

ARTICLE 3 GENERAL TERMS SECTION 3.0100 DEFINITIONS

Clear Vision Area. A triangular area at the intersections of streets with another street or with railroads or driveways restricting sight obstructions in the right of way as well as on private property. The purpose of the area is to provide drivers and bicyclists with an unobstructed cross-view for purposes of traffic safety.

SECTION 9.0200 CLEAR VISION AREA

General

9.0201 Street and Railroad Clear Vision Area

9.0202 Driveway Clear Vision Area

General

9.0201 Street and Railroad Clear Vision Area

- A. A clear-vision area shall be maintained on each corner of property at the intersection of two streets or a street and a railroad. The clear vision area is triangular and extends to the curb of the intersecting street, restricting sight obstructions in the right of way as well as on private property. The dimensions of the clear vision area and exceptions are described in the Public Works Standards (XXXX).

C.

9.0202 Driveway Clear Vision Area

- A. All driveways and service drives to public streets shall provide clear vision areas on both sides of the driveway or service drive. The dimensions of the clear vision area and exceptions are described in the Public Works Standards (XXXX).

Deleted: No fence, wall, landscaping, sign, structure or parked vehicle that would impede visibility between height of 3 feet and 10 feet above the center line grades of the intersecting streets or railroad shall be located within the clear vision area. No driveway or parking area shall be located in an intersection clear vision area.¶

B. The preceding provisions shall not apply to the following:¶

1. A public utility pole;¶
2. A tree trimmed (to the trunk) to a line at least 8 feet above the level of the intersection;¶
3. Another plant species of open growth habit that is not planted in the form of a hedge and which is so planted and trimmed as to leave at all seasons a clear and unobstructed cross-view;¶
4. A supporting member or appurtenance to a permanent building lawfully existing on the date this standard becomes effective;¶
5. An official warning sign or signal and;¶
6. A place where the natural contour of the ground is such that there can be no cross-visibility at the intersection.¶
7. A sign support structure(s) if combined total width is 12 inches or less, and the combined total depth is 12 inches or less.¶

Deleted: Commercial, Industrial, Multifamily, and Institutional Developments. Service drives to public streets shall have a minimum clear-vision area formed by the intersection of the edges of the driveway, the street right-of-way line, and a straight line joining said lines through points 20 feet from their intersection. No fence, wall, landscaping, sign, structure or parked vehicle that would impede visibility between a height of 3 feet to 10 feet above the center line grade of the intersecting street shall be located within the clear vision area. No off-street parking area shall be located in a driveway clear vision area.¶

B. Single Detached Dwelling and Middle Housing. Driveways to public streets shall have a minimum clear vision area formed by the intersection of the edges of the driveway, the street right-of-way line, and a straight line joining said lines through points 10 feet from their intersection. No fence, wall, landscaping, sign or other structure that would impede visibility between a height of 3 feet to 10 feet above the center line grade of the intersecting street shall be located within the clear vision area. No off-street parking area shall be located in a driveway clear vision area.

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SECTION 9.0800 PARKING

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General

9.0801 Purpose

The purpose of the parking lot standards is to provide for safe vehicular parking and circulation supportive of a variety of uses in an increasingly pedestrian and transit-oriented community.

9.0802 General Provisions

- A. A. No required off-street parking for any lot or parcel within ¼ mile of MAX light rail transit stations or within ½ mile of transit lines that arrive at least four times an hour during peak service.
- B. Unless otherwise specified, off-street parking and loading shall be provided for all development requiring a development permit. These areas shall be satisfactorily maintained by the owner of the property.
- C. No Certificate of Occupancy shall be granted to any structure until the parking areas are completed and ready for use.
- D. Required vehicle parking spaces shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials, or for the parking of trucks used in conducting business.
- E. Where off street parking is required, no building or structure shall be modified or enlarged without inclusion of additional motor vehicle and bicycle parking spaces in conformance with Sections 9.0850 and 9.0851. If the floor area of the enlargement exceeds 15% of the existing floor area, the site must comply with the applicable standards for all off-street loading spaces.

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9.0803 Exceptions

The following locations, uses, and use classifications are exempt from required off-street parking:

- A. Residential units smaller than 750 square feet.
- B. Single-room occupancy housing.
- C. Publicly supported housing as defined in ORS 456.250.
- D. Emergency and transitional shelters for people experiencing homelessness, and domestic violence shelters.
- E. 3.0220 Residential Facility and 3.0221 Residential Home
- F. 3.0235 Daycare Facilities
- G. 3.0220 Affordable Housing.

H. By definition, parking lot design standards (**Sections 9.8022 to 9.8040**) do not apply to single detached dwellings, duplexes, triplexes, quadplexes, cottage clusters, or townhouses on a unit by unit basis (see **Sections 7.0400 and 9.0870 - 9.0872** for applicable standards). However, shared separate parking areas (such as a visitor or overflow parking lot) intended to serve a residential complex or manufactured dwelling park must comply with the applicable standards of **Sections 9.0822 to 9.0827**.

I. The conversion of a hotel or motel to an emergency shelter or to affordable housing under **Section 10.0420** is exempt from **Section 9.0800** Parking Regulations.

Parking Lot Plan Submittal Requirements

9.0810 Submittal Requirements

This subsection applies to all developments that require a parking lot. The parking lot plan, drawn to scale, shall include, at a minimum, the following information:

- A.** Delineation of individual parking spaces, including the delineation of those parking spaces dedicated to ADA accessible vehicle use, compact vehicle use, or electric vehicle charging units.
- B.** Circulation area necessary to serve spaces.
- C.** Access to streets, alleys and properties to be served.
- D.** Curb cuts.
- E.** Type of landscaping, fencing or other screening materials.
- F.** Abutting land uses and driveways.
- G.** Grading, drainage, surfacing and sub-grading details.
- H.** Location of lighting fixtures.
- I.** Delineation of all structures and obstacles to circulation on the site.
- J.** Specifications of signs and bumper guards.
- K.** Pedestrian accessible walks and bicycle parking area.
- L.** Location and dimensions of any required loading berth.

General Design Standards for Surface Parking Lots

9.0820 General Location for Surface Parking Lots

All vehicle parking spaces shall be on the same lot as the main structure they serve or on an abutting lot. However, upon demonstration by the applicant that parking on the same lot or abutting lot is not available, the approval authority may authorize the parking spaces to be on any lot within 1000 feet walking distance for the structure being served upon written findings of compliance with the following provisions:

- A.** There is a safe, direct, attractive, lighted and convenient pedestrian route between the vehicle parking area and the use being served;
- B.** There is an assurance in the form of deed, lease, contract or other similar document that the required spaces will continue to be available for off-street parking use according to the required standards;
- C.** Loading spaces and vehicle maneuvering areas shall be located only on or abutting the property served; and

- D. Land devoted to off-site vehicle parking facilities is computed as a portion of total land area when determining the minimum and maximum land use intensities in terms of commercial and business office uses, and the number of residential dwellings allowed.

9.0821 (reserved for future section)

9.0822 Surface Parking Lot Design

- A. All parking areas shall meet the following minimum design standards. By definition, parking for detached, duplex, or single family attached dwellings are exempt from these requirements.
 - 1. Surfacing and Striping. All parking areas shall be appropriately striped, marked, and signed.
 - a. Areas used for parking and maneuvering of vehicles shall be paved with a minimum of 2-inch asphalt, concrete, or equivalent surface. Pervious pavement may be utilized to help meet stormwater management requirements; or
 - b. Compacted gravel or pervious pavers may be permitted if the site is located in the Downtown Plan Districts or Rockwood Town Center district and meets the following requirements:
 - i. The primary use of an existing single detached dwelling is being converted from residential to commercial;
 - ii. There is no physical change proposed to the primary building that requires a Type II or Type III Land Use Permit;
 - iii. The parking lot will have no more than five (5) spaces;
 - iv. All ADA requirements are met per the ADA provisions, including walkway connections to the primary entrance of the commercial use;
 - v. The parking lot location meets the requirements of **Section 9.0822(A)(6)** and **Section 4.1151(A)(1)(D)(8-10)** or **7.0503(A)(3)(D)(2)** and **7.0503(A)(6)(D)(1) & (4)**; and
 - vi. Parking lot landscaping meets the requirements of **Section 9.0823(C)(2-4)**.
 - 2. Curb Cuts/Access Points. Street access points shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. The number and location of the access points to public rights-of-way shall conform to the provisions of **Section A5.503**. Other designs (such as curb returns) for access points may be permitted by the Manager where justified by large traffic volumes using the access point, large truck movements, and other traffic safety concerns.
 - 3. Driveways/Driveway Approach Width and Grade. Unless otherwise noted in **Section A5.503**, the maximum driveway approach width for commercial uses is 36 feet and for residential uses is 24 feet. See **9.0870(F)** for standards applicable to shared driveways.
 - 4. Driveways/Drive Aisle Width.
 - a. Driveways shall have a minimum paved width of 20 feet for two-way circulation and 12 feet for one way, unless otherwise specified in **9.0822(A)(4)(b)**.
 - b. For residential developments with six units or fewer with access onto Local and NE Beech Street between 3rd and 7th, driveways shall have a minimum paved width of 12 feet if the lot depth does not exceed 150 feet, subject to requirements in the Oregon Fire Code. If the lot depth exceeds 150 feet, the paved width should comply with

9.0822(A)(4)(a).

- c. Driveways shall not occupy a yard setback or buffer except to pass through the yard in order to connect directly to a public street or as necessary for shared driveways and internal access between uses on abutting lots.

- 5. Turnaround Areas. Parking spaces shall be provided with adequate drive aisles or turnaround areas so that all vehicles may enter the street in a forward manner.
- 6. Setback Restrictions for Parking Spaces and Drive Aisles. Except in the RTC, SC, CMF and CMU districts, vehicle parking areas, including spaces, aisles, and turnaround and maneuvering areas shall not occupy the required setbacks for multi-dwelling structures containing three or more units, or commercial, industrial and institutional developments. Within the RTC, SC, CMF and CMU districts, parking areas may encroach only into required rear and side setbacks.
- 7. Cluster of Spaces. Clusters of auto parking spaces shall not exceed 50 spaces. Auto parking clusters shall be separated by landscaping as provided in **Section 9.0823(C)(5)(c)** or by buildings or building groups.
- 8. Connect Parking Lots. Auto parking areas shall be designed to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the public rights-of-way for cross movements. Joint or shared access, internal circulation, or parking is encouraged with adjacent uses.
- 9. Minimum Clearance. Driveways, aisles, turnaround areas and ramps shall have a minimum vertical clearance of 12 feet for their entire length and width, but such clearance may be reduced in parking structures.
- 10. Drainage. Adequate drainage shall be provided to dispose of the runoff generated by the impervious surface area of the parking area. When possible, runoff should be directed to landscape areas that can be used for stormwater treatment and infiltration. Provisions shall be made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.
- 11. Clear Vision Area. See **Section 9.0200** for Driveway Clearance Vision Area Requirements. This provision does not apply in the Downtown or Civic Neighborhood Plan Districts.
- 12. Service and Loading Areas. Service and Loading areas shall not be located on the frontage of a light rail station or adjacent street, a transitway, a Design Street, or a primary or secondary pedestrian street.

B. DEQ Indirect Source Construction Permit

All parking areas which are designed to contain 250 or more parking spaces, or to contain two or more levels shall require review by the Oregon Department of Environmental Quality (DEQ) to:

- 1. Acquire an Indirect Source Construction Permit; and
- 2. Investigate the feasibility of installing oil and grease separators.

9.0823 Landscaping of Parking Lots

- A. Purpose. In order to reduce the visual impact of glare, headlights, and parking lot lights from the public right-of-way and adjoining properties, all parking lots and maneuvering areas shall be landscaped. Adequately landscaped parking lots will reduce the area of impervious surfaces, can be used to treat and infiltrate stormwater runoff from impervious areas of parking lots, reduce the level of carbon dioxide in areas of heavy vehicle use, return pure oxygen to the atmosphere, and provide shade as a means of altering the micro-climate of parking lots.

B. General Provisions

1. Efforts shall be made to keep existing non-hazardous and non-invasive trees and shrubs on the site unless the applicant can demonstrate there is a health or non-health reason for removal as listed in **Section 9.1032(E)(6)**.
2. All landscaped areas shall be irrigated with a permanent in-ground irrigation system unless a licensed landscape architect submits written verification that the proposed plant materials do not require irrigation.
3. The property owner is responsible for the establishment and maintenance of landscaping in accordance with the requirements of this section. Parking lot landscaping shall consist of large canopied (at maturity) deciduous trees, mid-sized shrubs, and ground cover.
 - a. A minimum of 70 percent of all landscaped parking areas, including required planting strips, stormwater planters and planting islands, shall be covered with trees, shrubs, and continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen ground cover.
 - b. The minimum planting size for trees shall be 2.0-inch caliper as measured by American Association of Nurseryman standards. Parking Lot trees shall be deciduous shade trees capable of at least 35 feet in height and spread at maturity.
 - c. Evergreen shrubs shall be at least 24 inches high at finished grade and a minimum of one gallon in size at the time of planting.
 - d. Ground cover shall be a minimum 4-inch pot, spaced at a minimum of 2 feet on center.
 - e. Evergreen shrubs shall be not less than 2 feet higher than finished grade, and at least one-gallon size at the time of planting. Evergreen shrubs must grow to be at least 36 inches higher than finished grade at the developed surface area.

C. Parking Lot Landscape Design

1. **Parking Lot Entryway.** Entryways into auto parking lots shall be bordered by a minimum 5 feet wide landscape planter strip with large-scale, high canopy trees 20 to 30 feet on center and low shrubs or a 2 feet high berm with groundcover.
2. **Parking Area/Building Buffer.** Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by a 5-foot planting bed of trees, shrubs and groundcover, or a pedestrian walkway subject to **Section 9.0824(F)**.
3. **Landscaping/Screening Along a Public Right-of-Way.** All public and private surface motor vehicle parking lots shall provide perimeter lot landscaping where parking, maneuvering or loading areas abut a public right-of-way (except alleys and accessways), according to the following requirement.
4. **Perimeter Screening.** In addition to required street trees, one of the following three types of auto parking perimeter screening shall be provided:
 - a. A planting strip. A planting strip in the required setback between the right-of-way and the parking area. The planting strip may be pierced by pedestrian accessible and vehicular accessways. Planting strips shall be planted with large-scale, high-canopy, horizontally-branching street tree species and an evergreen hedge. Hedge is to be low level, between 30 and 42 inches in height, or
 - b. A decorative wall or evergreen hedge screen of 30 to 42 inches in height shall be established parallel to and not nearer than 2 feet from the right-of-way line. The area between the wall or hedge and street line shall be landscaped. The required wall or

screening shall be designed to allow for free access to the site and sidewalk by pedestrians, or

- c. Planting strip landscape requirements in addition, may be achieved by a combination of berms, lowering of grade and plants. Slopes of landscaped berms shall not exceed 1:4 for lawn areas, or 1:2 for berms planted with groundcover and shrubs.

Visual breaks, no more than 5 feet in width, shall be provided every 30 feet within evergreen hedges abutting public right-of-ways.

Shrubs, when used as parking perimeter screens, shall, at the time of planting, be of a size that will achieve the desired screening height of 30 inches within 12 months.

- 5. Interior Parking Lot Landscaping. In addition to parking lot perimeter landscaping, surface parking lots shall include landscaping to cover not less than ten (10%) of the parking/maneuvering area, including:
 - a. A minimum average of 1 tree per 9 parking spaces.
 - b. Evergreen ground cover shall cover planting areas not covered by shrubs or trees.
 - c. Where required to separate auto parking clusters, interior landscape strips provided between rows of parking shall be a minimum of 5 feet in width to accommodate pedestrian walkways, shrubbery, ground cover, and large-scale, high canopy shade trees placed 20 to 30 feet on center.
 - d. A planting bay shall be located at the end of each parking row and at intervals within the parking rows. Planting bays shall have a minimum width of 9 feet wide to allow doors to open without damage and a minimum area of 180 square feet. Each bay shall be curbed and provide one shade tree having a clear trunk height of at least nine feet when mature.
 - e. Angled or perpendicular parking spaces shall provide extruded curbs (bumper stop) or widened curbs to prevent bumper overhang into interior landscaped strips or walkways.
 - f. When possible, landscape areas shall be designed to capture and treat stormwater runoff from parking areas.
- 6. Alternate Landscaping Plan. For parking lots with 20 or fewer vehicle parking spaces located in the Rockwood Town Center and Station Center districts, an applicant may prepare an Alternate Landscaping Plan and specifications which meets the intent of the requirement in **subsections (C)(1), (2), and (3)** above and the intent of the district. In addition, alternate landscaping plans also can be proposed as part of the discretionary review process in the Downtown Plan District.

9.0824 Pedestrian Circulation/Walkways

- A. A protected raised accessible route, walk and circulation path a minimum of 5 feet wide shall be installed through any parking lot of 50 or more spaces, designed to connect to the front building sidewalks.
- B. A pedestrian accessible walk must be provided between the bicycle parking and the building entrance. The walk must be constructed of hard surfaced materials with a minimum width of 3 feet.
- C. All walks constructed within parking lots shall be raised to standard sidewalk height except when a walk crosses a vehicular way. All surface treatment of walks shall be firm, stable and slip resistant.
- D. Where an accessible route/walk crosses or adjoins a vehicular way (and where there are no curbs,

railings or other elements separating the pedestrian and vehicular areas detectable by a person who has a severe vision impairment), the walkway area shall be defined by a marked crossing that has a continuous, detectable marking not less than 36 inches wide. Where walkways cross driving aisles, they shall be clearly marked with contrasting slip resistant paving materials.

- E. Where walkways abut parking, the minimum walkway width shall be 7 feet.
- F. Accessible routes must comply with the Building Code on Accessibility. The more restrictive walkway standards shall apply when there is a conflict.

9.0825 Space and Aisle Standards for Surface Parking Lots

- A. All surface parking lots shall be designed in accordance with City standards for stalls and aisles as set forth in **Figure 9.0825A**, presented on the following page.
- B. A minimum of 50% of vehicle parking stalls shall be of standard size, and a maximum of 50% of vehicle parking stalls shall be compact spaces.
- C. All parallel parking spaces used in a surface parking lot will be marked with white lines or designated as accessible parking spaces with blue lines and International Symbol of Accessibility Parking Space marking and sign, as required with current ADA regulations.
- D. All parallel parking spaces will have a minimum measurement of 8 feet in width and 24 feet in length whether marked or unmarked. The Manager may reduce parallel parking spaces to 20 feet in length when at least 4 feet of adjacent length of maneuvering area is available for backing or pulling into the parallel parking space (i.e., shared safety zone).

Figure 9.0825A: Off-Street Surface Parking Matrix

Off-Street Surface Parking Matrix Required Space and Aisle Dimensions in Feet												
Compact							Standard					
A	B	C	D	E	F	G	B	C	D	E	F	G
45°	7.50	15.50	13.00	10.61	44.00	2.00	8.50	17.50	13.00	12.00	48.00	2.00
	7.75	15.50	12.00	10.96	43.00	2.00	9.00	17.50	12.00	12.70	47.20	2.00
	7.75	15.50	11.00	10.96	42.00	2.00	9.50	17.50	11.00	13.40	46.00	2.00
	8.00	15.50	11.00	11.32	42.00	2.00	10.00	17.50	11.00	14.10	46.00	2.00
60°	7.50	17.00	18.00	8.62	48.00	2.50	8.50	19.00	18.00	9.80	56.00	2.50
	7.75	17.00	16.00	9.01	46.00	2.50	9.00	19.00	16.00	10.40	54.00	2.50
	7.75	17.00	15.00	9.01	54.00	2.50	9.50	19.00	15.00	11.00	53.00	2.50
	8.00	17.00	14.00	9.20	44.00	2.50	10.00	19.00	14.00	11.60	52.00	2.50
75°	7.50	17.50	25.50	7.73	60.50	2.50	8.50	19.50	25.50	8.80	64.00	2.50
	7.75	17.50	23.00	7.99	58.00	2.50	9.00	19.50	23.00	9.30	62.00	2.50
	7.75	17.50	22.00	7.99	57.00	2.50	9.50	19.50	22.00	9.80	61.00	2.50
	8.00	17.50	21.00	8.25	56.00	2.50	10.00	19.50	21.00	10.30	60.00	2.50
90°	7.50	16.50	28.00	7.50	61.00	3.00	8.50	18.50	28.00	8.50	65.00	3.00
	7.75	16.50	26.00	7.75	60.00	3.00	9.00	18.50	26.00	9.00	63.00	3.00
	7.75	16.50	25.00	7.75	59.00	3.00	9.50	18.50	25.00	9.50	62.00	3.00
	8.00	16.50	24.00	8.00	58.00	3.00	10.00	18.50	24.00	10.00	61.00	3.00

Stall width dimensions may be distributed as follows: 50% standard spaces, 50% compact spaces. All compact spaces shall be labeled as such.

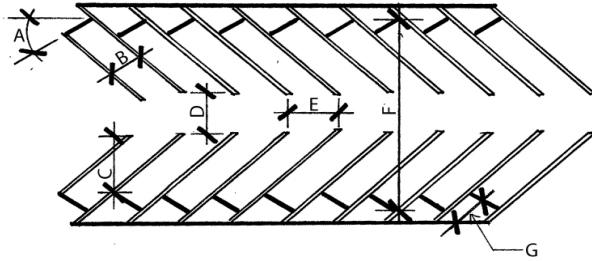


Figure 9.0825A Notes:

1. For one (1) row of stalls use "C" plus "D" as minimum width.
2. Public alley width may be included as part of dimension "D", but all stalls must be on private property, off the public right-of-way.
3. For estimating available parking area, use 350 square feet per vehicle for stall, aisle and access areas.
4. The stall width for self-parking of long duration is 8.6 feet; for higher turnover self-parking is 9.0 feet; and for supermarkets and similar facilities (shoppers with packages) is 9.5 to 10.0 feet.
5. The minimum aisle width for two-way traffic and for emergency vehicle operations area is 24 feet. The minimum aisle width for emergency vehicle access (one way traffic) is 20 feet.
6. Where appropriate bumper overhang area is provided (extruded curbs), "G" can be subtracted from "C" to determine stall depth.
7. All parallel parking spaces will have minimum dimensions of 8 feet in width by 24 feet in length.

9.0826 Accessible Parking

- A. All parking areas shall provide accessible parking spaces and accessible aisles as outlined in the Building Code, Chapter XI. These accessible spaces shall be located on the shortest practical accessible route to an accessible building entry. Whenever practical, the accessible route shall not cross lanes of vehicular traffic. Curb ramps or other sloped areas shall be located to prevent their obstruction by parked vehicles. Accessible parking spaces shall be a minimum of 9 feet wide with a 6 foot wide access aisle between each two spaces.
1. Van Accessible Parking. One in eight parking spaces, but not less than one space, must provide a van-accessible parking space as outlined in the Building Code, Chapter XI. Van accessible parking spaces are 9 feet wide with an 8 foot wide aisle which can be shared with another 9 foot accessible space. If a single accessible parking space is provided, it shall be designated "van accessible" and shall have an additional sign mounted. Van accessible spaces shall be provided outside of a garage except in public or private parking structures but may have cover such as a carport and shall be available for use by any authorized vehicle. The access aisle shall be located on the passenger side of the parking space except that two adjacent accessible parking spaces may share a common access aisle.
 2. Marking. The accessible parking symbol shall be painted on the parking space and an accessible parking sign shall be placed in front of each space according to the Oregon Transportation Commission's Disabled Parking Standards.
 3. Medical Care. Medical care occupancies specializing in the treatment of persons with mobility impairments shall provide 20% of parking spaces as accessible as outlined in the Building Code, Chapter XI. Exception: For outpatient facilities, 10% of parking spaces need to be accessible as outlined in the Building Code, Chapter XI.
 4. Passenger Drop-off and Loading Zones. Where provided, passenger drop-off and loading zones

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shall be located on an accessible route, shall not be less than 12 feet wide by 25 feet long, and the slope not to exceed one vertical in 50 horizontal and a vertical clearance of 114 inches, and shall be designed and constructed according to the Building Code.

- B. The quantity and design of accessible spaces and aisles shall comply with the Building Code. Where there is a conflict, the more restrictive standard shall apply.

9.0827 Electric Vehicle Charging Units

Electric Charging Readiness

A. Newly constructed multifamily residential buildings with five or more residential dwelling units, and newly constructed mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide sufficient electrical service capacity, as defined in ORS 455.417, to accommodate no less than 40 percent of all vehicle parking spaces serving the residential dwelling units. Dwelling units in townhouses are not included for purposes of determining the applicability of this regulation.

1. Per ORS 455.417 the affected parking spaces must have:
 - i. Building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add the overcurrent devices; or
 - ii. Designated space within a building to add electrical service with capacity for electric vehicle charging stations; or
 - iii. A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations; and
 - iv. A conduit system installed from building electrical service, or from the dedicated location, to parking spaces that can support, at a minimum, electrical wiring for installation of level 2 electric vehicle charging stations and, if the conduit is for future installation of electric vehicle charging stations, that labels both ends of the conduit to mark the conduit as provided for future electric vehicle charging stations.
2. Installed electric vehicle charging units count towards the requirements listed in 9.0827(A)1.

Electric vehicle charging units, either public or restricted, shall comply with the following requirements:

B. Electric Vehicle Charging Unit Placement. The first electric vehicle charging unit in a public parking lot shall be accessible for all potential users and shall provide access for people using mobility devices at the unit itself.

C. Parking Space Size. A standard size parking space or an ADA accessible compliant accessible parking space shall be used for an electric vehicle charging unit where such a unit is planned.

D. Signage.

1. Each electric vehicle charging unit space shall be posted with signage indicating the space is for electric vehicle charging purposes.
2. Necessary safety information, directions and identification of voltage/amperage levels and ADA accessibility signs, if an ADA exclusive space, shall also be included.
3. Time limits may be placed on the number of hours that an electric vehicle is allowed to charge. Days and hours of operations shall be included if time limits or tow-away provisions are to be enforced.

Deleted: Electric vehicle charging units, either public or restricted, shall comply with the following requirements:¶

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B.

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4. Any other signage, such as advertising signage, is subject to the standards of **Appendix 6**.

E. Charging Unit Equipment.

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1. Electric vehicle charging unit outlets and operable parts shall be no less than 18 inches off the ground if indoors and 24 inches off the ground if outdoors and no higher than 48 inches off the ground to ensure easy access.
2. Electric vehicle charging units shall contain a retraction device, a place to hang permanent cords and connectors sufficiently above the ground, or some other mechanism to ensure that the equipment does not become a safety liability.
3. Electric vehicle charging units are not required to be screened as mechanical units.

Bicycle Parking

9.0830 Bicycle Parking Purpose

All developments shall meet the following minimum requirements for bicycle parking and design:

- A. The purpose of these bicycle parking standards is to encourage the use of bicycles by providing safe and convenient places to park bicycles. The standards address the needs for both short-term and long-term bicycle parking. The required number of spaces is lower for uses that do not tend to attract bicycle riders and higher for those that do. Additionally, some bicycle parking is required on the basis of specifically encouraging employee, student or customer related bicycle use.

Long-term bicycle parking spaces accommodate employees, students, residents, commuters, and other persons who expect to leave their bicycle parked for more than two hours. Long-term parking spaces provide a secure and weather-protected location to park bicycles. As discussed further below, the intent of these standards is to provide long-term bicycle parking that is within a reasonable distance of the use. Short-term bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately two hours.

- B. The required minimum number of bicycle parking spaces for each principal use is given in **Table 9.0851**. Minimums are provided for both short-term and long-term standards.

9.0831 Bicycle Parking Standards

- A. Long-Term Bicycle Parking. Required long-term bicycle parking must meet the following standards:
1. Long-term bicycle parking must be provided in racks, lockers or another manager approved type of parking that meet the standards of **9.0832**, except that if long-term bicycle parking is provided in a dwelling unit or dormitory unit, neither racks nor lockers is required.
 2. Location: Long-term bicycle parking must be located on the site. Bicycle parking may be located inside a building on a floor which has an outdoor entrance open for use and floor location which does not require stairs to access the space; exceptions may be made for parking on upper stories within multi-story residential buildings.
 3. Covered spaces. All long-term bicycle parking must be covered per **Section 9.0832(D)** below.
 4. Security. To ensure security, long-term bicycle parking for all uses except schools must be in at least one of the following locations:
 - a. A locked room;
 - b. An area that is enclosed by a fence with a locked gate. The gate must be either eight

feet high, or be floor to ceiling;

- c. Within view of an attendant or security guard;
- d. Within 100 feet of an attendant or security guard;
- e. In an area that is monitored by a security camera; or
- f. Contained within a dwelling unit or classroom.

- B. Short-Term Bicycle Parking. Required short-term bicycle parking must meet the following standards:
 - 1. Short-term bicycle parking must be provided in racks or lockers that meet the standards of **subsection 9.0832**.
 - 2. Location: Short-term bicycle parking must be:
 - a. At the same grade as the sidewalk or at a location that can be reached by an accessible route;
 - b. Within 50 feet of at least one main entrance as measured along the most direct pedestrian route except that on an institutional campus the location of bicycle parking shall be as determined by the Institutional Campus Master Plan; and
 - c. Visible from the street, unless the applicant demonstrates that it is not feasible, in which case, the bicycle parking area shall comply with **Section 9.0832(F)**.
 - 3. Pedestrian Conflicts. Bicycle parking and bicycle racks shall be located to avoid conflict with pedestrian movement and access walk required by the Building Code. With approval of the Manager, short-term bicycle parking may be located in the public sidewalk or right-of-way, where this does not conflict with pedestrian accessibility and ADA access.

9.0832 Additional Standards for All Bicycle Parking

- A. Bicycle Lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
- B. Bicycle Racks. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required parking is provided in racks, the racks must meet the following standards:
 - 1. If both wheels are left on the bicycle, the frame and one wheel can be locked to the rack with a high-security, U-shaped shackle lock;
 - 2. A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage it; and
 - 3. The rack must be securely anchored.
- C. Parking and Maneuvering Areas.
 - 1. Each required bicycle parking space must be accessible without moving another bicycle.
 - 2. There must be an aisle at least five feet wide behind all bicycle parking to allow for bicycle maneuvering. If the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
 - 3. The area designated for bicycle parking must be hard-surfaced.
- D. Covered Parking.
 - 1. Covered parking can be provided by locating bicycle parking within buildings; in bicycle lockers; under roof overhangs, awnings, arcades, or carports; or within or under other structures.
 - 2. Where covered parking is not within a building or locker, the cover must be designed to protect

the bicycle from precipitation, and at least seven feet above the floor or ground.

- E. Size of Space. Bicycle parking spaces must be at least two feet wide and six feet long.
- F. Signs. When a bicycle parking area is not visible from the street, a directional sign must be posted at the main building entrance indicating the location of the bicycle parking (see Sign Code **Section A6.050(C)**).

Off-Street Loading

9.0840 Off-Street Loading Requirements

- A. Purpose of Loading Area Regulations. The purpose of these regulations is to provide the number, size, location, and screening requirements for loading areas in mixed-use, commercial, industrial and institutional uses. The intent of these regulations is to minimize disruption of traffic flow by freight-carrying vehicles blocking the public right-of-way and to minimize impacts to vehicular and pedestrian circulation.
- B. When Loading Area Regulations Apply. This regulation applies to all non-residential development in mixed-use, commercial, and industrial districts, whether or not a permit or other approval is required for the development.
- C. General Loading Area Regulations.
 - 1. Loading area requirements are provided in **Table 9.0840(C)**. The number of required loading spaces is based on the use of the building and the building size minus any residential component square footage. Where two or more uses are located on the same premises, the number of loading area spaces required is the sum of the spaces required for each use (based on square footage of each use) computed separately. Except in Design Districts as described below, the Manager may reduce but not eliminate loading area requirements, where approval criteria are satisfied.
 - 2. The provision and maintenance of off-street loading facilities is a continuing obligation of the property owner.
 - 3. Loading and maneuvering areas shall be hard-surfaced unless a permeable surface is required to reduce surface runoff, as determined by the Manager.
 - 4. Parking of passenger vehicles may be allowed in off-street loading areas subject to specific time limits to prevent conflicts with off-street loading activities. If parking is allowed, the parking time limits shall be clearly posted. These parking spaces shall not count towards meeting general parking requirements.
 - 5. Required Off-Street Loading.
 - a. Each required off-street loading space in an industrial area shall have a minimum length of 60 feet, a minimum width of 12 feet, and a minimum vertical clearance of 15 feet high, inside dimensions with a 60-foot maneuvering apron.
 - b. Each required off-street loading space, other than industrial zones, shall have a minimum length of 30 feet, a minimum width of 12 feet, and a minimum vertical clearance of 14 feet 6 inches high, inside dimensions with 30-foot maneuvering apron.
 - 6. Loading areas must comply with the setback and perimeter landscaping and screening standards. When parking areas are prohibited or not allowed between a building and a street, loading areas are also not allowed unless approved by the Manager under special circumstances.
 - 7. Uses not specifically mentioned: In the case of a use not specifically mentioned, the requirements

for off-street loading facilities shall be the same as the above-mentioned uses, as determined by the Manager, which is most similar to the use not specifically mentioned.

8. Concurrent different uses: When any proposed structure will be used concurrently for different purposes, final determination of loading requirements will be made by the Manager but in no event shall the loading requirements be less than the total required for each use based upon its aggregate floor area, on the same lot or parcel of land as the structure they are intended to serve, unless loading areas approval criteria are satisfied.
9. Design Districts: The following off-street loading standards apply in DCC, DMU, DTM, DRL-2, CNTM, CNTH, and RTC within the Rockwood triangle as defined in Section 7.0501(D):
 - a. Off-street loading spaces may be reduced or eliminated with approval by the Manager or Design Commission. The Manager or Design Commission shall make findings of fact based on evidence provided by the applicant that the following criteria are satisfied:
 - i. Loading can be accommodated:
 - a) Off-street without designating a loading space on the site; or
 - b) On-street without interfering with travel lanes in a location and configuration approved by the Manager; and
 - ii. Criteria in **Section 9.0840(E)(2)(a), (b) and (d)**.
 - b. The maximum required off-street loading spaces is one space.
 - c. Required off-street loading spaces may be reduced to 18 feet long and 9 feet wide with a vertical clearance of 10 feet with approval by the Manager or Design Commission if the applicant demonstrates that the configuration of the site and building supports delivery by van for current and prospective tenants.

TABLE 9.0840(C): Off Street Loading Requirements

Use Category or Subcategory	Aggregated Floor Area (Square Feet)	Minimum Number of Loading Spaces Required
Residential	None Required	None Required
Elderly Housing	10,000 - 100,000	1 space
	Over 100,000	2 spaces
Industrial* Freight terminals, industrial plants, manufacturing, processing, wholesale establishments, or warehouses	Under 50,000	1 space
	50,000 – 100,000	2 spaces
	Each additional 50,000 or fraction thereof	1 additional space
Mini-Storage Facilities	None Required	None Required
Visitor Accommodations Hotel, convention hall, or sport arena	25,000 - 150,000	1 space
	150,000 - 400,000	2 spaces
	Each additional 150,000 or fraction thereof	1 additional space
Institutions Hospitals	10,000 – 100,000	1 space
	Over 100,000	2 spaces
Schools – Passenger Loading	Over 14,000	1 space

Use Category or Subcategory	Aggregated Floor Area (Square Feet)	Minimum Number of Loading Spaces Required
Commercial Department stores, retail establishments, restaurants, and funeral homes	7,000 – 24,000	1 space
	24,000 – 50,000	2 spaces
	50,000 – 100,000	3 spaces
	Each additional 100,000 or fraction thereof	1 additional space
Office Office building, banks	25,000 – 40,000	1 space
	40,000 – 100,000	2 spaces
	Each additional 100,000 or fraction thereof	1 additional space

*Industrial loading space required to be (length/width/height) – 60 ft. x 12 ft. x 15 ft.
All other loading spaces shall measure 30 ft. x 12 ft. x 14.6 ft. unless otherwise justified and approved by Manager.

D. Location of required loading facilities.

1. The off-street loading facilities, in all cases, shall be on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.
2. The off-street loading facilities shall be designed and located so that loading vehicles are not parked in required setbacks ~~or driveways~~ during loading activities.
3. No loading space shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to an alley, or if no alley adjoins the lot, with access to the street.
4. In the Industrial zones, loading areas shall be located so that they are not parallel to any adjacent public right-of-way except alleys.
5. Bays and Doors: Truck loading bays or overhead doors shall be located in a manner that would preclude any possibility for trucks to back into bays from major or standard arterial streets.

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E. Approval Criteria for Modification of Loading Facilities

1. The Type I Procedure, as described in **Section 11.0300 - Administrative Decision** - of this code, shall apply to any modifications made to loading facilities.
2. In order to approve a reduction to the number of loading spaces required in **Table 9.0840(C) – Required Off-Street Loading Spaces** - or any dimensional changes to the proposed loading spaces or maneuvering areas, the Manager shall make findings of fact based on evidence provided by the applicant demonstrating that all of the following criteria are satisfied:
 - a. The determination will not create adverse impacts, taking into account the total gross floor area, and the hours of operation, and type of the use or uses.
 - b. The proposal will not interfere with pedestrians or vehicular traffic on the street or to the proposed on-site traffic circulation patterns.
 - c. The proposal will be able to reasonably accommodate the off-street loading needs of the structure.
 - d. The proposed dimensional changes to loading space or maneuvering area can reasonably accommodate the on-site traffic circulation.

Minimum/Maximum Required Off-Street Parking

9.0850 Minimum and Maximum Required Off-Street Parking - General

- A. For the purpose of calculating parking ratios in all districts, the following type of parking spaces do not count against the maximum ratio but do count toward the minimum ratio:
1. Accessible parking as outlined in the Building Code, Chapter XI
 2. Vanpool and Carpool parking
 3. Full time valet parking
 4. User-paid parking at market rate (except as provided in **Section 9.0850(C)**, below)
 5. Structured parking
 6. Park and Ride lot parking
 7. Vehicle parking within, above, or beneath the building(s) it serves, or within a parking structure, above or below grade
 8. Other high-efficiency parking management alternative approved by the Manager
- B. For the purpose of calculating parking ratios in all districts the following types of parking are considered outside storage and do not count against the maximum or minimum ratios:
1. Fleet vehicle parking
 2. Parking for vehicles that are for sale, lease, or rent

C. For land uses within ¼ mile of MAX light rail transit stations or within ½ mile of transit lines that arrive at least four times an hour during peak service, that are more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.

D. Surface parking lots exceeding maximum parking requirements shall be designed to allow for more intensive future site development.

E. Parking maximums include Visitor Parking.

F. For Electric Vehicle charging units, the following applies:

1. Minimum Parking Count. Parking spaces with an associated electric vehicle charging unit count toward the minimum required parking spaces.
2. Maximum Parking Count. Parking spaces serviced by an associated electric vehicle charging unit count toward the maximum required parking spaces.

Deleted: C. For multifamily developments, including elderly housing, where residents are charged a fee or surcharge for a parking space, any such spaces shall not be counted toward meeting the minimum number of spaces required for the development.¶
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9.0851 Standards for Minimum/Maximum Auto and Bicycle Parking

Except as otherwise provided in the Downtown, Civic Neighborhood, Corridor Districts, and Pleasant Valley Subdistricts, and in the **Section 7.0410** Manufactured Dwelling Park Design Standards, the minimum and maximum parking for any development shall be as follows. For exceptions to minimum parking space standards, see **Section 9.0853**. For exceptions to maximum parking space standards, see **Section 9.0854**.

Table 9.0851 Minimum/Maximum Auto and Bicycle Parking Table

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	Auto Parking	Bicycle Parking
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	Minimum	Maximum	Long-Term ^[9]	Short-Term ^[9]
(A) RESIDENTIAL				
(1) Single detached dwellings and middle housing in the LDR-7, LDR-5, LDRGB, LDR-PV, MDR-PV, VLDR-SW, LDR-SW, TR, TLDR, MDR-12, and OFR districts and those portions of CMF along the NE Glisan and NE 162nd Avenue corridors.				
(a) Single detached dwellings	2 spaces per dwelling unit	None	None	None
(b) Duplexes	1 space per dwelling unit	None	None	None
(c) Triplexes	<ul style="list-style-type: none"> lots under 3,000 sq. ft.: 1 space lots 3,000-4,999 sq. ft.: 2 spaces lots 5,000 sq. ft. or greater: 3 spaces 	None	None	None
(d) Quadplexes	<ul style="list-style-type: none"> lots under 3,000 sq. ft.: 1 space lots 3,000-4,999 sq. ft.: 2 spaces lots 5,000-6,999 sq. ft.: 3 spaces lots 7,000 sq. ft. or greater: 4 spaces 	None	None	None
(e) Townhouses	1 space per dwelling unit	None	None	None
(f) Cottage Clusters	1 space per dwelling unit	None	None	None
(2) Residential uses not listed in (A)(1) above in all districts, and all residential uses in districts not listed in (A)(1) including the areas of CMF not along the NE Glisan and NE 162nd Avenue corridors), except:				
<ul style="list-style-type: none"> For Downtown Plan District and Civic Neighborhood Plan District see Section 9.0852. 				
(a) Two and three unit developments and Townhouses ³	2 spaces per dwelling unit	None	None	None
(b) Developments containing four or more dwelling units and cottage clusters in the THR-SW district.				
(i) Studio and _____	1 space per dwelling unit	1.2 spaces per dwelling unit	1 per dwelling unit	1 per 20 dwelling units
(ii) One-bedroom units	1 space per dwelling unit	2 spaces per dwelling unit	1 per dwelling unit	1 per 20 dwelling units
(iii) Two-bedroom units	1 space per dwelling unit	2 spaces per dwelling unit	1 per dwelling unit	1 per 20 dwelling units
(iv) Three or more bedroom units	1 space per dwelling unit	2 spaces per dwelling unit	1 per dwelling unit	1 per 20 dwelling units
(iv) Visitor Parking ⁴	0.35 spaces per dwelling unit (if less	Visitoring is included in the	None	None

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Table 9.0851 - Minimum/Maximum Auto and Bicycle Parking Table

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	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ^[5]	Short-Term ^[5]
	than 100 total dwelling units); 0.25 spaces per dwelling unit (if 100 or more total dwelling units)	<u>use Maximum.</u>		
(3) Group Living				
(a) Elderly Housing	<u>1 space per unit, or see Table Note 2</u>	None Required	1 per 40 units	1 per 20 units first 100 units, 1 per 40 units thereafter
(4) Houseboat Moorage	1 space per berth	None Required	None	None
(B) COMMERCIAL				
(1) Retail Services				
(a) Grocery stores and Supermarket	2.9 spaces per 1,000 sq. ft. of floor area	3.7 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area for stores less than 30,000 sf; 3, or 1 per 18,000 sf for stores greater than 30,000 sf of floor area	2, or 1 per 5,000 sf of floor area, with a maximum of 20 spaces
(b) Commercial, Personal/Business Services	3.2 spaces per 1,000 sq. ft. of floor area	4.3 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area
(c) Retail Trade	3.6 spaces per 1,000 sq. ft. of floor area	<u>5.0 spaces per 1,000 sq. ft. of floor area</u>	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area
(d) Convenience Market	2.3 spaces per 1,000 sq. ft. of floor area	4.3 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area
(e) Retail with bulky merchandise (Furniture, appliances, carpet)	One space per 1,000 sq. ft. of floor area	1.3 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area
(f) Hotel, Bed & Breakfast	1 space per guest room or suite	1.3 spaces per guest room or suite	1 per 20 guest rooms	1 per 40 guest rooms
(g) Meeting Room	0.2 space for each occupant of meeting rooms based on maximum capacity as calculated under the provisions of the	<u>5 spaces per 1,000 sq. ft. of floor area</u>	None	None

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 Deleted: (b) Residential Facilities or Homes
 Deleted: 1 space per 4 beds
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Table 9.0851 - Minimum/Maximum Auto and Bicycle Parking Table

	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ⁽⁵⁾	Short-Term ⁽⁵⁾
	Building Code			
(h) Eating or Drinking Establishments¹				
(i) Restaurants with drive through	6.0 spaces per 1,000 sq. ft. of floor area	12.4 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 5,000 sf of floor area
(ii) Restaurants without drive through	8.0 spaces per 1,000 sq. ft. of floor area	19.1 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 5,000 sf of floor area
(i) Sports Clubs/ Health Spas	4.0 spaces per 1000 sq. ft. of floor area	5.4 spaces per 1,000 sq. ft. of floor area	2, or 1 per 10,000 sf of floor area	2, or 1 per 5,000 sf of floor area
(j) Arcades, Bowling Alleys, Skating rinks and other Indoor/Outdoor	4.0 spaces per 1,000 sq. ft. of floor area	5.0 spaces per 1,000 sq. ft. of floor area	2, or 1 per 10,000 sf of floor area	2, or 1 per 5,000 sf of floor area
(k) Tennis and Racquet Ball Clubs	1.0 space per 1,000 sq. ft. of floor area	1.3 spaces per 1,000 sq. ft. of floor area	2	2, or 1 per 10,000 sf of floor area
(l) Funeral Homes and Cemeteries	0.3 space per seat in assembly area or 6.0 linear feet bench seating in largest assembly area	0.6 space per seat in assembly area or 4.5 linear feet bench seating in largest assembly area	1 per 40,000 sf of floor area	2 per 40,000 sf of floor area
(m) Theaters and Auditoriums	0.3 spaces per seat or 6.0 linear feet bench seating	0.4 space per seat or 5.0 linear feet bench seating	2, or 1 per 450 seats	4 or 1 per 110 seats
(n) Truck, Trailer, Boat Auto Rental or Sales	1.0 space per 1,000 sq. ft. of site area	1.3 spaces per 1,000 sq. ft. of site area	2, or 1 per 5,000 sf of building area	2
(o) Open Air Commercial (Lumber) Yard, Nursery	1.0 space per 1,000 sq. ft. of site area	1.3 spaces per 1,000 sq. ft. of site area	2, or 1 per 5,000 sf of building area	2
(p) Equipment Rental, Moving Supplies or Mini-storage facilities	1.0 space per 1,000 sq. ft. of site area	1.3 spaces per 1,000 sq. ft. of site area	Equipment, Rental & Moving Supplies: 2, or 1 per 5,000 sf of building area; Mini-storage: 2	2
(q) Commercial Schools	3.0 spaces per 1,000 sq. ft. of floor area	3.8 spaces per 1,000 sq. ft. of floor area	2, or 1 per 20,000 sf	2, or 1 per 4,000 sf
(2) General Office	2.7 spaces per 1,000	3.4 spaces per	2, or 1 per 5,000 sf of	2, or 1 per 10,000 sf of

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Table 9.0851 - Minimum/Maximum Auto and Bicycle Parking Table

	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ^[5]	Short-Term ^[5]
	sq. ft. of floor area	1,000 sq. ft. of floor area	floor area, with a maximum of 30 spaces	floor area, with a maximum of 10 spaces
(3) Medical and Dental Clinics	3.9 spaces per 1,000 sq. ft. of floor	4.9 spaces per 1,000 sq. ft. of floor area	2, or 1 per 5,000 sf of floor area for buildings less than 30,000 sf of floor area; 6, or 1 per 7,500 sf for buildings greater than 30,000 sf of floor area	2, or 1 space per 20,000 sf of floor area
(4) Vehicle Servicing				
(a) Service Station	3 spaces plus 2 spaces per service bay, if any	4 spaces plus 2.5 spaces per service bay, if any	2, or 1 per 5,000 sf of floor area	1
(b) Service Station with Convenience Market with gas pumps	2.3 spaces per 1,000 sq. ft. of floor area	2.9 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	4, or 1 per 12,000 sf of floor area
(c) Vehicle Repair	4 spaces per service bay	5 spaces per service bay	2, or 1 per 5,000 sf of floor area	1
(d) Car Wash	2 spaces per service bay or lane	3 spaces per service bay or lane	2, or 1 per 5,000 sf of floor area	None required
(5) Commercial Parking				
(a) Commercial	None Required	None Required	N/A	N/A
(b) Light Rail Stations	None Required	None Required	N/A	N/A
(c) Park-and-Ride	None Required	None Required	N/A	Subject to Regional Center Plans, such as Downtown, Civic, and Rockwood Plans
(d) Transit Transfer Centers	None Required	None Required	N/A	Subject to Regional Center Plans, such as Downtown, Civic, and Rockwood Plans
(e) Public Parking	None Required	None Required	N/A	Subject to Regional Center Plans, such as Downtown, Civic, and Rockwood Plans
(6) Stadium, Arena, and Auditorium	0.3 spaces per seat or 6.0 linear ft. bench seating	0.4 spaces per seat or 5.0 linear ft. of bench seating	0, or per Master Plan review	2% of seats, or per Master Plan review

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Table 9.0851 - Minimum/Maximum Auto and Bicycle Parking Table

	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ^[5]	Short-Term ^[5]
(C) INSTITUTIONAL USES				
(1) Educational Institutions				
(a) Pre-school Child Care Facilities or Kindergarten	1 space per classroom	2 spaces per classroom	2, or .5 per classroom	2, or .5 per classroom
(b) Elementary or Middle Schools	2 spaces per classroom	2.5 spaces per classroom	2, or .5 per classroom	2, or .5 per classroom
(c) High School	7 spaces per classroom	10.5 spaces per classroom	2, or .5 per classroom	2, or .5 per classroom
(d) College	3.0 spaces per 1,000 sq. ft. of floor area (excluding dorms, for which Residential Facility standards apply)	3.8 spaces per 1,000 sq. ft. of floor area (excluding dorms, for which Residential Facility standards apply)	2, or 1 per 20,000 sf, or per Master Plan review	2, or 1 per 4,000 sf
(2) Religious Institutions	0.3 spaces per seat or 1 space per 6.0 linear feet of bench seating in sanctuary	0.6 spaces per seat or 1 space per 4.5 linear feet of bench seating in sanctuary	1, or 1 per 10,000 sf of floor area	2, or 1 per 4,000 sf of floor area
(3) Libraries, Museums and Cultural Institutions	3.0 spaces per 1,000 sq. ft. of floor area	3.8 spaces per 1,000 sq. ft. of floor area	2, or 1 per 6,000 sf of floor area	4, or 1 per 1,500 sf of floor area
(4) Hospitals	Two spaces per bed or 2.0 spaces per 1,000 sq. ft. of floor area	2.5 spaces per 1,000 sq. ft. of floor area (excluding on-campus medical office buildings for which medical or dental office standards apply)	6, or 1 per 7,500 sf of floor area, or as determined based on Institutional Master Plan review	2, or 1 per 20,000 sf of floor area, or as determined based on Institutional Master Plan review
(5) Adult or Senior Center	2.0 spaces per 1,000 sq. ft. of floor area	2.5 spaces per 1,000 sq. ft. of floor area	1 per 20,000 sf of floor area	2, or 1 per 20,000 sf of floor area
(6) City Recreation Center	2.0 spaces per 1,000 sq. ft. of floor area	2.5 spaces per 1,000 sq. ft. of floor area	2, or 1 per 10,000 sf of floor area	2, or 1 per 5,000 sf of floor area
(7) Marina, Boat Moorage	1.0 spaces per berth	None Required	None required	None required
(8) Helicopter Landing Facility	2 spaces per helicopter based at	2.5 spaces per helicopter based	None Required	None required

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Table 9.0851 - Minimum/Maximum Auto and Bicycle Parking Table

	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ⁽⁵⁾	Short-Term ⁽⁵⁾
	facility	at facility		
(9) Institutions				
(a) Welfare Institutions	0.3 space per bed based on maximum capacity	0.4 space per bed based on maximum capacity	2, or 1 per 20 residents	2, or 1 per 5 residents
(b) Convalescent Hospital, Sanitarium	0.5 space per bed based on maximum capacity	0.6 space per bed based on maximum capacity	2, or 1 per 20 units first 100 units; 1 per 40 units thereafter	2, or 1 per 50 units first 100 units; 1 per 100 units thereafter
(10) Private Utility (gas, electric, telephone etc.)	One space or 0.8 space per each employee on largest shift	One space per each employee on largest shift	0.3 spaces per 1,000 sf of office floor area	2, or 1 per 1,000 sf of office floor area
(11) Parks and Open Space	None Required	None Required	N/A	Parks: 2, or 1 per every 2 acres. Open Space: N/A
(D) INDUSTRIAL				
(1) Manufacturing, Processing, Packing Assembly, & Fabrication	1.6 spaces per 1,000 sq. ft. of floor area	Not applicable. In non-industrial land use districts, 2.0 spaces per 1,000 sq. ft. of floor area	2, or 1 per 25,000 sf of floor area, with a maximum of 20 spaces	None required
(2) Warehouse, Freight Movement Distribution, and Storage	0.3 space per 1,000 sq. ft. of floor area	0.7 space per 1,000 sq. ft. of floor area (if less than 150,000 sq. ft. of floor area); 0.4 space per 1,000 sq. ft. of floor area (if equal to or greater than 150,000 sq. ft. of floor area)	2, or 1 per 25,000 sf of floor area, with a maximum of 20 spaces	None required
(3) Wholesale, Retail Sales	0.3 space per 1,000 sq. ft. of floor area	2.0 spaces per 1,000 sq. ft. of floor area	Wholesale: 2, or 1 per 25,000 sf of floor area, with a maximum of 20 spaces. Retail Sales: see Commercial Retail	Retail Sales: see Commercial Retail Services B(1)

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Table 9.0851 - Minimum/Maximum Auto and Bicycle Parking Table

	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ⁽⁵⁾	Short-Term ⁽⁵⁾
			Services B(1)	
(4) Industrial, Commercial Services	0.8 space per 1,000 sq. ft. of floor area	1.0 space per 1,000 sq. ft. of floor area	See Commercial Retail Services B(1)	See Commercial Retail Services B(1)
(5) Laboratories, Research and Development Facilities	2.7 spaces per 1,000 sq. ft. of floor area	4.1 spaces per 1,000 sq. ft. of floor area	2, or 1 per 25,000 sf of floor area with a maximum of 20 spaces	None required
(E) NOT SPECIFICALLY MENTIONED				
	For a use not listed above, the required vehicle and bicycle parking shall be the same as for the most similar use listed, as determined by the Manager.	For a use not listed above, the required vehicle and bicycle parking shall be the same as for the most similar use listed, as determined by the Manager.	For a use not listed above, the required vehicle and bicycle parking shall be the same as for the most similar use listed, as determined by the Manager.	For a use not listed above, the required vehicle and bicycle parking shall be the same as for the most similar use listed, as determined by the Manager.

*More bike parking spaces may be provided at the discretion of the use.

Table Notes:

1. Enclosed outdoor seating area shall count as floor area in determining parking requirement for restaurants without drive-through.
2. The burden shall be on the applicant to demonstrate that the parking being proposed will be adequate to serve the project. The parking plan shall consist of the following:
 - a. There shall be one parking space for every 0.8 employee, based on the maximum number of employees during any single shift;
 - b. There shall be one parking space for each visitor based on the average number of visitors expected during peak visiting hours;
 - c. To determine the parking required for the project residents or tenants, consideration shall be given to the number of units or, in the case of a nursing facility, the number of beds; the type(s) of elderly housing proposed; the proximity of the facility to transit services, medical services, and shopping; and such other factors as the Manager finds appropriate.
3. See also applicable residential parking standards contained in **Section 4.0440**, **Section 7.0400**, and **Section 9.0870**.
4. Visitor parking for developments containing four or more dwelling units is required in addition to the minimum off-street parking required by items (i) through (iii).
5. Where two methods are provided for establishing the minimum amount of bicycle parking requirement, the method which results in the most bicycle parking shall apply.

9.0852 Plan District Minimums and Maximums

- A. Civic Neighborhood Plan District. Off-street parking facilities provided in connection with new development must be appropriate to the dense mix of uses which characterize the Civic Neighborhood Plan District. Parking should be secondary to easy and safe pedestrian movement. The scale and orientation of parking lots shall be consistent with their purposes in supporting a mix of commercial and residential uses and the vital, pedestrian and transit oriented community to which they contribute.
 1. Minimum Off-Street Parking. Minimum off-street parking for automobiles shall be provided as specified below. Bicycle parking shall be provided in connection with new development as provided in **Table 9.0851**.

- a. Minimum off-street parking for Commercial uses: zero spaces.
If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection.
- b. Minimum off-street parking for the residential uses: zero spaces.

2. Maximum Off-Street Parking.

- a. Maximum off-street parking for commercial uses shall be as specified in **Table 9.0852(A)** below:

TABLE 9.0852(A)

Permitted Land Use (Section 4.1220)	Maximum Parking up to 65,000 SF of floor area	Maximum Parking 65,000 to 90,000 SF of floor area	Maximum Parking greater than 90,000 SF of floor area
Retail & Commercial	4.5 : 1000 SF	3.61 : 1000 SF	2.89 : 1000 SF
Office	2.75 : 1000 SF	2.75 : 1000 SF	2.75 : 1000 SF
Theatre	The lesser number of spaces calculated under Section 9.0851 , provided the minimum density standards in Section 4.1230 are met.	The lesser number of spaces calculated under Section 9.0851 , provided the minimum density standards in Section 4.1230 are met.	The lesser number of spaces calculated under Section 9.0851 , provided the minimum density standards in Section 4.1230 are met.

- b. Maximum off-street parking for the following residential uses:
 - i. Townhouses: 1.5 space per unit,
 - ii. Multifamily: studio 1.2 space per unit, other units 1.5 space per unit.
 - iii. All other residential uses: See **Table 9.0851**.
- c. Maximum off-street parking for other uses: see **Table 9.0851**.

3. Under Type II procedures, the Manager may approve off-street parking in excess of the maximum allowed parking spaces specified in this section, up to allowances in OAR 660-012-0415, when the applicant can show that all the following criteria are met:

- a. The proposed development is highly supportive of the intent of the Gresham Civic Neighborhood Plan, as appended to Volume 1 - Findings, of the Community Development Plan; and
- b. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and
- c. The proposed development demonstrates that its design and intended uses will support high levels of both transit and pedestrian activity; and
- d. The proposal complies with the minimum density standards of **Section 4.1230**; and
- e. The development incorporates special features meeting the design guidelines and standards of **Sections 4.1250**. Special features will include at least one of the following as approved by the Manager: covered exterior pedestrian arcades or public plazas with one or more fountains or public art pieces; ground floor retail, restaurant, or community service uses which especially promote high levels of pedestrian and transit activity;

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 ii. All other residential uses: See **Table 9.0851**.¶
 c. Minimum off-street parking for Institutional uses within 1,000 feet of a MAX station: 1 space per 1,000 square feet of floor area or the minimum in **Table 9.0851**, whichever is less. The only exceptions allowed to the institutional use minimum are **Sections 9.0853(C)** and **(E)** and **Sections 10.1510** and **10.1530**.¶
 Institutional uses greater than 1,000 feet from a MAX station, see **Section 9.0851**.¶
 d. Minimum off-street parking for other uses: see **Table 9.0851**.¶
 e. For mixed-use developments, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately.¶

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underground or structured parking.

B. Downtown Plan District. Off-street parking facilities provided in connection with new development must be appropriate for the unique characteristics of the Downtown PD. This means that parking shall be a clearly secondary use, designed so that it does not interfere with easy and safe pedestrian movement. By ensuring that parking lot sizes do not become excessive, and that appropriate landscaping is provided, the downtown area will be more attractive, and more conducive to creating a lively, prosperous district for the benefit of area residents, employees, and visitors.

1. Minimum Off-Street Parking.

a. Minimum Off-street Parking for Commercial and Industrial uses per 1,000 square feet of floor area: ~~zero spaces.~~

~~▼~~
~~▼~~
If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection. ~~▼~~

b. Minimum off-street parking per unit for residential uses: ~~zero spaces.~~

~~i. ▼~~

c. Minimum off-street parking for institutional uses: ~~zero spaces.~~

d. Minimum off-street parking for other uses: ~~zero spaces.~~

2. Maximum Off-Street Parking.

a. Maximum Off-Street Parking for commercial per 1,000 square feet of floor area: Maximum off-street parking permitted for Commercial and Industrial uses that exceed ~~65,000~~ **65,000** square feet of floor space shall be **the lesser of: 65,000 square feet or 80% of the** amount required in **Table 9.0851**. Additional off-street parking beyond these maximums may be permitted within the Downtown Plan District, as provided in **9.0852(B)3**.

b. Maximum Off-Street Parking for the following residential uses:

i. Townhouses: 1.5 space per unit

ii. Multifamily: studio 1.2 space per unit, other units 1.5 space per unit.

iii. All other residential uses: See Table 9.0851.

3. Parking in addition to maximums: Under Type II procedures, the Manager may approve off-street parking in excess of the maximum allowed parking spaces specified in this section, **up to allowances in OAR 660-012-0415**, when the applicant can show that all the following criteria are met:

- a.** The proposed development is highly supportive of the intent of the Gresham Downtown Plan, as contained in Volume 2 - Policies of the Community Development Plan; and
- b.** The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and
- c.** The proposed development demonstrates that its design and intended uses will support high levels of both transit and pedestrian activity; and
- d.** The site plan shall indicate where additional parking can be redeveloped to more

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i. DCC, DTM and DMU sub-districts:

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Deleted: DRL-1 and DRL 2: Duplexes, triplexes, quadplexes, townhouses, and cottage clusters shall follow the requirements of **Table 9.0851(A)(1)**. All other uses shall be as outlined in **9.0852(B)(1)(b)(ii)** below.¶

ii. All other subdistricts and those uses in DRL-1 and DRL-2 not listed in **9.0852(B)(1)(b)(i)** above:¶
Single detached dwelling, duplex, triplex, quadplex, townhouse, and multifamily: 1.0 space per unit¶
All other residential uses: See **Table 9.0851**.

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intensive transit supportive use in the future or the parking in excess of the maximum is constructed as part of a parking structure.

4. New surface parking lots in the Downtown Plan District are limited to 40,000 square feet in size per site.
 5. Commercial Parking Facilities on surface parking lots are prohibited in the Downtown Plan District. Public parking facilities owned by a local, county, or regional governments, an urban renewal agency or a transportation management association are allowed on surface lots or in structures.
 6. New surface parking lots can only be constructed in the Downtown Plan District as approved with a development permit for an allowed use that requires off-street parking, except for public parking facilities.
 7. Parking facilities are not allowed as the first phase of a development but must be constructed in conjunction with buildings that are part of the development.
 8. Bicycle parking shall be provided in conformance with **Section 9.0830** and **Table 9.0851**.
 9. Commercial and Industrial uses may occupy an existing building even if the existing building does not have the minimum required automobile parking for that use. Bicycle parking shall be provided.
- C. Downtown and Civic Neighborhood Plan Districts. Surface parking lots exceeding minimum parking requirements in both Downtown and Civic Neighborhood Plan Districts shall be designed to allow for more intensive future site development.

9.0853 Exceptions to Minimum Parking Space Standards (refer to Table 9.0851 and Section 9.0852)

- A. Parking District Waiver. Minimum off-street parking spaces may be waived for properties within the boundaries of a public parking district that provides district-wide parking facilities.
- B. Allowed Motor Vehicle Parking Reductions. A reduction of up to 10% of minimum off-street vehicle parking requirements is allowed as a right of development for all non-residential uses.
- C. Reduction for Bike Parking. Off-street motor vehicle parking requirements for non-residential uses may be reduced by an additional 10% to the reductions allowed in **Subsection (B)** and/or **(D)** if replaced by bicycle parking above that required, at a rate of two bicycle spaces for one vehicle space.

D. Additional Motor Vehicle and Bicycle Parking Reductions. The Manager may reduce the total required off-street vehicle and bicycle parking spaces by up to a total of 50% when an applicant for a development permit can demonstrate in a parking study prepared by a traffic consultant or in parking data from comparable sites (1) that use of transit, demand management programs, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers (ITE) vehicle trip generation rates and minimum City parking requirements, and (2) a reduction in parking will not impact adjacent uses.

E. Motor Vehicle Parking Reductions for Existing Uses. Property owners of existing non-residential development may take advantage of incentives to reduce vehicle parking below the minimum off-street vehicular parking standards as provided below:

1. When expansion of floor area and/or redevelopment of the site necessitates or creates the

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opportunity to reconfigure existing parking, the owner may take advantage of applicable vehicle parking reductions provided in **Subsections (B), (D) and (E)** above.

2. Even when no expansion or redevelopment of the site is proposed, the property owner may replace up to 10% of existing parking spaces with the following:
 - a. Additional landscaping;
 - b. On-site pedestrian plazas, seating areas, shelters and/or walkways;
 - c. Bicycle parking in addition to the number of parking spaces required. New bicycle parking shall conform to all design standards contained in **Section 9.0830**.

F. In addition to other reductions of this section, parking requirements may be reduced under the modification of regulation provisions of **Section 10.1521**.

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9.0854 Exceptions to Maximum Parking Space Standards

- A. Except in the Downtown Plan District, if application of the maximum parking standard would result in less than 6 parking spaces for a development with less than 1,000 square feet of floor area, the development shall be allowed up to 6 parking spaces. If application of the maximum standards would result in less than 10 parking spaces for a development of 1,000 to 2,000 square feet of floor area, the development shall be allowed up to 10 parking spaces.
- B. In the following land use districts, the Manager, under Type II procedures, may approve exceptions to the maximum parking space standards, [up to allowances in OAR 660-012-0415](#), based on the criteria provided below:
 1. Station Center and Rockwood Town Center Districts.
 - a. The proposed development is highly supportive of the intent of the Station Center District or Rockwood Town Center District, or Design Street Designations stated in **Sections 4.0400 and 7.0210**, if applicable; and
 - b. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and
 - c. The proposed development demonstrates that its design and intended uses will support high levels of existing or planned transit and pedestrian activity; and
 - d. The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future; and
 - e. The development incorporates special features beyond the minimum transit design features of **Section 7.0210 (A) and (B)**. Special features will include at least one of the following: Covered exterior pedestrian arcades or public plazas with fountain/public art; ground floor retail uses, or mixed uses, or community services which especially promote high levels of pedestrian and transit activity; multiple story buildings; underground or structured parking.
 2. Civic Neighborhood and Downtown Plan Districts.
 - a. For exceptions to maximum parking spaces in the Downtown Plan Districts refer to **Section 9.0852(B)**.
 - b. For exceptions to maximum parking spaces in the Civic Neighborhood Plan District refer to **Section 9.0852(A)**.
 3. All Other Districts.

- a. The proposed development has unique or unusual characteristics (such as high sales volume per floor area or low parking turnover) which create a parking demand that exceeds the maximum ratio and which typically does not apply to comparable uses;
- b. The parking demand cannot be accommodated by shared or joint parking or by increasing the supply of spaces that are exempt from the maximum ratio (**Section 9.0851**).
- c. The request is the minimum necessary variation from the standard.

9.0855 Joint Vehicle Parking Lot

Required motor vehicle parking for two or more freestanding uses on adjacent or nearby sites may be satisfied by the use of a joint vehicle parking facility, to the extent that it can be shown by the owners or operators that the demand for parking in the joint facility does not materially overlap (e.g., uses primarily of a daytime versus a nighttime, or weekday versus weekend nature) and provided that such right of joint use is evidenced by a deed, lease, contract or similar written instrument upholding such joint use. In this situation, the size of the joint parking shall be at least as large as the number of vehicle parking spaces required by the larger(est) use per **Table 9.0851**. Applicants taking advantage of this provision are not eligible for reductions under **Section 9.0853 (B), (C), (D), and (E)**.

9.0856 Parking in Mixed-Use Projects

In mixed-use projects, ~~required motor vehicle parking may be determined using the following formula.~~ Mixed-use projects using this formula are not eligible for further reductions under **Section 9.0853(B)** but may take advantage of reductions under **Section 9.0853(C), (D) and (E)**. For the purposes of this section, "mixed-use" projects can include any mix of residential, commercial, institutional and/or light industrial uses:

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- A. Primary use, i.e., that with the largest proportion of total floor area within the development, at 100% of the minimum vehicle parking required for that use.

9.0857 Required Carpool and Vanpool Parking

Developments with 50 or more employees on any single shift, shall designate at least 10%, but not fewer than two, of the long term (4 hours or more) employee or student parking spaces for carpool/vanpool parking. These designated spaces shall be located closer to the building entrances than other employee or student parking with the exception of ADA accessible and short-term (less than 4 hours) visitor parking. These spaces shall be clearly marked "Reserved - Carpool/Vanpool Only" and include hours of use, per the Manual of Uniform Traffic Control Devices.

Deleted: B. Secondary use, i.e., that with the second largest proportion of total floor area within the development, at 90% of the vehicle parking required for that use.¶
C. Subsequent use or uses, at 80% of the vehicle parking required for that use(s).¶

This section also applies to transit park and ride facilities with 50 or more parking spaces.

9.0858 Fleet Motor Vehicle Parking

Required vehicle parking spaces ~~may not be used for storage of fleet vehicles,~~ except when the applicant can show that employee and fleet parking spaces are used interchangeably. For the purposes of this code, space devoted to the parking/ storage of fleet vehicles will be considered as outdoor storage, and will not affect required or maximum parking.

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Other Public Parking

9.0861 Parking Structures

- A. Ground Floor Use. For all new multi-level parking structures, at least 50% of the total ground floor street

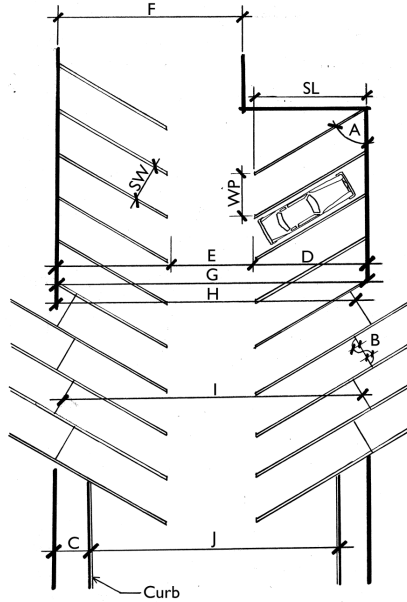
frontage excluding driveway entrances and exits, stairwells, elevators, and centralized payment booths shall be designed to accommodate commercial, institutional, or residential floor space.

- B.** Ground Floor Windows. All parking structures shall provide ground floor windows or wall openings along the street frontages. Blank walls are prohibited. Any wall facing the street shall contain windows, doors or display areas that equal to at least 20% of the ground floor wall area facing the street excluding those portions of the face(s) devoted to driveway entrances and exits, stairwells, elevators, and centralized payment booths. Required windows may have a sill no more than 4 feet above grade. Where interior floor levels prohibit such placement, the sill may be raised to allow it to be no more than 2 feet above finished floor wall up to a maximum sill height of 6 feet above grade.
- C.** Landscaping, Buffering and Setbacks. Requirements are determined by Community Plan Map Designations and **Section 9.0100**.
- D.** Design Review. All parking structures are subject to Design Review.
- E.** Other Standards. Parking structures must comply with all standards of the Building Code for the State of Oregon as it pertains to structural design, ventilation, lighting, and fire/safety requirements and disabled accessibility.
- F.** Parking Layout and Internal Circulation. The configuration of parking within a parking structure shall be subject to the requirements contained in **Table 9.0861**, except as described here: A modified Layout and Internal Circulation under Type II procedure may be approved by the Manager when it can be shown that 1) a structure meets design guidelines of the Urban Land Institute Dimension of Parking, current edition, or 2) a similar structure functions efficiently using the proposed modified layout, circulation and dimensions.

Table 9.0861 - Parking Structure Matrix

Parking Structure Matrix Required Space and Aisle Dimensions in Feet									
Compact									
Angle	Interlock Reduction	Overhang	Vehicle Projection	Width	Module Widths				
A	B	C	D	E	F	G	H	I	J
45°	2.00	1.41	15.25	11.50	26.75	42.00	40.00	38.00	39.16
60°	1.41	1.75	16.08	13.33	29.66	46.00	44.58	43.16	42.50
75°	0.75	1.91	16.50	16.00	32.50	49.00	48.25	47.50	45.16
90°	0.00	2.00	15.50	20.00	35.50	51.00	51.00	51.00	47.00
Standard									
Angle	Interlock Reduction	Overhang	Vehicle Projection	Width	Module Widths				
A	B	C	D	E	F	G	H	I	J
45°	2.40	2.08	18.00	13.00	31.00	49.00	46.66	46.33	44.83
60°	1.66	2.58	19.50	16.00	35.50	55.00	51.33	51.66	49.16
75°	0.83	2.91	19.75	20.00	39.75	59.50	58.66	57.83	53.66
90°	0.00	3.00	18.66	24.66	43.33	62.00	62.00	62.00	56.00

- A Parking Angle
- B Interlock reduction
- C Overhand clearance
- D Projected vehicle length measured perpendicular to aisle
- E Aisle width
- F Parking module width (wall to wall), single-loaded aisle
- G Parking module width (wall to wall), double-loaded aisle
- H Parking module width (wall to interlock), double loaded aisle
- I Parking module width (interlock to interlock), double loaded aisle
- J Parking module width (curb to curb), double loaded aisle
- SL Stall length
- SW Stall width
- WP Stall width parallel to aisle



[9.08]-30

9.0862 (Reserved for future section)

9.0863 MAX Park-and-Ride

Park-and-ride facilities serving MAX stations shall be subject to the following requirements:

- A. New surface park-and-ride facilities shall not exceed 50 spaces on a contiguous site.
- B. New park-and-ride facilities which exceed 50 spaces on a contiguous site shall be contained within a multi-story structure.
- C. Expansion of surface park-and-ride facilities outside of the site as it existed on the effective date of this subsection is not allowed except within a multi-story structure. Existing surface park-and-ride facilities may be maintained, redeveloped, or re-striped. Redevelopment of existing surface park-and-ride sites for structured parking shall be encouraged, in accordance with standards of **Section 9.0861**.

9.0864 On-Street Parking

Refer to **Section A5.501** for on-street parking requirements.

9.0865 Minor Access Street Parking Spaces

Development proposals that include the creation of a minor access street must provide 3 to 4 public parking spaces as per **Section A5.501(F)**. These spaces shall meet the standard parking space and maneuvering dimensions of **Figure 9.0825A**, but are exempt from the parking lot landscaping design requirements of **Section 9.0800**.

Off-Street Parking for Private Residences

9.0870 Off-street Parking and Driveways for Single Detached Dwellings

- A. Per **Table 9.0851** above, two off-street parking spaces per dwelling unit are required. Each parking space shall be at least 8.5 feet wide by 18 feet deep. One additional off-street parking space is required for each residential unit that accesses a minor access street, except when a development is within a quarter mile of a light rail station.
- B. Tandem (end-to-end) parking is allowed to meet the minimum off-street parking requirements.
- C. Two required parking spaces per unit may be located in a driveway, in the front or street side yard setback, or in the rear yard setback when there is an alley.
- D. Driveways and driveway approaches shall be paved. A compacted gravel surface driveway may be allowed only under the following circumstances:
 - 1. The driveway is in all or part to be located within a Hillside Physical Constraint, Floodplain, or Habitat Conservation Area District, and
 - 2. No more than three dwelling units are served, and/or
 - 3. Where trees of a regulated size can be saved, and/or
 - 4. The dwelling unit(s) to be served are at least 50 feet from the paved public street accessed, and
 - 5. The first 20 feet from the improved public street must be paved with hard surface material.
- E. The minimum driveway width is 9 feet. This may be increased for public safety purposes.
- F. Within the Hillside and Geologic Risk Overlay, the use of shared private driveways by residential development is encouraged to lessen overall site grading. Shared Driveways are permitted as follows:

1. Shared driveways shall provide primary vehicle access to no more than four residences and shall not exceed 150 feet in length, unless approved by the Gresham Fire Department;
 2. Shared driveways shall not exceed a slope of 12%. The Manager may approve greater slopes with consideration of special designs, such as length, adjacent level areas, special surface treatment and embedded heating systems;
 3. Shared driveways shall not be less than 15 feet wide.
 4. All restrictions and easements necessary for general maintenance of the condition of the shared portion of the driveways, and for keeping the shared portions of the driveways clear of parked vehicles or other obstructions shall be recorded.
- G. For single detached dwellings, when the driveway is located in the front yard, the driveway width is limited to the width of the garage door plus two feet on either side. For carports located in the front yard, the width of the driveway shall be limited to the width of the carport. Where there is no garage or carport, the maximum width of the driveway shall be 16 feet when the driveway is located in the front yard. Where the side yard setback is immediately adjacent to the driveway/carport, this area may be incorporated into the driveway, once improved.

