

35472

Recommended Draft

CENTRAL CITY TRANSPORTATION MANAGEMENT PLAN

Amendments to Zoning Code



*Assuring
Livability with
Growth*

CITY of PORTLAND
OFFICE of TRANSPORTATION
BUREAU of PLANNING
October 1995

Portland City Council

Vera Katz, Mayor
Earl Blumenauer, Commissioner
Charlie Hales, Commissioner
Gretchen Kafoury, Commissioner
Mike Lindberg, Commissioner

Portland Planning Commission

Richard Michaelson, President
Doug Van Dyk, Vice President
Steve Abel
Dick Cooley
Sarah ffitch
Bruce Fong
Paul Schuback
Ruth Scott
Noell Webb

To help ensure equal access to information, the Portland Planning Bureau offers the following services:

- Interpreter (two working days notice required);
- Accessible meeting places;
- Audio Loop equipped hearings rooms in City Hall and the Portland Building' and
- Planning documents printed in large type sizes (two working days notice required).

For more information about these services, call 823-7709 or 823-6868 (TDD).

35472

Recommended Draft

**CENTRAL CITY
TRANSPORTATION
MANAGEMENT PLAN**
Amendments to Zoning Code



October 1995
CITY of PORTLAND
OFFICE of TRANSPORTATION
and
BUREAU of PLANNING
1120 S W 5th Avenue
Portland, Oregon 97204

ACKNOWLEDGEMENTS

Policy Oversight Committee

Commissioner Earl Blumenauer

Commissioner Charlie Hales

Marty Brantley, Chair, Association for Portland Progress Parking Committee

Steve Fosler, Chair, Citizen Advisory Committee

Management Oversight Committee

Felicia Trader, Transportation Director

David Knowles, Planning Director

Ruth Scott, President and CEO of Association for Portland Progress

Larry Dully, Director of Development, Portland Development Commission

Steve Fosler, Chair, Citizen Advisory Committee

Portland Bureau of Planning

Charlie Hales, Commissioner of Public Safety

David Knowles, Planning Director

Project Staff

Cary Pinard, Project Manager

Jessica Richman, City Planner

Mark Bello, City Planner

Geoff Sauncy, Graphic Illustrator

Portland Office of Transportation

Earl Blumenauer, Commissioner of Public Works

Felicia Trader, Transportation Director

Project Staff

Steve Iwata, Project Manager

Elsa Coleman, Deputy Director

David Logsdon, Parking Manager

Rich Cassidy, Senior Planner

Samy Fouts, Graphics

For more information, contact

Cary Pinard

Planning Support Group

Portland Bureau of Planning

1120 SW Fifth Avenue, Rm 1002

Portland, Oregon 97204

Phone 503-823-7846

Fax 503-823-7800

TDD 503-823-6868

TABLE OF CONTENTS

| | <u>Page</u> |
|--|-------------|
| Introduction | 1 |
| Amendments to Chapter 33 510, Central City Plan District | |
| Parking and Access | |
| 33 510 261 Parking | 3 |
| 33 510 263 Parking in the Core Area | 9 |
| 33 510 264 Parking in the Lloyd District | 67 |
| 33 510 265 Parking in the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3 | 101 |
| 33 510 267 Parking in the Lower Albina Subdistrict, the North Macadam Subdistrict, Central Eastside Sectors 1, 4, 5, and 6, and River District Sectors 1 and 2 | 135 |
| New Chapter 33 808, Central City Parking Review | 149 |
| Approval Criteria | |
| 33 808 100 General Approval Criteria for Central City Parking Review | 153 |
| 33 808 200 Renewal of Surface Parking Lots in the Central City Plan District | 169 |
| 33 808 300 Conversion of Surface Parking Lots | 169 |
| Other Amendments to Zoning Code | 171 |
| 33 510 112 Commercial Parking | 173 |
| 33 510 225 Required Retail Opportunity Areas | 173 |
| 33 510 235 Parking | 173 |
| Deletion of Downtown Parking and Circulation Policy | 173 |
| 33 510 242 Demolitions | 175 |
| 33 700 070 General Rules for Application of the Code Language | 175 |
| 33 910 Definitions | 177 |
| 33 266 Parking and Loading | 181 |
| 33 815 120 Commercial Parking Facilities in the RX, CX, and EX Zones | 185 |
| 33 120 Multi-Dwelling Zones | 185 |
| 33 130 Commercial Zones | 187 |
| 33 140 Employment and Industrial Zones | 189 |
| Amendments to Central City Plan District Maps | 191 |
| Map 510-6 Required Building Lines | |
| Map 510-8 Core and Parking Sectors—Interim Version | |
| Map 510-8 Core and Parking Sectors—EPA Version | |
| Map 510-9 Parking Access Restricted Streets | |

INTRODUCTION

A. This is the third of four documents:

- 1 The Central City Transportation Management Plan and Policy—Brown cover
- 2 Administration Section—Blue cover
3. **Amendments to the Zoning Code—Green cover**
- 4 Ordinance and Resolution—Tan cover

B. These regulations will be phased.

Most of these regulations will be effective after City Council adoption. However, some regulations, which are part of the State's strategy for compliance with Federal air quality standards, will not be effective until approval by the Federal Environmental Protection Agency (EPA). These regulations are:

- 1 The maximum inventory for parking in the Core Area (the "lid") must remain in place until EPA approval. The special area lid for South Downtown Waterfront also remains.
- 2 The CCTMP increases some of the maximum parking ratios, those increases cannot be implemented immediately.
- 3 CCTMP allows adjustments to ratios for anchor retail and supermarkets, these adjustments will be allowed only after EPA approval.
- 4 Under CCTMP, some of the parking sectors differ from the DPCP. To ease the transition from DPCP to Interim Code to EPA Code, some of the sectors are subdivided.

C. How changes are shown in this document.

Language that won't go into effect until after EPA approval is shaded.

Language to be added to the Zoning Code is underlined, language to be deleted is shown in ~~strikethrough~~. Because the amendments to Chapter 33 510 are all new language, they are not underlined.

There are two versions of Map 510-8, which shows the parking sectors, before and after EPA approval. They are labeled "Interim Version," which will go into effect after Council action, and "EPA Version," which will go into effect after EPA approval.

Amendments To Central City Plan District (Chapter 33.510)

Parking Regulations

Commentary

- A The purpose of the Central City Transportation Management Plan (CCTMP) is to improve air quality, increase the use of alternative modes, encourage the development of jobs and living in the Central City, and reduce the demand for parking without negatively affecting development opportunities. The CCTMP was developed in response to the Central City Plan and the need to update the Downtown Parking and Circulation Policy (DPCP) to address issues such as the need for parking to support existing office buildings. These provisions in the Zoning Code implement the CCTMP and help achieve its goals and purposes.
- B Parking is regulated differently in the Central City Plan District than in other parts of the City. This subsection describes the six types of parking and have been derived from the policies of the CCTMP. Basically, Growth, Preservation, and Residential/Hotel Parking are types that are based on building area of either new development (Growth and most Residential/Hotel) or existing development (Preservation and some Residential/Hotel). Visitor and Undedicated General Parking are not based on building area or specific development. The CCTMP policy provides circumstances when Visitor Parking is desirable—when there is significant demand. Conversely, the policy generally prohibits new Undedicated General Parking, it is generally allowed for parking that already exists. RX Zone Parking is another type created to deal with certain existing situations in the RX (Downtown Residential) zone in the Core Area and will be used to "grandfather" those situations.

The creation of these parking types follows the CCTMP policies which call for linking parking to the development of new floor area (i.e., Growth Parking) [Policy 4.3, Parking Ratios for New Development], providing parking for existing buildings in some cases (i.e., Preservation Parking) [Policies 4.4, Management of Parking Associated With Existing Buildings and 4.5, Parking For Buildings With Less Than the Allotted Ratio], promoting short-term parking (i.e., Visitor Parking [Policy 4.6, Parking Not In Conjunction With Specific Development], and providing for parking for residential uses (i.e., Residential/Hotel Parking [Policy 4.8, Residential Parking]).

It is anticipated that some proposals for parking structures will be for mixed types of parking such as a structure to provide both Preservation and Visitor Parking. This is allowed, but each type must meet the code standards or approval criteria that apply to that particular type of parking.

- B.4 Undedicated General Parking is defined essentially by what it isn't. It is usually used for long-term commuter parking but can generally be operated for any parking use at the parking owner's discretion.

Parking and Access

33.510.261 Parking

A. Purpose.

The parking and access regulations implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City

B. Description of types of parking.

In the Central City Plan District, there are six types of parking. While a proposal may include several types of parking (for example, a garage may include both some Growth Parking and some Preservation Parking), each type of parking is an exclusive category. The same spaces can be more than one type of parking, such as both Growth Parking and Visitor Parking, if the regulations for both types are met.

- 1 Growth Parking Growth Parking is created in conjunction with additions of floor area. Floor area is added either as part of new development or adding floor area to existing development. Parking for floor area that will be in residential or hotel use is not Growth Parking; it is Residential/Hotel Parking (see Paragraph B 5, below).

In the case of new development, the land use or building permit for the parking must be requested by the time the foundation is complete. If the parking is requested after the foundation is complete, it will be Preservation Parking.

In the case of additions of floor area to existing development, the land use or building permit for the parking must be requested by the time the building permit for the new floor area is issued. If it is requested after the building permit for the new floor area is issued, it will be Preservation Parking.

The ratios for Growth Parking are based on the needs of both employees and those who come to the building for other reasons, such as customers and clients.

- 2 Preservation Parking Preservation Parking is created to serve existing, older buildings in non-residential/non-hotel uses. For residential and hotel uses, see Paragraph B 5, below. The ratios for Preservation Parking are based on the needs of both employees and those who come to the building for other reasons, such as customers and clients.
- 3 Visitor Parking Visitor Parking is created to serve shoppers, tourists, and other such visitors who make occasional trips to the area. It is not associated with particular development.
- 4 Undedicated General Parking Undedicated General Parking is all parking, other than Visitor Parking, that is not associated with particular development.
- 5 Residential/Hotel Parking Residential/Hotel Parking is created in conjunction with dwelling units or hotel rooms.
- 6 RX Zone Parking RX Zone Parking is parking on a surface lot zoned RX that was operating as parking accessory to nonresidential uses on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory.

Commentary

- C This Subsection is mostly explanatory rather than regulatory. It provides a "road map" to the regulations by alerting readers to some of the aspects of the regulations and giving an overview of the organization of the regulations.

In the DPCP most parking is subject to conditional use review which is a type of land use review. In the CCTMP the conditional use review for parking has been replaced with a new land use review: Central City Parking Review (CCPR). As the name implies, the new review focuses on the special parking considerations in the Central City area and is one of the tools for implementing the CCTMP policies.

"New vs. Existing" Issue. The zoning code is written to apply to development proposals (i.e. new development or alterations to existing development). It is written in the present tense, so phrases such as "Undedicated General Parking is prohibited" mean "proposals for new Undedicated General Parking will not be accepted," not that we are shutting down existing, legal, Undedicated General Parking. There has been some discussion of using the words "new" or "newly developed" in situations such as this. However, the City Attorney has advised us that unless we use such phrasing throughout the code, we are creating a host of legal problems and conflicts that would nearly invalidate our code.

Rather than trying to make extensive revisions to the entire code, this language calls out the rules that apply to existing parking in special sections. For example, in the Core, the special regulations for existing parking are in Subsections H through L.

C. Organization of parking regulations in the plan district. This subsection describes the organization of parking regulations that follow, and provides a framework for understanding. See the sections that follow for the specific regulations described below.

There are six different kinds of parking. These are described in Subsection 33 510 261 B, above. Generally, Growth, Preservation, and Residential/Hotel Parking are allocated based on floor area of buildings or dwelling units. Visitor Parking may be located where demand is shown. Generally, RX Zone and Undedicated General Parking are "conversion categories," they cover some existing parking.

Each type of parking is regulated differently. For some types of parking, we do not limit who may park there, even though the parking may have been created in conjunction with a particular development. There are some limitations, however, particularly for Preservation and Residential/Hotel Parking. Visitor Parking includes some operation limits—it is for short-term parking. There are some restrictions on how Undedicated General Parking may operate, depending on the zone and subdistrict. Other than these specific regulations, Undedicated General Parking is free to operate in any way the owner chooses.

Map 510-8 shows the subdistricts of the Central City plan district and the parking sectors. Downtown, the University District, and some areas north of Burnside are called the Core Area. The regulations vary in different areas. In the Core Area, there are maximums for all parking. In Lloyd, Goose Hollow, and parts of Central Eastside, there are maximums only for parking created in conjunction with office uses. There are no maximums in the other areas. There are other differences among the areas.

Section 33 510 261 applies to all areas, while Sections 33 510 263 through 267 each apply to a different area. The regulations for each area are organized in the same way: A subsection on each type of parking, then a subsection that applies to all types of parking, and then one or more subsections with special regulations for surface parking lots that existed on (effective date of these regulations).

The two development types of parking—surface lots and structured parking—are regulated differently. There are also some special regulations affecting location of parking, for example, surface parking is not permitted next to a light rail line, and access near light rail is allowed only under certain circumstances. Depending on the zone and the area, there are other regulations about location of parking, access, landscaping, and other elements.

To determine whether a particular proposal is allowed, prohibited, or requires a Central City Parking Review, you need to look at all of the regulations that apply to the proposal. For example, while the number of spaces may be allowed, the access might require review, or the number of spaces may be allowed, but only in a structure, not a surface lot.

In addition to Central City Parking Review, some proposals may need adjustments. The approval criteria for adjustments (in Chapter 33 805) require analysis of the purpose of the regulation. The purpose of each regulation in Sections 33 510 261 through 33 510 267 is in the Central City Transportation Management Plan Policy.

Commentary

- D The Core area is the area currently covered by the DPCP. It and the other areas are shown on Map 510-B.
- E This regulation addresses the rare situations when sites are split by boundary lines. It says that except for parking ratios, parking is regulated by the code that applies to the portion of the site where the parking is located. This is the same rule that applies to all zoning regulations in the City. This subsection also provides an exception for parking under bridges. Parking may be requested under the Broadway or Marquam bridges, both of which are boundaries for the Core Area.

D. Where these regulations apply. The regulations of Sections 33 510 261 through 33 510 267 apply to all parking in the plan district. The regulations of Sections 33 510 263 through 267 each apply to a different area. Where there is more than one type of parking included in a proposal, each type of parking must meet the regulations in the appropriate Subsection.

E. Sites split by subdistrict or parking sector boundaries. Where the site of a parking lot or structure is split by subdistrict or parking sector boundaries, and the regulations in the two areas differ, the following applies:

1. Generally. If the site is split by the boundary of a subdistrict or parking sector, the following applies:
 - a. For Growth, Preservation, and Residential/Hotel Parking
 - (1) Except as provided in Subparagraph E 1 a (2), below, the portion of the site that contains the parking is subject to the regulations of that parking sector, and
 - (2) The maximum ratio, if any, is based on the regulations that apply to the site of the use the parking will be serving.
 - b. For all other parking. The more restrictive regulations apply.
2. Under bridges. If the site is split by the boundary of the Core Area, and all or a portion of the parking is under a bridge, the following applies:
 - a. For Growth, Preservation, and Residential/Hotel Parking
 - (1) If the use the parking will be serving is in the Core Area, the regulations of the appropriate Core sector apply to the parking.
 - (2) If the use the parking will be serving is outside the Core Area, the regulations of the appropriate sector outside the Core apply to the parking.
 - b. For all other parking. The more restrictive regulations apply.

Commentary

33.510.263 Parking in the Core Area. This section applies in the Core area, currently regulated by the Downtown Parking and Circulation Policy (DPCP)

A Growth Parking is parking associated with new development

A1 This paragraph explains which regulations have to be considered in order to determine whether a proposal is allowed, prohibited, or subject to Central City Parking Review. The code uses "allowed" to mean that a proposal is reviewed against standard, nondiscretionary requirements and does not have to go through a discretionary land use review. "Prohibited" means no exceptions to the rule are allowed. "Central City Parking Review" is a new type of discretionary land use review.

33.510.263 Parking in the Core Area

The regulations of this Section apply in the Core area shown on Map 510-8

A. Growth Parking. The regulations of this Subsection apply to Growth Parking Adjustments to the regulations of this Subsection are prohibited, except as specified in Paragraphs A 7 and A 9, below

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

| Table 510-1 Relationships Among Use Regulations for Growth Parking | | | |
|---|------------------------------|--------------------------------|---------------------------|
| If the <u>use</u> is | And if the <u>parking</u> is | | |
| | Allowed | Subject to CCPR | Prohibited |
| Allowed, an expansion of a nonconforming use, or a conditional use | The parking is allowed | The parking is subject to CCPR | The parking is prohibited |
| Prohibited | The parking is prohibited | The parking is prohibited | The parking is prohibited |

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

Commentary

- A 2 & 3 Small amounts of parking are allowed for new development because of their minimal impact and to support desirable development in the Core area
- A 4 Growth Parking is generally allowed as long as it is within the ratios and meets the other nondiscretionary standards listed here and in Subsection G
- A 6 The maximum ratios were established in the DPCP and modified based on existing transit service, existing and allowed land uses and densities. The ratios are intended to encourage a wide range of uses and residential developments to ensure a diverse and viable Central City core [Objectives 4.3.2 and 4.3.5 of Policy 4.3, Parking Ratios for New Development.]

- 2 Up to 20 parking spaces on a surface parking lot is an allowed use where the parking is adjacent to the building and the total number of parking spaces—of any type—on the site is less than 21
- 3 Up to 20 spaces in a structure is an allowed use
- 4 More than 20 parking spaces is an allowed use where the following are met
 - a The parking is in a structure,
 - b Carpool parking
 - (1) Five spaces or five percent of the parking spaces, 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 will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking.
 - (3) Signs must be posted indicating these spaces are reserved for carpool use before 9 00 AM on weekdays.
- 5 Parking that is not an allowed use under Paragraphs A 2, A 3, and A 4, above, and is not otherwise prohibited, is subject to CCPR.
- 6 Maximum ratios. Parking is limited to the maximum ratios in Table 510-2. Where there is more than one use, the amount of parking allowed is calculated based on the net building area of each use.

Commentary

Table 510-2. The unshaded Table 510-2 will take effect along with the other regulations. The ratios in this version are from the Downtown Parking and Circulation Policy. The shaded Table will take effect after EPA approval.

| Table 510-2 In the Core Area Growth Parking Maximum Number of Parking Spaces Per 1,000 Square Feet of Net Building Area | | | | | |
|--|---------------------------------|---|---|---|-----------------|
| | District/Sector (See Map 510-8) | | | | |
| | Downtown 2, 3-1 | Downtown 3-2, 4, River District 5-2 | River District 3, 5-1, University District 1-2 | Downtown 1, 5, 6-1 University District 1-1, River District 4 | Downtown 6-2 |
| Use | | | | | |
| Office | 0 7 | 0 8 | 0 9 | 1 0 | * |
| Retail Sales and Service, except theaters, hotels, motels | 1 0 | | | | |
| Medical Centers | 1 5 | | | | |
| Schools, Colleges | 1 0 | | | | |
| Manufacturing and Production, Warehouse and Freight Movement, Wholesale Sales, Industrial Service | 0 7 | | | | |
| Community Service, Religious Institutions, Theaters, Other Uses | 0 25 | | | | |
| Hotels, Motels | See Subsection 33 510 263 E | | | | |
| Residential | | | | | |

*Ratio for office for Sector Downtown 6-2 is 2 0 for the first 150,000 square feet of floor area built, and 1 0 for anything over 150,000 square feet

| Table 510-2 In the Core Area Growth Parking : Maximum Number of Parking Spaces Per 1,000 Square Feet of Net Building Area | | | | | |
|--|----------------------------------|---------------|---------------------------------------|---------------------|---------------------------------------|
| | District/Sector (See Map 510-8): | | | | |
| | Downtown 2, 3 | Downtown 4 | Downtown 1, 5, University District | River District 5 | River District 3, 4; Downtown 6 |
| Use | | | | | |
| Office | 0 7 | 0 8 | 1.0 | 1.5 | 2 0 |
| Retail Sales and Service, except theaters, hotels, motels | 1 0 | 1 0 | 1 0 | 1 5 | 2.0 |
| Medical Centers | 1 5 | 1 5 | 1 5 | 1 5 | 2.0 |
| Schools, Colleges | 1 0 | 1 0 | 1.0 | 1 5 | 2 0 |
| Manufacturing and Production, Warehouse and Freight Movement, Wholesale Sales, Industrial Service | 0 7 | | | | |
| Community Service, Religious Institutions, Theaters, Other Uses | 0 25 | | | | |
| Hotels, Motels | See Subsection 33 510 263 E | | | | |
| Residential | | | | | |

Commentary

A 7 a Lower ratios are established for these uses because the peak hours of use are weekends or evenings when more on-street and structured parking is available, or because the number of visitors to the site is low. Additional parking for daytime use by patrons is determined on a case by case basis and is based on an analysis of demand and availability of parking in the area through the adjustment process. Parking for evening use by patrons will only be approved if existing daytime parking is unavailable or insufficient for the need. [Objective 4.3.7 of Policy 4.3, Parking Ratios for New Development.]

NOTE: Adjustments to the maximum ratio for supermarkets and anchor retail will be allowed only after EPA approval. The shaded paragraphs—A.7.b and A.7.c— in the code will not take effect until then.

A 7 b Adjustments to the maximum ratio for supermarkets are allowed because the supermarket may have unusual parking demands and because its peak hours of use coincide with the peak hours of demand of other uses. [Objective 4.3.7 of Policy 4.3, Parking Ratios for New Development.]

A 7 c Adjustments to the maximum ratio for anchor retail are allowed because the parking demand is higher for a concentration of retail activity than for individual retail uses. Additional parking may be approved up to the 15 ratio only if additional short-term parking is not available in the area and only if the parking is made available to the general public for short-term parking.

A 7 d Adjustments to other maximum ratios are prohibited to insure that air quality is maintained and so that parking does not become a dominant feature of the Core Area.

A 8 Operation CCTMP Policies 4.3 and 4.4 present a new approach to managing parking resources. Where the amount of parking is limited through ratios and where parking is typically paid for, parking should be managed to maximize its utilization. To implement this policy, the code specifies that, where the policy is applicable, the parking owner can decide how to best use the parking. For example, the parking could be used for long-term commuter or short-term parking (which the code calls "commercial" parking), or for employee or customer parking (which the code calls "accessory" parking), or for a combination of both. The code specifies where this policy approach applies in regulations throughout this chapter titled "operation".

Growth Parking in the Core is a situation where parking should be managed to maximize its utilization as explained above. [Policies 4.3, Parking Ratios for New Development, and 4.4, Management of Parking Associated With Existing Buildings.]

- 7 Adjustments to the maximum ratios
 - a Adjustments to the maximum ratios for Theaters, Religious Institutions, Community Service uses, and all other uses where the maximum ratio is 0.25, may be requested
 - b Adjustments to the maximum ratio for supermarkets may be requested up to 2.0 spaces per 1,000 square feet of net building area, adjustments above 2.0 are prohibited. A supermarket is a retail store with more than 20,000 square feet of net building area, selling a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items
 - c Adjustments to the maximum ratio for anchor retail may be requested up to 1.5 spaces per 1,000 square feet of net building area, adjustments above 1.5 are prohibited. Anchor retail is a single structure with more than 50,000 square feet of net building area in Retail Sales and Service uses
 - b Adjustments to the other maximum ratios are prohibited
- 8 Operation The parking may be operated as either accessory or commercial parking, at all times

Commentary

A.9 The parking operations reports are an important part of the CCTMP. They will help us monitor the many new approaches and concepts for transportation and parking management that are embodied in the Plan. To make it as easy as possible for parking owners and operators to comply with the requirement, we have developed a standard form—just a single page—to use. The Parking Manager will fax this form to owners 30 days before the report is due. If the report is not returned to us, the Parking Manager will telephone or fax another form. If the report is still not returned, the Parking Manager may start the standard enforcement procedure, which begins with a letter to the owner requesting the report, and giving at least 30 days to comply. [III A and III D 3 b of the Administration Section]

We recognize that sometimes there are special circumstances that may delay filing a report. Because of this, the Parking Manager and the enforcement staff both have the discretion to delay enforcement where there are extenuating circumstances and a reasonable effort to comply is being made.

- 9 Operation reports The requirements of this paragraph apply to all Growth Parking For parking that is subject to CCPR, adjustments to this paragraph may be requested For parking this is not subject to CCPR, adjustments are prohibited
- a The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph A 9 b, below
 - b The applicant must provide annual operation reports to the City The operation reports are based on a sample of four days during every 12-month reporting period, and include information on the following
 - (1) Physical Number of parking spaces, amount of net building area
 - (2) Usage How the parking spaces were used, based on the following categories Percentage of parking used for
 - Short-term
 - Long-term daily (four or more hours) and monthly permit (other than carpool)
 - Carpool monthly permit
 - (3) Hours of Operation What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area

Commentary

- B The need for parking for existing office buildings (or buildings being converted to office) was documented in a study done by the Portland Development Commission. The study found that 67 percent of older and historic buildings do not have any parking, that the availability and cost of parking are critical factors in the leasing of these buildings, and that the loss of surface parking lots may further decrease the viability of these buildings.

While there is a need for this type of parking, it is desirable to control the amount and configuration of the parking to maintain the integrity of the City's historic districts and urban form [Objectives 4.5.1 and 4.5.2 of Policy 4.5, Parking for Buildings With Less Than the Allowed Ratios and III D.4 of the Administration Section.]

B. Preservation Parking. The regulations of this Subsection apply to Preservation Parking. Adjustments to the regulations of Subparagraph B 4 h, below may be requested. Adjustments of the other regulations of this Subsection are prohibited.

- 1 To determine whether Preservation Parking is subject to Central City Parking Review (CCPR) or prohibited
 - a Determine the use or uses the parking will be created to serve
 - b Determine whether the use the parking will serve is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed. Find the appropriate line on Table 510-3
 - c Based on the regulations of this Subsection and those in Subsection G, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-3
 - (1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR. If the parking is not otherwise prohibited, it is subject to CCPR
 - (2) If any aspect of a proposal is prohibited, then the parking is prohibited

| Table 510-3 Relationships Among Use Regulations for Preservation Parking | | |
|---|--------------------------------|---------------------------|
| If the parking is created in conjunction with a <u>use</u> that is | And if the <u>parking</u> is | |
| | Allowed or Subject to CCPR | Prohibited |
| Allowed, Nonconforming, or a Conditional Use | The parking is subject to CCPR | The parking is prohibited |
| Prohibited | The parking is prohibited | The parking is prohibited |

Commentary

- B 2 The Parking Manager maintains the Preservation Parking Eligibility List, a list of buildings that have less than 0.7 parking spaces per 1,000 square feet of net building area. The Administration Section of the CCTMP describes how buildings move on and off the list.
- B 3 If Preservation Parking is created through internal conversion of the building it will serve, it is treated as if it were associated with a new building (i.e. Growth Parking). The ratios for Growth Parking apply. The only differences are that it must be on the Preservation Parking Eligibility List, it will go through CCPR, and the amount of parking will be deducted from the Parking Pool but not the Reserve. (See III D 4 of the Administration Section of the Policy for more explanation of the Pool and Reserve.)
- B 4 Preservation Parking that is not created through internal conversion is limited to a ratio of 0.7 spaces per 1,000 square feet of floor area. Such parking is also limited to the use categories that, for new development, have ratios of at least 0.7. The other uses--such as theaters--may create additional short-term parking through the provisions for Visitor Parking. [Objective 4.5.2 of Policy 4.5, Parking For Buildings With Less Than the Allotted Ratio.]

- 2 Eligibility for Preservation Parking Only buildings on the Preservation Parking Eligibility List, maintained by the Parking Manager, may apply for Preservation Parking Preservation Parking for buildings not on the Preservation Parking Eligibility List is prohibited
- 3 Parking created within or under the building If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking is regulated the same as Growth Parking, except that it is subject to CCPR
- 4 Parking that is not created within or under the building If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the following must be met
 - a Maximum ratio Parking is limited to a maximum ratio of 0.7 spaces per 1,000 square feet of net building area
 - b Preservation Parking will be allowed based on net building area of only the uses listed below Preservation Parking for uses not listed below is prohibited (Note For Residential/Hotel Parking, see Subsection E, below)
 - (1) Office,
 - (2) Retail Sales and Service, except theaters and hotels,
 - (3) Medical Centers,
 - (4) Schools, Colleges, and
 - (5) Manufacturing and Production, Warehouse and Freight Movement, Wholesale Sales, Industrial Service
 - c Common ownership If the parking is based on the floor area of buildings under the same ownership as the parking, the following must be met
 - (1) The owner must specify what buildings the parking is based on When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - (2) The owner must have a signed agreement with the Parking Manager that the parking will be primarily for those buildings for at least 10 years

Commentary

B 4 d Where we require an agreement between a building owner and a garage owner, or between a building owner and the Parking Manager, authorized agents may sign on behalf of the building owner. In such cases, the agent—for example, a management company or tenant of the building—will sign an affidavit stating that they have the owner's authority to commit the building for the length of time of the agreement.

While contracts must cover the initial 10 years of operation of a Preservation Parking facility, the contracts may contain provisions that allow for early termination. If an agreement is changed during the initial 10 years, it may not cover less than the remainder of the initial 10 years.

If an agreement is terminated during this period, the building that contracted for the parking will not be go back on the Preservation Parking Eligibility List until either

- Another building on the List contracts for those spaces for the remainder of the initial 10 years period, or
- The parking receives a CCPR to convert to another type of parking.

Preservation Parking may be converted to other types of parking within the initial 10-year period.

B 4 e Preservation Parking must be in a structure [Policy 4.4 Management of Parking Associated With Existing Buildings]

- d Different ownership Where the parking structure is under different ownership than the buildings the parking will serve, the following must be met
- (1) For initial approval, the following must be met
 - There must be agreements between the owner of the parking and the owners of buildings for which the parking will be provided The agreements must cover 100 percent of the Preservation Parking, and be for at least 10 years from the date the garage begins operation
 - When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - The applicant must have a signed agreement with the Parking Manager to
 - Notify the Parking Manager in writing of any of the changes listed in this Subparagraph, and
 - Provide written documentation that the changes comply with the regulations of this Chapter
 - (2) Changes in existing agreements Changes in existing agreements between the owner of the parking and owners of buildings for which the parking is provided are allowed only if the regulations of this Chapter are still met The length of the agreements will not be decreased to cover less than the initial 10-year period from the date the garage begins operation
 - (3) New agreements New agreements between the owner of the parking and the owners of buildings for which the parking will be provided are allowed only where the buildings are on the Preservation Parking Eligibility List, and where the regulations of this Chapter are still met The agreements must, at a minimum, cover the initial 10-year period from the date the garage begins operation
 - (4) Conversion Conversion of Preservation Parking to Growth, Visitor, or Residential/Hotel Parking is a CCPR Conversions to other types of parking are prohibited
 - (5) Where an agreement between the owner of the parking and the owners of buildings is terminated, changes will not be made to the Preservation Parking Eligibility List until a new use or new agreement has been approved for the spaces covered by the agreement
- e The parking must be in a structure, parking that is not in a structure is prohibited

Commentary

B 4 f In order to provide flexibility to the owners of this type of parking, these regulations allow other uses of the parking during times when a contracted building does not need all of their accessory parking, or when not all of the parking is contracted for [Objectives 4 5 1 and 4 5 2 of Policy 4 5, Parking for Buildings With Less Than the Allowed Ratios]

- f Operation Preservation Parking may be operated as either accessory or commercial parking, with the following limitations. These limitations apply on weekdays between 7 00 AM and 6 00 PM. Parking spaces may be used only as follows:
- (1) Where the parking is based on the floor area of buildings under the same ownership as the parking, the parking may be used by tenants of those buildings.
 - (2) Leased to buildings or tenants of buildings as described in Subparagraph B 4 d, above.
 - (3) Rented, on a monthly basis only, to the following. Sale of other monthly permits is prohibited.
 - Individual tenants of buildings on the Preservation Parking Eligibility List. The Parking Manager maintains this list, or
 - Residents of the Central City plan district.
 - (4) For long-term daily parking. "Early bird" discounts are prohibited.
 - (5) For short-term parking.
- g The applicant must have a signed agreement with the Parking Manager to provide the information specified in Subparagraph B 4 h, below.
- h The applicant must provide operation reports to the City every six months. The operation reports are based on a sample of two days during every six month reporting period, and include information on the following:
- (1) Physical. Number of parking spaces, amount of net building area.
 - (2) Usage. How the parking spaces were used, based on the following categories. Percentage of parking used for:
 - Short-term
 - Leased to buildings or tenants of buildings as described in Subparagraph B 4 d, above.
 - Used by tenants of the buildings described in Subparagraph B 4 c, above.
 - Monthly permits to individual tenants of buildings on the Preservation Parking Eligibility List.
 - Monthly permits to residents of the Central City plan district.
 - Carpool monthly permits for tenants of buildings as described in Subparagraph B 4 d, above, tenants of the buildings described in Subparagraph B 4 c, above, or individual tenants of buildings on the Preservation Parking Eligibility List.
 - Long-term daily (four or more hours) and monthly permit (other than those listed above).
 - (3) Hours of Operation. What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.

Commentary

- C Visitor Parking provides for short-term parking needs, such as for retail shoppers, tourists, clients and visitors to ensure the continued economic vitality and development of the Central City [Policy 4.6 Parking Not in Conjunction With Specific Development]

C. Visitor Parking. The regulations of this Subsection apply to Visitor Parking Adjustments to the regulations of Paragraphs C 4 and C 5, below may be requested Adjustments of the other regulations of this Subsection are prohibited

- 1 To determine whether Visitor Parking is subject to Central City Parking Review (CCPR) or prohibited
 - a Determine the zone where the parking will be located Then find the appropriate line on Table 510-4
 - b Based on the regulations of this Subsection and those in Subsection G, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-4
 - (1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR
 - (2) If any aspect of a proposal is prohibited, then the parking is prohibited

| Table 510-4 Relationships Among Regulations for Visitor Parking | | |
|--|--------------------------------|---------------------------|
| If the <u>zone</u> is | And if the <u>parking</u> is | |
| | Allowed or Subject to CCPR | Prohibited |
| I, EX, EG, CX, CS, CG, or RX | The parking is subject to CCPR | The parking is prohibited |
| All other zones | The parking is prohibited | The parking is prohibited |

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

Commentary

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

See discussion of "New vs. Existing" Issue on Page 6.

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

D. Undedicated General Parking. Undedicated General Parking is prohibited

Commentary

- E 2 A minimal amount of Residential/Hotel Parking should be provided for residential uses in Downtown and the University District because of the lack of on-street parking and the loss of surface parking lots over time as development occurs. It is not the intent of the parking minimum to discourage certain housing types, such as SROs, which are usually small in size, and which typically rent to persons who do not own cars. Adjustments are allowed from this minimum for other residential uses which would have tenants without cars. If adjustments are approved for this type of development, a demand management plan may be required to ensure that alternative transportation services are available to tenants [Objective 4.8.1 of Policy 4.8, Residential Parking]

E. Residential/Hotel Parking. The regulations of this Subsection apply to Residential/Hotel Parking. Adjustments to the regulations in Paragraphs E 1 and E 3 through E 10, below, are prohibited

- 1 To determine whether Residential/Hotel Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine whether the residential or hotel use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed. Find the appropriate line on Table 510-5
 - b Based on the regulations of this Subsection and those in Subsection G, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-5

| Table 510-5 Relationships Among Use Regulations for Residential/Hotel Parking | | | |
|--|------------------------------|--------------------------------|---------------------------|
| If the <u>residential</u> or <u>hotel use</u> is | And if the <u>parking</u> is | | |
| | Allowed | Subject to CCPR | Prohibited |
| Allowed, an expansion of a nonconforming use, or a conditional use | The parking is allowed | The parking is subject to CCPR | The parking is prohibited |
| Prohibited | The parking is prohibited | The parking is prohibited | The parking is prohibited |

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

- 2 Minimum required parking. The minimum required parking for residential uses in Downtown Sectors 1 through 5 and the University District Subdistrict is 1 space for every 8 dwelling units larger than 250 square feet in area. There are no other minimum parking requirements.

Commentary

- E.3.** The maximum ratios are established by Objectives 4.3.5 and 4.3.6 of Policy 4.3, Parking Ratios for New Development. The unshaded Paragraph 3 will take effect along with the other regulations. The ratios are from the Downtown Parking and Circulation Policy. The shaded Paragraph 3—and the higher ratios will take effect after EPA approval.

3. **Maximum ratios** Parking is limited to the maximum ratios of this Paragraph. The maximum parking ratios in all sectors are
- a. **Dwelling units** The maximum parking ratio is 1.2 parking spaces for each dwelling unit
 - b. **New hotel rooms** The maximum parking ratio is 1.0 parking spaces for each new hotel room created
 - c. **Existing hotels** The maximum parking ratio for existing hotels is 0.7 spaces for each 1,000 square feet of floor area
3. **Maximum ratios** Parking is limited to the maximum ratios of this Paragraph.
- a. **Dwelling units** The maximum parking ratio for dwelling units are in Table 510-6.
 - b. **New hotel rooms** The maximum parking ratio in all sectors is 1.0 parking spaces for each new hotel room created
 - c. **Existing hotels** The maximum parking ratio in all sectors for existing hotels is 0.7 spaces for each 1,000 square feet of floor area.

| Table 510-6 In the Core Area Residential Parking. Maximum Number of Parking Spaces For Each Dwelling Unit | | |
|--|-----------------------|---------------------------------|
| District/Sector (See Map 510-8) | | |
| Downtown 1, 2, 3, 4, 5, University District | River District 5 | River District 3, 4, Downtown 6 |
| 1.35 per dwelling unit | 1.5 per dwelling unit | 1.7 per dwelling unit |

4. **Parking is allowed when new dwelling units and hotel rooms are created**
- a. **Dwelling units are created**
 - (1) As part of new development,
 - (2) By adding net building area to existing development that increases the number of dwelling units,
 - (3) By conversion of existing net building area from non-residential to residential uses, and
 - (4) By increasing the number of units within existing net building area already in residential use, for example, by converting a duplex to a triplex

Commentary

- b Hotel rooms are created
 - (1) As part of new development,
 - (2) By adding net building area to existing development that increases the number of hotel rooms,
 - (3) By conversion of existing net building area from non-hotel to hotel uses, and
 - (4) By increasing the number of hotel rooms within existing net building area already in hotel use, for example, by converting a 10-room hotel to 20-room hotel
- 5 Parking for existing dwelling units Parking for existing dwelling units is subject to CCPR if the parking area is created through internal conversion of the building, by excavating under the building, or by adding gross building area to the building Parking for existing dwelling units where the parking area is not created in this manner is prohibited
- 6 Parking for existing hotel rooms Parking for existing hotel rooms is allowed
- 7 Operation
 - a Residential
 - (1) Parking spaces created to meet minimum parking requirements for residential uses may be used only for residential uses of the units the parking was created in conjunction with This limitation applies at all hours
 - (2) Parking created to serve residential uses, in excess of minimum parking requirements, may be offered only on a monthly basis and only to residents of the plan district This limitation applies at all hours
 - b Hotel Parking created to serve hotel uses must be accessory These limitations apply on weekdays between 7 00 AM and 6 00 PM
- 8 Parking structures Parking that is in a structure is allowed

Commentary

E 9c This provision supports higher-density residential projects by allowing surface lots where structured parking may be prohibitive or impossible [Objective 4.8.4 of Policy 4.8, Residential Parking]

Objective 4.7.5 of Policy 4.7, Surface Parking, calls for the development of a design guideline to ensure that large amounts of surface parking are "broken up" and visually separated. Where the surface parking area on a site is larger than 40,000 square feet, the parking lot should be visually separated into areas no larger than 40,000 square feet to break up the large expanse of paved area. A design guideline is being developed to implement this requirement for visual separation. Until the guideline is adopted, staff will consider Objectives 4.7.5 and 4.7.6 as part of design review of large parking lots [Objectives 4.7.5 and 4.7.6 of Policy 4.7, Surface Parking]

- 9 Surface parking for residential uses Where a development includes any residential uses, and some or all of the parking will be on a surface lot, the developer may choose one of the following three options Other surface parking is prohibited

a Up to 20 parking spaces is an allowed use, where the following are met

- (1) The parking is adjacent to the building occupied by the residential units it is created in conjunction with, and
- (2) The total number of parking spaces—of any type—on the site is less than 21

Where the provisions of this Subparagraph are not met, the parking is subject to CCPR under the provisions of either Subparagraph E 9 b or c, below

b More than 20 spaces is subject to CCPR where

- (1) The total surface parking area on the site is 40,000 square feet or less, and
- (2) The parking is an interim use, as part of a phased development plan

c More than 20 spaces as a permanent use, and more than 40,000 square feet of surface parking area on a site, may be approved through CCPR if the following are met

- (1) There is no more than 1 surface space for each 1,000 square feet of site area, not including streets,
- (2) The surface parking is serving the residential uses only, and
- (3) The project creates more than 50 dwelling units per acre, not including streets

10 Surface parking for hotels

a Up to 20 parking spaces is an allowed use, where the following are met

- (1) The parking is adjacent to the building occupied by the hotel rooms it is created in conjunction with, and
- (2) The total number of parking spaces—of any type—on the site is less than 21

Where the provisions of this Subparagraph are not met, the parking is subject to CCPR under the provisions of either Subparagraph E 10 b, below

b More than 20 spaces is subject to CCPR where

- (1) The total surface parking area on the site is 40,000 square feet or less, and
- (2) The parking is an interim use, as part of a phased development plan

Commentary

- F These regulations deal with existing parking that is accessory to nonresidential uses in the RX (Downtown Residential) zone. They ensure that the character and viability of the area for residential use are maintained while also allowing for some flexibility in the use of this type of existing parking. [Objective 4.8.2 of Policy 4.8, Residential Parking.]

F. RX Zone Parking. The regulations of this Subsection apply to RX Zone Parking Adjustments to the regulations of this Subsection are prohibited

- 1 Operation RX Zone Parking must be accessory to uses in the portion of the Core Area zoned RX This limitation applies on weekdays between 7 00 AM and 6 00 PM The uses to which the parking is accessory may change without review, but they must be uses in the portion of the Core Area zoned RX
- 2 Commercial parking is prohibited

Commentary

G 3 Often, the amount of parking and its configuration are slightly modified in the final construction phase (The number of parking spaces cannot exceed the maximum ratios or exceed any specific amount approved in a CCPR, but spaces may be reduced) This "as built" information will allow the Parking Manager to maintain accurate records and inventories of parking in the Central City [III A 4 and III D 3 a of the Administration Section]

G 4 a (1) Large expanses of surface parking area—larger than a typical block—are prohibited in the Core because of their interruption of the urban fabric of the Core and their negative effect on the vitality and pedestrian environment of the area [Objective 4 7 6 of Policy 4 7, Surface Parking]

G 4 a (2) This regulation is in the zoning code now

G 4 b Most new surface lots—and some existing surface lots—will be reviewed every 5 years for compliance with conditions, and—if they have a phased building plan—for reasonable progress on the phased plan The approval criteria are in Chapter 33 808, Central City Parking Review [Objective 4 7 6 of Policy 4 7, Surface Parking and III D 2 a of the Administration Section]

To help ensure timely applications for these renewals, the operations report form will include a reminder about the deadline for application (See Commentary for A 9)

There has been some concern about how lack of compliance will be treated in this process If there is a violation, will the lot simply be shut down, or will the applicant have the opportunity to correct the violation in a timely manner?

The procedure for the five-year renewals involves an application, followed by a public hearing If applicants are aware of violations at the time of application, they can request a delay from staff to allow time for compliance It is the Bureau's practice to grant such delays for a reasonable amount of time Planning staff publishes a report and recommendation before the hearing, it is our practice to try to resolve any problems that would result in a negative recommendation In any case, this would serve as additional notice of deficiencies If Bureau staff is unwilling to grant a delay, the applicant has recourse before the Land Use Hearings Officer, who can also authorize a delay Ultimately, the City Council could, upon appeal, also grant the delay

In other words, the applicant will have sufficient opportunity to correct any deficiencies before an extreme enforcement measure—such as closure of the parking lot—would be implemented

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

- 1 Minimum required parking There are no minimum parking requirements in the Core area, except for some residential developments, as specified in Subsection E, above
- 2 The applicant has a signed agreement with the Parking Manager to provide the information specified in Paragraph G 3, below
- 3 The applicant will provide the following information within 30 days of the date the parking begins operation
 - a The number of parking spaces constructed, and
 - b An as-built plan of the parking area, showing the configuration of the parking spaces At least one copy of the plan must be 8-1/2' x 11" and suitable for microfilming
- 4 Surface parking lots
 - a Surface parking lots are prohibited as follows
 - (1) Parking on surface lots where the total surface parking area on the site is larger than 40,000 square feet in area is prohibited, except for some residential developments, as specified in Subsection E, above
 - (2) Surface parking is prohibited on the portion of a site within 100 feet of a light rail alignment
 - b Renewal of Central City Parking Review (CCPR) permits for surface parking lots All CCPR permits for surface parking lots approved after (the effective date of this regulation) must be renewed every 5 years This includes surface parking lots approved under 33 510 263 H, Special Regulations for Existing Surface Parking Lots CCPR permits for surface parking lots approved under 33 510 263 E 8 c, which allows permanent surface parking lots for Residential/Hotel Parking, are exempt from this renewal requirement

The renewal is a Type III process, the criteria are in Section 33 808 200, Renewal of Surface Parking Lots in the Central City Plan District The owner must apply for the renewal within 4-1/2 years of the date of final approval of either the initial approval or the last renewal If application is not made by that date, the Planning Director may initiate reconsideration as set out in Section 33 700 040, Reconsideration of Land Use Approvals
 - c Redevelopment of surface parking lots When development occurs that removes parking spaces in surface lots, the parking spaces will automatically be added to the Parking Reserve except as provided in Subparagraph G 4 d, below

Commentary

- G 4 d This regulation clarifies that when surface spaces are removed due to development as part of a phased building plan, the spaces will not be added to the Reserve (See III D 4 of the Administration Section of the Policy for more explanation of the Reserve)
- G 5 a and b The location of parking structures is restricted from the Transit Mall in the area of the Central City with the highest floor area ratios in order to attract the highest density to this area. The structures are prohibited on the blocks between the two mall streets. CCPR approval is required to allow structures within 100' from Fifth and Sixth Avenues. They may be approved where the development provides multiple levels of non-parking activities and where the access will not have a major impact on pedestrian, bicycle, auto, or bus traffic [Objective 4 10 4 of Policy 4 10, Compatibility of Parking Structures With Central City Character]
- G 5 c The location of parking structures is restricted from the Light Rail "couplet" in order to increase transit ridership, maximize development between adjoining light rail lines, provide a pleasing pedestrian environment and moderate potential conflicts with motor vehicles [Objective 4 10 5 of Policy 4 10, Compatibility of Parking Structures With Central City Character]
- G 5 d The size of free-standing parking structures in historic districts is limited in order to ensure compatibility with the scale of nearby historic buildings [Objective 4 10 1 of Policy 4 10, Compatibility of Parking Structures With Central City Character]
- G 5 e and f Street frontage walls of parking structures. These regulations are in the Zoning Code now. The only change is in f, the current regulations allow landscaping to the L2 standard, (3 1/2" high vegetative screen) while these regulations require an L3 standard (6' high vegetative screen)

- d Parking spaces removed from a surface parking lot will not automatically be added to the Parking Reserve if
 - (1) The parking lot is part of an approved phased development plan,
 - (2) The parking spaces are Growth Parking, and
 - (3) The parking spaces will be replaced in a structure within the area covered by the phased development plan
- e Parking spaces removed from a surface lot that meet all elements of Subparagraph G 4 d, above may be replaced in a structure within the area covered by the phased development plan, they will still be considered Growth Parking, and so will not be subject to the reduced ratio for Preservation Parking
- 5 Parking structures Where parking occupies more than 50 percent of the gross building area of a structure
 - a The structure may not be on any block bounded by both Fifth and Sixth Avenues between NW Glisan and SW Mill Streets Location on these blocks is prohibited
 - b The site of the structure must be at least 100 feet from Fifth and Sixth Avenues between NW Glisan and SW Mill Streets Proposals for structures within 100 feet of Fifth and Sixth Avenues between NW Glisan and SW Mill Streets must have their location approved through Central City Parking Review, an adjustment is not necessary
 - c The structure may not be on any block bounded by both SW Morrison and SW Yamhill Streets between SW First and SW Eighteenth Avenues Location on these blocks is prohibited
 - d If the site is within a historic design district, the building coverage of the portion of the parking structure within the district may not be larger than 20,000 square feet
 - e Street frontage in the Downtown and University District subdistricts Within the Downtown and University District subdistricts, 50 percent of the street frontage wall must be developed for Retail Sales And Service or Office uses Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service or Office uses The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33 510 225, Required Retail Opportunity Areas
 - f Street frontage in other subdistricts In Parking Sectors RD 3, 4, and 5, structures must comply with either the standard of Subparagraph G 5 e, above or the structure must be set back at least 5 feet and landscaped to at least the L3 standard of Chapter 33 248, Landscaping and Screening If the structure complies with the landscaped setback standard, it is exempt from the ground floor windows standard of Section 33 510 220

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

Commentary

G 6 Parking Access Managing the location of driveways is important to enhancing the efficiency and safety for the multiple transportation elements (transit, cars, bikes and pedestrians) on the streets shown on Map 510-9 and near light rail alignments. The DFCP has identified streets for restricted parking access and this concept is expanded throughout the Central City. Adjustments for access to non-light rail streets are allowed if it can be demonstrated that access from other streets can not be made or that access onto restricted streets will result in fewer conflicts with alternative modes. The current code prohibits new parking access within 75 feet of a light rail alignment, this language allows such access only if approved through CCPR. In the Core, the CCPR approval criteria for such requests call for development that provides multiple levels of non-parking activities and where the access will not have a major impact on pedestrian, bicycle, auto, or light rail traffic. [Objective 4.10.5 of Policy 4.10, Compatibility of Parking Structures With Central City Character.]

6 Parking access

- a Parking access near or on a light rail alignment Motor vehicle access to any parking area or structure is not allowed within 75 feet of a light rail alignment, unless the access is approved through Central City Parking Review
- b Parking access on the Transit Mall Motor vehicle access to any parking area or structure is prohibited on Fifth and Sixth Avenues between NW Glisan and SW Mill Streets
- c Parking access on other streets Motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9

7 Changes from one type of parking to another

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

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

Commentary

- H This Subsection deals with parking existing when CCTMP takes effect. It clarifies what the basic rules will be, such as what happens if parking spaces are removed or there is a request to add spaces, and which proposed changes need to be reviewed and which don't.

Where a parking lot does not meet a development standard, such as landscaping, it may be nonconforming development. Existing surface parking lots are not nonconforming uses, provisions that have been in the Zoning Code for many years gave automatic conditional use status to those lots.

- H2 In some cases, there is more than one parking lot on a site. For example, there can be two lots, each with a conditional use approval, or one lot with a conditional use approval and one that is "grandfathered"—that has never operated under a conditional use or revocable permit. These lots could be separated by buildings, or could be adjacent, and appear to be a single parking area.

In such cases, the two parking lots are regulated independently of each other, (with the exception of some landscaping requirements—see Subsection L). For example, if the west half of a block has a lot that has never operated under a conditional use or revocable permit that required periodic reapplication, and the east half currently has a conditional use that does require 3-year renewals, the west half will be subject to Subsection J, while the east half will be subject to Subsection K.

- H3 f Whether Design Review is required—and at what level—depends on the type of development and the dollar amount spent. These thresholds are in the design guidelines for each district.

H. Special regulations for existing parking.

- 1 Purpose With adoption of the Central City Transportation Management Plan in 1995, the regulations for parking in the Central City Plan District were significantly revised To simplify and streamline regulations for parking that existed when the regulations changed, most parking in the Core Area is automatically given Central City Parking Review (CCPR) status Some surface lots have to apply to convert to CCPR status

The purpose of the special regulations for some existing surface parking lots is to convert surface parking lots approved under the Downtown Plan and Downtown Parking and Circulation Policy to be consistent with the approaches of the CCTMP These regulations focus more on physical improvements than operational elements In addition, a CCPR approval under this process, by superceding previous approvals and conditions of Conditional Uses, Downtown Development Reviews, and Revocable Permits for parking on the parking lot—will simplify future reviews and provide more flexibility for the operators on how the parking may be managed and used The new CCPR does not automatically supercede other types of approvals such as design review and adjustments

- 2 Where these regulations apply The regulations of Subsections H through L apply to all parking that legally existed on (effective date of these regulations) or on the date when the site became part of the Central City plan district, whichever is later The regulations also apply to all parking where a complete application was received before (effective date of these regulations), or parking that received either a land use or building permit before (effective date of these regulations)
- 3 Changes Changes to parking regulated by this Subsection are regulated as follows
 - a Changes that would be prohibited if requested for new parking are prohibited
 - b Changes from one type of parking to another are processed as if they were new parking, except that changing from Preservation to any other type of parking requires a CCPR For example, changing Growth Parking to Preservation Parking requires a CCPR, and changing Preservation Parking to Growth Parking requires a CCPR All current regulations will apply
 - c Changes in conditions of approval requires CCPR
 - d An increase in the number of spaces requires CCPR for the additional spaces only
 - e A decrease in the number of spaces by reconfiguration is allowed without review Replacement of those spaces is allowed, but the number of spaces on the site may not exceed the number for the site in the Central City Plan District Parking Inventory
 - f Reconfiguration that does not change the number of spaces is allowed without CCPR, but may require design review

Commentary

- I This Subsection indicates the way existing parking structures will be "switched over" to the new CCTMP Zoning regulations

- g Placing vending carts in surface parking lots is allowed without CCPR review, but design review may be required. Spaces occupied by such carts are not considered a decrease in spaces. The spaces may be returned to parking use without review.
- h Physical changes to the site, such as an increase in the amount of landscaping or addition of other pedestrian amenities, is allowed without CCPR review, but design review may be required. This does not include an increase in the number of spaces, or any changes that violate conditions of approval or current regulations. Those changes require CCPR review.

I. The regulations of this subsection apply to parking in a structure

1 In the CX and EX zones

- a Parking that was operating on January 1, 1995, and has never operated under a conditional use is subject to the following:
 - (1) If the parking was legally operating as Commercial Parking or as accessory to uses other than hotel or residential, it is Undedicated General Parking.
 - (2) If the parking was legally operating as accessory to hotel or residential uses, it is Residential/Hotel Parking.
- b Parking that received a conditional use and was operating on (effective date of the regulations) or on the date when the site became part of the Central City plan district, whichever is later, is subject to the following:
 - (1) All previous conditions of approval continue to apply.
 - (2) If the parking was last approved as accessory parking for uses other than hotel or residential, it is Growth Parking.
 - (3) If the parking was last approved as accessory parking for hotel or residential uses, it is Residential/Hotel Parking.
 - (4) If the parking was last approved as short-term commercial parking, it is Visitor Parking.
 - (5) If the parking was last approved as long-term commercial parking, it is Undedicated General Parking.

2 In the RX zone

- a If the parking was last approved as commercial parking, it is Undedicated General parking.
- b If the parking was last approved as accessory to residential or hotel uses, it is Residential/Hotel Parking.
- c If the parking was last approved as accessory to non-residential, non-hotel uses, it is RX Zone Parking.

Commentary

- J This Subsection deals with the oldest existing surface lots—those that existed before the requirement for surface parking to be reapproved every 3 years. In order to improve the pedestrian environment, some landscaping will be required but only to lots that abut existing but newer, "conditional use" surface parking lots.

These parking lots may remain without review. Changes may require review; the circumstances are set out in Paragraph H 3, above.

- J1 This allows "maximum" utilization [Objective 4.7.8 of Policy 4.7, Surface Parking.]

- K In the current code, surface parking lots operating under a conditional use approval go through a Type III conditional use process every 3 years. This reapplication requirement was first instituted in 1979. These proposed regulations create a special process to "convert" those lots into the new CCTMP system. They will go through a one-time Type III CCPR review to "switch over", and thereafter will be reviewed every 5 years as provided for in G 4 b, above.

The 3-year conditional use reapplication process was suspended in 1994 pending completion of the CCTMP project and the creation of the "switch over" process (Ordinance 168008, passed by City Council in August, 1994). The "switch over" review will begin with a notice to affected parking owners informing them of the need to apply for the review. The intent of the review is not to remove existing parking lots, it is to remove outdated conditions, and clarify the status of the lots in the new CCTMP regulations.

If the owner does not apply within the six-month time period, The Planning Director may take steps to enforce compliance. The standard enforcement procedure begins with a letter to the owner requesting the application, and giving at least 30 days to comply.

We recognize that sometimes there are special circumstances that may delay filing an application. Because of this, the Planning Director and the enforcement staff both have the discretion to delay enforcement where there are extenuating circumstances and a reasonable effort to comply is being made.

Although the "switch over" will be a discretionary review, the approval criteria (in Chapter 33.808) refer to very specific regulations (listed in K 4.5 and 6) that provide certainty to all parties. These regulations provide that:

- The lots can operate as Undedicated General Parking except as limited below,
- 15% of the spaces must be offered at discounted carpool rates
- If the lot is attended, then short-term parking must be offered,
- The lots must be landscaped according to one of three options, with other variations allowed through design review.

Where only a portion of a surface lot is operating under a conditional use or revocable permit, the regulations of this subsection apply only to that portion, not the entire lot.

- J.** The regulations of this subsection apply to parking in a surface lot that was operating on January 1, 1995, has never operated under a conditional use that required periodic reapplication
- 1 In the CX and EX zones, the parking is Undedicated General Parking
 - 2 Parking in the RX zone is subject to the following
 - a If the parking was operating as commercial parking on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, it is Undedicated General Parking
 - b If the parking was operating as accessory parking on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, it is RX Zone Parking
 - 3 In all zones, no additional landscaping is required, unless the parking lot abuts a parking lot regulated by Subsection K, below. If the parking lot abuts such a parking lot, the regulations of Subsection L, below must be met
- K.** The regulations of this subsection apply to parking in a surface lot that received a revocable permit or a conditional use that required periodic reapplication, and was operating on (effective date of the regulations)
- 1 Review required. All parking lots are subject to Central City Parking Review (CCPR)
 - 2 Application for Central City Parking Review
 - a The Parking Manager will mail notice to all owners of these parking lots. The notice will be mailed on or before (effective date of the regulations). The notice will inform the owner of the deadline for their application, as specified in Subparagraph K 2 b, below
 - b A complete application must be received by (six months after effective date of the regulations) or six months after the notice in Subparagraph K 2 a, above, is mailed, whichever is later. If a complete application is not received by this date, the Planning Director may initiate enforcement proceedings

Commentary

K 4 b (1) Carpool spaces do not have to be individually signed or reserved. This requirement is that a certain percentage of the spaces be offered for sale.

- c In addition to the standard application requirements of Section 33 730 060, the following is required
 - (1) Additional information necessary to show the approval criteria are met,
 - (2) A signed agreement between the applicant and the Parking Manager to provide the information specified in Subparagraph K 6 a, below
 - (3) A landscape/screening plan for the parking lot
 - If the landscape/screening plan is not implementing one of the landscape/screening options of Paragraph K 7, below, an application for Design Review must be submitted along with the application for CCPR
 - If the landscape plan is implementing landscaping/screening Option 1, as set out in Subparagraph K 7 a below, the application must include a written statement as to how the landscape plan meets prior conditions
- d The Central City Parking Review is processed through a Type III procedure Approval criteria are in Section 33 808 300
- 3 Approval of Central City Parking Review supercedes previous approvals and conditions of Conditional Uses, Downtown Development Reviews, and Revocable Permits for parking on the parking lot It does not automatically supercede other types of approvals, such as design review or adjustments
- 4 Regulations in the CX, EX, and OS zones In the CX, EX, and OS zones, the following regulations apply
 - a All parking is Undedicated General Parking, subject to the limitations and regulations of this Paragraph
 - b Carpool parking
 - (1) Monthly carpool parking must be offered If the parking lot has an attendant at any time between 7 00 and 10 00 AM on weekdays, 15 percent of the parking spaces must be offered to carpools If the parking lot does not have an attendant at any time between 7 00 and 10 00 AM on weekdays, 20 percent of the parking spaces must be offered to carpools

Commentary

K 4 b (3) The parking owner will have the discretion to give discounts larger than 10%

K 4 c (1) Where there is a sign at an entry, the sign must either advertise the availability of hourly parking, or include the hourly or half-hourly rate. The applicant may choose which option to sign.

(2) The carpool parking must be marketed by

- A sign at each entrance of the lot advertising the availability of carpool parking, and
- Participation in Tri-Met's carpool program. Participation includes two elements. The owner of the parking lot must
 - Pay a fee to Tri-Met for each carpool permit sold each month. The fee is 55 percent of the rate charged for the carpool permits.
 - Permit Tri-Met employees or representatives to enter the parking lot to promote carpooling to those who park there. The owner may limit this access to every six months.

(3) Carpool permits must cost at least 10 percent less than monthly non-carpool permits on the lot

(4) If no permits are available for carpool parking when the Central City Parking Review approval is final, the operator of the parking lot must maintain a waiting list, and those requesting carpool permits will receive permits before any others

c Short-term parking

(1) If the parking lot has an attendant at any time between 7 00 and 10 00 AM on weekdays, short-term parking will be offered by

- Offering an hourly rate for parking, and
- Where there is a sign at an entry, the sign must either advertise the availability of hourly parking, or include the initial hourly or half-hourly rate. The size of lettering for the time increment will be at least 40 percent of the size of the lettering for the rate.

(2) If the parking lot does not have an attendant at any time between 7 00 and 10 00 AM on weekdays, no short-term parking is required

5 Regulations in the RX zone. In the RX zone, the following regulations apply

a All parking that was operating as commercial parking on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, is Undedicated General Parking, subject to the limitations and regulations of this Subparagraph

(1) Where the most recent land use approval for the parking was a conditional use permit, it will be subject to the regulations and procedures for the CX, EX, and OS zones in Paragraph K 4, above

Commentary

(2) Where the most recent land use approval for the parking was a revocable permit, it will be converted to Undedicated General Parking subject to the following limitations

- Parking for residents will be offered Parking will be offered to residents of buildings in the portion of the Core Area zoned RX
- Parking for these residents will be offered on a monthly basis, and cost no more than any other monthly parking permit for the lot
- The availability of parking for residents will be included on a sign at each entrance of the lot
- If no permits are available for parking for these residents when the Central City Parking Review approval is final, the operator of the parking lot will maintain a waiting list, and those residents requesting permits will receive permits before any others

- b Parking that was operating as parking accessory to residential uses on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, is Residential/Hotel Parking It will be subject to the same regulations as other Residential/Hotel Parking in the Core Area
- c Parking that was operating as parking accessory to non-residential uses on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, is RX Zone Parking

6 Regulations in all zones

a The applicant must provide operations reports to the City every six months The operation reports are based on a sample of two days during every six month reporting period, and include information on the following

- (1) Physical Number of parking spaces
- (2) Usage How the parking spaces were used, based on the following categories Percentage of parking used for
 - Short-term
 - Long-term daily (four or more hours) and monthly permit (other than carpool)
 - Carpool monthly permit
 - If the parking spaces are in the RX zone, monthly permit for a resident of the RX zone
- (3) For RX Zone Parking, what uses the parking was accessory to during the preceding six months
- (4) Hours of Operation What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area

Commentary

K 6 d Where there are several options among objective standards, the choice is the applicant's

K 7 Landscaping/screening options In developing the landscaping/screening options for this Subsection, the Planning Bureau has been discussing the potential advantages of replacing design review for parking lot landscaping with several well-crafted, nondiscretionary landscaping and screening options. These discussions are still in preliminary stages and if pursued, will be go through a public review process with full public notification, separately from the CCTMP process

- b After Central City Parking Review approval is received, the parking is subject to the 5-year renewal requirements of Subparagraph 33 263 G 4 b, above
- c Wheel stops Wheel stops are required adjacent to perimeter screening and landscaping The wheel stops must be at least 3-1/2 feet from the center line of the tree trunks and hedges or fence or wall in the perimeter landscaping and screening
- d Landscaping
 - (1) All parking lots must either meet one of the landscaping and screening standards in Paragraph K 7, below, or obtain approval of an alternative landscaping and screening design through the Design Review process The applicant may choose one of these options The application for Design Review must be submitted with the application for Central City Parking Review

The standard must be met within 9 months of the final approval of the Central City Parking Review unless there is an approved development for the site If an alternative design is approved through the Design Review process, the landscaping and screening must be installed within 9 months of the final Design Review approval, unless there is an approved development for the site Approved development means a project approved through design review

7 Special landscaping and screening standards

- a Landscaping/screening Option 1, Prior conditions Install the landscaping and screening required by the previous land use approvals No additional landscaping and screening will be required except where the previous approvals required no landscaping or screening In that case, the standard of either Subparagraph K 7 b or K 7 c, below must be met
- b Landscaping/screening Option 2, Narrow hedge Install the following hedge and trees
 - (1) A hedge along all street lot lines, except where there is a driveway The hedge must consist of plants that
 - Completely fill the area between the street lot line and a line at least 3 feet in from the lot line,
 - Are at least 3 and no more than 3-1/2 feet in height, and
 - Form a continuous screen at least 95 percent opaque year-round

The hedge may be interrupted by trees, the gap in the hedge may be up to 2-1/2 feet wide

Commentary

K 7 c Landscaping/screening Option 3 Urban Fence The idea behind the Urban Fence option is to provide an alternative that takes up a minimal amount of room on a site, but that provides a quality pedestrian environment along the adjacent sidewalk, and that is appropriate in a very urban setting. This option includes a wrought iron style fence such as those along the Transit Mall north of W Burnside St. Unlike these lots along the North Transit Mall, trees are required along the perimeter of the lot (in addition to the fence), as well as some interior trees.

(2) Trees along all street lot lines, as follows

- Number At least one tree for every 30 feet of street property line, including driveways
- Location The trees must
 - Be within 3 feet of the street property line,
 - Be no more than 30 feet from each other, except where a driveway is wider than 30 feet. Where the driveway is wider than 30 feet, the trees must be as close as possible to the edges of the driveway
- Type
 - If there are street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K 7 d, below
 - If there are not street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K 7 e, below

(3) Trees within the parking area, as follows

- Number At least one tree for every 5,000 square feet of parking area
- Location The trees must
 - Be at least 10 feet from the street property line, and
 - Be at least 25 feet from each other
- Type The trees must be one or more of the types listed in Subparagraph K 7 e, below

c Landscaping/screening Option 3, Urban fence Install the following fence and trees

(1) A fence along all street lot lines, except where there is a driveway. The fence must

- Be at least 4 and no more than 6 feet in height,
- Include vertical elements, such as pickets, that are
 - At least 1 inch wide, and
 - No more than 6 inches apart, on center,
- Be made of wrought iron or similar metal, and
- Be black or a dark color

The fence may be interrupted by trees, the gap in the fence may be up to 2-1/2 feet wide

Commentary

- (2) Trees along all street lot lines, as follows
 - Number At least one tree for every 30 feet of street property line, including driveways
 - Location The trees must
 - Be within 3 feet of the street property line,
 - Be no more than 30 feet from each other, except where a driveway is wider than 30 feet. Where the driveway is wider than 30 feet, the trees must be as close as possible to the edges of the driveway,
 - Type
 - If there are street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K 7 d, below
 - If there are not street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K 7 e, below
- (3) Trees within the parking area, as follows
 - Number At least one tree for every 5,000 square feet of parking area
 - Location The trees must
 - Be at least 10 feet from the street property line, and
 - Be at least 25 feet from each other,
 - Type The trees must be one or more of the types listed in Subparagraph K 7 e, below
- d Small and columnar trees The following trees have minimal "litter," and have a branching structure that will not interfere with street trees
 - Glorybower tree
 - Newport Plum
 - Flowering Ash
 - Capital Pear
 - Lavalie Hawthorn
 - Armstrong Red Maple
 - Tschonoskii Crabapple
 - Crimson Sentry Norway Maple
 - Columnar Norway Maple
- e Large trees The following trees have minimal "litter," and are taller and wider than the trees in Subparagraph K 7 d, above
 - Scarlet Oak
 - Emerald Queen Norway Maple
 - Green Beech
 - Copper Beech
 - Crimson King Norway Maple
 - Yellowwood
 - Katsura
 - Urbanite Ash
 - Zelcova
 - Royal Burgundy Cherry
- 8 Special landscaping and screening standards for sites where a surface parking lot regulated by Subsection J, above, abuts a surface parking lot regulated by this Subsection. Where a surface parking lot regulated by Subsection J, above, abuts a surface parking lot regulated by this Subsection, the regulations of Subsection L, below must be met

Commentary

- L Where there are several options among objective standards, the choice is the applicant's

- L** The regulations of this Subsection apply to sites where a surface parking lot regulated by Subsection J, above, abuts a surface parking lot regulated by Subsection K, above. One of the standards of this Subsection must be met or approval of an alternative landscaping and screening design must be obtained through the Design Review process. The applicant may choose one of these options:
- 1 Where landscaping and screening required by the previous land use approvals on the portion of the lot regulated by Subsection K included a hedge, either standard a or b, below, must be met:
 - a Install the landscaping and screening required by the previous land use approvals on the portion regulated by Subsection K, and, on the portion regulated by Subsection J either:
 - (1) Install landscaping and screening to meet the standards of K 7 b(1) and (2), above, or
 - (2) Where a hedge was previously required on the portion of the lot regulated by Subsection J, install the hedge and add trees to the hedge to meet the standards of K 7 b(2)
 - b Install landscaping and screening on the portion of the lot regulated by Subsection K to meet the standard of Subparagraph K 7 c, above, and install landscaping and screening on the balance of the parking lot to meet the standards of K 7 c(1) and (2), above
 - 2 Where the previous land use approvals on the portion of the lot regulated by Subsection K required no landscaping or screening, the standard of either Subparagraph K 7 b or K 7 c, above must be met for the portion of the lot regulated by Subsection K, and the standards of either K 7 b(1) and (2) or K 7 c(1) and (2) must be met for the balance of the lot

Commentary

33.510.264 Lloyd.

One of the biggest differences between the regulations for the Core and the Lloyd District is that in Lloyd, office uses are the only uses with parking ratios. For this reason, the regulations for each type of parking (Growth, Preservation, etc.) need to indicate the rules in three different situations. The rules for office uses (They have parking ratios), the rules for other uses (that don't have parking ratios) and the rules for developments that contain both office and nonoffice uses.

The proposed regulations include no minimum parking requirement in the Lloyd District. The CX, EX, and RX zones which cover much of the Central City plan district outside the Core do not currently have parking minimums. Other zones in the Central City, including RH, R1, C, EG, and the I zones do have parking minimums in the current code. The removal of parking minimums from the rest of the Central City recognizes that accessory parking will be provided based on market factors rather than on minimums which are more reflective of development needs outside the Central City. [Policy 4.3, Parking Ratios for New Development.]

33.510.264 Parking in Lloyd District

The regulations of this Section apply in the Lloyd District, shown on Map 510-8

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

- 1 To determine whether Growth Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine the use or uses the parking will be created in conjunction with
 - b Determine whether the use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use where the parking is proposed Find the appropriate line on Table 510-7
 - c Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-7
 - (1) If all aspects of a proposal are allowed, then the parking is allowed
 - (2) If all aspects of a proposal are allowed or have been approved through an adjustment, then the parking is allowed
 - (3) If any aspect of a proposal requires CCPR, then the parking is subject to CCPR
 - (4) If any aspect of a proposal is prohibited, then the parking is prohibited

| Table 510-7 Relationships Among Use Regulations for Growth Parking | | | |
|---|------------------------------|--------------------------------|---------------------------|
| If the <u>use</u> is | And if the <u>parking</u> is | | |
| | Allowed | Subject to CCPR | Prohibited |
| Allowed, an expansion of a nonconforming use, or a conditional use | The parking is allowed | The parking is subject to CCPR | The parking is prohibited |
| Prohibited | The parking is prohibited | The parking is prohibited | The parking is prohibited |

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

Commentary

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

- 2 Office uses Parking created in conjunction with office uses is regulated as follows
 - a Maximum ratio Parking is limited to a maximum ratio of 2.0 parking spaces per 1,000 square feet of net building area in office use
 - b Allowed Growth Parking for office uses is an allowed use
 - c Operation The parking may be operated as either accessory or commercial parking, at all times
- 3 Uses other than office Parking created in conjunction with uses other than office is regulated as follows
 - a Maximum ratio There is no maximum ratio
 - b Review required Up to 60 parking spaces is an allowed use where the total number of parking spaces on the site is less than 61. More than 60 spaces is subject to CCPR
 - c Operation The parking must be accessory. These limitations apply on weekdays between 7:00 AM and 6:00 PM
- 4 Mixed office and other uses Parking created in conjunction with both office and non-office uses is regulated as follows
 - a Maximum ratio Parking for the office uses is limited to a maximum ratio of 2.0 parking spaces per 1,000 square feet of net building area in office use. There is no maximum ratio for the other uses
 - b Review required Review is required as follows
 - (1) Where parking for all uses is limited to a maximum ratio of 2.0 parking spaces per 1,000 square feet of net building area, the parking is an allowed use
 - (2) Up to 60 spaces for all the non-office uses on the site are an allowed use
 - (3) Where there are more than 60 spaces on the site for non-office uses, and the amount of parking for the non-office uses exceeds 2.0 parking spaces per 1,000 square feet of net building area, the parking is subject to CCPR
 - c Operation
 - (1) Parking that is an allowed use under Subparagraph A 4 b, above, may be operated as either accessory or commercial parking, at all times
 - (2) Parking that is subject to CCPR under the provisions of Subparagraph A 4 b, may operate as accessory parking. The parking spaces that are created in conjunction with the office uses may be operated as either accessory or commercial parking. The parking spaces that are created in conjunction with the non-office uses must be operated as accessory parking. These limitations apply on weekdays between 7:00 AM and 6:00 PM

Commentary

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

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

Commentary

B 2 The Parking Manager maintains the Preservation Parking Eligibility List, a list of buildings that have less than 20 parking spaces per 1,000 square feet of net building area in office use. The Administration Section of the CCTMP describes how buildings move on and off the list.

B 3 The regulations for Preservation Parking for office uses in the Lloyd District are similar to the regulations for Preservation Parking in the Core. One difference is that they get the same parking ratio as for Growth-Office parking. [Objective 4.5.3 of Policy 4.5, Parking For Buildings With Less Than the Allotted Ratio.]

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

- 1 To determine whether Preservation Parking is subject to Central City Parking Review (CCPR) or prohibited
 - a Determine the use or uses the parking will be created to serve
 - b Determine whether the use the parking will serve is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed Find the appropriate line on Table 510-8
 - c Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-8
 - (1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR If the parking is not otherwise prohibited, it is subject to CCPR
 - (2) If any aspect of a proposal is prohibited, then the parking is prohibited

| Table 510-8 Relationships Among Use Regulations for Preservation Parking | | |
|---|--------------------------------|---------------------------|
| If the parking is created in conjunction with a <u>use</u> that is | And if the <u>parking</u> is | |
| | Allowed or Subject to CCPR | Prohibited |
| Allowed, Nonconforming, or a Conditional Use | The parking is subject to CCPR | The parking is prohibited |
| Prohibited | The parking is prohibited | The parking is prohibited |

- 2 Office uses Parking created to serve existing office uses is regulated as follows
 - a Eligibility for Preservation Parking Only buildings on the Preservation Parking Eligibility List, maintained by the Parking Manager, may apply for Preservation Parking Preservation Parking for buildings not on the Preservation Parking Eligibility List is prohibited
 - b Maximum ratio Parking is limited to a maximum ratios of 2 0 parking spaces per 1,000 square feet of net building area in office use
 - c Review required Preservation Parking for office uses is subject to CCPR

Commentary

- d Common ownership If the parking will be based on the floor area of buildings under the same ownership as the parking, the following must be met
- (1) The owner must specify what buildings the parking is based on When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - (2) The owner must have a signed agreement with the Parking Manager that the parking will be primarily for those buildings for at least 10 years
- e Different ownership Where the parking structure is under different ownership than the buildings the parking will serve, the following must be met
- (1) For initial approval, the following must be met
 - There must be agreements between the owner of the parking and the owners of buildings for which the parking will be provided The agreements must cover 100 percent of the Preservation Parking, and be for at least 10 years from the date the garage begins operation
 - When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - The applicant must have a signed agreement with the Parking Manager to
 - Notify the Parking Manager in writing of any of the changes listed in this Subparagraph, and
 - Provide written documentation that the changes comply with the regulations of this Chapter
 - (2) Changes in existing agreements Changes in existing agreements between the owner of the parking and owners of buildings for which the parking is provided are allowed only if the regulations of this Chapter are still met The length of the agreements will not be decreased to cover less than the initial 10-year period from the date the garage begins operation
 - (3) New agreements New agreements between the owner of the parking and the owners of buildings for which the parking will be provided are allowed only where the buildings are on the Preservation Parking Eligibility List, and where the regulations of this Chapter are still met The agreements must, at a minimum, cover the initial 10-year period from the date the garage begins operation
 - (4) Conversion Conversion of Preservation Parking to Growth, Visitor, or Residential/Hotel Parking is a CCPR Conversions to other types of parking are prohibited
 - (5) Where an agreement between the owner of the parking and the owners of buildings is terminated, changes will not be made to the Preservation Parking Eligibility List until a new use or new agreement has been approved for the spaces covered by the agreement

Commentary

B 3 and 4 The regulations for Preservation Parking for nonoffice and mixed developments are similar to those for Growth Parking [Objective 4.5.3 of Policy 4.5, Parking for Buildings with Less Than the Allowed Ratios]

e Operation

- (1) Parking created within or under the building If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, at all times
 - (2) Parking that is not created within or under the building If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, with the following limitations These limitations apply on weekdays between 7 00 AM and 6 00 PM Parking spaces may be used only as follows
 - Where the parking is based on the floor area of buildings under the same ownership as the parking, the parking may be used by tenants of those buildings
 - Leased to buildings or tenants of buildings as described in Subparagraph B 2 e, above
 - Rented, on a monthly basis only, to the following Sale of other monthly permits is prohibited
 - Individual tenants of buildings on the Preservation Parking Eligibility List The Parking Manager maintains this list, or
 - Residents of the Central City plan district
 - For long-term daily parking "Early bird" discounts are prohibited
 - For short-term parking
- 3 Uses other than office Parking created to serve existing uses other than office is regulated as follows
- a Eligibility for Preservation Parking All buildings may apply for Preservation Parking
 - b Maximum ratio There is no maximum ratio
 - c Review required Up to 60 parking spaces is an allowed use where the total number of parking spaces on the site is less than 61 More than 60 spaces is subject to CCPR
 - d Operation The parking must be accessory parking This limitation applies on weekdays between 7 00 AM and 6 00 PM

Commentary

- 4 Mixed office and other uses Parking created to serve both existing office and non-office uses is regulated as follows
- a Eligibility for Preservation Parking Only buildings on the Preservation Parking Eligibility List, maintained by the Parking Manager, may apply for Preservation Parking Preservation Parking for buildings not on the Preservation Parking Eligibility List is prohibited
 - b Maximum ratio Parking for the office uses is limited to a maximum ratio of 2.0 parking spaces per 1,000 square feet of net building area in office use There is no maximum ratio for the other uses
 - c Review required Preservation Parking is subject to CCPR
 - d Common ownership If the parking will be based on the floor area of buildings under the same ownership as the parking, the following must be met
 - (1) The owner must specify what buildings the parking is based on When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - (2) The owner must have a signed agreement with the Parking Manager that the parking will be primarily for those buildings for at least 10 years
 - e Different ownership Where the parking structure is under different ownership than the buildings the parking will serve, the following must be met
 - (1) For initial approval, the following must be met
 - There must be agreements between the owner of the parking and the owners of buildings for which the parking will be provided The agreements must cover 100 percent of the Preservation Parking, and be for at least 10 years from the date the garage begins operation
 - When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking, and
 - The applicant must have a signed agreement with the Parking Manager to
 - Notify the Parking Manager in writing of any of the changes listed in this Subparagraph, and
 - Provide written documentation that the changes comply with the regulations of this Chapter

Commentary

B 4 e Because office uses have ratios, and in the Lloyd District, office parking is typically paid parking, the parking should be managed to maximize its utilization as explained in the commentary for 33 510 263 A 8, above

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

e Operation

- (1) Office uses Parking created to serve office uses must be operated as follows
 - Parking created within or under the building If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, at all times

Commentary

- Parking that is not created within or under the building If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking, with the following limitations These limitations apply on weekdays between 7 00 AM and 6 00 PM Parking spaces may be used only as follows

- Where the parking is based on the floor area of buildings under the same ownership as the parking, the parking may be used by tenants of those buildings
- Leased to buildings or tenants of buildings as described in Paragraph B 4 e, above
- Rented, on a monthly basis only, to the following Sale of other monthly permits is prohibited

◊ Individual tenants of buildings on the Preservation Parking Eligibility List The Parking Manager maintains this list, or

◊ Residents of the Central City plan district

- For long-term daily parking "Early bird" discounts are prohibited
- For short-term parking

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

- Parking created within or under the building If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as either accessory or commercial parking
- Parking that is not created within or under the building If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking may be operated as accessory parking It may be operated as commercial parking, with the limitations specified for office uses in (1), above, if the following are met If the following are not met, it must be operated as accessory parking on weekdays between 7 00 AM and 6 00 PM
 - There are no more than 60 spaces on the site for non-office uses, or
 - The amount of parking for the non-office uses does not exceed 2 0 spaces per 1,000 square feet of net building area

Commentary

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

Commentary

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

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

- 1 To determine whether Visitor Parking is subject to Central City Parking Review (CCPR) or prohibited
 - a Determine the zone where the parking will be located Then find the appropriate line on Table 510-9
 - b Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR Find the appropriate column on Table 510-9
 - (1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR
 - (2) If any aspect of a proposal is prohibited, then the parking is prohibited

| Table 510-9 Relationships Among Regulations for Visitor Parking | | |
|--|--------------------------------|---------------------------|
| If the <u>zone</u> is | And if the <u>parking</u> is | |
| | Allowed or Subject to CCPR | Prohibited |
| I, EX, EG, CX, CS, CG, or RX | The parking is subject to CCPR | The parking is prohibited |
| All other zones | The parking is prohibited | The parking is prohibited |

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

Commentary

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

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

D. Undedicated General Parking. Undedicated General Parking is prohibited

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

- 1 To determine whether Residential/Hotel Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR)
 - a Determine whether the residential use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed. Find the appropriate line on Table 510-10
 - b Based on the regulations of this Subsection and those in Subsection F, below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-10

| Table 510-10 Relationships Among Use Regulations for Residential/Hotel Parking | | | |
|---|------------------------------|--------------------------------|---------------------------|
| If the <u>residential</u> or <u>hotel use</u> is | And if the <u>parking</u> is | | |
| | Allowed | Subject to CCPR | Prohibited |
| Allowed, an expansion of a nonconforming use, or a conditional use | The parking is allowed | The parking is subject to CCPR | The parking is prohibited |
| Prohibited | The parking is prohibited | The parking is prohibited | The parking is prohibited |

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

Commentary

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

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

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

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

The renewal is a Type III process, the criteria are in Section 33 808 200, Renewal of Surface Parking Lots in the Central City Plan District The owner must apply for the renewal within 4-1/2 years of the date of final approval of either the initial approval or the last renewal If application is not made by that date, the Planning Director may initiate reconsideration as set out in Section 33 700 040, Reconsideration of Land Use Approvals
 - d Redevelopment of surface parking lots When development occurs that removes parking spaces in surface lots, the parking spaces will automatically be added to the Parking Reserve except as provided in Subparagraph F 4 e, below

Commentary

F 4 e This regulation clarifies that when surface spaces are removed due to development as part of a phased building plan, the spaces will not be added to the Reserve (See III D 4 of the Administration Section of the Policy for more explanation of the Reserve)

- e Parking spaces removed from a surface parking lot will not automatically be added to the Parking Reserve if
 - (1) The parking lot is part of an approved phased development plan,
 - (2) The parking spaces are Growth Parking, and
 - (3) The parking spaces will be replaced in a structure within the area covered by the phased development plan
- f Parking spaces removed from a surface lot that meet all elements of Subparagraph F 4 e, above may be replaced in a structure within the area covered by the phased development plan, they will still be considered Growth Parking, and so will not be subject to the reduced ratio for Preservation Parking