

Commentary is for information only.
Proposed new language is double-underlined;
Proposed deleted language is ~~stricken~~.

CB XX-XX

ORDINANCE NO. XXXX

AMENDMENTS TO VOLUME 3, DEVELOPMENT CODE, OF THE GRESHAM COMMUNITY
DEVELOPMENT PLAN, CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES (CFEC)
RULEMAKING

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 3, Development Code, Section 4.0400 Corridor Districts is amended as follows:

Proposed Text Amendment								Commentary
Corridor District Standards								<i>The updates to the table remove minimum parking standards.</i>

Table 4.0430 Development Standards for Corridor Districts								
	Rockwood Town Center	Station Centers	Station Center (Ruby Jct. Overlay)	Corridor Multifamily ¹⁶	Corridor Mixes-Use	Community Commercial	Moderate Commercial	

K. Minimum Off-Street Parking Required	None	None	None	<u>None</u> As provided in Sections 9.0803 and 9.0851.	<u>None</u> As provided in Sections 9.0803 and 9.0851.	<u>None</u> As provided in Sections 9.0803 and 9.0851.	<u>None</u> As provided in Sections 9.0803 and 9.0851.	

Section 2. Volume 3, Development Code, Section 4.1200 Civic Neighborhood Plan District is amended as follows:

Proposed Text Amendment	Commentary
A. Site Design 4. Parking and Loading, and Service Areas *** Design Standards All Development S1. Off-Street parking, loading, service, and vehicular circulation areas are prohibited between the building and the primary frontage except for individual driveways for Townhouse and Townhouse style units.	<i>Wording change to maintain design standards when there is</i>

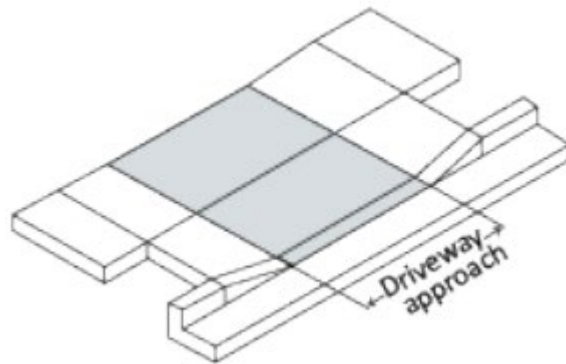
***	b. Required <u>Provided</u> off-street parking shall be located to the rear, interior, side, on top of, or beneath the structure.	<i>no required parking.</i>
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Section 3. Volume 3, Development Code, Section 7.0400 Residential Design Standards is amended as follows:

Proposed Text Amendment	Commentary
<p>7.0410 Manufactured Dwelling Park Design Standards</p> <p>***</p> <p>E. Provided <u>P</u>arking facilities shall meet <u>be provided</u> in accordance with the following standards:</p> <ol style="list-style-type: none"> Each manufactured dwelling space shall be provided with a hard surface parking area. The parking surface must be a hard surface. The parking surface may be a permeable surface to meet stormwater requirements. Each such parking area shall have minimum dimensions of 10 feet by 40 feet or 20 feet by 20 feet. Where on-street parking is prohibited on both sides of an interior street, guest parking shall be provided in off-street parking bays at the rate of 1 parking space for every three manufactured dwelling spaces along the street. Guest parking bays shall be located in close proximity to the manufactured dwelling spaces being served. <u>Shared separate parking areas (such as a visitor or overflow parking lots) must comply with the applicable standards of Sections 9.0822 to 9.0827.</u> Where on-street parking is available on a public street which borders the manufactured dwelling park, such parking spaces may count toward fulfillment of the requirement for guest parking for those manufactured dwellings located between the public street and an interior street on which parking is prohibited. Such parking spaces shall count toward fulfillment of the guest parking requirement only when suitable pedestrian links exist between the public street and the manufactured dwelling park, and only those on-street parking spaces which are located on the side of the public street which abuts the manufactured dwelling park shall be counted toward fulfillment of the guest parking requirement. Recreational vehicles, trailers, and boats shall not be permitted to park on interior streets or in guest parking areas. Such vehicles may be stored within the park in areas designated for storage of personal items. <p>***</p> <p>7.0420 Design Standards for Single Detached Dwellings, Duplexes, Triplexes, and Quadplexes</p> <p>***</p> <p>B. Vehicle Access and Parking</p> <ol style="list-style-type: none"> For lots abutting an alley, access shall be taken from the alley. 	<p><i>Removed required parking and kept some requirements for any provided parking.</i></p>

2. Driveway Approaches. Driveway approaches (as shown in **Figure 7.0420(B)(2)**) are encouraged to be shared for multiple units, but may be developed for individual units.
 - a. Shared driveways shall include shared driveway approaches.
 - b. The total width of all driveway approaches on an individual frontage may occupy no greater than 34% of that lot frontage, or 28 ft., whichever is less.
 - c. Driveway approaches shall meet all the requirements contained in Section A5.000.

Figure 7.0420(B)(2) Driveway Approach



- d. Driveways and driveway approaches shall be paved. A compacted gravel surface driveway may be allowed only under the following circumstances:
 - i. The driveway is entirely or partially located within a Hillside and Geologic Risk, Floodplain, or Natural Resource overlay district, and
 - ii. No more than three dwelling units are served, and/or
 - iii. Where trees of a regulated size can be saved, and/or
 - iv. The dwelling unit(s) to be served are at least 50 feet from the paved public street accessed, and
 - v. The first 20 feet from the improved public street must be paved with hard surface material.
 - vi. The minimum driveway width is 9 feet.
 - e. Within the Hillside and Geologic Risk Overlay, the use of shared driveways by residential development is encouraged to lessen overall site grading. Shared Driveways are permitted as follows:
 - i. 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;
 - ii. 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;

Adding existing standards from Section 9.0870 and deleting Section 9.0870 for ease of use.

<p><u>iii. Shared driveways shall not be less than 15 feet wide.</u></p> <p><u>iv. 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.</u></p> <p>3. Attached and detached garages, carports, and off-street parking areas shall not be located between a building and a public street (other than an alley), unless:</p> <ol style="list-style-type: none"> Such areas are separated from the street property line by a building; or The total combined width of all such areas (excluding any portions separated from the street by a building) do not exceed 20 feet or 50% of the street frontage, whichever is greater. <p>4. Garages and carports that face the street shall be set back at least 4 feet behind the street-facing wall closest to the street.</p> <p>5. Off-Street Parking <u>Parking Standards. All provided off-street parking areas must meet the following standards:</u></p> <ol style="list-style-type: none"> Off-street parking spaces for residential uses <u>Parking spaces shall be at least 8.5 feet wide by 18 feet deep, or 8 ft. wide by 24 ft. long for parallel parking spaces.</u> Tandem (end-to-end) parking is allowed only for individual units. <u>Two 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.</u> <u>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.</u> <p>6. See Section 9.0870 for additional parking standard for single detached dwellings</p> <p>***</p> <p>7.0431 Residential District Townhouse Design Standard</p> <p>***</p> <p>B. Vehicle Access and Parking</p> <p>***</p> <p>5. Off-Street Parking</p>	<p><i>Adding existing standards from Section 9.0870 and deleting Section 9.0870 for ease of use.</i></p> <p><i>Amending "5" to apply to parking rather than off-street parking.</i></p> <p><i>Added standards consistent with other residential areas.</i></p> <p><i>The standards in Section 9.0870 have been added to this section for ease of use. Therefore, Section 9.0870 is being deleted.</i></p>
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Section 4. Volume 3, Development Code, Section 9.0800 Parking is amended as follows:

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<p>General</p> <p>9.0801 Purpose</p> <p>9.0802 General Provisions</p> <p>9.0803 Exceptions</p> <p>Parking Lot Plan Submittal Requirements</p> <p>9.0810 Submittal Requirements</p> <p>General Design Standards for Surface Parking Lots <u>Standards</u></p> <p>9.0820 Purpose</p> <p>9.0821 General Location Provisions for Surface Parking Lots</p> <p>9.0821 (Reserved for future section)</p> <p>9.0822 <u>Design Surface Parking Lot Design Standards- for Parking Lots</u></p> <p>9.0823 Landscaping of Parking Lots</p> <p>9.0824 Pedestrian Circulation/Walkways</p> <p>9.0825 Space and Aisle Standards for Surface Parking Lots</p> <p>9.0826 Accessible Parking</p> <p>9.0827 Electric Vehicle Charging Units</p> <p>Bicycle Parking Standards</p> <p>9.0830 Bicycle Parking Purpose</p> <p>9.0831 Bicycle Parking Standards for Bicycle Parking</p> <p>9.0832 Additional Standards for Short-Term and Long-Term All Bicycle Parking</p> <p>Off-Street Loading Standards</p> <p>9.0840 Off-Street Loading Requirements</p> <p>Minimum/Maximum Required Off-Street Parking Standards</p> <p>9.0850 Minimum and Maximum Required Off-Street Parking — General Provisions for Off-Street Parking</p> <p>9.0851 Standards for Minimum/Maximum Auto and Bicycle Parking Off-Street Parking</p> <p>9.0852 <u>Standards for Off-Street Parking in Plan Districts</u> Minimums and Maximums</p> <p>9.0853 Exceptions to Minimum Parking Space Standards</p> <p>9.0854 Exceptions to Maximum Parking Space Standards</p> <p>9.0855 Joint Vehicle Parking Lot</p> <p>9.0856 Parking in Mixed Use Projects</p> <p>9.0857 Required Carpool and Vanpool Parking</p> <p>9.0858 Fleet Motor Vehicle Parking</p> <p>Other Public Parking Standards</p> <p>9.0861 Parking Structures</p> <p>9.0862 (Reserved for future section)</p>	<p><i>Table of standards updated to reflect removal, addition, and updates to section titles for consistency .</i></p>
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<p>9.08632 MAX Park-and-Ride</p> <p>9.08643 On-Street Parking</p> <p>9.0865 Minor Access Street Parking Spaces</p> <p>Off Street Parking for Private Residences</p> <p>9.0870 Off Street Parking and Driveways for Single Detached Dwellings</p>	<p><i>Table of standards updated to reflect removal, addition, and updates to section titles for consistency .</i></p>
<p>General</p> <p>9.0801 Purpose</p> <p>The purpose of the parking standards is to provide for <u>safe, efficient, and well-integrated</u> vehicular <u>and bicycle</u> parking and circulation <u>for</u> a variety of uses. <u>These standards support site design and compatibility with surrounding development</u> in an increasingly pedestrian and transit-oriented community.</p> <p>9.0802 General Provisions</p> <p>A. Unless otherwise specified, off-street parking and loading shall be provided for all development requiring a development permit per table . These areas shall be satisfactorily maintained by the owner of the property. <u>Vehicle parking minimums are not required for any land use type. If vehicle parking is provided, it must meet the standards of this section. Parking maximums apply per Table 9.8051. Off-street loading areas are required per Section 9.0840(C). Existing parking may be converted to other land uses, as allowed by the Development Code.</u></p> <p><u>B. If off-street parking and loading areas are provided, these areas require a development permit and shall be satisfactorily maintained by the owner of the property.</u></p> <p>CB. No Certificate of Occupancy shall be granted to any structure until the parking areas are completed and ready for use.</p> <p>DC. Required vehicle parking spaces shall be available for the parking of operable automobiles of residents, customers, or employees, <u>Parking spaces shall be used by residents, customers, employees, or visitors, and shall not be used for the storage of vehicles or materials, or for the parking of trucks used in conducting business.</u></p> <p>D. 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.</p> <p><u>E. When calculating the size of a parking lot, it shall include paved parking stalls, drive</u></p>	<p><i>Language updated to strengthen purpose and include bicycle language.</i></p> <p><i>Language removed as parking is no longer required.</i></p> <p><i>Language added to clarify permit requirements for when parking is constructed.</i></p> <p><i>Language updated to reflect no parking requirements.</i></p>

<p><u>aisles, primary internal drives, and those internal public streets which include on-street parking. Service drives and paved loading areas shall not count when calculating the area of the parking lot.</u></p> <p>F. <u>By definition, parking lot design standards (Sections 9.0822 to 9.0840) do not apply to single detached dwellings, duplexes, triplexes, quadplexes, cottage clusters, or townhouses on a unit by unit basis (see Sections 7.0400 for applicable standards). However, shared separate parking areas (such as a visitor or overflow parking lot) must comply with the applicable standards of Sections 9.0822 to 9.0827, except for clustered parking for cottage clusters which must meet the standards of 7.0440(F).</u></p>	<p><i>Size calculation s moved from other sections of the parking code.</i></p>
<p>9.0803 Exceptions</p> <p>A. The following locations, uses, and use classifications are exempt from required off-street parking:</p> <ol style="list-style-type: none"> 1. No required off-street parking for any lot or parcel, when any portion of the lot or parcel is within ¾ mile radius of the MAX light rail transit stations or within ½ mile of transit lines, measured in a straight line, that arrive at least four times an hour during peak service (OAR 660-012-0440). 2. Residential units smaller than 750 square feet. 3. Single-room occupancy housing. 4. Emergency and transitional shelters for people experiencing homelessness, and domestic violence shelters. 5. 3.0220 Residential Facility and 3.0221 Residential Home. 6. 3.0222(A)(4) Affordable housing (OAR 660-039-0010). 7. 3.0222(A)(5) Publicly supported housing (ORS 456.250). 8. 3.0235 Daycare Facilities or other childcare facilities as defined in or ORS 329A.250. <p>B. 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.</p> <p>C. By definition, parking lot design standards (Sections 9.0822 to 9.0840) 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 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.</p>	<p><i>Clarification of when parking lot standards apply.</i></p> <p><i>Exceptions to parking requirements removed due to no parking requirements.</i></p>
<p>Parking Lot Plan Submittal Requirements</p> <p>9.0810 Submittal Requirements</p> <p>This subsection applies to all developments that require<u>provide or modify</u>include a parking lot. The parking lot plan, drawn to scale, shall include, at a minimum, the following information:</p>	<p><i>Language updated as parking lots are no longer required.</i></p>

<ul style="list-style-type: none"> 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. 	
<p><u>Standards for General Design Standards for Surface Parking Lots</u></p> <p><u>9.0820 Purpose</u> <u>The purpose of the surface parking lot standards is to establish clear design guidelines for developments that include surface parking to ensure parking areas are safe and support the efficient movement of vehicles, bicyclists, and pedestrians. These standards promote a walkable, multimodal environment and enhance the overall quality of the built environment through intentional site design, layout, and landscaping. If a surface parking lot is constructed, it must meet the standards of Section 9.0821 through Section 9.0827.</u></p> <p><u>9.08201 General Location Provisions for Parking Lots for Surface Parking Lots</u></p> <p><u>A. Location.</u> 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 <u>Manager</u> may authorize the parking spaces to be on any lot within 1,000 feet walking distance from <u>for</u> the structure being served upon written findings of compliance with the following provisions:</p> <ul style="list-style-type: none"> 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; <u>1C.</u> Loading spaces and vehicle maneuvering areas shall be located only on or abutting the property served; and <u>2D.</u> 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 	<p><i>Purpose subsection added.</i></p> <p><i>Heading renumbered and updated for consistency</i></p> <p><i>Language updated to be clear and objective.</i></p>

<p>intensities in terms of commercial and business office uses, and the <u>minimum and maximum</u> number of residential dwelling <u>units</u> allowed.</p> <p>3. <u>The number of parking spaces is included in the maximum allowable parking spaces for a use, unless the off-site parking is shared parking.</u></p> <p>B. <u>Shared Parking. The development of shared parking lots, where a parking area is used by more than one development or use, is encouraged as an efficient use of private land. For example, an office and restaurant use could use the shared parking lot during different times of day. Shared parking reduces the need for each development or use to provide its own separate on-site parking.</u></p> <p>9.0821 (reserved for future section)</p> <p>9.0822 Surface Parking Lot Design <u>Standards for Parking Lots</u></p> <p>A. All parking areas shall meet the following minimum design standards, <u>except for clustered parking for cottage clusters as provided in Section 7.0440(F).</u> By definition, parking for detached, duplex, or single family attached dwellings are exempt from these requirements.</p> <p>***</p> <p style="padding-left: 40px;">v. The parking lot location meets the requirements of Section 9.0822(A)(56) Section 4.1151.A.4.S1 & S2 (A)(1)(D)(8-10) or <u>7.0512.A.4.S1 & S37.0503(A)(3)(D)(2)</u> and 7.0503(A)(6)(D)(1) & (4); and</p> <p>***</p> <p>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. This standard is met when tThe number and location of the access points to public rights-of-way shall conforms 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.</p> <p>3. Driveways/Driveway Approach Width and Grade. <u>For single detached dwellings, duplexes, triplexes, and quadplexes, see Section 7.0420. For townhouse standards, see Section 7.0431. For all other uses see the Public Works Standards.</u></p> <p>4. Driveways/Drive Aisle Width.</p> <p style="padding-left: 20px;">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).</p> <p style="padding-left: 20px;">b. For residential developments <u>in the Downtown Plan District</u> with six units or fewer with access onto Local <u>Streets</u> 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 shallshould comply with 9.0822(A)(4)(a).</p>	<p><i>Shared parking added as a CFEC requirement.</i></p> <p><i>Section renamed for clarity.</i></p> <p><i>Language updated to be clear and objective.</i></p> <p><i>Clarified location of the exception for narrow driveways.</i></p>
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<p>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.</p> <p>d. <u>Driveways shall have trees planted every 20 feet, with a minimum of one (1) tree per side.</u></p> <p>***</p> <p>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. Drainage for the parking area shall be in conformance with the City of Gresham Stormwater Management Manual.</p> <p>***</p> <p>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:</p> <ol style="list-style-type: none"> 1. Acquire an Indirect Source Construction Permit; and 2. Investigate the feasibility of installing oil and grease separators. <p>9.0823 Landscaping of Parking Lots</p> <p>A. Purpose. In order to 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.</p> <p>B. General Provisions</p> <ol style="list-style-type: none"> 1. Efforts shall be made to keep e Existing non-hazardous and non-invasive trees and shrubs <u>shall be kept</u> 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). <p>***</p> <p>C. Parking Lot Landscape Design</p> <p>***</p> <ol style="list-style-type: none"> 4. Perimeter Screening. In addition to required street trees, one of the following three types of auto parking perimeter screening shall be provided: <p>***</p> <p>Visual breaks, no more than 5 feet in width, shall be provided every 30 feet within evergreen hedges abutting public rights-of-ways.</p> <p>***</p> <ol style="list-style-type: none"> 7. <u>Large Parking Lots. Parking lots over one half acre (measured based on the perimeter of all off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles) shall provide additional trees that meet the following requirements:</u> <ol style="list-style-type: none"> a. <u>Parking lot tree spacing, species, and numbers shall be sufficient to provide a minimum of 40% canopy cover over the parking lot area within 15 years of planting.</u> 	<p>Code reference updated.</p> <p>Standards for oil and grease separators are in the Stormwater Management Manual.</p> <p>Language updated to be clear and objective.</p> <p>Updated to correct rights-of-way.</p> <p>Tree planting standards added per CFEC.</p>
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- b. Parking lot trees shall be planted following the most current version of the American National Standards Institute A300 standards, or better.

9.0824 Pedestrian Circulation/Walkways

- A. Walkway in Large Lots. 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. Connections to Bike Parking. 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. Walkway Height. 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. Intersections with Vehicular Ways. 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. Walkway Width. Where walkways about 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.

Headings added to improve clarity.

9.0825 Space and Aisle Standards for Surface Parking Lots

- A. Parking Lot Design. All surface parking lots shall be designed in accordance with City standards for stalls and aisles as set forth in **Figure 9.0825**, ~~presented on the following page.~~
- B. Types of Spaces. A minimum of 50% percent of vehicle parking stalls shall be of standard size, and a maximum of 50% percent of vehicle parking stalls shall be compact spaces. All compact spaces shall be labeled as such.
- C. Parallel Parking Space Markings. 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. Parallel Parking Space Dimensions. 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).

Headings added to improve clarity.

Figure-Table 9.0825A: Off-Street Surface Parking Matrix

Off-Street Surface Parking Matrix Required Space and Aisle Dimensions in Feet
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Table updated for clarity,

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

usability, and to reflect best practice for parking lot dimensions

Table updated for clarity, usability, and to reflect best practice for parking lot dimensions

Language removed as it is already included above.

Table note added to include requirements for

Off-Street Surface Parking Matrix Required Space and Aisle Dimensions in Feet											
Parking angle	Compact					Standard					
	W Stall width	D Stall depth	A1 One-way aisle width ¹	A2 Two-way aisle width ¹	Q Overhang	W Stall width	D Stall depth	A1 One-way aisle width ¹	A2 Two-way aisle width ¹	Q Overhang	
45°	7.5	15.5	13	24	2	8.5	17.5	13	24	2	Table updated for clarity, usability, and to reflect best practice for parking lot dimensions
	7.75	15.5	12	24	2	9	17.5	12	24	2	
	7.75	15.5	11	24	2	9.5	17.5	11	24	2	
	8	15.5	11	24	2	10	17.5	11	24	2	
60°	7.5	17	18	24	2.5	8.5	19	18	24	2.5	
	7.75	17	16	24	2.5	9	19	16	24	2.5	
	7.75	17	15	24	2.5	9.5	19	15	24	2.5	
	8	17	14	24	2.5	10	19	14	24	2.5	
75°	7.5	17.5	19	24	2.5	8.5	19.5	19	24	2.5	
	7.75	17.5	19	24	2.5	9	19.5	19	24	2.5	
	8	17.5	19	24	2.5	9.5	19.5	19	24	2.5	
						10	19.5	19	24	2.5	
90°	7.5	16.5	23	24	3	8.5	18.5	23	24	3	
	7.75	16.5	23	24	3	9	18.5	23	24	3	
	8	16.5	23	24	3	9.5	18.5	23	24	3	
						10	18.5	23	24	3	

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

Table Notes:
1. The minimum aisle width may vary to accommodate emergency vehicle access. The minimum aisle width for two-way traffic and for emergency vehicle operations area is

24 feet. The minimum aisle width for one-way traffic and for emergency vehicle access is 20 feet.

Figure 9.0825: Off-Street Surface Parking Diagram

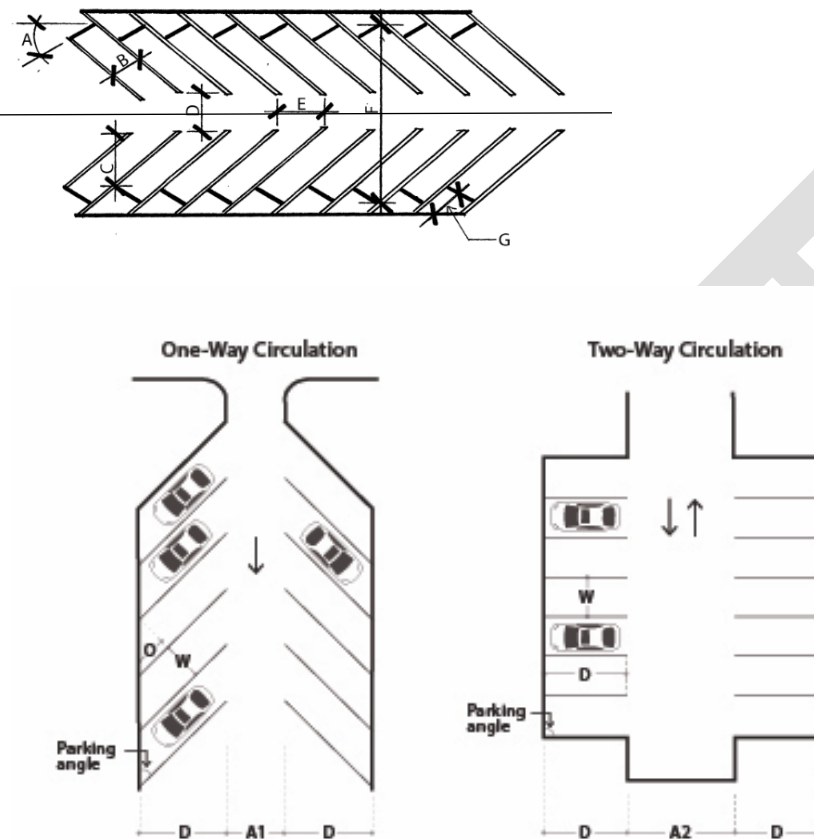


Figure 9.0825A Notes:

For one (1) row of stalls use stall depth (D) plus aisle width (A1 or A2) as minimum width.

Public alley width may be included as part of aisle width (A1 or A2) dimension, but all stalls must be on private property, off the public right-of-way.

For estimating available parking area, use 350 square feet per vehicle for stall, aisle, and access areas.

Where appropriate bumper overhang area (extruded curbs) is provided, overhang (O) can be subtracted from (D) to determine stall depth.

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.-

emergency access.

Figure title added.

Diagram removed and updated.

Diagram removed and updated.

Notes updated to reflect new labeling of diagram. Information removed that is already included in body text or table above.

<p>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.</p> <p>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.</p> <p>6. Where appropriate bumper overhang area is provided (extruded curbs), "G" can be subtracted from "C" to determine stall depth.</p> <p>7. All parallel parking spaces will have minimum dimensions of 8 feet in width by 24 feet in length.</p> <p>9.0826 Accessible Parking ***</p> <p>3. Medical Care. Medical care occupancies specializing in the treatment of persons with mobility impairments shall provide 20% <u>percent</u> of parking spaces as accessible as outlined in the Building Code, Chapter XI. Exception: For outpatient facilities, 10% <u>percent</u> of parking spaces need to be accessible as outlined in the Building Code, Chapter XI.</p> <p>***</p> <p>9.0827 Electric Vehicle Charging Units</p> <p>A. Electric Charging Readiness. 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 <u>the</u> purposes of determining the applicability of this regulation.</p> <p>***</p> <p>3. Newly constructed commercial buildings should reference the building code and ORS 455.417(3)(a)(A) for required electrical service capacity and the <u>percentage</u> of parking spaces affected.</p>	<p><i>Percent written out for consistency across code.</i></p> <p><i>Minor edits for grammar.</i></p>
<p>Bicycle Parking</p> <p>9.0830 Bicycle Parking Purpose All developments shall meet the following minimum requirements for bicycle parking and design.</p> <p>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</p>	

<p>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 <u>based on</u> specifically encouraging employee, student or customer related bicycle use.</p> <p>***</p> <p>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.</p> <p>9.0831 Standards for Bicycle Parking Standards</p> <p><u>All developments shall meet the following requirements for bicycle parking and design. 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.</u></p> <p>A. Long-Term Bicycle Parking. Required long-term bicycle parking must meet the following standards:</p> <p>***</p> <p>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.</p> <p>***</p> <p>4. Security. To ensure security, long-term bicycle parking for all uses except schools must be in at least one of the following locations:</p> <p>***</p> <p>f. Contained within a dwelling unit or classroom.</p> <p>5. <u>Large Bicycle Parking. For sites with more than 20 long-term bicycle parking spaces provided outside of units, at least five percent of the spaces shall be large bicycle parking spaces meeting the following standards:</u></p> <p><u>a. The rack provides parking horizontal to the ground; and</u></p> <p><u>b. An electrical outlet is within three feet of the rack.</u></p> <p><u>Each required large bicycle parking space replaces two of the required standard bicycle parking spaces.</u></p> <p>***</p> <p>9.0832 Additional Standards for All <u>Short-Term and Long-Term</u> Bicycle Parking</p> <p>***</p> <p>B. Bicycle Racks. Required bicycle parking may be provided <u>within</u> floor, wall, or ceiling racks. Where required parking is provided in racks, the racks must meet the following standards:</p> <p>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;</p> <p>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</p> <p>3. The rack must be securely anchored.</p>	<p><i>Language updated for clarity.</i></p> <p><i>Language moved to Standards selection below.</i></p> <p><i>Language added for clarity.</i></p> <p><i>Updated punctuation to match other formatting.</i></p> <p><i>Language removed for clarity as schools are exempt from these security requirements.</i></p> <p><i>New requirement to meet CFEC cargo bike parking requirements.</i></p> <p><i>Update requirements based on standard practice.</i></p>
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<p><u>4. When racks are mounted near walls, the minimum distance from a wall is two feet six inches.</u></p> <p>***</p> <p>E. Size of Space. <u>Standard bicycle parking spaces must be at least two feet wide and six feet long. Large bicycle parking spaces must be at least ten feet long and three feet wide.</u></p>	<p><i>Added large bicycle parking space dimensions per CFEC.</i></p>
<p>Off-Street Loading</p> <p>9.0840 Off-Street Loading Requirements</p> <p>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.</p> <p>B. When Loading Area Regulations Apply. This regulation applies to all non-residential development in mixed-use, commercial, and industrial districts, <u>and elderly housing in any district</u>, whether or not a permit or other approval is required for the development.</p> <p>C. General <u>Provisions</u>. Loading Area Regulations.</p> <ol style="list-style-type: none"> 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(s) <u>on the site and the aggregate floor area of the use, building size</u> 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 <u>hard surfaced</u> 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 <u>Dimensions</u>. <ol style="list-style-type: none"> a. <u>Industrial</u>. 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. <u>All Other Uses</u>. 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. 	<p><i>Updated with a common use that needs loading.</i></p> <p><i>Added for clarity of calculation.</i></p>

<p>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, per the criteria in Section 9.0840(E).</p> <p>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.</p> <p>8. Concurrent different uses: When any proposed structure will be used concurrently for different purposes<u>uses</u>, final determination of loading requirements will be made by the Manager but in no event shall the loading minimum number of loading spaces required<u>minimum number of loading spaces required</u> 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 the criteria for modification of loading facilities, per Section 9.0840(E), loading areas approval criteria are satisfied.</p> <p>***</p> <p>TABLE 9.0840(C): Off Street Loading Requirements</p> <p>***</p> <p>*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.</p> <p>***</p> <p>D. Location of required loading facilities.</p> <p>***</p> <p>5. Bays and Doors. Truck loading bays or overhead doors shall be located in a manner that would preclude any <u>so there is no</u> possibility for trucks to back into bays from major or standard arterial streets.</p> <p>E. Approval Criteria for Modification of Loading Facilities</p> <ol style="list-style-type: none"> 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 <u>locational or</u> 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: <ol style="list-style-type: none"> a. The determination will not create adverse impacts, taking into account<u>considering</u> 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. 	<p><i>Use subheading s added for clarity.</i></p> <p><i>Language updated to be clear and objective.</i></p> <p><i>Removed as dimensions are provided in 9.0840(C)(5).</i></p>
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<p>d. The proposed dimensional changes to loading space or maneuvering area <u>or location requirements</u> can reasonably accommodate the on-site traffic circulation.</p>	<p><i>Language updated to be clear and objective.</i></p>
<p>Minimum/Maximum Required Off-Street Parking 9.0850 Minimum and Maximum Required Off-Street Parking—General Provisions for Off-Street Parking</p> <p>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:</p> <ol style="list-style-type: none"> 1. Structured parking 2. Park and Ride lot parking 3. Vehicle parking within, above, or beneath the building(s) it serves, or within a parking structure, above or below grade 4. Other high efficiency parking management alternative approved by the Manager <p>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:</p> <ol style="list-style-type: none"> 1. Fleet vehicle parking 2. Parking for vehicles that are for sale, lease, or rent <p>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.</p> <p>CD. For any parcel or portion of a parcel within a 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 the following shall apply:</p> <ol style="list-style-type: none"> 1. A building larger than 65,000 square feet of floor area, shall not have surface parking that exceeds the floor area of the building; 2. Parking maximums include Visitor Parking <p>DE. For Electric Vehicle charging units, <u>parking spaces</u> the following applies:</p> <ol style="list-style-type: none"> 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. <p>9.0851 Standards for Minimum/Maximum Off-Street Parking—Auto and Bicycle Parking Except as otherwise provided in the Downtown, Civic Neighborhood, Corridor Districts, and Pleasant Valley Subdistricts, <u>and</u> in the Section 7.0410 Manufactured Dwelling Park Design Standards, and in Section 9.0803 Exceptions, the minimum and maximum parking <u>requirements</u> for any development shall be as follows <u>listed in Table 9.0851.</u> For waivers and reductions to minimum parking space standards, see Section 9.0853. For exceptions to maximum parking space standards, see Section 9.0854.</p>	<p><i>Section renamed for consistency with other sections.</i></p> <p><i>Language updated to reflect removal of minimum parking requirements.</i></p> <p><i>Section renamed to better reflect the removal of parking minimums.</i></p> <p><i>Language updated to</i></p>

					reflect removal of minimum parking requirements.
<p>9.0851 Standards for Minimum/Maximum Auto and Bicycle Off-Street Parking Except as otherwise provided in the Downtown, Civic Neighborhood, Corridor Districts, and Pleasant Valley Subdistricts, <u>and in the Section 7.0410 Manufactured Dwelling Park Design Standards, and in Section 9.0803 Exceptions,</u> the minimum and maximum parking requirements for any development shall be as follows listed in <u>Table 9.0851</u>. For waivers and reductions to minimum parking space standards, see Section 9.0853. For exceptions to maximum parking space standards, see Section 9.0854.</p>					<p>Section renamed to better reflect the removal of parking minimums.</p> <p>Language updated to reflect removal of minimum parking requirements.</p> <p>Minimum column is removed per CFEC removal of parking minimums.</p>
<p>Table 9.0851 – Minimum/Maximum Auto and Bicycle Parking Table Requirements</p>					
	Auto Parking		Bicycle Parking		
	Minimum	Maximum	Long-Term ³¹	Short Term ³¹	
(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 spaces per dwelling unit	None	None	None	
(c) Triplexes	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	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 spaces per dwelling unit	None	None	None	
(f) Cottage Clusters	1 spaces 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 for Downtown Plan District and Civic Neighborhood Plan District see Section 9.0852.					

(a) Two and three unit developments and Townhouses	1 space per dwelling unit	None	None	None	Minimum column is removed per CFEC removal of parking minimums.
(b) Developments containing four or more dwelling units and cottage clusters in the THR-SW district.					
(i) studio units	1 space per dwelling unit	1.2 spaces per dwelling unit or none ⁴²	1 per dwelling unit	1 per 20 dwelling units	
(ii) One-bedroom units	1 space per dwelling unit	2 spaces per dwelling unit or none ⁴²	1 per dwelling unit	1 per 20 dwelling units	
(iii) Two-bedroom units	1 space per dwelling unit	2 spaces per dwelling unit or none ⁴²	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 or none ⁴²	1 per dwelling unit	1 per 20 dwelling units	
(v) Visitor Parking	None	None - Visitor parking is included in the maximum	None	None	
(3) Group Living					
(3a) Elderly Housing	1 space per unit (or see Table Note 2)	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 sq. ft. 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.	5.0 spaces per 1,000 sq.	2, or 1 per 12,000 sf	2, or 1 per 12,000 sf of floor area	

	ft. of floor area	ft. of floor area	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	None	5 spaces per 1,000 sq. ft. of floor area	None	None	
(h) Eating or Drinking Establishments*:-					
(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 1,000 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	2	

Minimum column is removed per CFEC removal of parking minimums.

			5,000 sf of building area; Mini-storage: 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 sq. ft. of floor area	3.4 spaces per 1,000 sq. ft. of floor area	2, or 1 per 5,000 sf of floor area, with a maximum of 30 spaces	2, or 1 per 10,000 sf of floor area, with a maximum of 10 spaces	
(3) Medical and Dental Clinics	3.9 spaces per 1,000 sq. ft. of floor area	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	

Minimum column is removed per CFEC removal of parking minimums.

(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
(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	2, or 1 per 20,000 sf of floor area, or as determined based on Institutional

Minimum column is removed per CFEC removal of parking minimums.

	2.0		Institutional Master Plan review	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 facility	2.5 spaces per helicopter based at facility	None Required	None required		
(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 Services B(1)		

Minimum column is removed per CFEC removal of parking minimums.

			Retail Sales: see Commercial Retail 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.	
<p>***</p> <p>Table Notes:</p> <p>***</p> <p>1. Enclosed outdoor seating area shall count as floor area in determining parking requirement for restaurants without drive-through.</p> <p>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.</p> <p>31. 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.</p> <p>42. If the lot or parcel has no area within ¾ mile of a MAX light rail transit station or within ½ mile of transit lines that arrive at least four times an hour during peak service there is no maximum (OAR 660-012-044015).</p> <p>***</p> <p>9.0852 Standards for Off-Street Parking in Plan Districts Minimums and Maximums</p>					
					<p>Minimum column is removed per CFEC removal of parking minimums.</p> <p>Removed notes related to minimum parking.</p> <p>Section renamed for</p>

<p>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 accessible 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.</p> <p>1. Minimum Off-Street Parking. Minimum off-street parking for all uses is zero. If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection. Bicycle parking shall be provided in connection with new development as provided in Table 9.0851.</p> <p>***</p> <p>4. <u>Bicycle parking shall be provided in conformance with Section 9.0830 and Table 9.0851.</u></p> <p>***</p> <p>B. Downtown Plan District. Off-street parking facilities provided in connection with new development must be appropriate for the unique characteristics of the Downtown Plan District. -This means that parking facilities shall be a clearly secondary use, designed so that they it does not interfere with accessible 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.</p> <p>***</p> <p>2. Maximum Off-Street Parking.</p> <p>a. Maximum Off-Street Parking for commercial and industrial: Maximum off-street parking permitted for Commercial and Industrial uses that exceed 65,000 square feet of floor space shall be the lesser of: 65,000 square feet or 80% <u>percent</u> of the amount of 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).</p> <p>***</p> <p>4. <u>Under Type II procedures, the Manager may approve off-street parking in excess of more than the maximum allowed parking spaces specified in this section when the applicant can show that the excess parking is provided only in non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures (OAR 660-012-0415).</u></p> <p>54. 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 structured <u>parkings</u>. <u>Design standards for surface parking and parking structures in the Downtown Plan District are provided in Section 4.1151.</u></p> <p>65. New surface parking lots can <u>shall</u> only be constructed in the Downtown Plan District as approved with an approved development permit for an allowed use that requires off-street parking, except for public parking facilities.</p> <p>76. 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.</p>	<p><i>consistency with other sections.</i></p> <p><i>Removed as bicycle parking requirements are stated below.</i></p> <p><i>Grammar edits for clarity.</i></p> <p><i>'Percent' added for consistency across code.</i></p> <p><i>Adding maximum parking exceptions allowed per CFEC.</i></p> <p><i>Added reference to Downtown Plan District standards.</i></p> <p><i>Removed language to align</i></p>
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<p><u>87.</u> Bicycle parking shall be provided in conformance with Section 9.0830 and Table 9.0851.</p> <p><u>98.</u> Commercial and Industrial uses may occupy an existing building <u>or tenant space</u> even if the existing building does not have the minimum required automobile parking for that use. Bicycle parking shall be provided.</p> <p>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.</p> <p>***</p> <p>9.0853 Waivers and Reductions to Minimum Parking Space Standards (refer to Table 9.0851 and Section 9.0852)</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 1. When expansion of floor area and/or redevelopment of the site necessitates or creates the 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: <ol style="list-style-type: none"> 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. 	<p>with CFEC requirements.</p> <p>Section removed as there is no required minimum parking.</p> <p>Section removed as there is no required minimum parking.</p> <p>Section renumbered</p>
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<p>F. In addition to other reductions of this section, parking requirements may be reduced under the modification of regulation provisions of Section 10.1521.</p> <p>9.08543 <u>Exceptions to Maximum Parking Space Standards</u></p> <p>***</p> <p>9.0855 <u>Joint Vehicle Parking Lot</u> 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).</p> <p>9.0856 <u>Parking in Mixed Use Projects</u> 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:</p> <ul style="list-style-type: none"> 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. 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). <p>9.08547 <u>Required Carpool and Vanpool Parking</u> Developments with 50 or more employees on any single shift, shall designate at least 10% <u>percent</u>, but not fewer than two, of the long term (4 hours or more) employee or student parking spaces for carpool/vanpool parking.</p> <p>***</p> <p>9.08558 <u>Fleet Motor Vehicle Parking</u> Required vVehicle 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.</p> <p>***</p> <p><u>Other Public Parking Standards</u></p> <p>9.0861 <u>Parking Structures</u></p>	<p>d to 9.0853.</p> <p><i>Removed as there is no required minimum parking.</i></p> <p><i>Removed as there is no required minimum parking.</i></p> <p><i>Section renumbered to 9.0854.</i></p> <p><i>'Percent' added for consistency across code.</i></p> <p><i>Section renumbered to 9.0855.</i></p> <p><i>Word removed as there is no required parking.</i></p>
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- A. Ground Floor Use. For all new multi-level parking structures, at least a minimum of 50% percent of the total ground floor street facing facade within 40 feet of the street frontage excluding driveway entrances and exits, stairwells, elevators, and centralized payment booths shall be designed to accommodate commercial, institutional, or residential floor space uses.
- B. Ground Floor Windows Transparency. All parking structures shall provide ground floor windows or wall openings along the street frontages. Blank walls are prohibited, except where required by Building Code. Any wall facing the street shall contain windows, wall openings, doors, or display windows for areas that equal to at least 20% percent of the ground floor wall area facing the street, excluding those portions of the face(s) facades devoted to driveway entrances and exits, stairwells, elevators, and centralized payment booths. Required windows or wall openings shall 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 Screening, and Setbacks. Requirements are determined by Community Plan Map Designations, Design District standards, and **Section 9.0100**.
- D. Design Review. All parking structures, where all or a portion of the structure is above ground, are subject to Design Review.

Grammar and general edits for clarity.

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

Table updated for clarity, usability, and to reflect best practice for parking lot dimensions

Parking Structure Matrix Required Space and Aisle Dimensions in Feet										
Parking angle	Compact					Standard				
	M1 Base module width (wall to wall)	A Aisle width	W Stall width	D Stall depth	IR Interlock reduction	M1 Base module width (wall to wall)	A Aisle width	W Stall width	D Stall depth	IR Interlock reduction
45°	42	11.5	8	15	2	49	13	8.5	18	2.5
60°	46	13.5	8	16	1.5	55	16	8.5	19.5	2
75°	49	16	8	16.5	1	59.5	20	8.5	20	1
90°	51	20	8	15.5	0	62	25	8.5	19	0

- A- Parking Angle-
- B- Interlock reduction-
- C- Overhang 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-

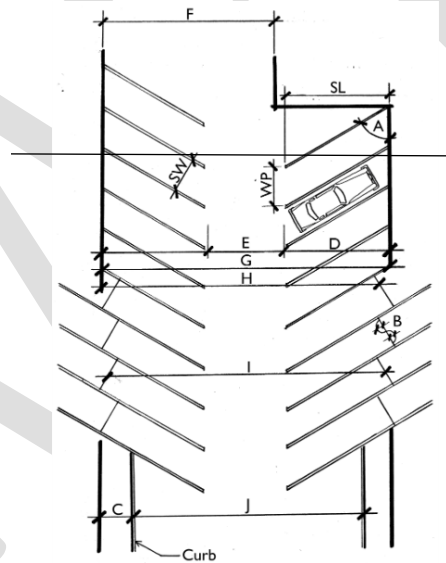
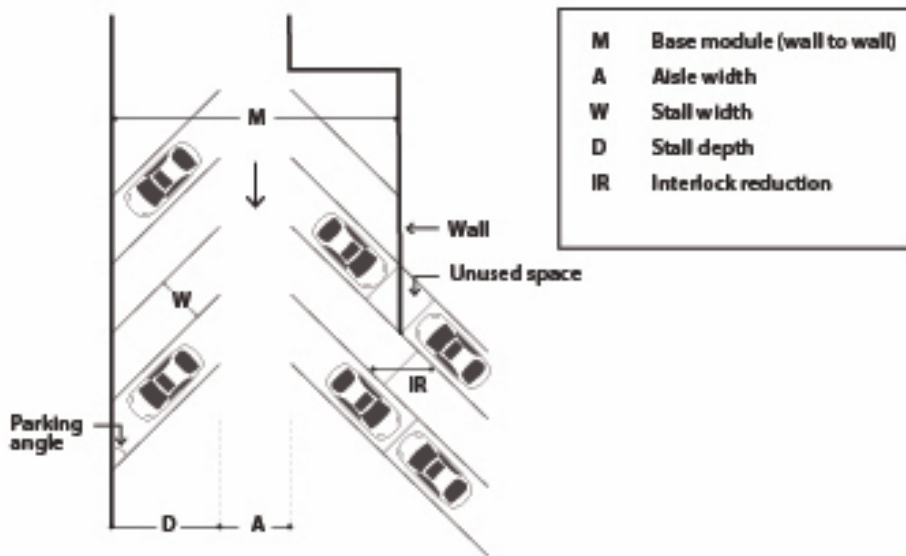


Diagram removed and replaced for clarity and usability.



Section removed to clean up code.

Wording change for clarity.

~~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 existing 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 restriped. 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.~~

These two sections are deleted as street design requirements are covered more specifically in the Public Works Standards.

<p>Off-Street Parking for Private Residences</p> <p>9.0870 Off-street Parking and Driveways for Single Detached Dwellings</p> <p>A. 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.</p> <p>B. Tandem (end-to-end) parking is allowed to meet the minimum off-street parking requirements.</p> <p>C. Two 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.</p> <p>D. Driveways and driveway approaches shall be paved. A compacted gravel surface driveway may be allowed only under the following circumstances:</p> <ol style="list-style-type: none"> 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. <p>E. The minimum driveway width is 9 feet. This may be increased for public safety purposes.</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p><i>This section is deleted and moved to 7.0400 Residential Design Standards to keep parking and driveway standards for single detached housing together.</i></p> <p><i>This section is deleted and moved to 7.0400 Residential Design Standards to keep parking and driveway standards for single detached housing together.</i></p>
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