunction With Specific Development]

- H.** If the proposal is for Preservation Parking, and the parking is not under the same ownership as the buildings for which the parking is provided, criteria H 1 and H 2, below, apply. If the proposal is to convert Visitor Parking to Preservation Parking, criteria H 1 through H 3, below, apply
- 1 The agreements between the garage operator and the owners of the buildings for which the parking is provided are for at least 10 years, and
 - 2 For initial approval, the agreements cover 100 percent of the Preservation Parking
 - 3 The parking demand analysis shows there is not a need for Visitor Parking at this location
- I.** If the proposal is for Visitor Parking, the parking demand analysis shows a need for this parking at this location. The analysis must show the following criteria are met
- 1 At least 65 percent of the short term parking demand is from uses within 750 feet of the parking structure or lot, and
 - 2 At least one of the following is met
 - a There is a cumulative increase in short-term parking demand due to an overall increase in activity associated with existing or new retail or other visitor-related uses, or
 - b The parking will serve major new attractions or retail development, or
 - c There has been a significant loss of on-street parking due to recent public works projects, or
 - d There has been a significant loss of short-term parking spaces
 - 3 If the site is in an I zone, all of the following are met
 - a The parking will primarily serve industrial firms,
 - b The parking facility will not have significant adverse effects on nearby industrial firms, and
 - c The parking facility will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and nonindustrial uses and the effects of incremental changes

Commentary

- J1 A parking management plan is required to ensure that parking is being managed consistent with conditions of approval and the intent for which the parking was approved. The requirements of the plan will vary depending upon the type and amount of parking requested. [III D 3 and III D 6 of the Administration Section]
- J2 a A total of 4,600 spaces are available in the Replacement Pool and 750 spaces are available in the Parking Reserve. The number of spaces in both the Pool and Reserve will be reduced as new parking for existing or converted office buildings are built. The number of spaces in the Parking Reserve is increased as existing surface parking lots are redeveloped to another use. The Parking Manager administers the Parking Reserve and Parking Pool. [III D 4 and III D 5 of the Administration Section]
- J3 The intent is to allow most types and amounts of parking on surface lots only as an interim use to support the continued vitality of the Central City. A phased building plan must show that the property owner has a viable plan for full development of the property to ensure that the surface parking lot will not be the long term use of the site. The phased building plan may be amended as part of subsequent reviews of the surface parking lot. [Objective 4.7.6 of Policy 4.7, Surface Parking]
- J4 There may be some situations where Residential Parking in surface lots larger than 40,000 square feet is warranted. [Objective 4.8.4 of Policy 4.8, Residential Parking]

J. If the site is in the Core Area

- 1 If the proposal is for Growth, Visitor, or Residential/Hotel Parking The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking
- 2 If the proposal is for Preservation Parking
 - a There are adequate spaces in the Replacement Reserve or Pool, which are administered by the Parking Manager, and
 - b The Parking Management Plan includes measures to ensure that
 - (1) The parking is used primarily for commitments of at least 10 years to buildings that have less than 0.7 parking spaces per 1000 square feet of net building area, and
 - (2) Other uses of the parking will occur only when the spaces are not used by the contracted parkers
- 3 If the proposal is for Growth or Visitor Parking on a surface parking lot
 - a It will be an interim use only, as documented by the phased development plan,
 - b The phased development plan ensures that the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site, and
 - c The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking
- 4 If the proposal is for Residential/Hotel Parking on a surface parking lot, and the parking will serve a residential use, either I 4 a or I 4 b, below, apply
 - a If the total surface parking area on the site is 40,000 square feet or less and the parking is an interim use, the criteria of Paragraph I 3, above, are met, or
 - b If the total surface parking area on the site is more than 40,000 square feet or the parking is not an interim use, the Parking Management Plan includes measures to ensure that the surface parking is serving only the residential uses

Commentary

- J5 See Objective 4.10.5 of Policy 4.10, Compatibility of Parking Structures With Central City Character
- J6 See Objective 4.10.4 of Policy 4.10, Compatibility of Parking Structures With Central City Character
- K1 A parking management plan is required to ensure that parking is being managed consistent with conditions of approval and the intent for which the parking was approved. The requirements of the plan will vary depending upon the type and amount of parking requested. [III D 3 and III D 6 of the Administration Section]

- 5 If the proposal is for new access for motor vehicles within 75 feet of a Light Rail Alignment, but not on the alignment itself, criteria I 5 a through I 5 c, below, apply. If the proposal is for new access for motor vehicles on a Light Rail Alignment, criteria I 5 a through I 5 e, below, apply.
 - a There will not be a significant adverse impact on transit operations,
 - b There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation,
 - c There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact. On blocks where stations are located, the pedestrian environment on both sides of the streets will be considered and protected,
 - d Motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail alignment,
 - e The development includes at least 0.8 FAR of retail, office, hotel or residential development in the same structure and on the same block as the parking. The retail, office, hotel or residential development must be on multiple levels. For purposes of this paragraph, net building area will be counted towards this requirement if any portion of the floor to be counted is at or above any adjacent grade.

- 6 If the proposal is for a parking structure—a building where parking occupies more than 50 percent of the gross building area—within 100 feet of Fifth and Sixth Avenues between NW Glisan and SW Mill Streets.
 - a There will not be a significant adverse impact on the overall pedestrian environment and safety,
 - b There will not be a significant adverse impact on vehicle operation and safety, and
 - c The development includes at least 0.8 FAR of retail, office, hotel or residential development in the same structure and on the same block as the parking. The retail, office, hotel or residential development must be on multiple levels. For purposes of this paragraph, net building area will be counted towards this requirement if any portion of the floor to be counted is at or above any adjacent grade.

K. If the site is outside the Core Area

- 1 If the proposal is for Growth or Visitor Parking. The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.

Commentary

- K 2 See Objective 4 10 5 of Policy 4 10, Compatibility of Parking Structures With Central City Character The O B FAR of non-parking uses is not required outside the Core Area
- L 1 A parking management plan is required to ensure that parking is being managed consistent with conditions of approval and the intent for which the parking was approved The requirements of the plan will vary depending upon the type and amount of parking requested [III D 3 and III D 6 of the Administration Section]
- L 2 See III D 5 of the Administration Section

- 2 If the proposal is for new access for motor vehicles within 75 feet of a Light Rail Alignment, but not on the alignment itself, criteria K 2 a through K 2 c, below, apply If the proposal is for new access for motor vehicles on a Light Rail Alignment, criteria K 2 a through K 2 d, below, apply
 - a There will not be a significant adverse impact on transit operations,
 - b There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation,
 - c There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety A driveway is not automatically considered such an impact On blocks where stations are located, the pedestrian environment on both sides of the streets will be considered and protected, and
 - d Motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail alignment
- L. If the site is in the Lloyd District Subdistrict, Goose Hollow Subdistrict, or Central Eastside Sectors 2 or 3
- 1 If the proposal is for Growth or Visitor Parking The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan In addition
 - a If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking, and
 - b If the proposal is for Growth Parking to serve office uses, and there are more than 60 spaces included that will serve non-office uses The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking
 - 2 If the proposal is for Preservation Parking, the parking management plan includes measures to ensure that
 - a If the parking will serve office uses, the parking is used primarily for buildings that have less than the maximum ratio allowed for the parking sector, and
 - b If the parking will serve both office and non-office uses, and there are more than 60 spaces included that will serve non-office uses The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking, and
 - c Other uses of the parking will occur only when the building contracting for the parking does not need the spaces

Commentary

- L 3 See Objective 4 3 1 of Policy 4 3, Parking Ratios for New Development
- L 4 See Objective 4 7 6 of Policy 4 7, Surface Parking
- M See III D 5 a of the Administration Section
- N Most Undedicated General Parking is prohibited to limit new commuter parking (except carpools) to ensure that air quality is maintained [Policy 4 6, Parking Not In Conjunction With Specific Development] These provisions for "replacement parking" reflect regulations adopted by City Council in early 1994 as interim regulations for the Westside Light Rail Station Area Planning Program

- 3 If the proposal is for Growth or Preservation Parking for non-office uses, and there will be more than 60 spaces on the site
 - a There will not be a significant adverse impact on transit operations,
 - b There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation, and
 - c There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety A driveway is not automatically considered such an impact

- 4 If
 - a The site is in a C, E, OS, or R zone,
 - b The proposal is for Growth, Preservation, Visitor, or Residential/Hotel Parking, and
 - c The proposal is for a surface parking lot where the total surface parking area on the site is larger than 40,000 square feet in area,

The following must be met

- d The amount of parking area larger than 40,000 square feet will be an interim use only, as documented by the phased development plan,
- e The phased development plan ensures that the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site, and
- f The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking

M. If the site is in the Lloyd District, and the proposal is for Preservation Parking There are adequate spaces in the Replacement Reserve, which is administered by the Parking Manager

N. If the site is in the Goose Hollow Subdistrict, and the proposal is for Undedicated General Parking

- 1 The facility will provide parking primarily to those whose destination or residence is within the boundaries of the Goose Hollow Neighborhood, as shown on the most recent Neighborhood Boundaries Map published by the Office of Neighborhood Associations Long-term parking by others is prohibited Short-term parking may be made available to others if it is coupled with a mechanism to ensure it is short-term parking A parking management plan will be submitted to document how this criterion will be met,
- 2 The number of spaces provided is the same or less than the number of parking spaces being removed by the light rail construction,

Commentary

- 3 The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, access requirements, and neighborhood impacts,
- 4 The proposal will not by itself, or in combination with other parking facilities in the area, significantly affect the character of the area by discouraging housing and commercial uses which are compatible with a growing community,
- 5 If the proposal is for a surface parking lot, the proposed parking area will meet or exceed the landscaping and screening standards applicable to the site and for parking areas,
- 6 Design of the facility will provide for a safe and attractive pedestrian environment. Evaluation factors include the following: number and location of curb cuts, visibility at curb cuts, and adequate separation, landscaping, and screening between the sidewalk and surface parking areas to reduce the impact on adjacent public and private spaces, and
- 7 If the proposed access to the facility is within 75 feet of a light rail alignment, the access should be as far as possible from the light rail alignment. Access will be onto the right-of-way proposed for or containing the light rail alignment only if no other access is feasible.

Commentary

- O See Objective 4.3.1 of Policy 4.3, Parking Ratios for New Development, and Objective 4.7.6 of Policy 4.7, Surface Parking

- O. If the site is in the Lower Albina Subdistrict, North Macadam Subdistrict, or Central Eastside Sectors 1, 4, 5, or 6, or River District Sectors 1 or 2
 - 1 If the proposal is for parking on a surface lot where the total surface parking area on the site exceeds the threshold of Paragraph O 2, below, criteria O 3 through O 5, below, apply If the proposal is in an R, C, E, or OS zone, and is for Growth, Preservation, Visitor, or Residential/Hotel Parking, and is not created in conjunction with a regional attractor, criteria O 3 through O 8, below, apply
 - 2 **Threshold** The amount of surface parking area on the site is larger than 40,000 square feet, or the parking area covers more than 30 percent of the site, whichever is larger
 - 3 There will not be a significant adverse impact on transit operations,
 - 4 There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation,
 - 5 There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety A driveway is not automatically considered such an impact,
 - 6 The amount of parking area that exceeds the threshold in Paragraph O 2, above, will be an interim use only, as documented by the phased development plan,
 - 7 The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking, and
 - 8 The phased development plan ensures
 - a That the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site, and
 - b After the final phase is built, the threshold in Paragraph O 2, above, will not be exceeded

Commentary

808 200

This review applies only to parking lots that are required to go through a 5-year renewal process. It is just a check for compliance with conditions of previous approvals, and if there is a phased building plan, to check on reasonable progress on implementing the phasing.

808 300

This is the approval criteria for the one time "switch over" review for existing surface lots in the Core that currently have to re-apply for review every three years. To provide certainty for this review, the criteria refer back to the nondiscretionary standards in Subsections 33.510.263 H through L.

33.808.200 Renewal of Surface Parking Lots in the Central City Plan District

These approval criteria ensure that conditions of approval continue to be met and that, for those with a phased development plan, that reasonable progress towards development continues. The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A. The surface parking lot is in compliance with all conditions of approval and applicable provisions of the Zoning Code, and
- B. If there is an approved phased development plan for the parking lot, reasonable progress is being made towards meeting the plan.

33.808.300 Conversion of Surface Parking Lots

These approval criteria ensure that surface parking lots will be converted in a manner consistent with the Central City Transportation Management Plan. The review focuses more on physical improvements than operational elements, and encourages better urban design and mitigation of negative impacts. The request will be approved if the review body finds that the applicant has shown that the surface parking lot is in compliance with all of the regulations in Subsection 33.510.263 H through L of the Zoning Code.

Commentary

Other Amendments to Zoning Code

The following pages include amendments to a number of different parts of the Zoning Code. Some are substantive; others are merely "housekeeping" amendments. New language is underlined; deletions are shown in ~~strikethrough~~.

Commentary

33.510.225.C.1. When the space is converted to Retail Sales and Service or Office uses, HVAC and similar things will likely run just below the supporting beams, and a slightly dropped ceiling will be put in. This will result in a typical floor-to-ceiling height of 10 to 11 feet, which is adequate.

33.510.235. This deletes the current regulations.

Delete the Downtown Parking and Circulation Policy.

Because the Downtown Parking and Circulation Policy contains regulations that are incorporated into the Zoning Code by reference, its deletion is included here, with other amendments to the Zoning Code.

AMEND CHAPTER 33.510, CENTRAL CITY PLAN DISTRICT

33.510.112 Commercial Parking.

Commercial Parking is subject to special regulations in Sections 33 510 261 through 267 Visitor Parking and Undedicated General Parking, as described in Section 33 510 261, are Commercial Parking. The other types of parking are accessory parking, although some of them may operate as commercial parking

33.510.225 Required Retail Opportunity Areas

- A. **Purpose.** The required retail opportunity standards are intended to reinforce the continuity of retail display windows and retail stores and to help maintain a healthy retail district
- B. **Sites and development subject to the required retail opportunity areas standard.** Required retail opportunity areas are shown on Map 510-7 at the end of this chapter. On identified sites, all new development and all major remodeling projects must meet the standard below
- C. **Required opportunity area standard.** Buildings must be designed and constructed to accommodate retail Retail Sales And Service uses along at least 50 percent of the walls which front onto a sidewalk, plaza, or other public open space Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service uses

Areas designed to accommodate Retail Sales And Service uses must meet the following standards

- 1 The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams,
- 2 The area must be at least 25 feet deep, measured from the street frontage wall,
- 3 The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by the Bureau of Buildings, and
- 4 The street frontage wall must include windows and doors, or be structurally designed so doors and windows can be added when the space is converted to Retail Sales And Service uses

~~33.510.235 Parking. Delete entire section~~

DELETE THE DOWNTOWN PARKING AND CIRCULATION POLICY

Commentary

Demolitions

The intent is to ensure that buildings will not be demolished in order to provide a surface parking lot, particularly in areas of high transit and pedestrian activity [Objective 4.7.2 of Policy 4.7, Surface Parking]

A This standard applies now in the CX zone throughout the city

33.700.070

D 2 f This clarifies what is meant by terms used in these amendments, such as "up to 20 spaces"

33.510.242 Demolitions

A. Landscaping. In R, C, and E zones, sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through design review in design zones, and issuance of a building permit outside of design zones. The landscaping must meet at least the L1 standard of Chapter 33 258, Landscaping and Screening, except that no shrubs or trees are required.

B. Replacement of demolished ground floor area. In R, C, and E zones, if a building is demolished after September 1, 1994, the square footage of the ground floor of the demolished building must be replaced as follows. Adjustments to the requirement of this Subsection are prohibited.

1 In the Core Area, the square footage must be replaced on the same block as the demolished building. This replacement must occur before or at the same time as any other development or redevelopment on the block, other than landscaping.

2 Outside the Core Area, the square footage must be replaced on the same site as the demolished building. This replacement must occur before or at the same time as any other development or redevelopment on the site, other than landscaping.

AMEND CHAPTER 33.700, ADMINISTRATION AND ENFORCEMENT

33.700.070 General Rules for Application of the Code Language

A. through C. [No change]

D. Terms

1 [No change]

2 Tenses and usage

a through e [No change]

f When used with numbers, "Up to x," "Not more than x" and "a maximum of x" all include x.

Commentary

AMEND CHAPTER 33.910, DEFINITIONS

Short term parking. Parking having a duration of four hours or less

Long term parking. Parking having a duration of more than four hours

Carpool. At least two people sharing a vehicle at least four days per week, generally for the purpose of commuting to work

Block. All of the property bounded by streets, rights of way, and water features, but is not divided or separated in any way by streets, rights of way, or water features

Floor Area. The total floor area of the portion of a building that is above ground. Floor area is measured from the exterior faces of a building or structure. Floor area includes the area devoted to structured parking that is above ground level. Floor area does not include the following

- Areas where the elevation of the floor is 4 feet or more below the lowest elevation of an adjacent right-of way,
- Roof area,
- Roof top mechanical equipment, and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for 50 percent or more of their perimeter

Gross Building Area. The total floor area of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area does not include the following

- Roof area,
- Roof top mechanical equipment, and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for 50 percent or more of their perimeter

Net Building Area. Gross building area, excluding parking areas

Light Rail Alignment. A street, or other public right-of-way, that has a light rail line in it, or that has been designated as a preferred alternative light rail alignment

Preferred Alternative Light Rail Alignment. A street, or other public right-of-way, designated by City Council and the regional transit agency as a future light rail alignment after completion of a Draft Environmental Impact Statement (DEIS)

Phased Development Plan. A phased development plan includes the following

- A site plan showing the proposed final development of the site and phases, including the initial and interim phases
- A written statement describing each phase, including the potential uses, and the approximate timeline for each phase of development

Regional Attractor. A Major Event Entertainment Use, Commercial Outdoor Recreation Use, or Community Service Use with more than 100,000 square feet of net building area

Commentary

Structured and Surface Parking. These changes clarify the difference between a "true" surface parking lot—one that sits on the ground—and situations where the top of a parking structure is at grade, and so has similar appearance to a surface parking lot.

Structured Parking. The definition of Floor Area specifically excludes roof area. Rooftop parking is structured parking, but because it is not floor area, it is not included in calculations of FAR.

Structured Parking. A covered structure or portion of a covered structure that provides parking areas for motor vehicles Parking on top of a structure—where there is gross building area below the parking, but nothing above it—is structured parking. The structure can be the primary structure for a Commercial Parking facility or be accessory to multi-dwelling residential, commercial, employment, industrial, institutional or other structures. A structure that is accessory to a single-dwelling residential structure (including houses, attached houses, duplexes, mobile homes, or houseboats) is a garage and is not included as structured parking. See also Garage, Parking Area, and Underground Parking.

Surface Parking. A parking area for motor vehicles where there is no gross building area below the parking area and no gross building area or roof above it. Area occupied by small, permanent buildings, such as booths used by parking attendants, is not parking area. Temporary vending carts are not gross building area.

Commentary

Table 266-1. This is a technical amendment, clarifying that there are no minimum parking requirements in the Central City plan district except for residential uses in part of the Core Area

AMEND CHAPTER 33.266, PARKING AND LOADING

Table 266-1 Required Parking Spaces By Zone (Amended by Ord No 167054, effective 10/25/93)	
Zone	Requirement
OS, RF - RH, IR, CN2, CO1&2, CG, EG, I	<p><u>None required inside the Central City plan district, except for residential uses. See Chapter 33 510.</u></p> <p><u>Outside the Central City plan district</u> See Table 266-2</p>
EX	<p><u>None required inside the Central City plan district, except for residential uses. See Chapter 33 510 unless required by the Downtown Parking and Circulation Policy.</u></p> <p>Outside the Central City plan district Minimum of 1 per 1000 sq ft Maximum of Table 266-2, except</p> <ol style="list-style-type: none"> 1) Retail, personal service, repair-oriented have a maximum of 1 per 200 sq ft , 2) Restaurants, etc have a maximum of 1 per 75 sq ft , and 3) Household Living, minimum of 0 for 1 to 3 units, 1 per 2 units for four+ units, and SROs exempt
CN1	<p>None required, except for residential uses</p> <p><u>Inside the Central City plan district, see Chapter 33 510.</u></p> <p><u>Outside the Central City plan district</u> (see Table 266-2) Maximum of 1 space per 2,500 sq ft of site area</p>
CM, CS	None required
RX, CX	<p><u>None required inside the Central City plan district, except for residential uses. See Chapter 33 510.</u></p> <p><u>None required outside the Central City plan district</u></p> <p><u>None, unless required by the Downtown Parking and Circulation Policy</u></p>

Commentary

33.266.130 and .140. These changes clarify that, where the top of a parking structure is at grade, the setbacks and perimeter landscaping standards for surface parking lots apply. No interior landscaping is required.

AMEND CHAPTER 33.266, PARKING AND LOADING

33.266.130 Development Standards for All Other Uses

A through D. [No change]

E. Setbacks and perimeter landscaping for surface parking areas. The minimum required setbacks and landscaping for surface parking areas are stated in Table 266-4. The setback and landscaping requirements also apply to any portion of structured parking area where the parking area is within 4 feet of adjacent grade and there is no roof over it. The landscaping requirements also apply to parking area driveways. The setbacks apply when a parking area abuts a street or lot line. For stacked parking areas, see 33 266 140 below

Table 266-4 Minimum Parking Area Setbacks And Perimeter Landscaping		
Location	All zones except EG2 and IG2	EG2, IG2
Lot line abutting street	5 ft / L2 or 10 ft / L1	10 ft / L2 or 15 ft / L1
Lot line abutting a C, E, or I zone lot line	5 ft / L2 or 10 ft / L1	5 ft / L2 or 10 ft / L1
Lot line abutting a OS or R zone lot line	5 ft / L3	10 ft / L3

F and G. [No change]

33.266.140 Stacked Parking Areas

(Amended by Ord No 164014, effective 3/27/91) Stacked parking areas must comply with all of the development standards of Section 33 266 130 above, except for those standards superceded by this section

A and B. [No change]

C. Interior landscaping for surface parking areas. The minimum interior landscaping requirement for surface parking areas is one tree per 5,000 square feet of site area. If surrounded by cement, the tree planting area must have a minimum dimension of 4 ft. If surrounded by asphalt, the tree planting area must have a minimum dimension of 3 ft. Trees must be protected from potential damage by vehicles through the use of bollards, curbs, wheel stops, or other physical barriers

Commentary

33.815.120 The existing criteria for commercial parking in the CX, EX, and RX zones are modified below so they will apply only outside the plan district

AMEND CHAPTER 33.815, CONDITIONAL USES

33.815.120 Commercial Parking Facilities in the RX, CX, and EX Zones, Outside the Central City Plan District

(Amended by Ord No 163697, effective 1/1/91) These approval criteria provide for commercial parking facilities which support Central City intensive development outside the Central City Plan District It is not intended to allow parking facilities in such quantity, concentration, or appearance that they detract from the desired commercial, employment, or residential character of the zones The approval criteria are

- A. The proposal will not by itself, or in combination with other commercial parking facilities in the area, significantly lessen the overall desired character of the area,
- B. The parking facility is in conformance with either the Arterial Streets Classifications and Policy ~~es or the Downtown Parking and Circulation Policy~~, depending upon location,
- C through E. [No change]

AMEND CHAPTER 33.120, MULTI-DWELLING ZONES

33.120.100 Primary Uses

(Amended by Ord No 167186, effective 12/31/93)

- A. **Allowed uses.** [No change]
- B. **Limited uses.** [No change]

1 through 3 [No change]

- 4 Commercial Parking in RX This regulation applies to all parts of Table 120-1 that have note [4] Outside the Central City plan district, Commercial Parking facilities in parking structures is are a conditional use Commercial Parking facilities in surface lots is are prohibited Within the Central City plan district, there are special regulations, See Chapter 33 510 Any ground floor retail requirements that result from other regulations continue to apply and are reviewed as part of the ~~conditional~~ land use review process

Commentary

AMEND CHAPTER 33.130, COMMERCIAL ZONES

Table 130-1 Commercial Zone Primary Uses (Amended by Ord No 167186, effective 12/31/93)								
Use Categories	CN1	CN2	CO1	CO2	CM	CS	CG	CX
Residential Categories	[No change]							
Commercial Categories	[No change]							
Retail Sales And Service								
Office								
Quick Vehicle Servicing								
Vehicle Repair								
Commercial Parking	N	N	N	N	N	Y L[11]	Y L[11]	CU [11]
Self-Service Storage	[No change]							
Commercial Outdoor Recreation								
Major Event Entertainment								
Industrial Categories	[No change]							
Institutional Categories	[No change]							
Other Categories	[No change]							

Y = Yes, Allowed

L = Allowed, But Special Limitations

CU = Conditional Use Review Required

N = No, Prohibited

Notes

- The use categories are described in Chapter 33 920
- Regulations that correspond to the bracketed numbers [] are stated in 33 130 100 B
- Specific uses and developments may also be subject to regulations in the 200s series of chapters

33.130.100 Primary Uses

(Amended by Ord No 167186, effective 12/31/93)

A. Allowed uses. [No change]

B. Limited uses. [No change]

1 through 10 [No change]

11 Commercial Parking This regulation applies to all parts of Table 130-1 that have note [11] Outside the Central City plan district, Commercial Parking is an allowed use in the CS and CG zones, and is a conditional use in the CX zone. Within the Central City plan district, there are special regulations, See Chapter 33 510.

Commentary

AMEND CHAPTER 33.140, EMPLOYMENT AND INDUSTRIAL ZONES

Table 140-1 Employment and Industrial Zone Primary Uses (Amended by Ord No 166920, effective 10/1/93 Amended by Ord No 167186, effective 12/31/93)						
Use Categories	EG1	EG2	EX	IG1	IG2	IH
Residential Categories	[No change]					
Commercial Categories	[No change]					
Retail Sales And Service	[No change]					
Office						
Quick Vehicle Servicing						
Vehicle Repair						
Commercial Parking	Y L [13]	Y L [13]	CU [13]	CU [13]	CU [13]	CU [13]
Self-Service Storage	[No change]					
Commercial Outdoor Recreation						
Major Event Entertainment						
Industrial Categories	[No change]					
Institutional Categories	[No change]					
Other Categories	[No change]					

Y = Yes, Allowed

L = Allowed, But Special Limitations

CU = Conditional Use Review Required

N = No, Prohibited

Notes

- The use categories are described in Chapter 33 920
- Regulations that correspond to the bracketed numbers [] are stated in 33 140 100 B
- Specific uses and developments may also be subject to regulations in the 200s series of chapters

33.140.100 Primary Uses

A. Allowed uses. [No change]

B. Limited uses. [No change]

1 through 12 [No change]

13 Commercial Parking This regulation applies to all parts of Table 140-1 that have note [13]. Outside the Central City plan district, Commercial Parking is an allowed use in the EG zones, and a conditional use in the EX and I zones. Within the Central City plan district, there are special regulations, See Chapter 33 510.

Commentary

Maps

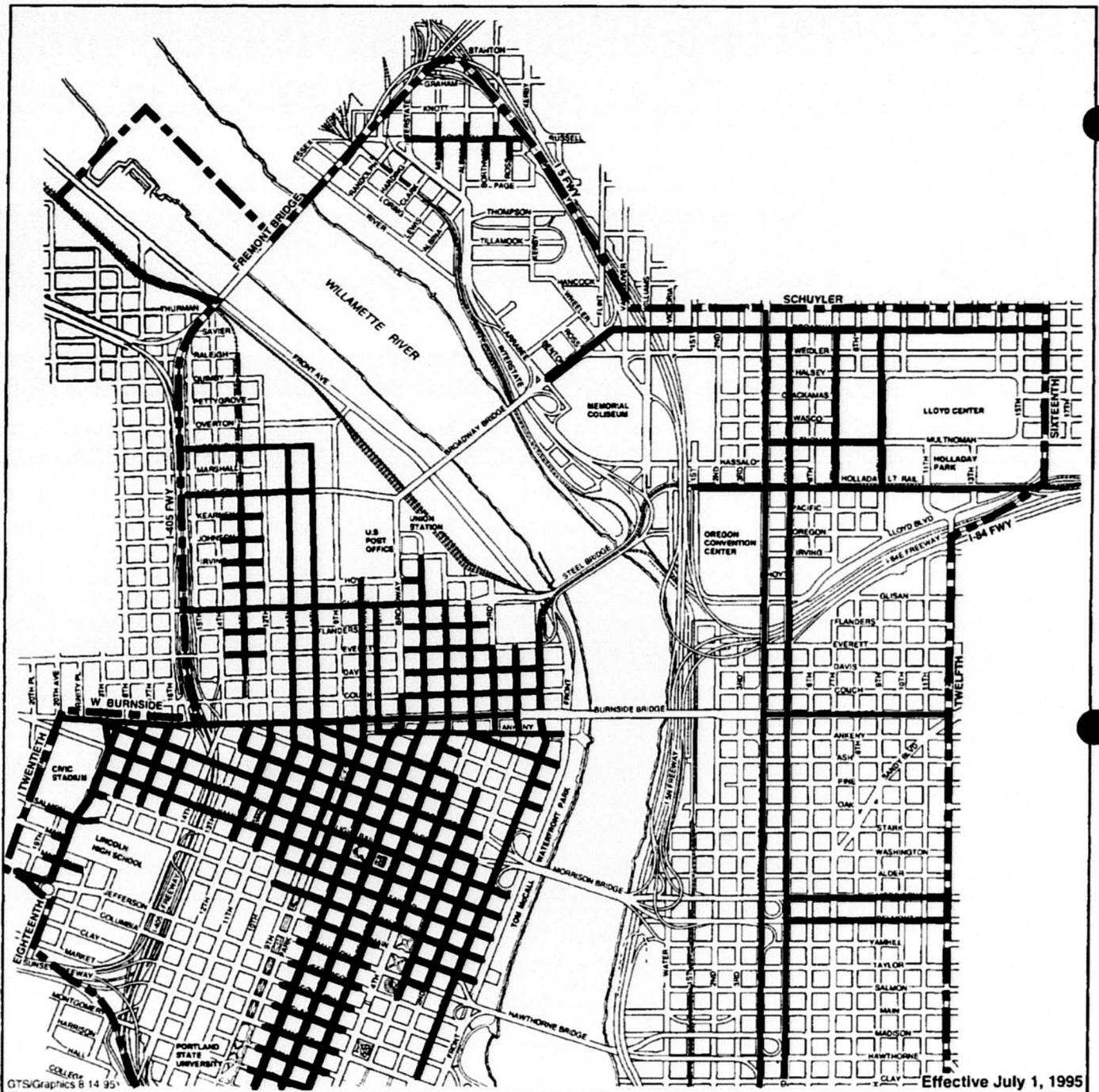
The maps on the following pages will be included in the Zoning Code:

510-6, Required Building Lines. This map is in the Code now, and is being amended

510-8, Core and Parking Sectors—Interim. New map, will be in place until EPA approval

510-8, Core and Parking Sectors—EPA. New map, will take effect after EPA approval

510-9, Parking Access Restricted Streets. Modification of a map now in the Downtown Parking and Circulation Policy



Effective July 1, 1995

Map 510-6

Required Building Lines

Map 1 of 2

NORTH

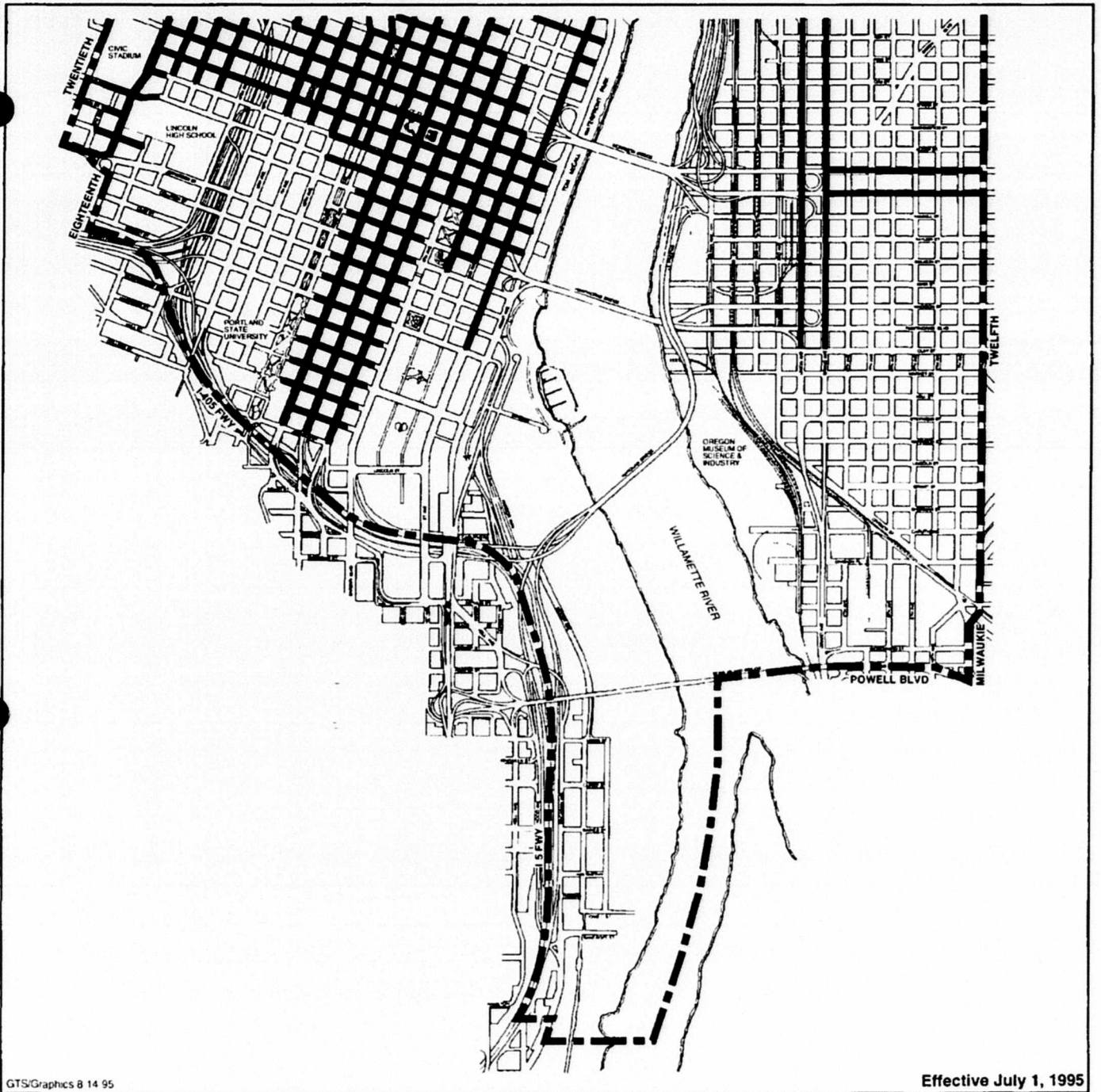
0' 600' 1200'

Scale in Feet

Required Building Lines

Central City Plan District Boundary

Bureau of Planning • City of Portland, Oregon



GTS/Graphics 8 14 95

Effective July 1, 1995



Required Building Lines

Central City
Plan District Boundary

Map 510-6 Required Building Lines

Map 2 of 2

Bureau of Planning • City of Portland, Oregon