



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

Date: May 23, 2023

To: Commissioner Rubio, Mayor Wheeler and City Commissioners

From: Sandra Wood, Principal Planner
JP McNeil, City Planner

Re: Parking Compliance Amendments Project – City Council Amendment

City Council will hold a hearing on the Parking Compliance Amendments Project on June 7, 2023. This memo describes an amendment we request that Commissioner Rubio introduce at the hearing.

The Parking Compliance Amendments Project Recommended Draft contains the Planning Commission's recommendation to amend the Portland Zoning Code to address Oregon's Climate Friendly and Equitable Communities (CFEC) rulemaking process. After the Planning Commission voted to recommend the proposal, Oregon amended the rules. These include changes to new "green feature" development standards for large parking lots which were included in the Recommended Draft.

This amendment aligns Portland's Zoning Code with the updated CFEC rules and includes two changes:

- Increases the threshold for the area of a "large" parking lot that would trigger the green features development standards from one-quarter acre to one-half acre
- Lowers the required percentage of tree canopy coverage for large parking lots from 50% to 40%.

Motion:

- Amend the Recommended Draft with the language shown in this memo.
- Amend finding 12, 13, and 14 and directives a, b, and c to refer to the As-Amended Draft dated June 2023.
- Replace Exhibit A – Findings, dated May 24, 2023 with the As-Amended Findings, dated June 6, 2023.
- Replace Exhibit B – Parking Compliance Amendments Project Recommended Draft dated May 23, 2023, with the Parking Compliance Amendments Project-As-Amended Draft, dated June 6, 2023.



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The shaded text shows the language amended from the Recommended Draft.

Proposed amendment:

Amend 33.266.130.F.5

F. Parking area layouts.

1. [No change]
2. Parking space and aisle dimensions. Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4. For stacked parking areas, see Section 33.266.140 below. Mechanical parking systems are exempt from the parking space dimensions in Table 266-4.
- 3-4. [No change]
5. Driveway and parking area green features. The following standards apply to new driveways and new parking areas in all zones when the new parking area is at least 21,780 square feet in total area. Structured parking is not included in the total.
 - a. The site must include one of the following features:
 - (1) Tree canopy. Tree canopy must shade at least 40 percent of the parking area. The amount of shade is determined by the diameter of the mature crown spread stated for the species of the tree. Trees used to meet this standard can also be used to meet the P1 Parking Lot Landscaping requirement.
 - (2) Solar panels. The site must include solar panels that generate at least 0.5 kilowatts per parking space. The solar panels may be placed anywhere on the site.
 - (3) Green energy. If the parking is provided for a public building as defined in ORS 270c.527, the site complies with OAR 330-135-0010.

Revised commentary:

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

