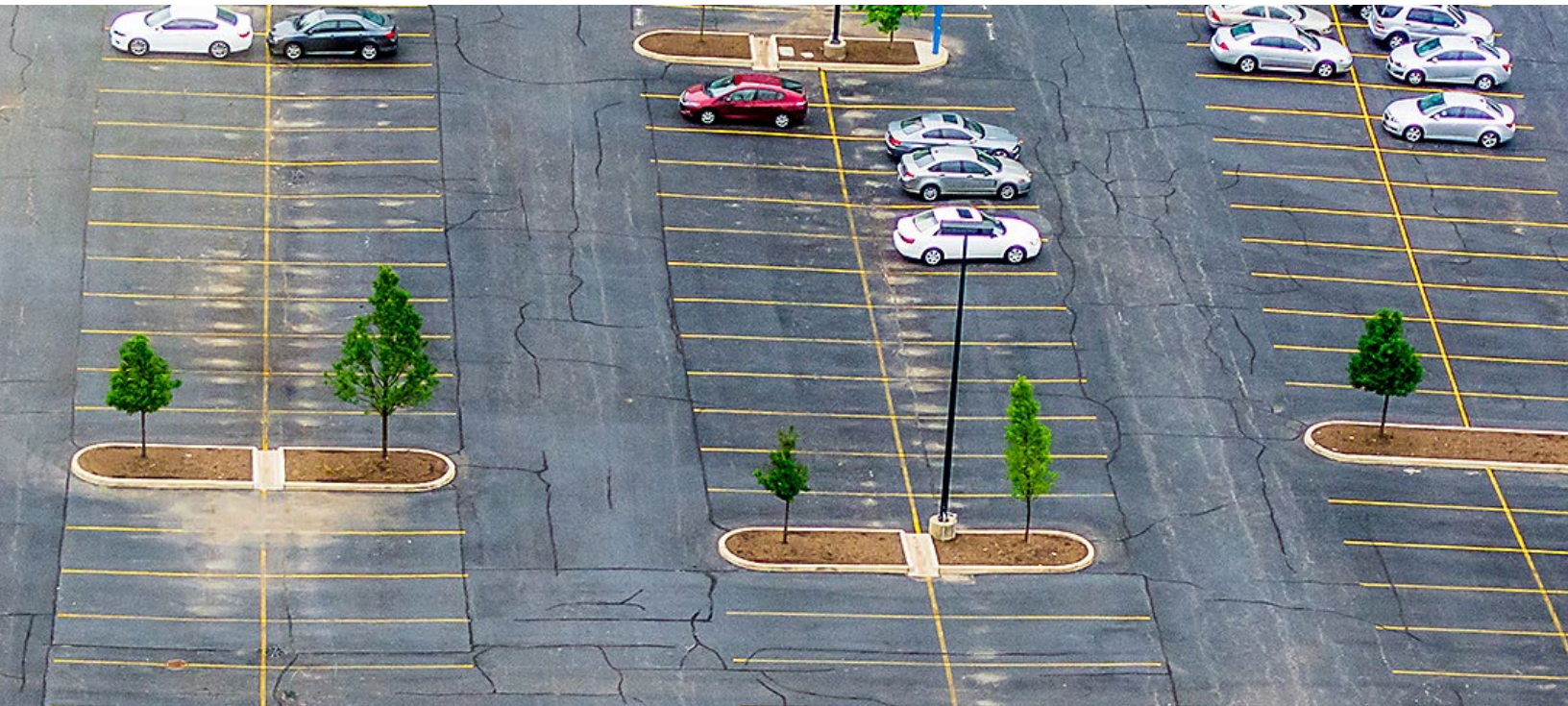
Parking Compliance Amendments Project

March 17, 2023 – Proposed Draft

THE BUREAU OF
PLANNING &
SUSTAINABILITY



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How can I participate?

1. **Watch the public hearing** (live stream and recorded) at portland.gov/bps/planning/planning-commission

2. **Testify at the Planning Commission hearing.** The hearing on April 11, 2023, at 12:30 p.m. will be a hybrid format with options to participate either in-person or virtually using a computer, mobile device, or telephone. You must sign up to testify in advance. To testify before the Commission in person or virtually:
   - Use the QR code to the right to sign up on your mobile device; or
   - Visit the project website at portland.gov/bps/planning/pcap

   After registering, you will receive a confirmation email containing information about joining the hearing. **The deadline to sign up for the April 11 hearing is Monday, April 10 at 5:00 p.m.** Individuals have three minutes to testify, unless stated otherwise at the hearing.

3. **Submit written testimony.** We strongly encourage electronic written testimony. Written testimony must be received by the time of the hearing and must include your name and address.

portlandmaps.com/bps/mapapp Click on "Parking Compliance Amendments Project" then click the "Testify" button. Testifying in the Map App is as easy as sending an email.	Portland Planning Commission PCAP Testimony 1810 SW 5th Ave, Suite 710 Portland, OR 97201

Contact Project Staff:

JP McNeil, Project Manager: 503-823-6046 | Jason.mcneil@portlandoregon.gov

Acknowledgments

City Council

Ted Wheeler, Mayor
Rene Gonzalez
Mingus Mapps
Carmen Rubio
Dan Ryan

Portland Planning Commission
Michael Alexander
Wade Lange
Mary-Rain O'Meara
Nikesh Patel
Michael Pouncil
Steph Routh
Eli Spevak
Erica Thompson

Bureau of Planning and Sustainability
Carmen Rubio, Commissioner-in-Charge
Donnie Oliveira, Director
Patricia Diefenderfer, Chief Planner

Project Staff
Sandra Wood, Principal Planner
JP McNeil, City Planner, Project Manager
Phil Nameny, City Planner
Shannon Buono, Senior Planner

Partner Bureaus
Bureau of Development Services: Andy Gulizia
Bureau of Transportation: Eric Hesse, Peter Hurley, Liz Horman

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Section I: Staff Report

Staff Proposal

Bureau of Planning and Sustainability staff proposes that the Planning Commission recommends that City Council:

- Adopt this report
- Amend Zoning Code Chapter 33.266, Parking, Loading, and Transportation and Parking Demand and other sections of Title 33 as listed in the Proposed Draft. The amendments implement changes in state law that require removal of minimum parking requirements, update maximum parking requirements, and add new green feature standards for larger surface parking lots.

Project Summary

The Parking Compliance Amendments Project brings city Zoning Code regulations into compliance with the State's administrative rule changes approved in 2022 through the Climate Friendly and Equitable Communities (CFEC) rulemaking process. The new rules require cities to remove or severely restrict the amount of minimum parking requirements within the zoning codes. The Parking Compliance Amendments Project removes minimum parking requirements citywide and makes other adjustments to parking maximums and parking standards to align with the adopted rules. These rules are required to be implemented in the Portland Zoning Code by June 30, 2023.

The zoning code amendments found in Section II include changes needed to implement the four project proposals. The amendments also bring regulations in various sections of the code into consistency with each other, clarify rules, or make other changes to bring the regulations into conformance with the State rules. These proposals are described in more detail below.

Proposal
1. Remove minimum parking requirements
2. Update and simplify parking maximums
3. Add new development standards for surface parking lots
4. Miscellaneous technical items

Background

Throughout 2021 and 2022, the Department of Land Conservation and Development (DLCD) developed a set of state criteria called the Climate Friendly and Equitable Communities (CFEC) rulemaking. These rules apply to the eight most populated regions in the state and require communities within those areas to change their local transportation and land use plans to do more to ensure Oregonians have safe, comfortable ways to get around and don't have to drive long distances just to meet their daily needs. The rules are intended to support the state's goals

for reducing transportation-related pollution, which accounts for approximately 38% of Oregon's climate pollution. These rules were adopted by the Land Conservation and Development Commission and put in place in July 2022.

There are many components to the rules, including the need to designate "climate-friendly areas." A future project will address this requirement and is anticipated to begin in 2025 as it must be coordinated with upcoming Metro planning work. The proposed project implements those CFEC rules that have more immediate implementation deadlines and are related to parking. One component of the newly adopted state rules– to augment the state Building Code requirements for electric vehicle (EV) infrastructure – has already been adopted by City Council and goes into effect on March 31, 2023.

Another component waiving parking mandates applied directly to development applications beginning January 1, 2023. Those rules require the waiver of parking mandates in areas within ½ mile of frequent transit or ¾ mile of a rail station, and waivers for certain development types such as childcare facilities, small residential units, and affordable housing.

As they pertain to the parking-related rules, the CFEC rules require cities to amend their zoning/development regulations to either remove minimum parking requirements citywide, or to remove them for the areas/development affected by the rules that went into effect on January 1, in conjunction with other parking management provisions. Whichever option is chosen, the updates are to be accompanied by changes related to parking maximums, creation of special standards for mid- to large-sized parking lots, and limits on the amount of a site used for surface parking. These changes need to be implemented by June 30, 2023.

Finally, the CFEC also includes rules that are specific to Portland for new parking structures. The City has received an extension and is not required to implement those rules until 2025, when DLCD is expected to provide clearer guidance for how those rules are to be implemented.

Proposals

The focus of the Parking Compliance Amendments Project is to implement the new parking mandate rules and parking lot design requirements mandated by the CFEC rulemaking. The zoning code amendments are grouped into the following proposals:

1. **Removal of minimum parking requirements.** The CFEC rules require the removal of either most or all minimum parking requirements. The rules provide two options for meeting the requirement:
    - Remove all minimum parking mandates citywide, or
    - Reduce mandates in some but not all areas. This option requires cities to meet certain requirements including unbundling parking (i.e., not linking parking spaces to specific dwelling units in a development), identifying "climate-friendly areas" and removing parking mandates in those areas, increasing the amount of paid parking, taxing parking lot revenue, and more.

To come into compliance with the CFEC rules, this project proposes to remove all minimum parking mandates. There are several reasons for this. The first is that it is in alignment with long-standing City policy decisions that have reduced minimum parking requirements over time beginning in the 1980s. This policy was initiated in downtown with the Central City Plan and more recently in single-dwelling zones with the Residential Infill Project. The cumulative effect of these policies is that there are only a few areas of the city where minimum parking requirements still exist, mostly on the outer fringes of the city (see Figure 1). Nearly 90% of these areas are zoned for open space or industrial uses. As a result, the impacts of removing the remaining minimum parking requirements would have minimal effect since they only apply to a limited geography and in areas where there is adequate land supply for parking to be provided based on market demand rather than a mandate.

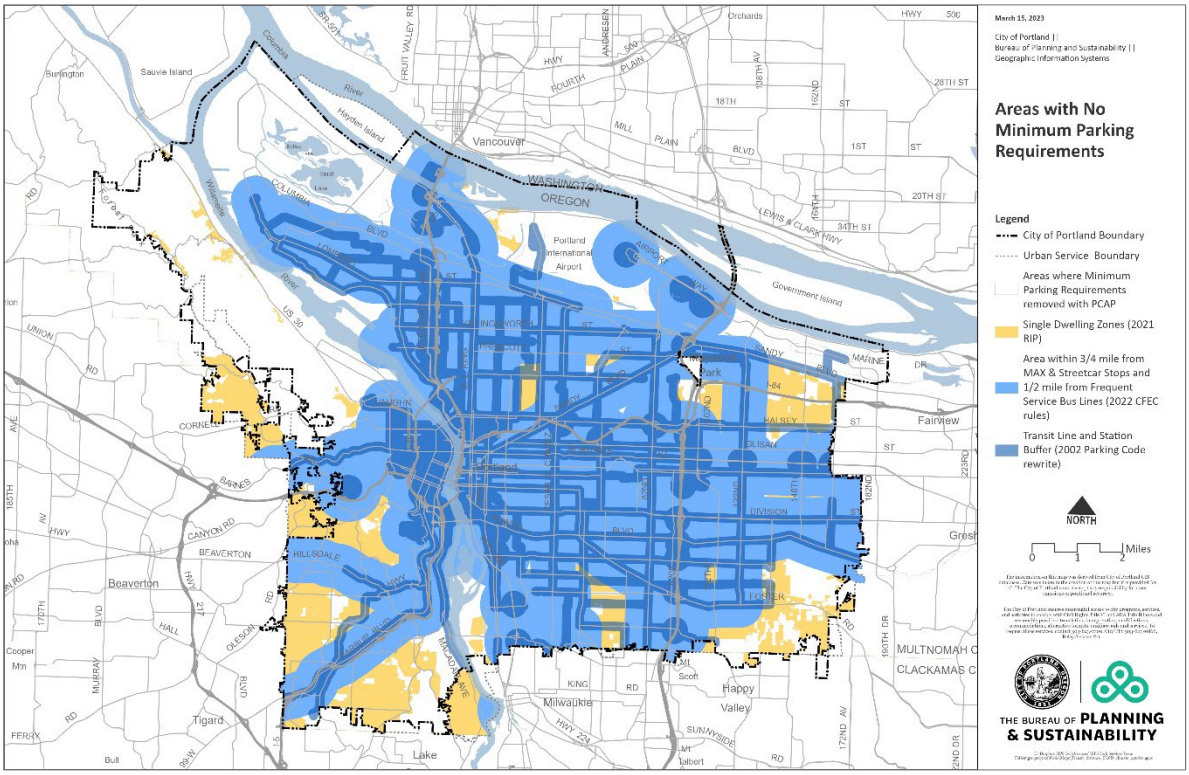

Figure 1. *The colored areas are those that currently have no minimum parking requirements. The white areas within the city boundary are areas where minimum parking mandates would be removed with PCAP.*

The second reason this project proposes to remove minimum parking requirements is that zoning code regulations will be more consistent across the city and, consequently, the regulations will be easier to understand and implement. If Portland were to maintain some minimum parking requirements, meeting the alternative CFEC rules would require more complex analysis and complex regulations that would only apply in a very limited area.

The bulk of the amendments in this proposal will remove all references to minimum parking requirements in the main parking chapter, 33.266, as well as other references to

parking minimums and required parking throughout the zoning code. They will also result in the removal of a series of exemptions/exceptions to minimum parking since they are no longer needed, further simplifying the parking chapter.

2. **Update and simplify parking maximums.** The City established parking maximums many years ago in accordance with the requirements of Metro. The CFEC rules provide a new set of parking maximum requirements and guidelines for cities to follow. These amendments align parking maximums with the CFEC rules and also simplify some of the ratios to be more straightforward by rounding them to easier to use numbers.

   The project also amends some of the exceptions to the parking maximums to simplify their application citywide and to align structured parking maximums with city goals to shift away from providing too much parking for single-occupant vehicles. Currently, maximums for structured parking have no upper limit. These amendments provide a maximum limit for structured parking that is better aligned with the parking maximums for surface parking while still providing some incentive for structured parking over surface parking.

   In several plan districts, special parking maximums have been added over time, some of which pre-date the addition of the maximums in Chapter 33.266 of the Zoning Code. In cases where the plan district parking maximums are identical or almost identical to the base Zoning Code Chapter 33.266 maximums, the plan district regulations were removed or simplified so that the Chapter 33.266 maximums apply in more areas.

3. **Development standards for mid- to large-size surface parking lots.** The CFEC rules include several requirements for surface parking lots. One rule applies to large land uses with 65,000 square feet of floor area and limits the amount of surface parking area to equal the amount of building area on site.

   A second rule applies to surface lots in excess of ¼ acre. This rule has two components. The first requires that new parking areas that are over a ¼ acre in size incorporate green features that may include tree shading, the provision of solar panels, or a state green building option (the latter only applies to public buildings). The second requirement mandates that accessways on these lots include trees along the accessway and include pedestrian paths. The project amendments incorporate these requirements into the development standards for parking lots in section 33.266.130.

4. **Miscellaneous technical items.** The amendments above create some additional situations where the code needs clarification when referencing parking regulations or that are being changed with this project. Several miscellaneous amendments are being made to further clarify the intent of the code in those situations. More detail can be found in the commentary and code amendments in Section II of this report.

Guiding Principles

The 2035 Comprehensive Plan includes five guiding principles, recognizing that implementation of the plan must be balanced, integrated and multi-disciplinary. The Parking Compliance Amendments Project helps advance these guiding principles in the following ways:

1. Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

This project, in conjunction with the full CFEC package implementation, advances this principle by supporting policies to reduce driving, improve transportation choices, and create communities where daily needs can be met by walking, biking, remote access, or taking transit. According to DLCD, transportation is the second highest household cost. Better access to alternative transportation options that cost less than driving takes some of the burden off lower-income Portlanders, many of whom are communities of color.

Excess parking has a significant negative impact on housing costs. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. According to the DLCD literature explaining the CFEC rules, approximately one-sixth of Oregon renter households own zero vehicles. Carless households tend to be the poorest households. Eliminating parking mandates removes the cost of parking from new development and makes parking an amenity that can be opted into. This supports the provision of affordable housing in more areas of the city so that more Portlanders have access to employment, education, and culturally appropriate food, goods, services, recreational and cultural opportunities, and social spaces in high amenity areas.

2. Economic Prosperity

Support a low-carbon economy and foster employment growth, competitiveness, and equitably-distributed household prosperity.

This project, as part of the larger CFEC package being implemented incrementally, advances this principle by supporting low-carbon transportation options for Portlanders and disaggregating the cost of parking from development so that non-car owners are not burdened with parking costs. These amendments support lower-cost and climate friendly transportation options, which can provide economic benefits to individuals and households across Portland.

3. Human Health

Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

The Parking Compliance Amendments Project furthers this principle in several ways. Disaggregating parking costs from housing costs lowers the overall of cost of housing and, when coupled with the other elements of the CFEC rules, this offers more opportunities for more

Portlanders to enjoy walkable and rollable neighborhoods and encourages more active mobility through reduced automobile use. The proposed changes, coupled with the larger CFEC rules that will be implemented by the city in the future, support lower-carbon communities that are less reliant on fossil-fuel burning vehicles. Further, the parking area green features rules require increased tree canopy for parking areas over ¼ acre in size, which will help provide shade and heat absorption to reduce the impacts of the sometimes-deadly urban heat island effect.

4. Environmental Health

Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

This project furthers this principle in several ways. First, as noted above, the green features for larger parking areas help to reduce urban heat island effects and increase carbon capture and stormwater absorption. The rules also incorporate the inclusion of solar production as an option for larger parking areas to offset the fossil fuels consumed by motorized vehicles. Further, removal of minimum parking requirements and right-sizing maximum parking requirements will contribute to less land used for parking areas, more space for people, less need to expand the urban growth boundary, and will support a transportation network less reliant on cars.

5. Resilience

Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

This principle is furthered by supporting a transportation system less reliant on cars and a change to less carbon-dependent modes. Making the city more attractive for walking, cycling, and transit use is an important strategy to reduce carbon from the transportation sector and to develop a low-carbon, resilient infrastructure system for Portland. A more walkable/bikeable city is also preparation from natural hazards like storms and earthquakes that could make the roadways impassable to cars.

Community Engagement

The Parking Compliance Amendments Project is a compliance project in response to a state mandate that includes a tight compliance timeframe (the zoning code amendments must be implemented by June 30, 2023). It is a challenge to conduct robust community engagement under such a short timeline and given the inflexibility of options for meeting the CFEC rules. However, these amendments follow on a broader community engagement program employed by the State of Oregon during the CFEC rulemaking process.

The state's process took place over the course of two years. It included a 40-person advisory committee with representatives from all of Oregon's eight urban areas, home builders, realtors,

representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community serving organizations. DLCD staff held two series of virtual community conversations in 2021, for a total of nine sessions. DLCD also hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups. Hundreds of Oregonians attended one or more of these meetings, community conversations, work groups, or practitioner meetings, and hundreds more submitted comments on the rules.

Locally, notice of the upcoming Planning Commission public hearing on April 11, 2023, was sent in compliance with 33.740.020.B. Over the course of March and April 2023, staff will be meeting with neighborhood representatives through the district coalition networks as well as any other interested stakeholders. Testimony on the proposals can be submitted via the Bureau of Planning and Sustainability MapApp or in person at the April 11, 2023, Planning Commission public hearing. There will also be a public hearing at City Council later in the spring of 2023.

Section II: Zoning Code Amendments

This section presents amendments to the Zoning Code. The section is formatted to facilitate readability by showing code amendments on the right-hand (odd) pages and related commentary on the facing left-hand (even) pages.

How to read these amendments:

- Language to be added is show in <u>underline</u>.
- Language to be deleted is show in ~~strikethrough~~.

Commentary

33.120 Multi-Dwelling Zones

This amendment updates the reference to section 33.120.305 in the table of contents to match the current title of chapter 33.266.

33.120 Multi-Dwelling Zones

120

Sections:

General
33.120.010 Purpose
33.120.020 List of the Multi-Dwelling Zones
33.120.030 Characteristics of the Zones
33.120.040 Other Zoning Regulations
33.120.050 Neighborhood Contact
Use Regulations
33.120.100 Primary Uses
Development Standards
33.120.200 Housing Types Allowed
33.120.205 Development on Lots and Lots of Record
33.120.206 Minimum Required Site Frontage for Development
33.120.210 Floor Area Ratio
33.120.211 Floor Area Bonus Options
33.120.212 Maximum Density
33.120.213 Minimum Density
33.120.215 Height
33.120.220 Setbacks
33.120.225 Building Coverage
33.120.230 Building Length and Façade Articulation
33.120.231 Main Entrances
33.120.232 Street-Facing Facades
33.120.235 Landscaped Areas
33.120.237 Trees
33.120.240 Required Outdoor and Common Areas
33.120.250 Screening
33.120.255 Pedestrian Standards
33.120.260 Recycling Areas
33.120.270 Alternative Development Options
33.120.275 Development Standards for Institutions
33.120.280 Detached Accessory Structures
33.120.283 Additional Development Standards for Structured Parking and Garages
33.120.284 Additional Development Standards for Flag Lots
33.120.285 Fences
33.120.290 Demolitions
33.120.300 Nonconforming Development
33.120.305 Parking, ~~and~~ Loading, and Transportation and Parking Demand Management
33.120.310 Signs
33.120.320 Inclusionary Housing
33.120.330 Street and Pedestrian Connections

33.120.235 Landscaped Areas
This amendment updates the reference to section 33.120.305 in the table of contents to match the current title of chapter 33.266.

33.120.305 Parking and Loading
This amendment updates the name of the section to match the current title of chapter 33.266 and rephrases the text to remove reference to parking minimums. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

Supplemental Information
Map 120-1 Civic and Neighborhood Corridors
Map 120-2 Minimum Required Site Frontage Areas
Map 120-3 Pattern Areas

33.120.235 Landscaped Areas

A-B. [No change]

C. Additional landscaping standards.

1. [No change]
2. Parking areas. Perimeter and internal parking area landscaping standards are stated in Chapter 33.266, Parking, ~~and~~ Loading, and Transportation and Parking Demand Management.

Table 120-7 Institutional Development Standards [1]	
Minimum Site Area for New Uses	10,000 sq. ft.
Maximum Floor Area Ratio [2]	2 to 1
Maximum Height [3]	75 ft.
Minimum Building Setbacks [2]	1 ft. back for every 2 ft. of bldg. height, but in no case less than 10 ft.
Maximum Building Coverage [2]	70% of site area
Minimum Landscaped Area [2,4]	20% of site area
Buffering from Abutting Residential Zone [5]	10 ft. to L3 standard
Buffering Across a Street from a Residential Zone [5]	10 ft. to L1 standard
Setbacks for All Detached Accessory Structures Except Fences	10 ft.
Parking and Loading	See Chapter 33.266, Parking, and Loading, and Transportation and Parking Demand Management.
Signs	See Title 32, Signs and Related Regulations

33.120.305 Parking, ~~and~~ Loading, and Transportation and Parking Demand Management
The regulations for vehicle parking, bicycle parking, loading, and transportation and parking demand management are stated in Chapter 33.266, Parking, Loading, and Transportation and Parking Demand Management. ~~The standards for the minimum required and maximum allowed number of auto parking spaces, required number of bike parking spaces, parking lot placement, parking lot setbacks and landscaping, loading areas and driveways are stated in Chapter 33.266, Parking And Loading.~~

Commentary

33.130.100.B.8

This amendment removes the requirement that commercial parking spaces be limited to non-required parking spaces because all parking will be become non-required parking as a result of these amendments. All minimum required parking standards are being deleted from the zoning code in compliance with recently adopted statewide administrative rules. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.130.290 Parking, Loading, and Transportation and Parking Demand Management

This amendment rephrases the text to remove reference to parking minimums. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.130 Commercial/Mixed Use Zones

130

33.130.100 Primary Uses

A. Allowed uses. [No change.]

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.

1.-7. [No change]

8. Commercial Parking. This regulation applies to all parts of Table 130-1 that have a [8]. Commercial Parking is a conditional use in the CX zone except when superseded by plan district regulations. In the CM2 and CM3 zones, Commercial Parking is allowed as follows:

   a. Commercial Parking is allowed by right in structured parking.

   b. Commercial Parking is allowed by right on a surface parking lot legally constructed on or before May 24, 2018.

   c. Commercial Parking is allowed by right on a surface parking lot legally constructed after May 24, 2018 when all of the following are met:

      (1) The surface parking lot was constructed as accessory parking for other primary uses on the site; and

      (2) The total number of parking spaces on the site does not exceed the maximum number of parking spaces allowed for the other primary uses on the site.~~; and~~

      ~~(3) Only non-required parking spaces are used as Commercial Parking.~~

9.-11. [No change]

C.-D. [No change]

33.130.290 Parking, Loading, and Transportation and Parking Demand Management

The regulations for vehicle parking, bicycle parking, loading, and transportation and parking demand management are stated in Chapter 33.266, Parking, Loading, and Transportation and Parking Demand Management ~~The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and requirements for transportation demand management are stated in Chapter 33.266, Parking, Loading, and Transportation Demand Management.~~

Commentary

33.140 Employment and Industrial Zones

This amendment updates the reference to section 33.140.295 in the table of contents to match the current title of chapter 33.266.

33.140 Employment and Industrial Zones

140

Sections:

General
33.140.010 General Purpose of the Zones
33.140.020 List of the Employment and Industrial Zones
33.140.030 Characteristics of the Zones
33.140.040 Other Zoning Regulations
33.140.050 Neighborhood Contact in EG and I Zones
33.140.055 Neighborhood Contact in EX Zone
Use Regulations
33.140.100 Primary Uses
33.140.110 Accessory Uses
33.140.130 Nuisance-Related Impacts
33.140.140 On-Site Waste Disposal
Site Development Standards
33.140.200 Lot Size
33.140.205 Floor Area Ratio
33.140.210 Height
33.140.215 Setbacks
33.140.220 Building Coverage
33.140.225 Landscaped Areas
33.140.227 Trees
33.140.230 Ground Floor Windows in the EX Zones
33.140.235 Screening
33.140.240 Pedestrian Standards
33.140.242 Transit Street Main Entrance
33.140.245 Exterior Display, Storage, and Work Activities
33.140.250 Trucks and Equipment
33.140.255 Drive-Through Facilities
33.140.265 Residential Development
33.140.270 Detached Accessory Structures
33.140.275 Fences
33.140.280 Demolitions
33.140.290 Nonconforming Development
33.140.295 Parking, ~~and~~ Loading, and Transportation and Parking Demand Management
33.140.300 Signs
33.140.310 Superblock Requirements
33.140.315 Recycling Areas
33.140.320 Inclusionary Housing

Commentary

33.140.295 Parking, Loading, and Transportation and Demand Management

This amendment rephrases the text to remove reference to parking minimums. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.140.295 Parking, ~~and~~ Loading, and Transportation and Parking Demand Management

The regulations for vehicle parking, bicycle parking, loading, and transportation and parking demand management are stated in Chapter 33.266, Parking, Loading, and Transportation and Parking Demand Management. ~~The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and loading areas are stated in Chapter 33.266, Parking And Loading.~~

Commentary

33.150 Campus Institutional Zones

This amendment updates the reference to section 33.150.300 in the table of contents to match the current title of chapter 33.266.

33.150 Campus Institutional Zones

150

Sections:

General
- 33.150.010 Purpose
- 33.150.020 List of the Campus Institutional Zones
- 33.150.030 Characteristics of the Zones
- 33.150.040 Other Zoning Regulations
- 33.150.050 Where This Chapter Does Not Apply
- 33.150.060 Neighborhood Contact and Outreach

Use Regulations
- 33.150.100 Primary Uses
- 33.150.110 Accessory Uses
- 33.150.120 Nuisance-Related Impacts

Development Standards
- 33.150.200 Lot Size
- 33.150.205 Floor Area Ratio
- 33.150.210 Height
- 33.150.215 Setbacks
- 33.150.220 Building Coverage
- 33.150.235 Building Length in the CI1 Zone
- 33.150.240 Landscaped Areas
- 33.150.245 Trees
- 33.150.250 Ground Floor Windows in the CI2 Zone
- 33.150.255 Building Length and Facade Articulation in the CI2 Zone
- 33.150.260 Screening
- 33.150.265 Transit Street Main Entrance
- 33.150.267 Additional Development Standards for Institutional Campuses in the IR Zone
- 33.150.270 Exterior Display, and Storage
- 33.150.275 Trucks and Equipment
- 33.150.277 Drive-Through Facilities
- 33.150.280 Detached Accessory Structures
- 33.150.285 Fences
- 33.150.290 Demolitions
- 33.150.295 Nonconforming Development
- 33.150.300 Parking, Loading, and Transportation and Parking Demand Management
- 33.150.305 Signs
- 33.150.310 Superblock Requirements
- 33.150.315 Recycling Areas

Maps 150-1 through 150-5 Maximum Heights and Minimum Setbacks

Commentary

33.150.100.B.10.c(3)

This amendment removes the reference to required parking. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.150.300 Parking, Loading, and Transportation and Demand Management

This amendment rephrases the text to remove reference to parking minimums. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.150.100 Primary Uses

A. Allowed uses. [No change]

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 150-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 150-1.

1.-9. [No change]

10. Retail Sales And Services and Office uses in the IR zone. This regulation applies to all parts of Table 150-1 that have a note [10].

a.-b [No change]

c. Retail Sales and Service and Office uses are allowed on an institutional campus as primary uses when the following regulations are met:

(1)-(2) [No change]

(3) Retail Sales and Services uses in combination with office uses which are not listed as primary or accessory uses in the mission statement of the impact mitigation plan are limited. These uses are limited to no more than 50,000 square feet of floor area or 10 percent of the campus floor area, whichever is less. When structured parking is provided 250 square feet of parking structure floor area is included in the area subject to this floor area limitation for each ~~required~~accessory parking space for the use. Size exceptions are prohibited.

d.-e. [No change]

11.-12.[No change]

C.-D.[No change]

33.150.300 Parking, Loading, and Transportation and Parking Demand Management

The regulations for vehicle parking, bicycle parking, loading, and transportation and parking demand management are stated in Chapter 33.266, Parking, Loading, and Transportation and Parking Demand Management. ~~The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks, and landscaping are stated in Chapter 33.266, Parking, Loading, and Transportation and Parking Demand Management.~~

Commentary

33.205.040.C.1

This amendment removes the exception to required parking for accessory dwelling units. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.205 Accessory Dwelling Units

205

33.205.040 Development Standards

A-B. [No change]

C. Requirements for accessory dwelling units. Accessory dwelling units must meet the following:

~~1. Parking. No additional parking is required for the accessory dwelling unit. Existing required parking must be maintained or replaced on-site.~~

1~~2~~. Maximum size. The living area of the accessory dwelling unit may be no more than 75 percent of the living area of the primary dwelling unit or 800 square feet of living area, whichever is less. This maximum size standard does not apply when the basement of a primary dwelling unit is converted to an accessory dwelling unit and the primary dwelling unit has been on the site for at least 5 years. The size measurements are based on what the square footage of the primary dwelling unit and accessory dwelling unit will be after the accessory dwelling unit is created. When the primary dwelling unit is a duplex, the size of the accessory dwelling unit may be no more than 75 percent of the living area of the larger of the two primary units or 800 square feet of living area, whichever is less.

2~~3~~. Setbacks. Detached and connected accessory dwelling units must be:

a-b. [No change]

3~~4~~. Detached and connected accessory dwelling units must meet the development standards for covered accessory structures in the base zone.

4~~5~~. Visitability.

a. [No change]

b. When the visitable unit standards apply. Unless exempted by Subparagraph C.~~5~~4.c, the visitable unit standards apply to the following situations:

(1)-(2) [No change]

c. Visitability standard. Unless exempted by Subparagraph C.~~5~~4.d., at least one dwelling unit on the lot must meet the following visitability standards:

(1)-(4) [No change]

d. [No change]

Commentary

33.229.020

These paragraphs include references to minimum parking requirements and/or provide opportunities to lower minimum parking requirements. With the removal of minimum parking requirements in 33.266, these references and opportunities are no longer applicable. The amendments remove these references.

33.229.030.C

This amendment removes the reference to applying the lowered minimum parking requirements allowed through 33.229.020 above. Since those provisions have been removed, this reference is also no longer necessary.

33.229 Elderly and Disabled High Density Housing

229

33.229.020 Density Increase and Development Standards

A. **RM1, RM2, RMP, and IR zones.** In the RM1, RM2, RMP, and IR zones, there is no limit on density if all of the following are met:

1. The project complies with the development standards of the base zone~~,~~ except for density ~~and minimum parking requirements~~;

2-3. [No change]

B. **RM3, RM4, and EX zones.** In the RM3, RM4, and EX zones, the project can develop to an FAR of 4 to 1 if all of the following are met:

1. The project complies with the development standards of the base zone~~,~~ except for density ~~and minimum parking requirements~~;

2-3. [No change]

~~**C. Commercial/mixed use zones.** In commercial/mixed use zones, required parking may be reduced if all of the following are met:~~

~~1. The project complies with the development standards of the base zone, except for minimum parking requirements;~~

~~2. The project complies with the standards of this chapter; and~~

~~3. The site is at least 10,000 square feet in area.~~

33.229.030 General Requirements

A-B. [No change]

C. **Occupant restrictions.** At a minimum, the units that are over the density allowed by the base zone must be restricted to occupancy by households with a disabled member, or with a member aged 55 years or older. These units are called the "units restricted by covenant" throughout this chapter. Additional units may be restricted by covenant in order to take advantage of the ~~lower parking requirements or other~~ provisions of this chapter.

D. [No change]

Commentary

33.229.040

These amendments remove the special standards for disabled parking. During scoping of the Parking Compliance Amendment project, there were discussions with the State Building Codes Division about the relationship between zoning code minimum parking requirements and the ADA parking standards required by state building code. The state's ADA parking requirements are triggered based upon the amount of parking provided, whether the parking is required or voluntarily provided. However, local jurisdictions cannot require a higher percentage of ADA parking than is required by state codes because that would be a pre-emption of state regulations. Consequently, 33.229.040.C.1.c must be removed because it requires a ratio of one ADA space per unit regardless of the number of standard parking spaces provided. This requirement is a pre-emption of state regulations since it requires more ADA parking than the state code.

The reference to the bicycle parking standards of 33.266, is being deleted because it is unnecessary. The bicycle parking standards apply regardless of whether there is a mention of it here.

33.229.040 Design Standards

A. [No change]

B. Individual Units.

1-2. [No change]

3. Exception. Projects that are restricted to occupancy by mentally disabled residents for the life of the project have lowered requirements for accessibility and adaptability. The restrictions can be in the form of funding restrictions or in the covenant with the City. In these cases, only 20 percent of the units restricted by covenant need to meet the requirements for Type A units in Chapter 11 of the Oregon Structural Specialty Code. The remaining units restricted by covenant may instead meet the ANSI 117.1 requirements for Type C units. ~~In addition, only 20 percent of the parking spaces required by Subsection C. need to comply with the disabled parking standards.~~

C. ~~Parking and p~~Passenger loading.

~~1. Motor vehicle parking.~~

~~a. Generally. The minimum parking standard for units restricted by covenant is one space for every four units.~~

~~b. Exception. Only one space for every eight units in the project is required when at least 75 percent of the total units are restricted by covenant to occupancy by elderly individuals.~~

~~c. Parking for disabled persons. If parking is provided at a ratio of less than 1 space per unit, the number of parking spaces that must meet the parking standards for disabled persons (in the Oregon Structural Specialty Code) is calculated based on a ratio of 1 space per unit.~~

~~2. Bicycle parking. The project must meet the bicycle parking requirements of Chapter 33.266, Parking, Loading, and Transportation Demand Management.~~

~~3. Passenger Loading.~~ Each project must have at least one passenger loading area that complies with Chapter 11 of the Oregon Structural Specialty Code.

Commentary

33.236.050.C

Floating structures have a development specific parking requirement. This amendment removes the specific parking minimum applicable to floating homes. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.237.100

This amendment removes the exception to required parking for market gardens. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.236 Floating Structures

236

33.236.050 Additional Regulations

A-B. [No change]

C. Development standards. The development standards applicable to floating structures and associated upland accessory structures are stated below.

1-2. [No change]

~~3. Parking. Uses in floating structures must comply with the parking requirements of the base zone, except that houseboat moorages must provide a minimum of two parking spaces per houseboat. The parking is to be provided on the upland lot to which the floating structure is attached.~~

33.237 Food Production and Distribution

237

33.237.100 Market Gardens

A. [No change]

B. Sales.

1. On-site sales.

   a. Nonresidential zones. In nonresidential zones, on-site sales are a Retail Sales And Service Use; and the following regulations apply:

      ~~(1) No parking is required;~~

      (1~~2~~) Exterior display is allowed; and

      (2~~3~~) Only food and value-added products made from produce grown on site, such as jams and pickles, may be sold

   b. Residential zones. In residential zones, on-site sales are allowed as accessory to the Agriculture use, and the following regulations apply:

      ~~(1) No parking is required;~~

      (1~~2~~) Exterior display is allowed;

      (2~~3~~) Only food and value-added products made from produce grown on site, such as jams and pickles, may be sold;

      (3~~4~~) Sales are allowed only between 7 AM and 9 PM; and

      (4~~5~~) Sales are allowed up to 70 days in each calendar year.

2. [No change]

Commentary

33.243.040.B

The current development standard for off-street parking for helicopter landing facilities (HLF) states that parking requirements are determined through the conditional use process if the HLF is the primary use, but that there are no requirements if the facility is an accessory use. These amendments remove the reference to additional parking requirements and clarify that only the maximum amount of parking is subject to the conditional use.

33.243 Helicopter Landing Facilities

243

33.243.040 Standards

A. [No change]

B. Development standards.

1-2. [No change]

3. Off-street parking. For HLFs ~~which~~that are primary uses, the maximum amount of off-street parking allowed~~required~~ will be determined during the conditional use review, based on the number of employees, types and number of flights, and types of facilities proposed. ~~There are no additional off-street parking requirements for HLFs which are accessory uses.~~

4-5. [No change]

Commentary

33.251.030.G

The reference to the parking of recreational vehicles is being removed as it doesn't align with current state regulations stated in the 2002 Manufactured Dwelling and Park Specialty Code. That code states that RVs can only be stored in designated areas of the park, or they can be used as living spaces in manufactured dwelling parks existing since 1959.

33.258.070.F.

The current standards for nonconforming development referenced both minimum and maximum parking provisions. These amendments remove the references to sites nonconforming with minimum parking requirements. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. See page 42 for more detail on the specifics of the minimum parking policy changes.

33.251 Manufactured Homes and Manufactured Dwelling Parks

251

33.251.030 Manufactured Dwelling Park Regulations

A-F. [No change]

G. Types of structures allowed.

1. All types of manufactured dwellings are allowed in manufactured dwelling parks. ~~Recreational vehicles, if owned by a manufactured dwelling park resident, may be parked on the required parking space but may not be used for residential purposes.~~

2. In manufactured dwelling parks that have been divided under the provisions of Chapter 33.642, Land divisions of Manufactured Dwelling Parks, residential structure types other than manufactured dwellings are prohibited.

H. [No change]

I. Vehicle and pedestrian circulation and parking.

1-2. [No Change]

3. Parking. Parking must be provided in conformance with the parking regulations of the Oregon Manufactured Dwelling and Park Specialty Code for Manufactured Dwelling Parks, which supersede the requirements of this Title.

33.258 Nonconforming Situations

258

33.258.070 Nonconforming Development

A-E. [No change]

F. Sites that are nonconforming in maximum allowed parking spaces. ~~When a site is nonconforming in the number of required or allowed parking spaces, this subsection applies:~~

~~1. Minimum required parking spaces. If changes to a use or building are made that increase the number of required parking spaces over the existing situation, only the number of spaces relating to the increase need to be provided.~~

~~2. Maximum allowed parking spaces.~~ If changes to a use or building are made on a site that is nonconforming in the number of maximum allowed parking spaces, existing parking spaces that are in excess of the maximum may be retained if none of the dimensions of the parking area increase. Within the existing parking area, the layout of the parking spaces may be redesigned and the parking area re-striped if all requirements for setbacks, landscaping, and parking space and aisle dimensions in Chapter 33.266, Parking ~~and~~ Loading, and Transportation and Parking Demand Management, are met.

G. [No change]

Commentary

33.266 Parking, Loading and Transportation Demand Management

The Climate Friendly and Equitable Communities (CFEC) regulations developed by the state Department of Land Conservation and Development (DLCD) and approved by the Land Conservation and Development Commission (LCDC) mandated that jurisdictions choose one of three options to remove or manage parking mandates. During the exploration of the three option, city staff found that the removal of the parking mandates city-wide was the option that most maintained the clarity and readability of our regulations. It was found that the other options added layers of complexity while still requiring the removal of parking mandates in all of the areas of the city that were anticipated for growth.

In addition to the removal of parking mandates, the CFEC rules included provisions that apply to the regulation of parking maximums and development of certain standards and requirements for larger parking lots and structured parking. These changes are also included in the parking chapter and other chapters where needed.

33.266.100.

The general regulations currently apply to both minimum parking that is required as well as additional parking that isn't currently required up to the maximum amounts. These amendments remove the references to minimum parking while still applying to any parking that is provided on the site.

33.266.100.B

Subsection B is being deleted because it is unnecessary. Included parking is still inspected prior to final permit approval.

33.266 Parking, Loading, And Transportation And Parking Demand Management

266

Sections:

33.266.010 Introduction
Motor Vehicle Parking
33.266.100 General Regulations
33.266.110 ~~Minimum~~ Required Carpool and Electric Vehicle Parking ~~Spaces~~
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses, Duplexes, Triplexes, and Fourplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones
Bicycle Parking
33.266.200 Minimum Required Bicycle Parking
33.266.210 Bicycle Parking Development Standards
Loading
33.266.310 Loading Standards
Transportation and Parking Demand Management
33.266.410 Transportation and Parking Demand Management
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.100 General Regulations

A. Where the regulations apply. The regulations of this chapter apply to all parking areas in all zones~~, whether required by this code or put in for the convenience of property owners or users~~. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.

~~**B. Occupancy.** All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.~~

~~C~~B. Calculations of amounts of ~~required and~~maximum allowed parking.

1. The maximum allowed number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.2., below. When there are two or more separate primary uses on a site, the r~~equired or~~ allowed parking for the site is the sum of the ~~required or~~ allowed parking for the individual primary uses. When there are two or more instances of the same primary use on the site, the ~~required or~~ maximum allowed parking is based on the total square footage of all those same uses added together. ~~For joint use parking, see Paragraph 33.266.110.B., below.~~

2. When more than 20 percent of the net building area on a site is in an accessory use, the ~~required or~~ maximum allowed parking is calculated separately for the accessory use. An example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The ~~required or~~ maximum allowed parking would be computed separately for the office and warehouse uses.

Commentary

~~3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.~~

3~~4~~. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

~~**D. Use of required parking spaces.** Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.~~

~~E~~C. Proximity of parking to use. ~~Required p~~Parking spaces must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

~~F~~D. Stacked parking. Stacked or valet parking is allowed if an attendant is present to move vehicles. ~~If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation.~~ Automated stacked parking and tandem parking for individual dwelling units are exempt from the attendant ~~and guarantee~~ requirements. The requirements for ~~minimum or~~ maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.

Commentary

33.266.110.
Currently, this section provides the base minimum parking requirements as well as the exceptions to minimum parking. Since parking minimums are being eliminated to comply with OAR rules (660-012-0420), all existing standards and exceptions for minimum parking can be removed.

The remaining standards for this section regulate the amount of carpool parking and electric vehicle infrastructure required when parking is voluntarily supplied. As a result, this section is retitled to apply to required carpool and electric vehicle parking when parking is supplied. The purpose statement is amended to illustrate the revised purpose of the section and its applicability to ensure sufficient spaces are provided to serve carpools and electric vehicle charging infrastructure.

~~F~~D. **Office of Transportation review.** The Office of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways – Permits and Conditions.

33.266.110 ~~Minimum~~ Required Carpool and Electric Vehicle Parking ~~Spaces~~

A. **Purpose.** These regulations encourage carpooling and electric vehicles by requiring that, when parking spaces are provided, enough of the spaces are reserved for carpool use and will accommodate electric vehicle charging infrastructure. ~~The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis.~~ Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use. Providing opportunities to install electric vehicle chargers within parking areas encourage electric vehicles as an alternative to vehicles that burn fossil fuels.

~~**B. Minimum number of required parking spaces.**~~

~~1. Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds:~~

~~a. Household Living uses. No parking is required for Household Living uses in the single-dwelling zones. For all other zones, the minimum number of required parking spaces for a site with a Household Living use is:~~

~~(1) Where there are up to 30 dwelling units on the site, no parking is required;~~

~~(2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;~~

~~(3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and~~

~~(4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.~~

~~b. All other uses. No parking is required for all other uses.~~

Commentary

33.266.110.B

The current carpool minimum requirements and standards remain. They apply when accessory parking with at least 20 spaces is provided for office, industrial or institutional uses.

~~2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service, the following minimum parking requirements apply:~~

~~a. Household Living uses.~~

~~(1) Single-dwelling zones. No parking is required for Household Living uses in the single-dwelling zones.~~

~~(2) All other zones. The minimum number of parking spaces required for Household Living uses in all other zones is stated in Table 266-1.~~

~~b. All other uses.~~

~~(1) Group Living. No parking is required for Group Living uses in single-dwelling zones that do not require a conditional use review. The minimum number of parking spaces required for all other Group Living uses is stated in Table 266-1.~~

~~(2) All other uses. The minimum number of parking spaces required is stated in Table 266-1.~~

~~3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:~~

~~a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;~~

~~b. The location and number of parking spaces that are being shared;~~

~~c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and~~

~~d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.~~

B~~C~~. Required carpool parking spaces. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
2. The spaces must be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

Commentary

33.266.110.C

The recently approved minimum requirements for electric vehicle infrastructure installation remains. These regulations were approved with the EV – Ready Code Project with an effective date of March 31, 2023, and apply standards augmenting state requirements for residential multi-dwelling uses that provide parking, and to Commercial Parking uses.

C~~D~~. Required electric vehicle charging spaces. For Commercial Parking uses and for sites with 5 or more dwelling units, the following standards must be met:

1. Commercial Parking. For Commercial Parking uses, at least 20 percent of the total number of parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 electric vehicle charger.

2. In buildings with five or more dwelling units, if parking spaces are provided for any of the dwelling units, the following standards apply:

   a. If between one and six spaces are provided for dwelling units, 100 percent of the spaces must include electrical conduit adjacent to the spaces that will allow for installation of at least a Level 2 electric vehicle charger.

   b. If seven or more spaces are provided for dwelling units, 50 percent, or six, whichever is greater of the parking spaces provided must include electrical conduit adjacent to the spaces that will allow for installation of at least a Level 2 electric vehicle charger.

~~**E. Exceptions to the minimum number of parking spaces.** The minimum number of required parking spaces may be reduced as follows:~~

~~1. Affordable housing exceptions. The minimum number of required parking spaces may be reduced to zero when the applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus, or the requirements of the deeper housing affordability bonus of Section 33.120.211. This exception does not apply if the applicant pays a fee-in-lieu of complying with the requirements of Chapter 33.245, Inclusionary Housing, or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.~~

~~2. Historic resource exception. The minimum number of required parking spaces may be reduced to zero on sites that contain a Historic Landmark, Conservation Landmark, or National Register Landmark and on sites located within a Historic District, Conservation District, or National Register District.~~

~~3. Other exceptions. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this Paragraph. The 50 percent limit applies cumulatively to all exceptions in this Paragraph:~~

~~a. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.~~

~~b. Replacement of parking areas with non-required bicycle parking. Bicycle parking may substitute for up to 25 percent of required parking. For every 5 non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.~~

Commentary

~~c. Replacement of existing parking areas with required bicycle parking. Existing required parking spaces may be converted to bicycle parking to accommodate required bicycle parking minimums. The amount of parking spaces required is reduced by the amount needed to accommodate the minimum bicycle parking required.~~

~~d. A transit-supportive plaza may substitute for up to 10 percent of the required parking on sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street. Existing parking areas may be converted to take advantage of these provisions. The plaza must meet the following regulations. Adjustments to the regulations of this Subparagraph are prohibited:~~

~~(1) The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;~~

~~(2) The plaza must be at least 300 square feet in area and be shaped so that a 10 foot x 10 foot square will fit entirely in the plaza;~~

~~(3) The plaza must be open to the public. The owner must record a public access easement that allows public access to the plaza; and~~

~~(4) The plaza must include all of the following elements:~~

- ~~A bench or other sitting area with at least 5 linear feet of seating;~~
- ~~A shelter or other weather protection that covers at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and~~
- ~~Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.~~

~~e. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.~~

~~f. Car-sharing parking spaces may substitute for required parking if all of the following are met:~~

~~(1) For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by 2 spaces, up to a maximum of 25 percent of the required parking spaces;~~

~~(2) The car-sharing parking spaces must be shown on the building plans; and~~

~~(3) A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.~~

Commentary

33.266.115

This section provides the regulations for parking maximums. Many of the regulations regarding parking maximums in this section are being simplified and/or limited. The intent of parking maximums is no longer to accommodate most peak hour trips, but to balance parking amounts on a site with pedestrian and alternative transit options. The purpose statement is amended to illustrate this simplification.

33.266.115.B.

Park and ride facilities are a community service use, for which maximum parking is determined based on the floor area of the building. Since park and rides have little to no buildings associated with the use, the amendment exempts them from parking maximums. While this exemption is newly located here, it has been in existence in the Gateway and East Corridor plan districts where many of the park and ride facilities are located. However, placing this here provides coverage for park and ride facilities outside of those plan districts.

~~g. City of Portland bike-sharing stations may substitute for required parking if all of the following are met:~~

~~(1) A City of Portland bike-sharing station providing 15 docks and 10 shared bicycles reduces the motor vehicle parking requirement by 3 spaces. The provision of each addition of 4 docks and 2 shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;~~

~~(2) The bike-sharing station must be adjacent to, and visible from the street, and must be publicly accessible;~~

~~(3) The bike-sharing station must be shown on the building plans; and~~

~~(4) A copy of the signed agreement between the property owner and the Portland Bureau of Transportation must be submitted before the building permit is approved.~~

33.266.115 Maximum Allowed Parking Spaces

A. Purpose. Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

~~The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.~~

B. Maximum number of parking spaces allowed. Regulations in a plan district or overlay zone may supersede the regulations in this Subsection. Park and ride facilities are exempt from parking maximums.

Commentary

33.266.115.B.1

The amendment simplifies the parking maximums for parking areas predominantly provided in surface parking lots. The current exception for sites located at least $\frac{1}{4}$ mile from a frequent transit bus stop or $\frac{1}{2}$ mile from a light rail station do not line up with the provisions contained in the new state administrative rules that are part of the Climate Friendly and Equitable Communities. The new rules have a larger exception area and refer to transit corridors rather than bus stops. The new rules will essentially exempt all non-single dwelling zoned areas with the exception of some industrial areas in the Columbia Corridor. Removing the current zoning code requirements aligns with the state rules while providing a simpler set of code standards.

33.266.115.B.2.

This amendment establishes a maximum ceiling for the number of parking spaces that can be provided in a structured parking facility. While this provision is not required as part of the state rules, setting a maximum number of parking spaces in structured parking acknowledges the benefits of structured parking as a more efficient use of land, while still considering the City's goal of ensuring that vehicle parking is balanced with the use of other transportation modes.

1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, the maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2 and apply to both the structured and surface parking ~~are regulated as follows~~. Parking accessory to a use includes accessory parking that is on- and off-site~~:~~.

   ~~a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2., except as specified in Subparagraph B.1.b.;~~

   ~~b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds.~~

2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. The maximum number of parking spaces allowed is 125 percent of the amount state in Tables 266-1 and 266-2~~re is no maximum number of parking spaces~~, except as provided in Subparagraph B.2.b;

   b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.

3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both Subparagraphs B.3.a. and b. are met, and either Subparagraph B.3.c. or d. is met:

   a. The site is at least eight acres in area;

   b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and

   c. At least 700 of the accessory parking spaces are in a structure; or

   d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

Commentary

Table 266-1

This table is being amended to refer to maximum parking requirements because minimum parking requirements are being deleted from the zoning code in compliance with the State rule changes.

The table has been simplified so that there are two rows: the first row applies to all zones except EX and states that maximum parking ratios in those zones are Standard B in Table 266-2. The second row provides the standards for determining maximum ratios in the EX zone, which are a mixture of Standard A and Standard B. While most of the EX zone is located in the Central City, which has its own parking maximums, there are certain plan districts that refer to Standard A for parking maximums.

Table 266-1 **~~Minimum Required and~~ Maximum Allowed Parking Spaces By Zone [1], [2]**	
Zone	**Requirement**
OS, R~~F – R2.5, RMP~~, C, CI, EG, I, IR	~~Minimum is Standard A in Table 266-2.~~ Maximum is Standard B in Table 266-2.
~~RM1-RM4, CR, CM1, CM2, CM3, CE, CI~~	~~Minimum for sites that are 10,000 square feet or less in size: No minimum except for Household Living, which has the following minimums:~~ ~~0 for 1 to 30 units;~~ ~~0.20 per unit for 31-40 units;~~ ~~0.25 per unit for 41-50 units; and~~ ~~0.33 per unit for 51+ units.~~ ~~Minimum for all other sites is Standard A in Table 266-2~~ ~~Maximum is Standard B in Table 266-2.~~
EX	~~No minimum except for Household Living, which has the following minimums:~~ ~~0 for 1 to 3 units;~~ ~~1 per 2 units for four+ units; and~~ ~~SROs are exempt.~~ Maximum is Standard A in Table 266-2, except for the following, where the maximum is Standard B: 1) Retail, personal service-oriented, repair-oriented~~ – Maximum is 1 per 200 sq. ft. of net building area~~. 2) Restaurants and bars~~ – Maximum is 1 per 75 sq. ft. of net building area~~. 3) General office~~ – Maximum is 1 per 400 sq. ft. of net building area~~. 4) Medical/Dental office ~~– Maximum is 1 per 330 sq. ft. of net building area~~.
~~RX, CX~~	~~No minimum except for Household Living, which has the following minimums:~~ ~~0 for 1 to 30 units;~~ ~~0.2 per unit for 31-40 units;~~ ~~0.25 per unit for 41-50 units; and~~ ~~0.33 per unit for 51+ units.~~ ~~Maximum is Standard B in Table 266-2.~~

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.
[2] Uses subject to a Conditional Use, Impact Mitigation Plan, or Transportation Impact review may establish different parking ~~minimum and maximum~~ requirements through the review.

Commentary

Table 266-2

Currently, Table 266-2 states both the minimum parking requirements and maximum allowed parking for the various uses. The table is being amended to only address maximum parking requirements by use because parking minimums are being deleted from the zoning code.

In addition, some of the maximum parking ratios are being amended to address the maximum parking requirements stated by the CFEC rule changes and to round the requirements to whole numbers (i.e., converting 1 space per 196 sq ft to 1 space per 200 sq ft).

Some of the limits stated in Standard A, those that would normally apply to the EX zone, are superseded by the standards in Table 266-1. However, there are other chapters in the zoning code that refer to Standard A, so the ratios will remain in Table 266-2.

Table 266-2 Maximum Allowed Parking Spaces by Use [1]~~[2]~~ (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Residential Categories			
Household Living		1 per 2 units~~, except SROs exempt~~	No maximum~~ne~~, except 1.35 per unit on sites that are ~~both~~ in a commercial/mixed use or multi-dwelling zone~~ and close to transit (close to transit is described in 33.266.110.B.1.)~~. Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 bedrooms	No maximum~~ne~~
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 200~~196~~ sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 75~~63~~ sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 200~~185~~ sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 3~~2.7~~ seats or 1 per 4 feet of bench area
Commercial Categories			
Office	General office	1 per 500 sq. ft. of net building area	1 per 300~~294~~ sq. ft. of net building area
	Medical/Dental office	1 per 500 sq. ft. of net building area	1 per 200~~204~~ sq. ft. of net building area
Quick Vehicle Servicing		1 per 500 sq. ft. of net building area	1 per 200~~196~~ sq. ft. of net building area
Vehicle Repair		1 per 750 sq. ft. of net building area ~~[1]~~	1 per 500 sq. ft. of net building area
Commercial Parking		None	None
Self-Service Storage		1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.	2 per resident manager's facility, plus 5 per leasing office, plus 1 per 70~~67~~ leasable storage spaces in multi-story buildings.
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site

Commentary

Table 266-2 Maximum Allowed Parking Spaces by Use [1]~~[2]~~ (Refer to Table 266-1 to determine which standard applies.)			
Major Event Entertainment		1 per 8 seats	1 per 5 seats
Industrial Categories			
Manufacturing And Production		1 per 750 sq. ft. of net building area ~~[1]~~	1 per 500 sq. ft. of net building area
Warehouse And Freight Movement		1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter ~~[1]~~	1 per 500 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 2,500 sq. ft. of net building area thereafter
Wholesale Sales, Industrial Service, Railroad Yards		1 per 750 sq. ft. of net building area ~~[1]~~	1 per 500 sq. ft. of net building area
Waste-Related		See note [1]~~[2]~~	See note [1]~~[2]~~
Institutional Categories			
Basic Utilities		None	None
Community Service		1 per 500 sq. ft. of net building area	1 per 200~~196~~ sq. ft. of net building area
Parks And Open Areas		Per CU review for active areas	Per CU review for active areas
Schools	Grade, elementary, middle, junior high	1 per classroom	1.5 per classroom
	High school	7 per classroom	10.5 per classroom
Medical Centers		1 per 500 sq. ft. of net building area	1 per 200~~204~~ sq. ft. of net building area

Commentary

Table 266-2

Footnote 1 is no longer required because the minimum requirements are being deleted from the zoning code.

Footnote 2, which will become footnote 1, is amended to apply a more general reference to setting parking requirements.

Table 266-2 **Maximum Allowed Parking Spaces by Use [1]~~[2]~~** **(Refer to Table 266-1 to determine which standard applies.)**			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Colleges		1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms	1 per 400 sq. ft. of net building area exclusive of dormitories, plus 1 per 2.6 dorm rooms
Religious Institutions		1 per 100 sq. ft. of main assembly area	1 per 70~~67~~ sq. ft. of main assembly area
Daycare		1 per 500 sq. ft. of net building area	1 per 330 sq. ft. of net building area
Other Categories			
Agriculture		None	None
Aviation		See note [1]~~[2]~~	See note [1]~~[2]~~
Detention Facilities		See note [1]~~[2]~~	See note [1]~~[2]~~
Mining		See note [1]~~[2]~~	See note [1]~~[2]~~
Radio Frequency Transmission Facilities	Personal wireless service and other non-broadcast facilities	None	None
	Radio or television broadcast facilities	2 per site	None
Rail Lines & Utility Corridors		None	None

Notes:

~~[1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.~~

[1]~~[2]~~ Uses subject to a Conditional Use, Impact Mitigation Plan, or Transportation Impact review may establish parking ~~minimum and maximum~~ requirements through the review.

Commentary

33.266.130.A. The purpose statement is being updated to clarify that the second set of bullet points capture the purpose of both the layout standards and the setback and landscaping standards. Also, a bullet is being added to describe the new requirement for larger parking area solar generation.

33.266.130.B. This amendment removes the distinctions between required parking and excess parking, as minimum parking requirements have been removed.

33.266.130 Development Standards for All Other Development

A. Purpose. The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations:

- Provide pedestrian access that is protected from auto traffic;
- Create an environment that is inviting to pedestrians and transit users, especially on transit streets and in Pedestrian Districts;
- Limit the prominence of vehicle areas along street frontages and create a strong relationship between buildings and the sidewalk;
- Create a sense of enclosure on transit and pedestrian street frontages; and
- Limit the size of paved parking area and the type of paving material allowed in order to limit increases in temperature associated with asphalt and reduce impacts from urban heat islands.

The parking area layout, setback, and landscaping standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The layout, setback, and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; ~~and~~
- Decrease airborne and waterborne pollution~~.~~; and
- Generate solar power to offset the impacts of surface parking areas.

B. Where these standards apply. The standards of this section apply to all vehicle areas ~~whether required or excess parking~~, except for residential vehicle areas subject to the standards of 33.266.120.

C. On-site locations and size of vehicle areas.

1-3. [No change]

4. Surface parking and driveway paving limitations.

a. In the RM1 through RM4 zones, the following parking area and driveway size and paving material limitations apply:

~~a.~~(1) No more than 30 percent of total site area may be paved or used for surface parking and driveways; and

~~b.~~(2) Asphalt paving for surface parking and driveways may not cover more than 15 percent of total site area.

Commentary

33.266.130.C.4.b. This is a new standard to comply with a provision of the state rule changes related to the Climate Friendly and Equitable Communities. OAR 660-012-0415(1)(c) limits surface parking to an area not more than the area taken up by the floor area of the building for land uses in excess of 65,000 square feet of floor area. The amendment limits the amount of area taken up by surface parking to be less than the amount of net building area of the buildings on the site. In this case, we use the term "net building area" to include area that may be used that is below the grade, but not to include structured parking areas.

33.266.130.F.2 This amendment exempts mechanical parking systems from the minimum parking space dimensions, since the mechanical system maneuvers the car into the space. Many approved mechanical systems have smaller dimensions than our minimum space dimensions which consider human maneuvering room. Some systems also automate the movement of the cars within the aisles. That causes the mechanical systems to require approval through an adjustment to be approved.
While this amendment is not a requirement of the new OAR standards, it is included here to remove a barrier for implementing mechanical parking systems.

33.266.130.F.5. This amendment implements the requirements of OAR 660-012-0405(2)(a). This rule requires parking lots that are larger than $\frac{1}{4}$ acre in size to meet an additional objective to provide tree canopy shading, solar energy generation, or if it is a public building, to meet the state green building requirements. In addition, access ways, not accessing parking, must include certain street features such as a row of trees and a sidewalk that is integrated into the sites pedestrian circulation system. The code includes the clarification that these access ways areas do not get calculated into the parking area for purposes of determining interior landscaping requirements, and that trees used for shading purposes can count toward meeting the P1 requirement in Chapter 22.148. Note, the P1 parking requirement is not being amended with this project and would need to be met in conjunction with the parking area green features. In many zones, extremely large parking lots are required to meet the existing tree/pedestrian standards in F.6 instead.

b. On sites with more than 65,000 square feet of net building area, surface parking is limited to an amount equal to the total net building area on site.

D-E. [No change]

F. Parking area layouts.

1. [No change]

2. Parking space and aisle dimensions. Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4. For stacked parking areas, see Section 33.266.140 below. Mechanical parking systems are exempt from the parking space dimensions in Table 266-4.

3-4. [No change]

5. Driveway and parking area green features. The following standards apply to new driveways and new parking areas in all zones when the new parking area is at least 10,890 square feet in total area. Structured parking is not included in the total.

a. The site must include one of the following features:

(1) Tree canopy. Tree canopy must shade at least 50 percent of the parking area. The amount of shade is determined by the diameter of the mature crown spread stated for the species of the tree. Trees used to meet this standard can also be used to meet the P1 Parking Lot Landscaping requirement.

(2) Solar panels. The site must include solar panels that generate at least 0.5 kilowatts per parking space. The solar panels may be placed anywhere on the site.

(3) Green energy. If the parking is provided for a public building as defined in ORS 270c.527, the site complies with OAR 330-135-0010.

Commentary

See previous page for commentary.

b. Driveways and internal accessways that are not parking aisles must include the following. Parking areas greater than 125,000 square feet on sites in R, C, E, IR, and CI zones are exempt from this standard:

(1) Curbs on both sides and an unobstructed sidewalk on at least one side that is part of the pedestrian system and meets the requirements of the pedestrian standards of the base zone, overlay zone or plan district;

(2) One large tree is required per 30 lineal feet of required sidewalk, one medium tree per 22 lineal feet of required sidewalk, or one small tree per 15 lineal feet of required sidewalk. Trees of different sizes may be combined to meet the standard. The access ways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

6~~5~~. Large parking areas in R, C, E, IR, and CI zones. In the R, C, E, IR, and CI zones, where a parking area on the site is more than 125,000 square feet, the parking area must contain the following elements. Parking areas in structures are not included in this total:

a. Internal accessways must divide the parking area into smaller areas that are no greater than 55,000 square feet;

b. These accessways must connect to the adjacent street at least every 250 feet; and

c. Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides. One of the following must be met:

- The sidewalks must be at least 10 feet wide and planted with trees. One large tree is required per 30 lineal feet of sidewalk, one medium tree per 22 lineal feet of sidewalk, or one small tree per 15 lineal feet of sidewalk. Trees of different sizes may be combined to meet the standard;
- Trees must be planted in the center of unpaved tree wells that must be at least 18 square feet in area, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
- The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard except that trees cannot be grouped.

d. The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

Commentary

33.266.410

The current Transportation and Parking Demand Management (TDM) regulation applies to multi-dwelling and mixed-use buildings that have at least 10 units and are located in multi-dwelling or commercial/mixed use zones. However, there is an exemption to this requirement for projects that are located "far from transit". The code provision that describes the meaning of being far from transit is being removed. A review of permit activity over the past several years indicated that less than 10 percent of projects submitted for permit qualified for the exemption. During discussions with Portland Bureau of Transportation, a decision was made to remove this exemption. Sites in the Central City remain exempt as there are other programs to track and monitor TDM in the plan district.

33.266.410 Transportation and Parking Demand Management

A. **Purpose.** Transportation and parking demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective TDM also incorporates management of parking demand. Transportation and parking demand management strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

B. Transportation and parking demand management in the commercial/mixed use and multi-dwelling zones. In the commercial/mixed use and multi-dwelling zones, a TDM plan is required when new development includes a building with more than 10 dwelling units, or an alteration to existing development includes the addition of more than 10 dwelling units within a building. Sites in the Central City plan district~~, and sites that are located far from transit, as described in Paragraph 33.266.110.B.2,~~ are exempt from this requirement. To meet the TDM standard, the applicant must choose one of the following:

1. Go through the Transportation Impact review process set out in chapter 33.852; or
2. Meet the objective standards of Title 17.107 as verified by the Portland Bureau of Transportation.

Commentary

33.281.040.A.

This amendment removes reference to adequate off-street parking in relation to certain office uses. It implies that there would be a certain minimum parking requirement or guidance. Since this project is removing parking minimums for various uses, there is no longer a way to measure adequate parking.

33.281.20.

This section currently allows paved play areas to be temporarily used for special event parking, but not for required parking for the use. Since there is no required parking, this amendment changes this limitation to ensure that paved play areas are not used as accessory parking on an ongoing basis.

33.281 Schools and School Sites

281

33.281.040 Review Thresholds for Other Uses

This section states when a conditional use is required for changes to non-school uses on school sites in the OS, R, and IR zones, and the type of procedure used when a conditional use review is required.

A. Purpose. This section allows additional conditional uses on school sites over that normally allowed by the base zones. This is in recognition of the special nature of school sites and the necessity to allow interim uses to allow school districts to maintain sites for future school uses. The additional uses are limited to uses which provide a public service and which can be accommodated on the site with minimal disruption to the site and surrounding area. Certain Office~~s~~ uses~~which can be accommodated easily on the site if adequate off-street parking is provided are~~ may also be allowed.

B. Other uses on school sites.

1. Daycare, Community Service, Community Gardens, Market Gardens, and nonprofit or social service Office uses are allowed at a school site. However, these uses must comply with the parking requirements in Chapter 33.266, Parking and Loading.~~.~~ In addition, any exterior recreation areas including playgrounds and fields must be maintained and open to the public at times when the use is not occupying the areas.
2. Parks and Open Area uses at school sites are subject to the use regulations of the base zone, plan district and overlay zone. Recreational fields used for organized sports are subject to the regulations of 33.279, Recreational Fields for Organized Sports.
3. Change to another conditional use or the addition of another conditional use in a different use category, except as allowed by Paragraph B.1. or B.2. above, are reviewed through a Type III procedure.
4. Office uses, other than nonprofit or social service offices allowed by Paragraph B.1., above, are reviewed though a Type III procedure.
5. Commercial or industrial uses other than those allowed in Paragraphs B.1. and B.4., above, are reviewed through a Type III procedure. The operators of the uses must be nonprofit, governmental, or social service agencies. The uses may only be in portions of buildings that are already designed to accommodate the proposed use. For example, a social service agency could request approval to run a vocational training program in the auto shop portion of a building on the site.
6. Adding an allowed use may or may not require a conditional use depending on the proposed changes to development on the site. See Section 33.281.050.

33.281.120 Special Event Parking

Paved play areas may be used for special event parking. The area does not have to comply with landscaping requirements for parking areas. These areas may not be used for accessory~~required~~ parking for the uses on the site.

Commentary

33.285.050.
This section sets up the development standards for the different types of shelters; short-term, mass, and outdoor shelters. Each of these types of standards has an exemption from minimum parking requirements. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. Thus, the minimum parking exemption here is duplicative.

33.296.040.B.
This paragraph currently includes limitations for locating temporary activities in parking areas required to serve the use, with allowances for Farmers Markets and Outdoor Shelters. Minimum parking requirements are being deleted from the zoning code so there are no situations where a temporary activity is taking away from required parking.

In its place, a new standard is provided here to allow temporary activities to locate in parking areas generally but limiting them from blocking driveways used for emergency access. This would apply to any of the listed temporary uses if they locate elements in the parking lot. Many temporary uses, besides farmers markets or outdoor shelters can take place in parking lots.

33.285 Short Term, Mass, and Outdoor Shelters

285

33.285.050 Standards

A. Short term shelters.

1-4. [No change]

~~5. Parking. No motor vehicle parking is required.~~

B. Mass shelters.

1-7. [No change]

~~8. Parking. No motor vehicle parking is required.~~

C. Outdoor shelters. Outdoor shelters are exempt from development standards in base zones, overlay zones, and plan districts. Outdoor shelters are subject to the following standards:

1-7. [No change]

~~8. No motor vehicle parking is required.~~

33.296 Temporary Activities

296

33.296.040 General Regulations.

All temporary activities are subject to the regulations listed below.

A. [No change]

B. Temporary activities may occupy parking areas but cannot block driveways that provide site access for emergency vehicles. ~~not cause the elimination of required off-street parking, except as follows:~~

~~1. Farmers Markets. Required parking may be temporarily occupied by a Farmers Market, as follows:~~

~~a. The market may occupy up to 3 required spaces or 30 percent of the required spaces, whichever is more; or~~

~~b. If the market occurs at a time other than a peak time for the primary use on the site, the market may occupy all of the required spaces. If this option is used, the operator of the market must keep an analysis on file. The analysis must document when the peak times are for the primary use, and the hours of operation (including set-up and take-down) for the market.~~

~~2. Outdoor shelters. All required parking may be temporarily occupied by an outdoor shelter.~~

C.-E. [No change]

Commentary

33.420.050.
Table 420-2

Standard PR 17
The intent of the pervious paver standard was to award points for surface parking lots that install pervious pavers. The amendment clarifies that this standard only applies to surface parking lots with at least 10 spaces

Standard PR 20
This provision, (PR20) was created as part of the Design Overlay Zone Amendments project and provides points for shading of surface parking areas through shade or reflective roof structures or tree shading. The tree shading requirement does not quite align with the shading option now required by the State rules for parking lots over $\frac{1}{4}$ acre in size.

Table 420-2 Design Standards				
PUBLIC REALM (PR1 – PR22)				
Required (X)	APPLIES TO:		THE DESIGN STANDARD	Optional points
VEHICLE AREAS				
	PR17	**Pervious Paving Materials**		
	New surface parking area with at least 10 parking spaces		At least 50 percent of the vehicle area must be paved with pervious pavement, approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.	2
	PR18	**No Parking Area**		
	Site with a minimum area of 10,000 square feet		Provide no parking areas on site.	1
	PR19	**Structured Parking and Vehicle Areas**		
	New vehicle area		At least 80 percent of the proposed vehicle area is covered by a building. The vehicle area may meet PR19 or PR20, but not both.	2
	PR20	**Alternative Shading of Vehicle Areas**		
	New surface vehicle area smaller than 10,890 square feet		At least 50 percent of the proposed vehicle area is covered by buildings, structures containing photovoltaic panels, reflective roof shade structures with a Solar Reflectance Index (SRI) greater than 75, or tree canopy. The amount of shade from tree canopy is determined by the diameter of the mature crown spread stated for the species of tree. The vehicle area may meet PR19 or PR20, but not both.	1

Commentary

33.475.245.G.

The current regulations provide an allowance for sites with archaeological resources to reduce their required parking down to zero. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. Thus, there is no longer a need to modify minimum parking requirements.

33.475 River Overlay Zones

475

33.475.245 Archaeological Resources Protection

A-F. [No change]

G. Archaeological resource protection standards. The following standards apply to identified archaeological resources:

1-2. [No change]

3. Modification of other development standards. For sites with identified archaeological resources, the following development standards are modified:

a. Minimum building setbacks are reduced to zero;

~~b. Minimum number of off-street parking spaces is reduced to zero;~~ and

b~~c~~. For purposes of meeting minimum landscaping requirements, the applicant may exclude the archaeological resource area from the total site area.

Commentary

33.508.260.A.
This amendment updates the purpose statement for the Parking section in the Cascade Station / Portland International Center plan district. It removes the reference to having no minimum parking requirements, since parking requirements are being waived citywide. However, it references the allowance to have accessory parking locate throughout subdistrict A, since that overrides the standard in 33.266 that requires accessory parking closer to the site.

33.508.260.B.
The standard removing all parking requirements is removed since parking requirements are being waived citywide.

33.508.260.C
This paragraph is now 33.508.260.B. These amendments simplify the maximum parking provisions in the plan district and use the maximums for office and retail that are located in 33.266, instead of the special table. The exception for fleet and carpool parking remains.

33.508.260.D
This paragraph is now 33.508.260.C. The amendment updates the waiver for accessway requirements for large parking lots in the district, including the new provision applicable to $\frac{1}{4}$ acre lots. There are existing provisions in the plan district that provide guidance for development of access ways within parking areas. However, the new state requirements for providing green features such as shading or solar infrastructure will apply to comply with recent state rule changes. So, 33.266.130.C.4.a will need to be met with new parking lots in excess of $\frac{1}{4}$ acre.

33.508.260 Parking

A. Purpose. In Subdistrict A, on-street parking is encouraged on both public and private streets, to reduce the size of parking lots and to provide a buffer between pedestrians and moving cars. Accessory parking is allowed to be located throughout Subdistrict A ~~There is no required parking, which helps~~ to encourage shared parking. Shared parking is encouraged to promote an active, mixed-use development and reduce the total number of off-street parking spaces required. Adjacent uses with different peak parking utilization periods can share parking areas and allow more efficient use of parking areas throughout the day.

~~**B. Minimum required parking.** There are no minimum parking requirements in the plan district.~~

B~~C~~. Maximum allowed parking.

1. Subdistrict A. The following regulations apply in Subdistrict A:

   a. Structured parking. The maximum allowed parking for parking in structures is in Chapter 33.266, Parking, ~~and~~ Loading, and Transportation and Parking Demand Management.

   b. Surface parking.

      (1) Generally, the maximum allowed parking for surface parking is in Chapter 33.266 Parking, Loading, and Transportation and Parking Demand Management. ~~Office Uses and Retail Sales And Service Uses. Parking on surface lots for Office Uses and Retail Sales And Service Uses is limited to the maximum ratios in Table 508-2~~.

      (2) Exception. There is no maximum for parking on surface lots for fleet, carpool, and rental car parking.

      ~~(3) Other uses. Maximum allowed parking on surface lots for other uses is in Chapter 33.266, Parking and Loading.~~

      (3~~4~~) Adjustments. Where there is a single retail use that occupies more than 60,000 square feet of floor area in a single story, adjustments to maximum allowed parking ratios~~Table 508-2~~ are prohibited. Hotels, motels, restaurants and theaters are not subject to this limitation.

2. Subdistrict B. The maximum parking allowed in Subdistrict B is in Chapter 33.266, Parking, ~~and~~ Loading, and Transportation and Parking Demand Management.

C~~D~~. Large parking areas in Subdistrict A. Parking areas in Subdistrict A are exempt from the internal accessway requirements of 33.266.C.4.b and 33.266.F.5-6.

D~~E~~. Location of parking. Accessory Parking for uses in Subdistrict A may be located on any lot in Subdistrict A.

Commentary

Table 508-2

This table is removed, and the reader is instead referred to the maximum parking requirements in 33.266, since the ratios in the parking chapter are the same or very similar to those in Table 508-2. This simplifies the overall parking requirements in the plan district.

~~**Table 508-2**~~ ~~**Subdistrict A**~~ ~~**Surface Parking: Maximum Allowed Parking**~~	
~~**Use**~~	~~**Maximum Allowed Parking**~~
~~Office~~	~~1 space per 294 sq. ft. of net building area~~
~~Retail Sales and Service, except Hotels, Motels, Restaurants, and Theaters~~	~~1 space per 220 sq. ft. of net building area~~
~~Hotels, Motels (1)~~	~~1.5 spaces per room~~
~~Restaurant~~	~~1 space per 58 sq. ft. of net building area~~
~~Theaters~~	~~0.4 spaces per seat~~

~~[1] When there are accessory uses in Hotels and Motels, parking is based on the square footage of the accessory uses. To determine the ratio, find the use category in this table. For example, a restaurant inside a hotel would be limited to 1 parking space per 58 square feet of net building area. This parking would be in addition to that allowed for the hotel.~~

Commentary

33.510.261

These amendments remove the provision that there are no minimum parking requirements for the different types of Central City Parking. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort, making this reference duplicative.

33.510.261 Parking Built After July 9, 2018

A-E . [No change]

F. Growth Parking. The regulations of this subsection apply to Growth Parking. Adjustments to the regulations of this subsection are prohibited.

1. When Growth Parking is allowed. Growth Parking is allowed when net building area is added to a site either as part of new development or an alteration to existing development.

2. ~~Minimum required parking. There are no minimum parking requirement for Growth Parking.~~

~~3.~~ Maximum allowed parking. Growth Parking is limited to the maximum ratios in Table 510-1. Where there is more than one use on a site, the amount of parking allowed is calculated based on the net building area of each use.

3~~4~~. Operation. Growth Parking may be operated as either accessory or commercial parking at all times.

G. Preservation Parking. The regulations of this subsection apply to Preservation Parking. Adjustments to this subsection are prohibited.

1. When Preservation Parking is allowed. Preservation Parking is allowed when approved through Central City Parking Review. Existing buildings with Residential or hotel uses that have 0.5 or fewer parking stalls per unit or room are eligible to apply for Preservation Parking. In the South Waterfront subdistrict, existing buildings with Medical Center or College uses are eligible to apply for Preservation parking. Other existing buildings that have fewer than 0.7 parking stalls per 1,000 square feet of net building area are eligible to apply for Preservation Parking. 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 is regulated the same as Growth Parking.

2. Location of Preservation Parking. Preservation Parking must be built within the same parking sector as the building the parking will serve. Parking sectors are shown on Map 510-10.

~~3. Minimum required parking. There are no minimum parking requirements for Preservation Parking.~~

4-6. [Renumber to 3.-5.]

Commentary

H. Visitor Parking. The regulations of this subsection apply to Visitor Parking. Adjustments to this subsection are prohibited.

1. When Visitor Parking is allowed. Visitor Parking is allowed when approved through Central City Parking Review.

~~2. Minimum required parking. There are no minimum parking requirements for Visitor Parking.~~

3-4. [Renumber to 2.-3.]

Commentary

33.515.130.C

This amendment updates the reference for maximum parking ratios for Professional and Technical Facilities. Since there are no longer minimum parking requirements, the standard has been converted to a number based on the current standard and then rounded to the nearest hundred. The minimum standard for Retail Sales and Service was 1 space per 500 sq. ft. of net building area (standard A in Table 266-2).

33.515.262.G.

The current regulations provide an allowance for sites with archaeological resources to reduce their required parking down to zero. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. Thus, there is no longer a need to modify minimum parking requirements.

33.515 Columbia South Shore Plan District

33.515.130 Additional Conditional Uses

A-B. [No change]

C. Professional / technical facilities.

1. For sites zoned IG2, professional/technical facilities are reviewed through a Type II conditional use. Approval criteria are in 33.815.302.
2. The maximum number of parking spaces on the site is 1 space per 300 square feet of net building area. ~~150 percent of the minimum for Retail Sales And Service.~~
3. Supplemental application requirements:
   a. A transportation study is required if the proposed use will generate 100 or more new vehicle trips in the peak direction (inbound or outbound) during the site peak traffic hour. The Office of Transportation will evaluate the transportation study as part of the conditional use review.
   b. A transportation demand management plan is required, which should address the respective responsibilities of the training facility and participating firms in measures to mitigate traffic impacts.

D. [No change]

33.515.262 Archaeological Resource Protection

A-F. [No change]

G. Protection of identified archaeological resources.

1. [No change]
2. For sites with identified archaeological resources, the base zone development standards are modified as follows:
   a. Minimum building setbacks are reduced to zero;
   ~~b. Minimum number of off-street parking spaces is reduced to zero; and~~
   ~~c.~~b For purposes of meeting the minimum landscaping requirements, the applicant may exclude the area occupied by the archaeological resource from the total site area; and~~.~~
   ~~d.~~c The area occupied by the archaeological resource is exempt from the standards of 33.515.215, Marine Drive Streetscape.

3-6. [Renumber to 2-5.]

Commentary

33.521.290.A.

The second paragraph is being removed. The intent of parking maximums is no longer to accommodate most peak hour trips, but to balance parking amounts on a site with pedestrian and alternative transit options. The language that remains provides the sufficient reasons for having special parking maximums in the district as well as the development standards to address parking near light rail.

33.521.290.B.1

This amendment removes the provision that there are no minimum parking requirements in the plan district. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort, making this reference duplicative.

The maximum parking ratios remain and reference Standard A in 33.266.

33.521.290 Parking

A. **Purpose.** The regulations of this section ensure that development is oriented to transit, bicycling, and pedestrian travel while ensuring accessibility for motor vehicles. Limiting the number of parking spaces promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for a better pedestrian environment, and protects air and water quality.

~~The parking ratios in this section will accommodate most auto trips to a site and take into account the intensity of development in the area, on-street parking supply, pedestrian activity, and proximity to frequent transit service.~~

Limiting the location of parking and access on light rail alignments improves access to transit, supports a transit-oriented development pattern, and reduces conflicts between motor vehicles and pedestrians or bicycles. In particular, it reduces conflicts between motor vehicles and light rail trains, especially where the access would require cars to cross the light rail tracks.

~~**B. Number of parking spaces.**~~

~~1. Minimum required parking spaces. There is no minimum number of required parking spaces.~~

B~~2~~. **Maximum allowed parking spaces.** The maximum number of parking spaces allowed for nonresidential uses is 150 percent of Standard A in Table 266-2 of Chapter 33.266, Parking, ~~and~~ Loading, and Transportation and Parking Demand Management. The maximums apply to both surface and structured parking. Park-and-ride facilities are exempt from this requirement.

C. [No change]

Commentary

33.526.340.A.
The second paragraph is removed. The intent of parking maximums is no longer to accommodate most peak hour trips, but to balance parking amounts on a site with pedestrian and alternative transit options. The language that remains provides the sufficient reasons for having special parking maximums in the district as well as the development standards to address parking near light rail.

33.526.340.B.
This amendment removes the provision that there are no minimum parking requirements in the plan district. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort, making this reference duplicative.

The maximum parking ratios remain and reference Standard A in 33.266 with some exceptions for office uses. For the office uses, the ratios are rounded to the nearest hundred and match the amendments in 33.266. However, these ratios do not get a bonus if structured parking is proposed.

33.526 Gateway Plan District

526

33.526.340 Parking

A. Purpose. The regulations of this section ensure that development is oriented to transit, bicycling, and pedestrian travel while ensuring accessibility for motor vehicles. Limiting the number of parking spaces promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for a better pedestrian environment, and protects air and water quality. Parking that is provided in structures is preferred over parking in surface lots because, as a more efficient use of land, structured parking promotes compact urban development. In addition, parking structures with active uses on the ground floor provide a better environment for pedestrians and contribute to the continuity of street-level retail and service uses that support a thriving urban area.

~~The parking ratios in this section will accommodate most auto trips to a site and take into account the intensity of development in the area, on-street parking supply, pedestrian activity, and proximity to frequent transit service.~~

Limiting the location of parking and access on light rail alignments improves access to transit, supports a transit-oriented development pattern, and reduces conflicts between motor vehicles and pedestrians or bicycles. In particular, it reduces conflicts between motor vehicles and light rail trains, especially where the access would require cars to cross the light rail tracks.

B. Maximum allowed ~~Number of~~ parking spaces.

~~1. Minimum required parking spaces. There is no minimum number of required parking spaces.~~

1~~2~~. Maximum allowed parking spaces. ~~a.~~ Except as specified in B.2.~~b.~~, the maximum number of parking spaces allowed for nonresidential uses is 150 percent of Standard A in Table 266-2 of Chapter 33.266, Parking, ~~and~~ Loading, and Transportation and Parking Demand Management. The maximums apply to both surface and structured parking.

2~~b~~. Exceptions.

a.~~(1)~~ Medical and dental offices. The maximum number of parking spaces allowed for medical and dental offices is 1 space per 2004 square feet of net building area. The maximum applies to both surface and structured parking.

b.~~(2)~~ Office uses. If all of the parking accessory to Office uses is in structured parking, the maximum number of parking spaces allowed for Office uses is 1 space per 300~~294~~ square feet of net building area.

c.~~(3)~~ Park-and-ride facilities. There is no maximum for park-and-ride facilities.

C-D. [No change]

Commentary

33.536.290.A.

A portion of the paragraph is removed. The intent of parking maximums is no longer to accommodate most peak hour trips, but to balance parking amounts on a site with pedestrian and alternative transit options. The language that remains provides the sufficient reasons for having special parking maximums in the plan district.

33.536.290.C.

These amendments address the few situations where the parking maximums in Hollywood are different from the maximums located in 33.266. The alternative maximums address Household Living, Retail and Office uses. The remainder of situations are the same as those in Table 33.266. The amendment language replaces Table 536-2 since that Table was the same as the provisions in Table 266-2 with these few exceptions. This simplifies the overall parking maximum provisions in the plan district.

33.536 Hollywood Plan District

536

33.536.290 Maximum Allowed Parking ~~Allowed~~ in the RM4, CM2, and CM3 zones

A. Purpose. Limiting the number of parking spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for a better pedestrian environment, and protects air and water quality. Parking that is provided in structures is preferred over parking in surface lots because, as an even more efficient use of land, structured parking promotes compact urban development. In addition, parking structures with active uses on the ground floor provide a better environment for pedestrians, and contribute to the continuity of street-level retail and service uses that support a thriving urban area.

~~The parking ratios in this section will accommodate most auto trips to a site based on typical peak parking demand for each use, and take into account the intensity of development in the town center, on-street parking supply, pedestrian activity, and proximity to frequent transit service.~~ The maximum ratios are lower in Hollywood than in many other parts of the city because the entire plan district is within one-half mile of a light rail station and the Hollywood Transit Center.

B. Where these regulations apply. These regulations apply to accessory parking in the RM4, CM2, and CM3 zones.

C. Maximum allowed parking.

1. Generally. Surface and structured accessory parking is limited to the maximum ratios listed as Standard A in Table 266-2~~in Table 536-1~~, except as allowed in Paragraphs C.2 through C.4, below. When there is more than one primary use on a site, the amount of parking allowed is calculated based on the net building area of each use, or for household living, based on the number of units.

2. Household Living. For Household Living uses, the maximum ratio for surface parking is 1.35 spaces per unit. When 75 percent or more of the parking is in structured parking the maximum number of parking spaces allowed is 1.7 spaces per unit.

3. Retail Sales And Service. The following maximum ratios apply to the following specific Retail Sales And Service uses. The maximum for all other Retail Sales and Service uses is stated in Table 266-2:

   a. Retail, personal service, repair oriented. The maximum ratio is 1 space per 250 square feet of net building area.

   b. Restaurants and bars. The maximum ratio is 1 per 75 square feet of net building area.

Commentary

4. ~~Exception for general o~~Office uses.

a. Medical and dental clinics. The maximum parking ratio for medical and dental clinics is 1 space per 330 square feet of net building area.

b. ~~For general~~All other ~~o~~Office uses. The maximum parking ratio for all other Office uses is 1 space per 400 square feet of net building area. However, the maximum ratio is 1 space per 300~~294~~ square feet of net building area if the following are met:

(1)~~a.~~ At least half of the parking accessory to uses on the site is in structured parking;

(2)~~b.~~ Parking structures on the site must be designed so that at least 50 percent of the street-facing facade meets the standards of Paragraph 33.536.280.C.1, Active building uses. Parking structures are structures where parking occupies more than 50 percent of the gross building area.

Commentary

Table 536-1

Table 536-1 is removed, as most parking maximums are based upon Table 266-2. The few exceptions are listed above in text.

~~**Table 536-1**~~ ~~**Maximum Parking Spaces Allowed in the RM4, CM2, and CM3 Zones**~~		
~~**Use Categories**~~	~~**Specific Uses**~~	~~**Maximum Parking Spaces Allowed**~~
~~**Residential**~~		
~~Household Living~~		~~1.35 per unit for surface parking. No maximum for structured parking and for houses, attached houses, and duplexes.~~
~~Group Living~~		~~No maximum~~
~~**Commercial**~~		
~~Retail Sales And Service~~	~~Retail, personal service, repair oriented~~	~~1 per 250 sq. ft. of net building area~~
	~~Restaurants and bars~~	~~1 per 75 sq. ft. of net building area~~
	~~Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys~~	~~1 per 330 sq. ft. of net building area~~
	~~Temporary lodging~~	~~1 per rentable room; for associated uses such as restaurants, see above~~
	~~Theaters~~	~~1 per 4 seats or 1 per 6 feet of bench area~~
~~Office~~	~~General office~~	~~1 per 400 sq. ft. of net building area~~
	~~Medical/Dental office~~	~~1 per 330 sq. ft. of net building area~~
~~Quick Vehicle Servicing~~		~~1 per 500 sq. ft. of net building area~~
~~Vehicle Repair~~		~~1 per 750 sq. ft. of net building area~~
~~Commercial Parking~~		~~Not applicable~~
~~Self-Service Storage~~		~~1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.~~
~~Commercial Outdoor Recreation~~		~~20 per acre of site~~
~~Major Event Entertainment~~		~~1 per 8 seats or per CU review~~
~~**Industrial**~~		
~~Manufacturing And Production~~		~~1 per 750 sq. ft. of net building area~~
~~Warehouse And Freight Movement~~		~~1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter~~
~~Wholesale Sales, Industrial Service, Railroad Yards~~		~~1 per 750 sq. ft. of net building area~~
~~Waste-Related~~		~~Per CU review~~

Commentary

33.536.320.
These regulations provide special standards for nonconforming development in the Hollywood plan district. The current standards for nonconforming development reference both minimum and maximum parking provisions. These amendments remove the references to sites nonconforming with minimum parking requirements since those requirements are being removed within the Zoning Code.

~~**Table 536-1**~~ ~~**Maximum Parking Spaces Allowed in the RM4, CM2, and CM3 Zones**~~		
~~**Use Categories**~~	~~**Specific Uses**~~	~~**Maximum Parking Spaces Allowed**~~
~~**Institutional**~~		
~~Basic Utilities~~		~~None~~
~~Community Service~~		~~1 per 500 sq. ft. of net building area~~
~~Parks And Open Areas~~		~~Per CU review for active areas~~
~~Schools~~	~~Grade, elementary, junior high~~	~~1 per classroom~~
	~~High school~~	~~7 per classroom~~
~~Medical Centers~~		~~1 per 500 sq.ft. of net building area; or per CU review or Impact Mitigation Plan approval~~
~~Colleges~~		~~1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms; or per CU review or Impact Mitigation Plan approval~~
~~Religious Institutions~~		~~1 per 100 sq. ft. of main assembly area~~
~~Daycare~~		~~1 per 500 sq. ft. of net building area~~
~~**Other**~~		
~~Agriculture~~		~~None, or per CU review~~
~~Aviation,~~ ~~Detention Facilities,~~ ~~Aggregate Extraction~~		~~Per CU review~~
~~Radio Frequency Transmission Facilities~~	~~Personal wireless service and other non-broadcast facilities~~	~~None~~
	~~Radio or television broadcast~~	~~2 per site~~
~~Rail Lines & Utility Corridors~~		~~None~~

33.536.320 Nonconforming Development

A. Purpose. These regulations ensure that improvements to nonconforming development will comply with the parking limits established for the Hollywood plan district.

B. Sites that are nonconforming in maximum allowed parking spaces. ~~When a site is nonconforming in the number of required or allowed parking spaces, the following applies:~~

~~1. Minimum required parking spaces. If changes to a use or building are made that increase the number of required parking spaces over the existing situation, only the number of spaces relating to the increase need to be provided, up to the maximum allowed for the site.~~

~~2. Maximum allowed parking spaces.~~ If changes to a use or building are made to a site that is nonconforming in the maximum allowed parking spaces, existing parking spaces that are in excess of the maximum may be retained if the following conditions are met:

1~~a~~. Parking area may not be expanded, but may be reconfigured; and

2~~b~~. If the parking area is reconfigured, it must meet the minimum setback and perimeter landscaping requirements and the minimum parking space and aisle dimensions stated in Chapter 33.266.

Commentary

33.555.210.E.
This standard refers to the parking chapter section 33.266.100.C in the title. The amendment corrects the title to remove the reference to minimum parking.

33.555.280.C.4
The regulations are not changing but are shown here to illustrate the existing parking maximums. One change is being made to correct a refence to a provision that was previously incorrectly pointing to a standard.

33.555.210 Relationship to Base Zone Regulations.
If not addressed by the development standards of this plan district, the development standards of the base zone apply; however, in Subdistricts A, B, C, D, and E, development is exempt from the following standards:

A. Paragraph 33.140.215.C.1, Building setbacks on a transit street or in a pedestrian district;

B. Section 33.140.230, Ground Floor Windows in the EX Zone;

C. Section 33.140.240, Pedestrian Standards;

D. Section 33.140.242, Transit Street Main Entrances;

E. Section 33.266.100.C, Calculations of Amounts of ~~Required and~~ Maximum Allowed Parking;

F. Section 33.266.115, Maximum Allowed Parking Spaces;

G. Section 33.266.130.C, On-site Locations of Vehicle Areas; and

H. Sections 33.266.300 through 33.266.310, Loading.

33.555.280 Parking

A-B. [no change]

C. Creation of parking.

1. Net building area. Parking may be created only in conjunction with additions of net building area to the site, including that added as part of new development or by adding net building area to existing development;
2. Maximum ratios. Parking is limited to a maximum ratio of 1 space per 600 square feet of net building area being added.
3. Location. Parking may be in a different subdistrict than the net building area it is created in conjunction with.
4. Exception for Subdistrict B. In Subdistrict B, a proposal to create parking not in conjunction with additional floor area may be approved through a Marquam Hill Parking Review, as follows:
   a. The application for the Marquam Hill Parking Review must be received by the City by December 31, 2010;
   b. The proposed parking is exempt from the requirements of C~~B~~.1 and 2, but is subject to the other regulations of this section; and
   c. Only one proposal may be approved under the provisions of this Paragraph.
   d. Adjustments to these standards are prohibited.

Commentary

33.555.280.D.
33.555.280.E
33.555.280.F
Similar to above the regulations are not changing but are shown here to illustrate the existing parking maximums. However, technical changes are being made to correct a refence to a provision that was previously incorrectly pointing to a standard.

D. Existing parking.

1. Existing parking in Subdistricts A and B. Existing parking in Subdistricts A and B that is reconfigured or demolished and replaced within either of these subdistricts is exempt from the requirements of Subsections 33.555.280.C~~B~~ and E if no additional parking spaces are created.

2. Existing parking in Subdistricts C and D. Existing parking in Subdistricts C and D that is reconfigured or demolished within the same subdistrict is exempt from the requirements of Subsections 33.555.280.C~~B~~ and E if no additional parking spaces are created.

E. Maximum parking allowed in Subdistricts A through D.

1. The maximum number of parking spaces allowed is:

   a. Subdistrict A and B combined: 4,429 spaces

   b. Subdistrict C: 710 spaces

   c. Subdistrict D: 1,258 spaces

   d. Subdistrict E: parking is prohibited.

2. Adjustments to the standards of the subsection are prohibited.

F. Marquam Hill Parking Review. There are two types of Marquam Hill Parking Review: Type A and Type B. Proposals that are subject to Type B Marquam Hill Parking Review are not also subject to Type A Marquam Hill Parking Review.

1. Type A Marquam Hill Parking Review is required for all proposals that include parking;

2. Type B Marquam Hill Parking Review is required for the following:

   a. Proposals to develop parking spaces above the maximum numbers stated in Paragraph E~~D~~.1;

   b. Proposals to develop parking when the application for a building permit is submitted after August 1, 2012; or

   c. Proposals that are subject to Type A Marquam Hill Parking Review but do not meet the approval criteria for that review.

Commentary

33.562.280.

This amendment removes the provision that there are no minimum parking requirements in the plan district. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort, making this reference duplicative.

33.562.290

These regulations allow for accessory parking to be operated as Commercial Parking if it meets certain requirements. The standard refers to both required and non-required parking. With the changes made throughout the zoning code, there are no longer required parking spaces. This amendment removes that distinction.

33.562.290.C.3

This section contains approval standards a property owner is required to meet in order to use accessory parking as commercial parking. The standards required the property owner to state that adequate parking for the primary use will be maintained. Under the current standards there are no minimum parking requirements, therefore there is no way to objectively judge what "adequate parking". With parking minimums being removed citywide, this standard is even less relevant and is being removed.

33.562.280 Parking

A. Purpose. These regulations foster development that contributes to the desired pedestrian- and transit-oriented character of the plan district, promote alternatives to the automobile, and encourage efficient use of urban land.

B. ~~**Minimum parking.** There are no minimum parking requirements.~~

~~**C.**~~ **Maximum surface parking area.** No more than 20,000 square feet of surface parking is allowed on a site.

33.562.290 Use of Accessory Parking for Commercial Parking

A-B. [No change]

C. Regulations.

1. ~~Required or non-required a~~Accessory parking may be operated as Commercial Parking when permitted and monitored by the Portland Bureau of Transportation (PBOT) in consultation with the Northwest Parking Management Plan Stakeholder Advisory Committee (NWPMP-SAC), or an advisory body recognized by PBOT, as provided in administrative rules adopted by the Director of PBOT. If this advisory body is no longer active or able to fulfill this role, then PBOT will be the sole permitting and monitoring body. The commercial parking must comply with the requirements of Paragraphs C.2 and C.3, below.

2-4. [No change]

Commentary

33.567.040.

This amendment removes the provision that there are no minimum parking requirements in the plan district. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort, making this reference duplicative.

33.567 Powell Boulevard Plan District

33.567.040 Additional Development Standards

~~**A. Off-street parking.** Off-street parking is not required in the Powell Boulevard plan district.~~

B-C. [Reletter to A. – B.]

Commentary

33.610.200.D.

This regulation refers to areas where parking is not required under this Title. Minimum parking requirements are being deleted from the zoning code in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort. As a result, all areas and zones no longer have parking requirements, so this distinction can be removed.

33.610 Lots in RF Through R5 Zones

33.610.200 Lot Dimension Regulations

Lots in the RF through R5 zones must meet the lot dimension regulations of this section.

A-C. [No change]

D. Minimum lot width. Each lot must meet one of the following regulations. Lots that do not meet these regulations may be requested through Planned Development Review. Adjustments to the regulations are prohibited.

1. Each lot must meet the minimum lot width standard stated in Table 610-2; or
2. Minimum lot width may be reduced below the dimensions stated in Table 610-2, if all of the following are met:

   a-e. [No change]

   f. ~~In areas where parking is not required by this Title, l~~Lots may be proposed that will not accommodate on-site vehicle access and parking. Such lots do not have to meet the requirements of Subparagraph D.2.d. As a condition of approval of the land division, the property owner must execute a covenant with the city. The covenant must:

      (1) State that the owner will develop the property without parking, and that a driveway for access to on-site parking may not be created in the future, unless it is in conformance with regulations in effect at the time;

      (2) Meet the requirements of Section 33.700.060, Covenants with the City; and

      (3) Be attached to, and recorded with the deed for the new lot.

Commentary

33.654.120.D.

This regulation provides approval criteria for common greens and requires that lots with lot lines on a common green meet the minimum parking requirements of 33.266.110. This section no longer contains minimum parking requirements and only includes requirements for carpool parking and EV infrastructure, when parking is proposed. That standard is reviewed at the time of development and not during the land division so a reference is no longer needed.

33.654 Rights-of-Way

654

33.654.120 Design of Rights-of-Way

A-C. [No change]

D. Common green approval criteria and standards. The purpose of the following standards is to allow streets designed to provide access for only pedestrians and bicycles to abutting properties. Common greens are also intended to serve as a common open space amenity for residents. The following approval criteria and standards apply to common greens:

1. [No change]

2. Fire access~~Standards~~ for land divisions with common greens. For l~~L~~and divisions that include a common green, ~~must meet the following standards:~~

   ~~a. T~~the Fire Bureau has approved the land division for emergency access.~~; and~~

   ~~b. Lots that have a front lot line on a common green must meet Section 33.266.110, Minimum Required Parking Spaces.~~

Commentary

33.700.070.E

This regulation illustrates how the hierarchy of regulations applies, including situations when a regulation is at the same level. The example currently provided uses the differences in parking requirements between the parking minimum standards in floating homes versus the general parking requirements. However, both of these minimums are being removed in compliance with new statewide administrative rules that were adopted as part of the Climate Friendly and Equitable Cities rulemaking effort so the example is being removed.

33.700 Administration and Enforcement

700

33.700.070 General Rules for Application of the Code Language

The rules of this section apply to this Title and any conditions of a land use approval granted under this Title.

A-D. [No change]

E. Hierarchy of regulations.

1. Different levels of regulations. In general, an area with base zoning, overlay zoning, or an area in a plan district is subject to all of the regulations of each. Where a land division is requested, the regulations of the 33.600s series of chapters also must be met.

   When the regulations conflict, unless specifically indicated otherwise, the following rules apply:

   a. The regulations in a plan district supersede regulations in overlay zones, base zones, and regulations in the 600s series of chapters;

   b. The regulations in an overlay zone supersede regulations in base zones and regulations in the 600s series of chapters;

   c. The regulations for plan districts and overlay zones also supersede conflicting regulations for a specific use or development stated in the 200s series of chapters; and

   d. The regulations in the 200s series of chapters supersede regulations in the 600s series of chapters.

2. Regulations at the same level. When regulations at the same level conflict, those that are more specific to the situation apply. ~~An example would be parking space requirement for houseboats in moorages, two spaces per unit, which is stated in the Floating Structures chapter. This would supersede the standard residential requirement of one space per unit stated in the Parking chapter.~~ When the regulations are equally specific or when it is unclear which regulation to apply, the most restrictive applies. Regulations at the same level include such situations as two different standards in a base zone or regulations from separate chapters in the 200s series of chapters.

3. Figures, tables, and maps. Where there are differences of meaning between code text and figures or tables, the code text controls. When there are differences between code text and maps, the maps control.

Commentary

33.815.121.C

This amendment updates the reference to the maximum allowed parking provisions in the Hollywood plan district. Amendments to that chapter removed the table and replaced it with a combination of special parking maximum rules and a reference to the standards in 33.266, since most of the maximums matched the main parking chapter.

33.815 Conditional Uses

815

33.815.121 Commercial Parking Facilities in the CM2 and CM3 Zones in the Hollywood Plan District

These approval criteria provide for commercial parking facilities that support urban-scale development in the Hollywood plan district by providing parking for visitors, customers, and employees of Hollywood. The criteria are not intended to allow parking facilities in such quantity, concentration, or appearance that they detract from the desired character of Hollywood. The approval criteria are:

A.-B. [No change]

C. The parking demand analysis must show a need for parking at this location. The analysis must show that the following criteria are met:

1. At least 65 percent of the parking demand is from uses within 750 feet of the site;
2. If the parking is designated for specific businesses, the number of parking spaces designated for that business in the commercial parking facility, plus the number of spaces that business may already have, may not exceed the maximum allowed parking ~~ratio allowed~~ for the business, as stated in 33.536.290.C~~Table 536-1~~; and
3. At least one of the following is met:
   a. There is a cumulative increase in parking demand due to an overall increase in activity associated with existing or new retail, office, or other visitor-related uses; or
   b. There has been a significant loss of short-term parking spaces in the area within 750 feet of the site.

Commentary

33.815.215.D

This amendment removes the reference to required parking for the review of Major Event Entertainment and associated structured parking in campus institutional zones. The removal of parking minimums that are based on a conditional use review is driven by the compliance with the state rule changes. As a result, the measurement used in this criterion applies more generally to parking spaces associated with the facility, rather than required by the facility.

33.815.310.D

This amendment removes the reference to required parking for the review structured parking associated with industrial uses in IR zones. The removal of parking minimums that are based on a conditional use review is driven by the compliance with the state rule changes. As a result, the measurement used in this criterion applies more generally to parking spaces associated with the use, rather than required by the facility.

33.815.215 Major Event Entertainment

These approval criteria ensure that the potentially large size and impacts of these uses are not harmful to surrounding areas and that transportation services are or will be sufficient to serve the use. The approval criteria are:

A-C. [No change]

D. **In the campus institutional zones.** These approval criteria allow Major Event Entertainment facilities to be part of an institutional campus. They also ensure that the impacts of the facility on nearby areas are mitigated and that affected neighbors have an opportunity to comment on the proposals for mitigation. The approval criteria are:

1-4. [No change]

5. All approved limited uses and major event entertainment uses in aggregate occupy 30 percent or less of all campus net building area including portions of parking structures associated with these uses. If the institutional campus includes structured parking, 250 square feet of the structured parking will be associated with the major event entertainment facility for each parking space associated with~~required for~~ the facility. Size exceptions are prohibited.

33.815.310 Industrial Uses in the IR Zone

These approval criteria providing for Manufacturing and Production and Industrial Service Uses in IR zones are intended to allow industrial activities that support the mission of the City's major educational and medical institutions. The approval criteria are:

A-C. [No change]

D. All Industrial Service and Manufacturing And Production uses in aggregate do not exceed a maximum of 10 percent or 50,000 built square feet of all campus net building area, whichever is less. If the site includes structured parking, 250 square feet of the structured parking will be associated with the Industrial Service and Manufacturing And Production uses for each parking space associated with~~required for~~ those uses. Size exceptions are prohibited;

E-H. [No change]

Commentary

33.820.080.B

This amendment clarifies that the threshold in B.8.a.(4) refers to parking spaces that were required as part of the conditional use master plan and is not reference parking minimums required by the zoning code, all of which are being removed with this project.

33.820.090.A

This amendment removes the reference to required parking for the thresholds triggering a plan amendment. Since there are no longer required minimum parking, the standard now focuses on the original number of approved parking spaces from the original plan. Increases or decreases of more than 10% from the previously approved parking would trigger the higher Type III review.

33.820 Conditional Use Master Plans

820

33.820.080 Implementation

A. [No change]

B. **Not conforming to the plan.** Uses that are not in conformance with the master plan require an amendment to the plan. Development that is not in conformance with the plan and does not meet the following requires an amendment to the plan. Development that is not in conformance with the plan and does meet all of the following is allowed:

1-7. [No change];

8. Will not result in an individual or cumulative loss or gain in the number of parking spaces, except as follows:

a. Will not result in a net loss in the number of parking spaces except as follows:

(1) No reduction in shared parking spaces is allowed;

(2) Up to 50 percent of the total number of existing parking spaces may be removed when the removal is for housing that is affordable as defined by Paragraph B.5;

(3) 1 space or 4 percent of the total number of parking spaces may be removed, whichever is greater; however, parking spaces removed to create accessible spaces as specified in the Oregon Structural Specialty Code are exempt from this limitation; and

(4) Removal of parking from sites with 4 or fewer r~~equired~~ parking spaces required by the master plan is not allowed without an amendment to the plan.

33.820.090 Amendments to Master Plans

Amendments to the master plan are required for any use or development that is not in conformance with the plan, except as stated in 33.820.080, above. The approval criteria of 33.820.050 apply. The thresholds and procedures for amendments are stated below.

A. **Type III procedure.** Unless the master plan specifically provides differently, amendments to a master plan that require a Type III procedure are:

1-5. [No change]

6. Increases or decreases greater than 10 percent in the amount of approved ~~or required~~ parking. Decreases for housing that is affordable as defined by Paragraph B.5. are exempt from this limitation; and

7. [No change]

B. **Type II procedure.** Unless the master plan specifically provides differently, amendments to a master plan not specifically stated in Subsection A. above are processed through a Type II procedure.

Commentary

33.853.040.A.1

This amendment removes the reference to required parking for site considerations for tree removal review, since there is no longer any required parking. The standard, as amended, just addresses parking. However, vehicle area (including parking) must also consider alternative locations that wouldn't require the tree removal, which provides additional guidance.

33.853 Tree Review

33.853.040 Approval Criteria

A. Trees in the Scenic Overlay Zone, Johnson Creek Basin plan district, or Rocky Butte plan district. A request to remove trees in the Scenic Overlay Zone, Johnson Creek Basin plan district, or Rocky Butte plan district will be approved if the review body finds that the applicant has shown that either criterion A.1 or A.2 is met and criterion A.3 is met:

1. The removal is necessary to allow for reasonable development of the site, including access to the site for construction, ~~required~~ parking, pedestrians, and utilities, and considering the allowed uses and characteristics of the area. Alternative locations and construction methods for structures, utilities and paved areas must be considered to maximize preservation of trees, with emphasis on preservation of trees that are 20 or more inches in diameter and tree groves; or
2. For sites within the Scenic overlay zone or Rocky Butte plan district, the removal is to create or enhance a public view from public property or from a public right-of-way. Consultation with the City Forester is required; and
3. The proposal will continue to meet the purpose of the relevant tree preservation or removal standards. Replacement plantings within the Scenic overlay zone must consist of approved vegetation listed in the *Scenic Resources Protection Plan* appendix.

Commentary

33.910.030

Auto-Accommodating Development

The existing definition for auto-accommodating development states that parking is provided at a level higher than the minimum required number of parking spaces. To comply with recent state rules adopted through the Climate Friendly and Equitable Communities rulemaking, minimum parking mandates are being removed from the zoning code. Technically, that could mean that development providing any parking at all would potentially be considered auto-accommodating.

This amendment removes the reference to parking above minimum requirements and updates the definition to include sites that dedicate a significant portion of their site to parking and vehicle areas. While this may be more general, it meets the intent of the definition and implies that the parking footprint is larger than the building footprint, which was usually the case previously when a development had more parking above minimum requirements.

33.910.030 Definitions

The definition of words with specific meaning in the zoning code are as follows:

Development Types

- **Auto-Accommodating Development.** Development which is designed to accommodate customers who use autos to travel to the site. ~~This type of development usually has more than the minimum required number of parking spaces.~~ Buildings feature entrances providing convenient access to parking areas. In many cases, the building will have parking between secondary streets and the building. Other typical characteristics are drive-through facilities, more than one driveway, and a low percentage of the site covered by buildings. Auto-accommodating development along transit streets and in pedestrian districts typically include a mix of auto-accommodating and pedestrian-oriented characteristics.
  See also Pedestrian-Oriented Development.
- **Pedestrian-Oriented Development.** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.
  See also Auto-Accommodating Development.