



MILWAUKIE
Dogwood City of the West

Milwaukie Municipal Code Proposed Code Amendments

October 2009 Draft

Version 5

File No. ZA-09-??

Title 19 Zoning Ordinance

Chapter 500

Section 103

Section 312

Section 321

Subsection 19.403

Subsection 602.10

Underline and strikeout text are not shown for proposed amendments to Chapter 19.500 because the existing chapter would be repealed upon adoption of the proposed code amendments. Please refer to the accompanying commentary for an explanation of the proposed amendments.

For the amendments to other sections of the Milwaukie Municipal Code, underlined text is proposed text, and ~~strike through text~~ is existing Milwaukie Municipal Code text proposed for deletion.

Please contact Ryan Marquardt, Associate Planner with the City of Milwaukie Planning Department, at 503-786-7658 or marquardtr@ci.milwaukie.or.us with questions or comments about the proposed code amendments and/or the code adoption process.

19.501 Purpose

The purpose section in the proposed amendments does not substantially differ from the existing purpose section. It does clarify that the regulations apply only to off-street parking and direct readers to regulations concerning on-street parking elsewhere in the code.

Off-Street Parking and Loading

Sections:

- 19.501 Purpose**
- 19.502 Applicability**
- 19.503 Review Process and Submission Requirements.**
- 19.504 General Parking Standards**
- 19.505 Vehicle Parking Quantity Requirements**
- 19.506 Parking Area Design and Landscaping**
- 19.507 Off-Street Parking Standards for Residential Areas**
- 19.508 Loading**
- 19.509 Bicycle Parking**
- 19.510 Carpool and Vanpool Parking**
- 19.510 Parking Structures**

19.501 Purpose

This chapter regulates off-street parking and loading areas on private property outside the public right of way. The purpose of this chapter is to: provide adequate, but not excessive, space for off-street parking; avoid parking-related congestion on the streets; avoid unnecessary conflicts between vehicles, bicycles, and pedestrians; encourage bicycling, transit, and carpooling; minimize parking impacts to adjacent properties; and improve the appearance of parking areas, and minimize environmental impacts of parking areas.

Regulations governing the provision of on-street parking within the right-of way are contained in Chapter 19.1400 and the Milwaukie Downtown and Riverfront Plan Public Area Requirements, which is an ancillary document to the Comprehensive Plan. The management of on-street parking is governed by Chapter 10.20. This chapter does not enforce compliance with the American's with Disabilities Act (ADA). ADA compliance on private property is reviewed and enforced by the Building Official.

19.502 Applicability

The applicability section in the proposed amendments has been restructured to clarify where and how the off-street parking regulations apply.

19.502.1

The proposed regulations are proposed to apply when parking is installed for any reason. The existing applicability section limits application of this chapter to situations in which there is an increase in parking or loading demand, a change in use, or remodeling.

19.502.2

This subsection clarifies that maintenance and operational regulations are applicable regardless of whether any development activity or change in use occurs.

19.502.3

This section establishes what regulations apply to different levels of development activity.

- A. Projects that fall into this category are entirely new development or substantial expansions. Full compliance with the provisions of the chapter is required. This is similar but more clear than the existing requirement, which states: "The standards and procedures of Chapter 19.500 apply to all development, remodeling, and changes of use that increase parking and loading demand."
- B. Development that is not captured by 19.502.3.A falls under this applicability subsection. This subsection is based on the existing requirement that nonconforming parking areas come closer to conformance with current standards when remodeling or a change in use occurs. The current requirement is vague in that it does not give guidance about what aspects an applicant must bring closer to conformance nor what the extent of the upgrades should be. The proposed amendment clarifies the questions of the extent and type of improvements required, and also limits the cost of such required improvements to 10% of the value of cost of materials of the associated permit. The list gives direction as to what improvements should be made to nonconforming situations. The proposed language aligns with the current practices of the Planning Department in reviewing such situations.

19.502 Applicability

19.502.1 General Applicability.

The regulations of this chapter apply to all off-street parking areas and off-street loading areas, whether required by the City as part of development or a change in use, per Subsection 19.502.C, or voluntarily installed for the convenience of users, per Subsection 19.502.D.

19.502.2 Maintenance Applicability.

Property owners shall comply with the regulations of Chapter 19.500 by ensuring conformance with the standards of this chapter related to ongoing maintenance, operations, and use of off-street parking and loading areas. Changes to existing off-street parking or loading areas that bring the area out of conformance with Chapter 19.500, or further out of conformance if already non-conforming, are prohibited.

19.502.3 Applicability for Development and Change of Use Activity.

The provisions of this chapter are applicable to development and changes of use as described in this subsection.

- A. Development of a vacant site shall have off-street parking and off-street loading areas that conform to the requirements of this chapter. Development of a site that results in an increase of 100% or more of the existing floor area and/or structure footprint on a site shall also conform to the requirements of this chapter. The floor area and/or footprint of structures demolished prior to development or redevelopment on the site shall not be considered when calculating the increase in floor area and/or structural footprints.
- B. Development on an already developed site that is not described by Subsection 19.502.3.A, tenant improvements, and changes of use shall bring non-conforming off street parking and loading areas closer into conformance with the standards of this chapter. The cost of materials for any required improvements shall not exceed 10% of the development permit value of the associated development, redevelopment, and/or tenant improvements associated with a change of use.

The Planning Director will evaluate the applicant's parking plan and use the prioritized list below when making a determination about improvements to be built in nonconforming situations.

1. Paving and striping of parking areas, per Subsection 19.506.3.
2. Minimum required vehicle parking spaces, per Section 19.505.
3. Minimum required bicycle parking spaces, per Section 19.509.
4. Landscaping of existing buffers, islands and medians, per Subsection 19.506.2.
5. New perimeter landscape buffers, islands and medians, as applicable, per Subsection 19.506.2.
6. Other applicable standards within this chapter, as determined by the Planning Director.

19.502.4 Applicability not Associated With Development or Change of Use.

- A. This subsection is intended to cover situations where a property owner adds additional parking for a use apart from any other development activity. The intent is to ensure that the maximum number of parking spaces is not exceeded and that the parking area design standards are met.
- B. This subsection captures parking areas that are developed that are not associated with any land use. Examples include park and ride facilities, a fee parking lot, or a parking structure. The design requirements apply to these situations, but the quantity requirements do not.

19.502.4 Applicability not Associated With Development or Change of Use.

- A. Any parking or loading area developed to serve an existing use(s) that is not associated with development activity or a change in use described in Subsection 19.502.C shall conform to the requirements Sections 19.504 and 19.506 through 19.511. The total number of spaces in the existing parking area and new parking area shall not exceed the maximum allowed quantity of parking as established in Section 19.505.
- B. Any parking or loading area that is developed that is not associated with development activity or a change in use as described in Subsection 19.502.C and not developed to serve an exiting use(s) shall conform to the requirements Sections 19.504 and 19.506 through 19.511. The requirements of Section 19.505 are not applicable to parking areas described under this subsection.

19.503 Review Process and Submission Requirements

- A. This subsection defines who has review authority for the off-street parking and loading chapter, codifying current Planning Department practices. The current chapter does not address this matter specifically.
- B. The requirements for a parking plan and the items required to be shown are taken from the existing Subsections 19.503.19(H) and 19.503.20. These sections address the landscaping and parking plans, respectively. The proposed amendments consolidate the required information in one section of the chapter. This section is also placed toward the front of the chapter to make it easier to find.

19.503 Review Process and Submission Requirements.

19.503.1 Review Process.

The Planning Director shall apply the provisions of this chapter in reviewing all land use and development permit applications, except when an application is subject to a quasi-judicial land use review or an appeal, in which case the body reviewing the application or appeal has the authority to implement and interpret the provisions of this chapter.

19.503.2 Submission Requirements.

Except for single family dwellings, a development or change of use subject to this chapter as per Section 19.502 shall submit a parking plan, drawn to scale. The parking plan shall show that all applicable standards are met, and shall include but not be limited to the items listed below, unless waived by the Planning Director:

- A. Delineation of individual spaces and wheel stops;
- B. Drive aisles necessary to serve spaces;
- C. Access ways, including driveways and driveway approaches, to streets, alleys, and properties to be served;
- D. Pedestrian pathways and circulation;
- E. Bicycle parking areas and rack specifications;
- F. Fencing;
- G. Abutting land uses;
- H. Grading, drainage, surfacing, and subgrading details;
- I. Location and design of lighting fixtures and levels of illumination;
- J. Delineation of existing and proposed structures;
- K. Parking and loading area signage;
- L. Landscaping, including but not limited to the following information:
 - 1. The location and area of existing and proposed trees, vegetation, and plant materials, including details about the number, size, and species of such items;
 - 2. Notation of the trees, plants, and vegetation to be removed, and protection measures for existing trees and plants to be preserved;
 - 3. Irrigation plan; and
 - 4. Method for maintenance of landscaping.

19.504 General Parking Standards

There are few changes overall between the existing general parking standards section (19.503) and the proposed general parking standards section. The key differences are discussed below.

19.504.2 Parking Area Location

This section has been revised to allow properties to have parking areas that are not on the same lot as the principal use. A requirement has been added that the parking area and principal use meet the distance and pedestrian connection requirements for shared parking.

19.504.3 Use of Parking Areas

Language has been added to this section to make it clear that parking areas are to be available for the parking and loading demands generated by the primary and accessory uses on the site. The proposed amendments allow property owners to charge fees for parking that is related to the uses on the site, but does not allow parking areas to be leased for unrelated uses.

19.504 General Parking Standards

19.504.1 Parking Provided with Development Activity.

All required off-street parking areas shall be provided at the time the structure is built; at the time a structure or site is enlarged; or when there is change in use or an increase in density or intensity. All required off-street parking areas shall be provided in conformance with the standards of this chapter prior to issuance of a certificate of occupancy, or final development permit approval, or as otherwise specified in any applicable land use decision.

19.504.2 Parking Area Location

Off-street parking that serves a use(s) shall be located either on the same site as the primary use, on a site that meets the standards of subsection 19.505.4.C.2 that is owned by the same entity as the owner of the site containing the primary use, or where shared parking is approved in conformance with subsection 19.505.4.

19.504.3 Use of Parking Areas

All required off-street parking areas shall continually be available for the parking of operable vehicles of intended users of the site. Required parking shall not be rented, leased, sold, or otherwise used for parking that is unrelated to the primary or accessory use of the site, except where a shared parking agreement per 19.505.4 has been recorded. This subsection does not prohibit charging fees for parking when the parking is serving the primary or accessory uses on site or leasing spaces that are not needed to meet requirements.

19.504.4 Storage Prohibited

No required off-street parking area shall be used for storage of equipment or materials, except as specifically authorized by subsection 19.507.2, Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking.

19.505 Vehicle Quantity Requirements

The proposed amendments reorganize all of Chapter 19.500. This section contains the standards related to the quantity of parking required, which is found in section 19.503 of the existing chapter. This section includes the required parking ratio table, the discretionary review process for modifying or determining quantity requirements, a list of modifications that are allowed outright, and requirements for meeting the quantity requirements through shared parking.

The exemption from parking quantity requirements for the downtown core maintains the existing policy of not having parking required in this area.

19.505.1 Minimum and Maximum Requirements

- A. This section establishes that the minimum and maximum parking ratios are in Table 19.505.1. One proposed change from the current table is the elimination of the Zone A/B designation for the maximum allowed parking spaces column. The different zones were meant to allow a higher amount of maximum parking for areas not in proximity to transit. In reality, only 4 of 54 listed uses had different allowances, and few areas of the City fell into Zone B.
- B. This is a new subsection that directs staff on how to review developments that do not yet have specific tenants. Because parking ratios are calculated based on the use, it may be difficult to evaluate how much parking should be supplied when the uses are unknown. Future tenants and owners would need to comply with the provisions of the chapter as described in the applicability section.
- C. This is a new subsection that allows the Planning Director to apply the ratio for a use similar to the one proposed when the use is not listed in Table 19.505.1. This is a fairly common provision in parking regulation chapters. The subsection also makes it clear that the parking determination process in 19.505.2 must be used for instances where there is no similar use to the one proposed.
- D. This new subsection defines how to round number when the minimum or maximum parking requirements do not result in a whole number.
- E. This new subsection clarifies that the City counts ADA spaces toward the minimum and maximum amount of spaces required/allowed.

19.505 Vehicle Parking Quantity Requirements

The purpose of this section is to ensure that developments provide adequate, but not excessive, vehicle parking based on their estimated parking demand. Subsection 19.505.1 establishes parking ratios for common land uses, and Subsection 19.505.3 allows certain exemptions and reductions to these ratios based on location or on-site amenities. Modifications to the established parking ratios and determinations of parking requirements for unique land uses are allowed with discretionary review per Subsection 19.505.2.

The Downtown Storefront (DS) zone and the portion of the Downtown Office (DO) zone north of Washington Street and east of McLoughlin Boulevard are exempt from the requirements of Section 19.505.

19.505.1 Minimum and Maximum Requirements

- A. Development shall provide at least the minimum and not more than the maximum number of parking spaces as listed in Table 19.505.1. Modifications to the standards in Table 19.505.1 may be made as per Section 19.505. Where multiple ratios are listed, the Planning Director shall determine which ratio to apply to the proposed development or use.
- B. When a specific use has not been proposed or identified at the time of permit review, the Planning Director may elect to assign a use category from Table 19.505.1 to determine the minimum required and maximum allowed parking. Future tenants or property owners are responsible for compliance with this chapter per the applicability provisions of section 19.502.
- C. If a proposed use is not listed in Table 19.505.1, the Planning Director has the discretion to apply the quantity requirements of a similar use listed in the table upon finding that the listed use and unlisted use have similar parking demands. If a similar use is not listed, the quantity requirements will be determined per Subsection 19.505.2.
- D. Where the calculation of minimum parking spaces does not result in a whole number, the result shall be rounded down to the next whole number. Where the calculation of maximum parking spaces does not result in a whole number, the result shall be rounded to the nearest whole number.
- E. Parking spaces for disabled persons, and other improvements related to parking, loading, and maneuvering for disabled persons, shall conform to the Americans with Disabilities Act and shall be subject to review and approval by the Building Official. Spaces reserved for disabled persons are included in the minimum required and maximum allowed number of off-street parking spaces.

Table 19.505.1

The amount of commentary for each ratio is greater than the space devoted to the ratio itself, and therefore does not lend itself to the format of having commentary/proposed code on facing pages.

The commentary on the ratios in Table 19.505.1 follows the proposed table and begins on Page 18.

**Table 19.505.1
MINIMUM TO MAXIMUM OFF-STREET PARKING REQUIREMENTS**

Use	Minimum Required	Maximum Allowed
A. Residential Uses		
1. Single family detached dwellings, including manufactured homes.	2 spaces per dwelling unit.	No maximum.
2. Multi-family dwellings containing 3 or more dwelling units	1.25 spaces per dwelling unit.	2 spaces per dwelling unit.
3. Residential homes and similar facilities allowed outright in residential zones	2 spaces per facility plus 1 space per employee on the largest shift	Minimum required parking plus 1 space per bedroom
4. Accessory Dwelling Units (ADU) -Types I and II	Property containing an ADU and primary dwelling must have 2 spaces.	No maximum.
B. Community Service and Other Public Uses		
1. Religious institutions.	1 space per 4 seats.	1 space per 2 seats.
2. Daycare center (Family Daycare has no parking requirements beyond A.1).	2 spaces per 1,000 square feet of floor area.	3.5 spaces per 1,000 square feet of floor area
3. School—elementary or junior high	1 space per classroom	2 spaces per classroom
4. School—senior high	0.25 spaces per student, plus 1 space per staff	0.33 spaces per student, plus 1 space per staff.
5. Meeting room, club, lodge, or association	1 space per 200 square feet of floor area, or 1 space per 4 seats if seats are permanently installed.	1 space per 60 square feet of floor area, or 1 space per 3 seats if seats are permanently installed.
6. Library, museum, art gallery	1 space per 1,000 square feet of gross floor area.	1.2 spaces per 1,000 square feet of gross floor area.
7. Nursing, convalescent, extended-care facilities, and similar uses requiring Community Service Use or Conditional Use approval.	1 space per 4 beds.	1 space per 3 beds.
C. Lodging Places		
1. Motel, hotel, boarding house.	1 space per lodging unit.	1.5 spaces per lodging unit.
2. Bed and breakfast establishments	1 space per lodging unit, plus 1 space for the permanent residence.	1.5 spaces per lodging unit, plus 2 spaces for the permanent residence.

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D. Commercial Uses—Recreational		
1. Indoor Recreation, such as a health club, gym, bowling alley, arcades, etc.	3 spaces for each 1,000 square feet of gross floor area.	5.5 spaces per 1,000 square feet of gross floor area.
2. Theater, auditorium, or stadium	1 space per 4 seats.	1 space per 3 seats.
E. Commercial Uses—Retail Goods		
1. Eating and drinking establishments	4 spaces per 1,000 square feet	1 space per 67 square feet
2. General retail – grocery stores, convenience stores, specialty retail and shops	2 spaces per 1,000 square feet of floor area.	5 spaces per 1,000 square feet of gross floor area.
3. Bulk retail – furniture and home furnishing, appliances, vehicles, building materials, and similar large items	1 space per 1,000 square feet of floor area.	3 spaces per 1,000 square feet of gross floor area.
4. Gas stations	No minimum	1.25 spaces per 4 pumps.
F. Commercial Uses—Services		
1. General Office, including banks	2 spaces per 1,000 square feet	3.4 spaces per 1,000 square feet
2. Medical/ dental office (non-hospital), veterinary clinic	3.9 spaces per 1,000 square feet of floor area.	4.9 spaces per 1,000 square feet of floor area.
4. Personal services, such as a barber shop, beauty parlor, etc.	4 spaces per 1,000 square floor area.	10 spaces per 1,000 square feet of floor area.
5. Commercial services, such as dry cleaners and repair shops (does not include vehicle repair).	2.8 spaces per 1,000 feet of gross floor area.	3.3 spaces per 300 feet of gross floor area.
6. Vehicle Repair	2 spaces per 1,000 square feet of floor area	2.5 spaces per 1,000 square feet of floor area
7. Quick vehicle repair and servicing, such as oil change and tire shops	2 spaces per service bay	3 spaces per service bay
G. Industrial Uses		
1. Manufacturing	1 space per 1,000 square feet of gross floor area.	2 spaces per 1,000 square feet of gross floor area.
2. Storage, warehouse, wholesale establishment less than 150,000 square feet	0.5 spaces per 1,000 square feet of gross floor area	1 space per 1,000 square feet of gross floor area.

3. Storage, warehouse, wholesale establishment 150,000 square feet or greater	0.3 spaces per 1,000 square feet of gross floor area	1 space per 2,500 square feet of gross floor area.
4. Mini-warehouse; self-service storage.	1 space per 45 storage units, plus 1 space per employee of the largest shift.	1 space per 20 storage units, plus 1 space per employee of the largest shift.

Table 19.505.1(B)

A. Residential Uses

1. Single-family

No change to the number of spaces required. The proposed amendments eliminate the requirement that one off-street parking space be covered. This requirement has been seen as onerous and ineffective by staff and citizens for many years.

The existing code has a separate category for flag lots that requires a total of 3 off-street parking spaces. The proposed amendments eliminate this requirement. Flag lots do not have higher parking demands than standard lots.

The proposed code includes manufactured home parks in the same category as all other single-family dwellings. The existing code has them in a separate category and requires an RV/boat space for every 10 units. Manufactured home parks may opt to provide this type of storage. Requiring that it be provided is likely to be inappropriate in many situations by requiring extra spaces in a development that may not be utilized.

2. Multi-family

No change to the number of automobile spaces required. For the same reason mentioned above, the proposed amendments eliminate a requirement for a RV/boat space per 12 dwelling units.

3. Residential Care Facilities

The facilities for which these standards apply are also called out as residential homes and other similar facilities that are allowed outright in residential zones. The existing code requires that these facilities provide 2 spaces per dwelling plus 1 space per employee, with no maximum amount of parking allowed. The proposed amendments use the same basic standard for the minimum requirement, but also impose a maximum amount of parking.

4. Accessory Dwelling Units

This standard replaces an unclear reference to "studio and 1-bedroom units". The proposed amendments would not require an additional off-street parking space for an ADU unless the property does not already have two spaces. See also related proposed amendments to Type II ADU requirements in Chapter 19.600.

B. Community Service and Other Public Uses

1. Religious Institutions

The current code requires a minimum of 1 space per 5 seats and allows a maximum of 1 space per 3 seats. The current minimum required standard is lower than other parking codes in the region (Oregon City = 1 space per 4 seats, Metro = 1 space per

2 seats, Clackamas Co. and Tigard = 1 space per 3 seats). The maximum allowed is also lower than other codes (Oregon City = 1 space per 2 seats, Metro and Clackamas Co. = 1 space per 1.66 seats, Tigard = 1 space per 1.7 seats). The proposed amendments raise the required amount of parking to be more in line with other jurisdictions.

The proposed amendments remove an option provided in the existing code - a parking ratio based on lineal bench feet.

2. Daycare Center

The current daycare center maximum and minimum standards are based on employees on the largest shift, facility vehicles, and number of pupils. These are all factors that can easily change. The new standard is based on square footage of the facility. The proposed minimum and maximum ratios are the same as Portland and the TGM Model Code.¹ Family Daycare is called out in Milwaukie's code as a specific type of home occupation, and does not require additional parking beyond what is required for a single family home.

3. School - Elementary or Junior High

In the existing code, the minimum and maximum ratios for elementary and junior high school are reversed (the minimum requirement is higher than the maximum allowed). The existing code should have ratios of 1.5 spaces per classroom minimum and 1.75 spaces per classroom maximum. The proposed ratios are 1 space per classroom minimum and 2 spaces per classroom maximum. The minimum ratio is reduced to be more in line with Portland and the TGM Model Code. The maximum ratio is increased based on the City's experience with recent improvements to the North Clackamas School District elementary and junior high schools. The district requested more than the maximum parking ratio for these projects, which indicated that the maximum ratio of 1.75 spaces per classroom is too small.

4. School - Senior High

No changes proposed to the ratios.

5. Meeting room, club, lodge, or association

The ratios related to the number of seats are unchanged from the existing code. The minimum required ratio is proposed to be decreased from 1 space per 60 square feet to 1 space per 200 square feet. The maximum allowed has been decreased from 1 space per 40 square feet to 1 space per 60 square feet. The proposed change is to be more in line with other jurisdiction's minimum ratios (Portland= 1 space / 300 SqFt, TGM Model Code = 1 space / 200 SqFt).

6. Library, museum, art gallery

¹ The TGM Model Code for Small Cities is available at <http://www.oregon.gov/LCD/TGM/modelCode05.shtml>

The ratios for these uses are unchanged.

7. Nursing, convalescent, extended-care facilities, and similar CSU or CU facilities

The standards for these uses are not proposed to be changed. The description of the uses has been expanded to include care facilities that require CSU or CU approval, to distinguish these from care facilities that are allowed outright under the Federal Fair Housing Act.

C. Lodging Places

1. Motel, hotel, boarding house

Boarding houses were a separate category, but have been combined into one standard since the ratios are similar. The ratio of 1 space per room is standard in the region. The maximum of 1.5 spaces per room allows flexibility for extra parking to accommodate employees and guests.

2. Bed and Breakfast Establishments

This category is similar to the ratio for motels, but specifies the parking spaces allowed for the main residence.

D. Commercial Uses—Recreational

1. Indoor Recreation

This category combines multiple categories from the existing code. The new minimum standard of 3 spaces/ 1,000 Sq Ft is consistent with the Portland and the TGM Model Code minimum requirements for these facilities. The maximum ratio is consistent with the Portland and Oregon City standards.

2. Theatre, auditorium, or stadium.

In the existing code, theaters and auditoriums are separate uses with the same standard. In the proposed code they are combined into one category. The existing minimum and maximum ratios are unchanged.

E. Commercial Uses—Retail Goods

1. Eating and Drinking Establishments

The proposed requirements for this category combine the existing requirements for drive through and non drive through restaurants. The current minimum standard is ~1 space per 1,000 SqFt and maximum of ~ 1 space per 67 SqFt. The proposed new minimum is lower than the existing, and is based on the TGM Model Code. The maximum allowed is the same maximum that was allowed for restaurants without a drive through.

2. General Retail

The proposed requirements for this category combine the existing requirements for basic retail categories (grocery store, convenience store, apparel and department stores) into one category. The proposed minimum ratio is the same as the TGM Model Code and City of Portland requirements. For comparison, the largest minimum allowed by Metro Regional Code is 4.1 spaces / 1,000 SqFt. The maximum of 5 spaces per 1,000 SqFt is consistent with the maximum allowed by other jurisdictions in the region.

3. Bulk Retail

Bulk retail has a lower parking demand per square foot than other retail, and most other jurisdictions recognize this by providing a separate ratio for bulk retail. The proposed minimum parking ratio for this use is based on the TGM Model Code of 1 space / 1,000 SqFt.

This category captures two categories from the existing ratio table: furniture sales, and auto sales. For comparison, the ratios for furniture sales were: min ratio = 1 space / 1,000 SqFt, max ratio = 1.5 spaces / 1,000 Sqft. The ratios for auto sales were: min ratio = 1 space / 1,000 SqFt + 1 space per 2 employees on largest shift, max ratio = 2 spaces / 1,000 Sqft + 1 space per 2 employees on largest shift.

4. Gas Stations

This category had two sub-categories for full service and gas only stations. The proposed category consolidates these and eliminates the minimum parking requirement. Most jurisdictions in the region do not have a minimum parking requirement for gas stations. The maximum ratio is not modified. Automobile service stations, whether associated with a gas station or not, are subject to other requirements in Table 19.505.1.

F. Commercial Uses—Services

1. General Office

This use category combines the bank and professional service categories from the existing table. The minimum ratio is the same as the minimum ratio in the TGM Model Code and the City of Portland. The minimum ratio in the existing code is 2.7 spaces / 1,000 SqFt. The maximum ratio is the same as the Metro Regional Code.

2. Medical/Veterinary

This category combines two uses from the existing table that were listed separately but have the same parking ratios. The minimum and maximum ratios have been lowered slightly to conform to the Metro Regional Code.

3. Personal Services

This new category combines barber shops and beauty parlors into the personal services category. The proposed minimum parking ratio is proposed to be lowered from 8 spaces / 1,000 SqFt to 4 spaces / 1,000 SqFt.

4. Commercial Services

This category combines the existing use categories of dry cleaners and repair shops into a more generic category. The parking ratios have not been changed and are consistent with a sampling of other jurisdictions.

5. Vehicle Repair

This is a new category. The proposed ratio is derived from a sampling of those for other jurisdictions. Portland requires these uses to have 1 space per 750 SqFt, while Tigard and Vancouver, WA require 1 space per 500 SqFt. The APA Parking Standards book suggests that 1 space per 400 SqFt is common. The proposed ratio is based on Tigard and Vancouver's ratios since they fall somewhere in between.

6. Quick Vehicle Repair

This is a new category that is distinct from vehicle repair. These facilities typically perform service within the same day, rather than performing major repairs that could last multiple days. The APA Parking Standards book suggests that 2 spaces per service bay is a common standard.

G. Industrial Uses

1. Manufacturing

The minimum ratio is not changed from the existing minimum ratio. The maximum ratio has been increased from 1.25 spaces / 1,000 SqFt to 2 spaces / 1,000 SqFt. This is the same maximum standard as the City of Portland.

2. Storage, warehouse, wholesale establishment less than 150,000 square feet.

The minimum ratio has been reduced from 1 space / 1,000 SqFt to 0.5 spaces per 1,000 SqFt., which is the same as the TGM Model Code. The maximum ratio is unchanged.

3. Storage, warehouse, wholesale establishment less than 150,000 square feet.

No changes proposed.

4. Mini-warehouse, Self Storage

This is a change to the ratios for an existing category. Upon reviewing an application for a mini-storage facility in 2008, it came to staff's attention that existing standards require excessive parking for such facilities (1 space / 12 storage units + 1 per employees). Jurisdictions listed in the APA Parking Standards book show minimum standards ranging from 1 space / 5 storage bays to

1 space per 75 storage units. Data submitted by the mini-storage developer indicated that usual parking demand is about 1 space per 35 units. The proposed ratio places this ratio in the middle of the minimum and maximum ratios.

Other commentary on the ratio table:

Uses from the existing parking ratio table that were incorporated into a use in the proposed table:

- Flag lots
- Mobile homes
- Residential employees
- Boarding House
- Billiard hall
- Bowling alley
- Fast Food
- Bank with ATM / Drive through
- Beauty Parlor
- Animal hospital
- Repair shop
- Dry Cleaner

Uses from the existing parking ratio table that are not incorporated into the proposed table:

- Studio apartment (<600 SqFt)
- College - Colleges and higher learning institutions vary by type and services offered. There is no single best metric for estimating parking demand. Removing it from the table requires that it go through a parking determination.
- Amusement park, golf driving range, and mini-golf -The intent of the edits to the ratio table is to provide broader categories that cover common uses. These are esoteric uses that should be removed. Though these uses would require a parking determination in the future, it puts them on equal footing with myriad other specific uses not listed in the table.
- Hospital - the ratio for hospitals has been removed for the same reason that the ratio for colleges was removed.
- Car Wash, mortuary, and auto rental - similar to the outdoor recreation uses listed above, these are specific uses that should not have their own category. If an applicant for one of these uses can demonstrate that it is similar to a listed use, the Planning Director may apply the ratio of the listed use. Otherwise, the proposed use would need a parking determination.

19.505.2 Quantity Modifications and Unlisted Use Determinations

The intent of this subsection is to provide a process for defining the appropriate amount of required parking for a given use. Though Table 19.505.1 includes an extensive list of uses, it does not cover all possible land uses and the prescribed ratios may not necessarily be appropriate.

This new section combines the existing code sections for parking determinations and modifications to the parking ratios. Both sections of code were vague concerning the application requirements and approval criteria. The proposed amendments seek to rectify this situation by providing clear application requirements and approval criteria. Since the questions being considered for both determinations and modifications are similar in nature, they are combined.

A. Applicability

[...]

3. The intent of requiring uses of this size to undergo a parking determination is that inaccuracies between the actual parking demand and the ratios in Table 19.505.1 will have significant implications or cost and land devoted to parking. Studying the actual parking demand will ensure that when parking areas for large uses are constructed, they have an adequate but not excessive, supply of parking.

B. Application

Because the approval criteria require discretion, a Type II review is appropriate. Though a traffic engineer or land use consultant may prepare this information for larger projects, the application requirements are intended to be straightforward enough for a property owner or developer to complete.

19.505.2 Quantity Modifications and Required Parking Determinations

This subsection allows for the modification of minimum and maximum parking ratios from Table 19.505.1 as well as the determination of minimum and maximum parking requirements. Parking determinations shall be made when the proposed use is not listed in Table 19.505.1 and for developments with large parking demands.

A. Applicability.

The procedures of this section shall apply in any of the following situations.

1. If the proposed use is not listed in Table 19.505.1 and the quantity requirements for a similar listed use cannot be applied.
2. If the applicant seeks a modification from the minimum required or maximum allowed quantities as calculated per Table 19.505.1.
3. If the minimum number of required spaces for the proposed development based on the proposed use(s) in Table 19.505.1 and ratio reductions allowed in Subsection 19.503.3 exceeds 100 spaces.

B. Application.

Determination of parking ratios in situations listed above shall be reviewed as a Type II land use decision, per Subsection 19.1011.2. The application for a determination of required parking must include the following.

1. Describe the proposed uses of the site, including information about the size and types of the uses on site, and information about site users (employees, customers, etc.).
2. Identify factors specific to the proposed use and/or site, such as the proximity of transit, availability and use of on-street parking, parking demand management programs, availability of shared parking, and/or special characteristics of the customer, client, employee or resident population that affect parking demand.
3. Analyze parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, or other similar organizations.
4. Review parking standards for the proposed use or similar uses found in parking regulations from other jurisdictions.
5. Present parking quantity and parking use data from existing developments that are similar to the proposed development. The information about the existing development and its parking demand shall include enough detail to evaluate similarities and differences between the existing development and the proposed development.
6. Propose a minimum and maximum parking ratio. For phased projects, and for projects where the tenant mix is unknown or subject to change, the applicant may propose a range (low and high number of parking spaces) for each development phase and both a minimum and maximum number of parking spaces to be provided at buildout of the project.
7. Address the approval criteria in subsection 19.505.2.C.

19.505.2 Quantity Modifications and Unlisted Use Determinations (cont).

C. Approval Criteria

1. The City will evaluate the application against the criteria in this section. The intent is to make sure that the proposed ratios are reasonable and consistent with the best available examples and data.
2. Modifications to decrease the amount of parking must meet these criteria as well. The criteria are focused on ensuring that the modification to decrease required parking will not adversely affect nearby properties or place a burden on public parking in the right of way.
3. Modifications to increase the maximum allowable parking must meet these criteria. The applicant needs to demonstrate that the increase is necessary and that there is no other way to accommodate the increased parking demand through shared parking on other sites or exemptions to maximum parking allowed by the code.

C. Approval Criteria.

The Planning Director shall consider the following criteria in deciding whether to approve the determination or modification. The Planning Director, based on the applicant's materials and other data the Director deems relevant, shall set the minimum parking requirement and maximum parking allowed. Conditions of approval may be placed on the decision to ensure compliance with the parking determination.

1. All modifications and determinations must demonstrate that the proposed parking quantities are reasonable based on existing parking demand for similar use in other locations; parking quantity requirements for the use in other jurisdictions, and professional literature about the parking demands of the proposed use.
2. Additional Criteria for Modifications to Decrease Minimum Required Parking.
 - a. The use of transit, parking demand management programs, and/or special characteristics of the site users will reduce expected vehicle use and parking space demand for the proposed use or development, as compared with the standards in Table 19.505.1.
 - b. The reduction of off-street parking will not adversely affect available on-street parking.
 - c. The requested reduction is the minimum necessary.
3. Additional Criteria for Modifications to Increase Maximum Allowed Parking.
 - a. The proposed development has unique or unusual characteristics that create a higher-than-typical parking demand.
 - b. The parking demand cannot be accommodated by shared or joint parking arrangements or by increasing the supply of spaces that are exempt from the maximum amount of parking allowed under subsection 19.505.3.A.
 - c. The requested increase is the minimum necessary.

19.505.3 Exemptions and By-Right Reductions to Quantity Requirements

These are adjustments to the standards listed in Table 19.505.1 based on the type of parking or situational characteristics of the property.

A. Exemptions to Maximum Quantity Allowance.

This section has not changed substantially from the existing Subsection 19.503.4.

B. Reductions to Minimum Parking Requirements.

All exemptions in this subsection, except 19.505.3.B.1, may be taken jointly, with a maximum of 25% reduction in parking based on the ratio table.

1. Reductions for Neighborhood Commercial Areas.

This reduction is based on the location of the areas listed in the subsection. Since they are relatively small sites that are surrounded by neighborhoods, it is anticipated that many of their customers will walk or bike to the site.

Additionally, this policy encourages pedestrian oriented development. For most of the sites in the eligible areas, full compliance with the required parking ratios would leave less than half of the site available for development.

19.505.3 Exemptions and By-Right Reductions to Quantity Requirements

The following exemptions and by-right reductions cannot be used to further modify any parking modification or determination granted under Subsection 19.505.2.

A. Exemptions to Maximum Quantity Allowance.

The following types of parking do not count toward the maximum allowable parking allowed on a site. This exemption applies only to the quantity requirements of Section 19.505 and not to the other requirements of this chapter. The City may impose conditions to ensure that parking spaces associated with these parking types are appropriately identified and used for the intended purpose.

1. Spaces in structured parking;
2. Valet parking lots;
3. Pay lots that are not associated with a specific use;
4. Spaces for a transit facility or park and ride facility
5. Storage or display areas for vehicle sales;
6. Employee carpool parking, when spaces are dedicated or reserved for that use;
7. Fleet parking;
8. Truck loading areas.

B. Reductions to Minimum Parking Requirements

Applicants are allowed to utilize two or more reductions of the reductions listed in Subsections 19.505.3.B.2 through 7, provided that the total reduction in required parking does not exceed 25% of the minimum quantity requirement listed in Table 19.505.1. Applicants may not utilize the reduction in subsection 19.505.3.B.1 in conjunction with any other reduction in subsection 19.505.3.B.

1. Reductions for Neighborhood Commercial Areas.

The minimum parking requirements of Table 19.505.1 shall be reduced by 50% for the properties described in this subsection. The properties eligible for this reduction are:

- a. All properties zoned Commercial Limited (C-L);
- b. All properties zoned Commercial Neighborhood (C-N);
- c. Properties in the Commercial General (C-G) zone in the area bounded by 42nd Avenue, King Road, 40th Avenue and Jackson Street; and,
- d. Properties in the Commercial General (C-G) zone in the area bounded by 42nd Avenue, Harrison Street, 44th Avenue, and Jackson Street.

19.505.3 Exemptions and By-Right Reductions to Quantity Requirements (cont.)

B. Reductions to Minimum Parking Requirements. (cont.)

2. Proximity to public transit.

This reduction is the same as allowed by the existing parking chapter.

3. Multi-tenant Commercial Sites.

This new subsection creates a reduction for development that has multiple commercial uses on one site. These sites act similarly to shared parking arrangements because not all tenants have their peak parking demand at the same time. As a result, the parking area on site does not need to accommodate the sum of the maximum parking demand for each use.

4. Carpool/Vanpool

This is a new reduction. It may be taken whether the spaces are provided voluntarily or if required in the Carpool/Vanpool section of the chapter.

5. Bicycle Parking

This is a new subsection intended to provide an incentive to replace car parking with bike parking in addition to what would normally be required by code. The ratio of 6 bike spaces to 1 car space roughly reflects the relative mode split between cars and bikes (i.e., that there are at least six times more cars on the road than bikes). This may apply to existing sites or new development.

6. Car-sharing.

This is a new subsection intended to provide an incentive to accommodate car sharing programs by offering reduced parking requirements. The standards and documentation required are to ensure that the space is needed and will be used by a legitimate car sharing program.

2. Proximity to public transit.

- a. Parking for commercial and industrial uses may be reduced by up to 10 percent if the development is within 500 feet walking distance, as defined in subsection 19.505.3.B.2.c, of a transit stop with a peak hour service frequency of 30 minutes or less
- b. Parking for multifamily uses may be reduced by up to 20 percent if the development is within 500 feet walking distance, as defined in subsection 19.505.3.B.2.c, of a transit stop with a peak hour service frequency of 30 minutes or less.
- c. In determining walking distance, the applicant shall measure the shortest route along sidewalks, improved pedestrian ways, or streets if sidewalks or improved pedestrian ways are not present. Walking distance shall be measured along the shortest course from the point on the development site that is nearest to the transit stop.

3. Multi-tenant Commercial Sites.

Where multiple uses occur on the same site, minimum parking requirements shall be calculated based calculated as outlined below. The Planning Director shall determine when multiple uses exist on a site.

- a. Use with highest parking requirement. The use that has the largest total number of minimum parking spaces required shall be required to provide 100% of the minimum number of parking spaces.
- b. All other uses. All other uses on the site shall be required to provide 80% of the minimum number of parking spaces.

4. Carpool/Vanpool.

Commercial and industrial developments that provide at least 2 carpool/vanpool parking spaces may reduce the required number of parking spaces by up to 10 percent. This reduction may be taken whether the carpool/vanpool space is required pursuant to Subsection 19.510 or voluntarily provided.

5. Bicycle Parking.

The minimum amount of required parking for all non single family residential uses may be reduced by up to 10 percent for the provision of bicycle parking in addition to what is required by section 19.509. A reduction of one automobile parking space is allowed for every 6 additional bicycle parking spaces installed. The bicycle spaces shall meet all other standards of Subsection 19.509. The area of an existing parking space in an off-street parking area may be converted to bicycle parking to utilize this reduction.

6. Car-sharing.

Required parking may be reduced by up to 5 percent if at least 1 off-street parking space is reserved for a vehicle that is part of a car sharing program. The car sharing program shall be sufficiently large enough, as determined by the Planning Director, to be accessible to persons throughout Milwaukie and its vicinity. The applicant must provide documentation from the car sharing program that the program will utilize the space provided.

19.505.3 Exemptions and By-Right Reductions to Quantity Requirements (cont.)

B. Reductions to Minimum Parking Requirements. (cont.)

7. Provision of Transit Facility Improvements.

This is a new subsection that is a policy recommendation of the 2007 Transportation System Plan. It helps to bring Milwaukie into compliance with State and Regional policies. The intent is to allow a reduction in parking when a property owner allows public transit to use or occupy some part of their site.

19.505.4 Shared Parking

The existing code has a provision for shared parking in Subsection 19.503.2. The proposed code expands on the standards and requirements for utilizing shared parking.

A. This subsection allows for shared parking to be used to meet the requirements of this chapter. These standards in this section do not apply to informal shared parking agreements that are not for purposes of meeting the code requirements.

B. This section establishes the review for shared parking agreements and also gives the authority to the Planning Director to require, as appropriate, non-conforming parking areas that enter into shared parking agreements to come closer to conformance with current standards.

C. Standards

1. The general intent of this section is that the uses sharing the parking can be accommodated on the same site, either through outright number of spaces or offsets in times of operation. The section is not more specific about the sufficient quantity requirement to allow the Director flexibility in determining what meets this standard.
2. This provides basic standards for the distance between the shared parking areas and the requirements for the path between them. The current maximum distance is 300 feet, and the proposed amendments increase this to 1,000 feet. The intent is to make shared parking an option for more properties and to reduce the need to build more parking areas. The pathway standards are new, and intended to ensure an adequate and safe route.
3. This section establishes the requirements for the legal portion of the shared parking agreement. Currently the only requirement is that the agreement be recorded with the County. The purpose of stating these other requirements is to ensure that the agreement remains in effect unless the City approves the termination of the agreement.

7. Provision of Transit Facility Improvements.

The Planning Director may reduce the number of existing required parking spaces by up to 10 percent for developments that provide transit-related facilities such as bus stops and pull-outs, bus shelters, or other transit-related facilities. A reduction of 1 parking space is allowed for each 100 square feet of transit facility provided on the site. The procedure for Planning Director review shall be in accordance with Subsection 19.1011.1, Type I Administrative Review.

19.505.4 Shared Parking

A. Some or all of a use's required parking spaces may be accommodated off-premises on the parking area of a different site through shared parking, pursuant to the standards of this subsection. The standards of this subsection do not apply to voluntary shared parking agreements that are not for the purposes of meeting the standards of Chapter 19.500.

B. Review.

The Planning Director shall determine whether the shared parking standards are met in accordance with Subsection 19.1011.1, Type I Administrative Review. The Planning Director may require a non-conforming parking area be brought into conformance, or closer to conformance as per the priorities described in 19.502 3. with the standards of this code, pursuant to section 19.502.C, before it may be used for shared parking.

C. Standards.

1. The applicant must demonstrate that the shared parking area has a sufficient quantity of spaces for the uses that will share the parking area. The Planning Director may require the applicant to provide data substantiating the claim that the proposed parking is sufficient for multiple uses during peak hours of demand.
2. The nearest parking spaces shall be no further than 1,000 feet from the principal structure(s) or use(s). The measurement shall be along a route that is adequately illuminated; has vertical or horizontal separation from travel lanes within the right of way; uses legal crosswalks for right of way crossing; and has an asphalt, concrete or similar surface material. The applicant may propose to construct new facilities or modify existing facilities to comply with this standard.
3. Legal documentation between the property owners that guarantees access to the shared parking shall be recorded with the County. The documentation shall be reviewed and approved by the Planning Director prior to being recorded. The agreement shall run with the land and not be tied to property ownership. The agreement shall not be terminated without approval of the Planning Director, after demonstrating that the properties in the agreement and their uses comply with the quantity requirements of Section 19.505 after dissolution of the agreement. A copy of the recorded documentation shall be provided to the City prior to obtaining a building permit.

19.506 Parking Area Design and Landscaping

The chapter reorganization has placed all regulations regarding the design of parking areas into this section.

19.506.1 Parking Space and Aisle Dimensions

- A. This table has the same diagram and parking dimension factors as the existing table. One change is that the drive aisle dimensions are proposed to be reduced to be more consistent with other jurisdictions in the region. Milwaukie had the highest drive aisle width requirements of all the local jurisdictions that were examined.

The other significant proposed change is to eliminate the option to use compact spaces. Compact spaces tend not to be identified or used properly by site visitors. In addition, it is difficult for staff to evaluate compliance with two sets of dimensions and evaluate if a site is in compliance or not. The dimensions in the proposed table are somewhat smaller than the standard size spaces, but larger than the compact space.

- D. This subsection allows flexibility for drive aisle width where the aisle does not border parking areas. This is a new provision of the code. The rationale for allowing narrower aisles in these locations is that the aisle does not have to accommodate vehicles turning and backing out of parking spaces.

19.506 Parking Area Design and Landscaping

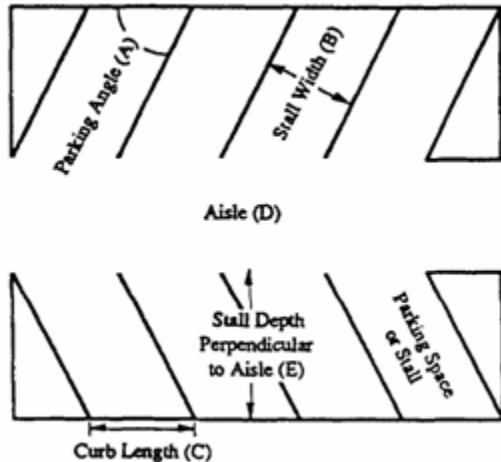
The purpose of the standards in this section is to ensure that off-street parking areas are safe, have efficient circulation, be environmentally sound, and be aesthetically pleasing. These standards apply to all types of development except for single-family attached and single-family detached dwellings.

19.506.1 Parking Space and Aisle Dimensions

- A. The dimensions for required off-street parking spaces and abutting drive aisles, where required, shall be no less than in Table 19.506.1.

Table 19.506.1 MINIMUM PARKING SPACE AND AISLE DIMENSIONS					
Angle (A)	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8.5 ft.	22 ft.	12 ft.	19 ft.	8.5 ft.
30°	9 ft.	17 ft.	12 ft.	19 ft.	16.5 ft.
45°	9 ft.	12 ft.	13 ft.	19 ft.	18.5 ft.
60°	9 ft.	10 ft.	17 ft.	19 ft.	19 ft.
90°	9 ft.	9 ft.	22 ft.	22 ft.	18 ft.

Figure 19.506.1
PARKING DIMENSION FACTORS



- B. The dimension of vehicle parking spaces provided for disabled persons shall be according to federal and state requirements.
- C. Parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner.

19.506 Parking Area Design and Landscaping (cont.)

19.506.1 Parking Space and Aisle Dimensions (cont.)

- D. This subsection allows flexibility for drive aisle width where the aisle does not border parking areas. This is a new provision of the code. The rationale for allowing narrower aisles in these locations is that the aisle does not have to accommodate vehicles turning and backing out of parking spaces.

19.506.2 Landscaping

There are few changes overall to the subsection on landscaping. Changes are discussed below.

- A. The purpose section was added to help in interpretation of these standards.

[...]

- C. The allowance for an alternative landscaping plan exists in the current code, however it has a reference to a section that no longer is applicable. The proposed amendments correct this problem by allowing for modifications to the landscaping standards through a Type I review process.

- D. Drive aisles shall be required in parking areas greater than three (3) spaces. Drive aisles shall meet the minimum width standards of Section 19.506.1. Where a drive aisle or portion thereof does not abut a parking space(s), the minimum allowed width for a one way drive aisle shall be 8 feet and the minimum allowed width for a two way drive aisle shall be 16 feet.

19.506.2 Landscaping

- A. Purpose.

The purpose of the off-street parking lot landscaping standards is to provide vertical and horizontal buffering between parking areas and adjacent properties, break up large expanses of paved area with trees and other landscaping, help delineate parking stalls and drive aisles, and provide environmental benefits such as stormwater management, carbon dioxide absorption, and a reduction of the urban heat island effect. Parking areas with ten or fewer spaces in the downtown storefront zone, and the portion of the downtown office zone located to the north of Washington Street and east of McLoughlin Boulevard are exempt from the requirements of Subsection 19.506.2.

- B. General provisions.

Parking area landscaping shall be required for the surface parking areas of all uses, except for single-family detached and single-family attached residences. Landscaped areas required by Subsection 19.506.2 shall count toward the minimum amount of landscaped area required in other portions of Title 19. Landscaping shall be based on the following standards in subsections 19.506.2(C) through 19.506.2(H).

- C. Alternative designs.

An applicant may propose an alternative landscaping plan. The alternative landscaping plan must identify which of the standards in Section 19.506.2 are being altered. The applicant must demonstrate that existing conditions on the site make it infeasible to meet the standards, that the proposed alternative implements the purpose of this section as well or better than the standard in the code, and that the standards are altered to the minimum extent necessary. An alternative landscaping plan shall be reviewed through a Type I Review per the procedures of Section 19.1011.1.

- D. Perimeter landscaping of parking areas shall meet the following standards which are illustrated in Figures 19.503.19(A)(1) and 19.503.19(A)(2) at the end of this section.

1. Landscaping requirements for perimeter buffer areas shall be as follows: one (1) tree to be planted every forty (40) lineal feet of landscaped buffer area. The remainder of the buffer area shall be grass, ground cover, mulch, shrubs, trees, or other landscape treatment other than concrete and pavement.
2. Where off-street parking areas abut a residential property boundary, continuous screening of plant materials shall be provided along the perimeter buffer area. Provision of screening may be phased in multiphase projects and is optional along access drives, where not contiguous to off-street parking areas or buildings.

19.506.2 Landscaping (cont.)

D.

3. These standards are based on the existing code. An exemption has been added for property lines in mixed use developments. The standards have also be reduced or eliminated for downtown zones due to the small parcel sizes in the area.

E through H. Aside from reorganization, no substantive changes have been made to any of these subsections.

- I. This is a new subsection that helps to implement Metro Title 13, Nature in neighborhoods. The subsection specifically allows parking landscaping areas to serve as stormwater management facilities for the parking area and site.

3. The minimum dimensional requirements for perimeter landscape areas are as follows. Where a curb provides the border for a perimeter landscape area, the dimension shall be measured from the inside of the curb(s).
 - a. Perimeter landscape areas between the off-street parking area and right-of-way boundary shall be at least 8 feet wide. This dimension shall be reduced to 4 feet for properties in downtown zones.
 - b. Perimeter landscape areas between the off-street parking area and adjoining property boundaries other than a right of way shall be at least 6 feet wide. Properties in downtown zones are exempt from this requirement. Perimeter landscaping is not required for adjoining property boundaries within mixed use developments that share a parking area.
 - c. Perimeter landscape areas on both sides of any driveway into the off-street parking area shall be at least 8 feet wide. Properties in downtown zones are exempt from this requirement.
- E. Interior landscaping of parking areas shall be required and shall meet the following standards which are illustrated in Figures 19.503.19(B)(1), 19.503.19(B)(2), and 19.503.19(B)(3) at the end of this section.
 1. One (1) landscaped island shall be required per every eight (8) parking spaces. The interior islands shall be a minimum of six (6) feet in width, as measured from the inside of curb to inside of curb, and shall include 1 tree per island. If two (2) interior islands are located contiguously, they may be combined and counted as two (2) islands with 2 trees planted.
 2. Divider medians of a minimum of six (6) feet in width shall be provided, as measured from inside of curb to inside of curb. This may substitute for interior islands, provided that one (1) tree is planted every forty (40) feet and that the remainder of the buffer area shall be landscaped as identified in Subsection 19.506.2.D above.
 3. A row of parking spaces shall be terminated on each end by a terminal island, of a minimum six (6) feet in width from inside of curb to inside of curb. This shall be provided that one (1) tree is planted every forty (40) feet and the remainder of the buffer area shall be landscaped as identified in Subsection 19.506.2.D above.
- F. Preservation of existing trees is encouraged in the off-street parking area and may be credited toward the total number of trees required, based on staff's review.
- G. Installation of parking area landscaping shall be required before a certificate of occupancy is issued, unless a performance bond is posted with the city. Then landscaping shall be installed within six (6) months thereafter or else the bond will be foreclosed and plant materials installed by the city.
- H. Parking area landscaping shall be maintained in good and healthy condition.
- I. Required parking landscaping areas may serve as stormwater management facilities for the site. The Engineering Director has the authority to review and approve the design of such areas for conformance with the Public Works Standards. This allowance does not exempt the off-street parking landscape area from meeting the design or planting standards of this section.

19.506.2 Landscaping (cont.)

- J. This is a new subsection that allows for pedestrian walkways to be in landscaped areas, provided the areas are widened. This allows for designers to overlap two required elements while still requiring that the landscaped area be wide enough to accommodate the path and landscaping.

19.506.3 Additional Design Standards

- A. This subsection is unchanged except to clarify that pervious pavers are allowed.
- B. No change from the existing code.
- C. Site Access and Drive Aisles.
1. A reference has been added to the access spacing standards in Chapter 12.16.
 3. This is a new regulation that requires drive aisles on the site to align with, and be no wider than, the approved driveway access points. When drive aisles are wider than the approved driveway approach, it encourages drivers to ignore the driveway approach, especially where no curb exists. This regulation addresses this problem.
 4. This is a new regulation. The purpose of the regulation is to eliminate conflicts between a car pulling out of a parking space near a driveway entrance and a car entering the driveway. Creating space between the parking spot nearest to the driveway and the driveway approach allows a safer area for a car entering the site to pull out of the travel lane before encountering vehicles in the parking area
 5. This is a new regulation. The purpose is to allow cars entering a site to pull completely out of the travel lane while waiting to have an access gate open.

- J. Pedestrian walkways are allowed within perimeter and interior landscape buffer if the landscape buffer is at least 2 feet wider than required in Sections 19.506.2(D) and (E) and meets the planting requirements of this section.

Figure 19.506.2(A)

PERIMETER BUFFER ADJACENT TO ROAD RIGHT-OF-WAY

Figure 19.506.2(B)

PERIMETER BUFFER ADJACENT TO PARKING AREA DRIVEWAY

Figure 19.506.2(C)

INTERNAL ISLANDS

Figure 19.506.2(D)

DIVIDER MEDIANS

Figure 19.503.2(E)

TERMINAL ISLANDS

19.506.3 Additional Design Standards

A. Paving and Striping.

Paving and striping are required for all required maneuvering and standing areas. Off-street parking areas shall have a durable and dust-free hard surface, shall be maintained for all-weather use, and shall be striped to show delineation of parking spaces and directional markings for driveways and access ways. Permeable paving surfaces may be used to reduce surface water runoff and protect water quality.

B. Wheel Stops.

Parking bumpers or wheel stops, of a minimum of four (4) inches in height, shall be provided at parking spaces to prevent vehicles from encroaching on the street right-of-way, adjacent landscaped areas, or pedestrian walkways

C. Site Access and Drive Aisles.

1. Accessways to parking areas shall be the minimum number necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Driveway approaches shall comply with the access spacing standards of Chapter 12.16.
2. Drive aisles shall meet the dimensional requirements in Subsection 19.506.1.
3. Parking drive aisles shall align with the approved driveway access and shall not be wider than the approved driveway access within 10 feet of the right of way boundary.
4. No parking space shall be located such that its maneuvering area is in an ingress or egress aisle within 30 feet of the back of the sidewalk, or from the right of way boundary where no sidewalk exists.
5. No gate shall be allowed across a driveway or portion of a driveway that provides ingress to the site unless it is located at least 30 feet from the back of the sidewalk, or from the right of way boundary if no sidewalk exists.

19.506.3 Additional Design Standards (cont.)

D. Pedestrian Access and Circulation.

The existing regulations for pedestrian travel in parking areas are vague. The new regulations help to explain when walkways are required and how they need to be designed.

1. The current standard is that walkways are required for parking areas with over 20 spaces. While the current requirement is clear, the code does not provide guidance about what parking spaces must be served by a walkway or how many walkways are required. The proposed standard is performance based so that site designers and planners can easily determine which parking spaces require a walkway.
2. The new regulations give specific standards for how a pedestrian walkway has to function within a parking area.

E. Internal Circulation.

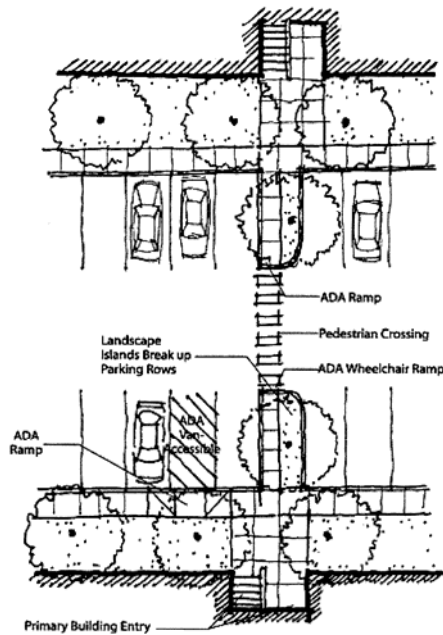
1. This is a new subsection in the chapter. While it is not prescriptive as to how a parking area must function, it establishes the Planning Director's authority to review circulation and impose conditions related to circulation.

D. Pedestrian Access and Circulation.

The purpose of this subsection is to provide safe and convenient pedestrian access routes through off street parking areas.

1. Pedestrian access shall be provided for off-street parking areas so that no parking space is further than 100 feet away, measured along vehicle drive aisles, from a building entrance or a walkway that meets the standards of Subsection 19.506.3(B).
2. Walkways through off-street parking areas are required to meet the following standards, as illustrated in Figure x:
 - a. Walkways must be continuous and lead to a building entrance.
 - b. Walkways shall be a minimum of 5 feet in width, and be buffered by landscaping, curb, or other manner of providing vertical and/or horizontal separation from vehicular traffic. Walkways shall comply with applicable Americans with Disabilities Act (ADA) requirements.
 - c. Where walkways cross drive aisles, the crossing shall be marked by pavement striping, signage, a surface material different than the drive aisle surface, and/or a surface raised above the drive aisle grade. The Planning Director shall have the authority to determine which of these methods is appropriate. Ramps and curb cuts shall be used to transition the drive aisle crossings.

Figure x: Pedestrian Walkway Detail (Typical)



E. Internal Circulation.

1. The Planning Director has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modifying drive aisle dimensions.

19.506.3 Additional Design Standards (cont.)

E. Internal Circulation. (cont.)

2. This is an existing standard.
3. The current code does not have any standards regulating drive through or queuing areas. These regulations from the TGM Model Code address the minimum safety and design issues for drive through services without being overly specific. The intent is to ensure that buildings, and not drive through areas, face the street, and that queuing on site is safe and allows for safe access and circulation.

F. Current lighting standard for parking areas are very minimal. The new standards provide some basic guidance about deflecting light downward, lighting vehicle, pedestrian and bicycle areas, and providing a quantitative limit on light trespass. The light trespass standard in the proposed code, while low and consistent with other light trespass standards, allows more than the current code, which allows no light trespass.

2. Parking areas shall be designed to connect with parking areas on adjacent sites to eliminate the use of the street for cross movements where feasible.

3. Drive Through Uses and Queuing Areas.

The following standards apply to uses with drive through services and uses such as gas stations and quick vehicle service facilities where vehicles queue rather than park on the site. The Planning Director has the authority to determine when the standards apply to a proposed use.

a. The drive-up/drive-through facility shall be along a building face that is oriented to an alley, driveway, or interior parking area, and shall not be on a building face oriented toward a street.

b. None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 feet of the right of way.

c. Queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way. Applicants may be required to submit additional information regarding the expected frequency and length of queues for a proposed use.

F. Lighting. Lighting is required for parking areas with more than 3 spaces. Lighting shall be designed to enhance safe access for vehicles and pedestrians on the site, and shall meet the following standards:

1. Lighting luminaires shall have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.

2. Parking area lighting shall not cause a light trespass of more than 0.5 foot candles measured vertically at the boundaries of the site.

3. Pedestrian walkways and bicycle parking areas in off-street parking areas shall have a minimum illumination level of 0.5 foot candles, measured horizontally at the ground level.

19.507 Off-Street Parking Standards for Residential Areas

19.507.1 Residential Driveways and Automobile Parking Areas

These standards apply to single-family dwellings in all zones. They are not intended to apply to uses other than single-family dwellings in residential zones.

- B. The required parking space dimension for single family residences is proposed to change from 9 feet by 20 feet to 9 feet by 18 feet. This is consistent with the parking dimensions for non-residential uses and requires less space on residential properties to be devoted to parking.
- C. This is a new standard. The standard is already in place for boats and RVs, and is proposed to be expanded to cover automobiles as well.
- D. This is an expansion of an existing section that describes where off-street parking for residential properties may be located.
 - 2. These regulations deal with where uncovered off-street parking exists on residential properties. Parking areas for RVs and boats are counted toward the area limitations in this section. The location requirements apply only to automobile parking.
 - a. This is a new regulation that limits the amount of uncovered parking area in a front yard. The 40% limitation will allow a 20 foot wide area for the entire depth of a 50 foot wide lot. 50 feet is the minimum lot width required in residential zones. The outright exemption allows for at least one standard residential space in a front yard.
 - b. The prohibition on parking in a side yard setback is an existing regulation. The proposed code makes an allowance for some area of a street side yard setback to be used. This is necessary as some properties may take access from a side yard rather than a front yard.
- E. This is a new regulation. When drive aisles are wider than the approved driveway approach, it encourages drivers to ignore the driveway approach, especially where no curb exists. This regulation addresses this problem.

19.507 Off-Street Parking Standards for Residential Areas

19.507.1 Residential Driveways and Automobile Parking Areas

This section is intended to preserve residential neighborhood character by establishing off-street parking standards. The provisions of this section apply to passenger vehicles in single family attached and single family detached dwellings in all zones.

- A. Off-street parking for vehicles in residential zones shall be located on the same lot as the associated dwelling, unless shared parking is approved per Subsection 19.505.4.
- B. Off-street residential parking areas and driveways shall have a minimum driveway width of 9 feet and parking space dimension of 9 by 18 feet.
- C. Vehicles that are not stored in a fully enclosed structure shall be kept in a clean and neat appearance.
- D. Location of off-street parking spaces in residential zones. All off-street parking areas for single family attached and detached dwellings shall comply with the following standards.

1. Covered off-street parking areas.

Off-street parking areas may be located in fully or partially enclosed areas that are attached to or detached from the primary structures. Such structures are subject to the development standards of the base zone and development standards for residential accessory structures. Covered off-street parking areas for single-family residences do not count as structured parking for purposes of this chapter.

2. Uncovered off-street parking areas.

Uncovered automobile parking areas may be located on a residential lot as follows, subject to base zone standards regarding minimum vegetation requirements. For purposes of this standard, the uncovered off-street parking area is defined as the sum of all areas meeting the standards of Subsection 19.507.1(F) upon which a passenger vehicle can park or maneuver to park. It includes the areas used for parking of recreational vehicles and pleasure craft, as allowed in Subsection 19.507.2(C). The location of uncovered parking areas for recreational vehicle and pleasure craft are governed by Subsection 19.507.2.C.5.

- a. A residential lot shall be allowed to have a 9 foot wide by 18 foot deep uncovered off-street parking area in a front yard. Additional space for uncovered off-street parking may be provided in a front yard as long as the total area utilized does not exceed 40% of the front yard.
 - b. Uncovered automobile parking and maneuvering areas shall not be located in required non-street side yard setbacks. No more than 20% of the area in the street side yard setback may be used as uncovered vehicle storage.
 - c. There are no prohibitions regarding uncovered parking areas in rear yard setbacks.
- E. Parking areas and driveways on the property shall align with the approved driveway access and shall not be wider than the approved driveway access within 10 feet of the right of way boundary.

19.507.1 Residential Driveways and Automobile Parking Areas (cont.)

- F. This subsection establishes standards for off-street parking areas in residential zones and requires that parking and maneuvering occur only on these areas.
 - 1. This sets the same paving standards as for non single-family uses. It also makes an explicit allowance for pervious pavement and does not require the entire width to be paved so long as the wheels are on a paved surface (e.g., paved wheel strips with vegetation in the middle).
 - 2. This regulation addresses a common request by property owners that wish to add parking areas. It is a codification of current practice. This regulation does not require excessive paving, but also maintains the appearance of neighborhoods.
- G. This is a new regulation. The intent is to require that gates are set back enough to allow cars entering a site to pull completely out of the travel lane while waiting to have an access gate open. An exception is allowed for properties on residential streets with lower traffic volumes and slower speeds.

19.507.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking

This subsection is proposed to be reorganized to clarify existing regulations related to commercial vehicles, boats, and RVs. These regulations apply to all residential uses in all zones as well as properties and rights of way within residential zones.

- A. This is an existing regulation in the code.
- B. The existing regulations have been modified. Commercial vehicles are now defined in MMC 19.103 by size, which is easier to define and enforce. Provisions have been added to allow for making a delivery, and an exemption for standards RVs that are larger than the height and weight thresholds.
- C. These are existing regulations. Most have not been modified from what is in the current code.
 - 1. The first clause is an existing regulation. The second fixes a loophole that would have allowed an unlimited number of uncovered RVs to be parked on properties larger than one acre.
 - 2 - 3. Existing regulations with no changes proposed.

- F. Parking and maneuvering surfaces. Automobile parking on residential properties shall be permitted only on the surfaces described below.
 - 1. Required off-street parking and maneuvering areas shall have a durable and dust-free hard surface, and shall be maintained for all-weather use. Permeable paving surfaces may be used to reduce surface water runoff and protect water quality. A standing or maneuvering area shall be considered paved if the wheels of a normal vehicle remain on a paved surface while parking or maneuvering on the site.
 - 2. Gravel is a permitted surface for automobile parking that is in excess of what is required by this chapter. Gravel is also acceptable for maneuvering areas created to reach excess standing areas, as long as the graveled area is not in any required front yard or side yard setback.
- G. Except for driveways along streets classified as local, no gate shall be allowed across a driveway or portion of a driveway that provides ingress to the site unless it is located at least 30 feet from the back of the sidewalk, or from the right of way boundary if no sidewalk exists.

19.507.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking

This section is intended to preserve residential neighborhood character by minimizing the impacts created by the parking and storing of commercial vehicles, pleasure crafts, and recreational vehicles. The standards of this section apply in residential zones and on properties used for residential purposes in all zones.

- A. Vehicles that are not stored in a fully enclosed structure shall be kept in a clean and neat appearance.
- B. Commercial vehicles shall not be permitted to be parked or stored on residential properties. Commercial vehicles may be present on residential properties for up to 12 hours in one day if the vehicle is engaged in loading or unloading materials for a residence(s).
- C. Recreational vehicles and pleasure crafts in residential zones and on properties used for residential purposes must comply with the following regulations.
 - 1. On lots less than 1 acre, only 1 recreational vehicle or private pleasure craft, which is not located in an enclosed structure such as a garage, shall be allowed per residential lot. Canoes and other crafts less than 12 feet in length shall be exempt from this requirement. On lots larger than one acre, one additional recreational vehicle or private pleasure craft which is not located in an enclosed structure is allowed for each half-acre of area over one acre.
 - 2. No vehicle or pleasure craft shall be lived in, have housekeeping maintained, or have hook-up to utilities while parked or stored on, or otherwise attached or moored to, a lot used for residential zoning purposes or a lot in a residential zoning district.
 - 3. A recreational vehicle or pleasure craft may be parked anywhere on a residential lot for up to 24 hours for the purposes of loading or unloading the vehicle.

19.507.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking (cont.)

C.

4. Current regulations related to the location of RV and boat parking are vague. The intent of this regulation is to encourage these vehicles to be parked in a side or rear yard, and allow them to be parked on a gravel surface. The proposed regulations do not limit the location of RVs or boats on a property or require a setback. The regulations only address the surface on which such vehicles are parked and how they gain access to a property.

4. Recreational vehicles and pleasure craft must be stored on a surface that meets the requirements of Subsection 19.507.1.F.1 or 19.507.1.F.2. Parking areas for recreational vehicle and pleasure craft are considered excess parking, and may be graveled as allowed by Subsection 19.507.1(F)(2). The prohibitions in Subsection 19.507.1(F)(2) on graveled areas in front yard or side yard setbacks are not applicable for areas where recreational vehicles and pleasure crafts are parked. Recreational vehicles and pleasure crafts may access parking areas only through an approved driveway approach.

19.508 Loading

The regulations for loading areas remain essentially the same as the existing chapter. The discretion to require loading areas remains with the Planning Director. The ratios for the amount of loading spaces that should be required have been updated based on the TGM Model Code.

19.508 Loading

19.508.1 General Provisions.

- A. The purpose of off-street loading areas is to contain loading activity of goods on-site and avoid conflicts with travel in the public right of way; provide for safe and efficient traffic circulation on the site; and minimize the impacts of loading areas to surrounding properties.
- B. Off-street loading areas may be required for commercial, industrial, public, and semipublic uses for the receipt or distribution of merchandise, goods, or materials by vehicles. Off-street loading is not required in the DS and DO zones.

19.508.2. Number of Loading Spaces.

The Planning Director shall determine whether to require off-street loading for commercial, industrial, public, and semipublic uses. The guidelines listed below should be required unless the Planning Director finds that a different number of loading spaces are needed upon reviewing the loading needs of a proposed use.

- A. Residential buildings. Buildings where all of the floor area is in residential use should meet the following standards:
 - 1. Fewer than 50 dwelling units on a site that abuts a local street: No loading spaces are required.
 - 2. All other buildings: One space.
- B. Non-residential and mixed-use buildings. Buildings where any floor area is in non-residential uses should meet the following standards:
 - 1. Less than 20,000 square feet total floor area: No loading spaces required.
 - 2. 20,000 to 50,000 square feet of total floor area: One loading space.
 - 3. More than 50,000 square feet of total floor area: Two loading spaces.

19.508.3 Loading Space Standards.

- A. Loading spaces shall be at least 35 feet long and 10 feet wide, and shall have a height clearance of at least 13 feet
- B. Loading areas shall be provided on the site and be separate from parking stalls.
- C. Off-street loading areas shall have a durable and dust-free hard surface. Permeable paving surfaces may be used to reduce surface water runoff and protect water quality.
- D. Lighting of loading areas shall conform to the standards of Subsection 19.506.3.F.
- E. Off-street loading areas for materials and merchandise shall observe the minimum front and side yard requirements for structures.
- F. Off-street loading areas shall be located where not a hindrance to drive aisles, walkways, public or private streets, or adjacent properties.

19.508.4 Prohibitions

- A. Loading activity for a site, regardless of whether loading spaces are required, shall not obstruct travel within the right of way.
- B. Storage Prohibited. The accumulation of goods in loading areas shall be prohibited when it renders the space useless for loading and unloading of goods and passengers.

19.509 Bicycle Parking

No substantive changes have been made to this section.

19.509 Bicycle Parking

19.509.1 Applicability.

Bicycle parking shall be provided for all new commercial, industrial, community service use, and multifamily residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands) and storage units are exempt from this section. Bicycle parking shall be provided in the downtown zones and at transit centers.

19.509.2 Quantity of Spaces.

- A. The number of bicycle parking spaces shall be at least 10% of the minimum required automobile parking for the use. In no case shall less than two (2) spaces be provided. The number of bicycle parking spaces at transit centers shall be provided at the ratio of at least 1 space per 100 daily boardings.
- B. Covered or Enclosed Bicycle Parking. A minimum of 50% of the bicycle spaces shall be covered and/or enclosed (lockers) in either of the following situations:
 - 1. When 10% or more of automobile parking is covered; or,
 - 2. If more than 10 bicycle parking spaces are required.

19.509.3 Space Standards and Racks.

- A. The dimension of each bicycle parking space shall be a minimum of two and one-half (2½) by six (6) feet. A five (5)-foot-wide access aisle must be provided. If spaces are covered, seven (7) feet of overhead clearance must be provided. Bicycle racks must be securely anchored and designed to allow the frame and one (1) wheel to be locked to a rack using a high security, U-shaped, shackle lock.
- B. Lighting shall conform to the standards of Subsection 19.506.3.F.

19.509.4 Location.

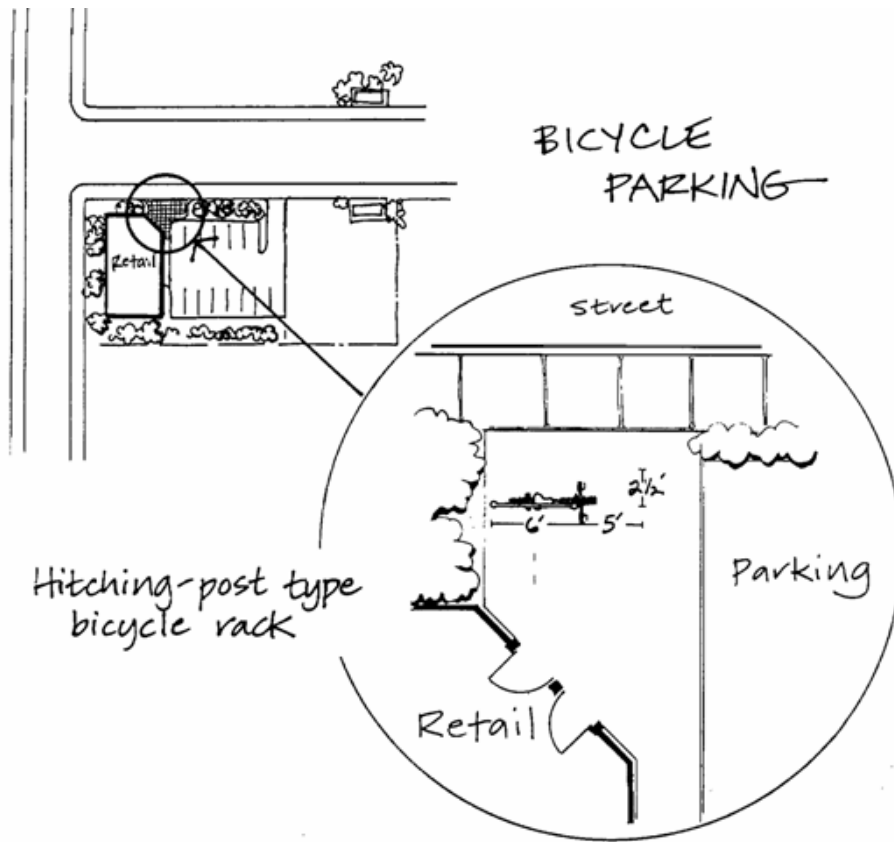
- A. Bicycle parking facilities shall be:
 - 1. Located within fifty (50) feet of the main building entrance;
 - 2. Closer to the entrance than the nearest automobile parking space;
 - 3. Designed to provide direct access to a public right-of-way;
 - 4. Dispersed for multiple entrances;
 - 5. In a location that is visible to building occupants or from the main parking lot;
 - 6. Designed not to impede pedestrians along sidewalks or public rights-of-way; and
 - 7. Separated from vehicle parking areas by curbing or other similar physical barriers.
- B. The public right-of-way may be utilized for bicycle parking when parking cannot be reasonably accommodated on the site and the location is convenient to the building's front entrance. The bicycle parking area in the right-of-way must leave a clear, unobstructed width of sidewalk that meets the Engineering Department's Public Works Standards for sidewalk passage. See Figure 19.505 for illustration of space and locational standards. A Right-of-Way permit is required.

19.509 Bicycle Parking

No substantive changes have been made to this section.

Figure 19.509

BICYCLE PARKING



19.510 Carpool and Vanpool Parking

No substantive changes have been made to this section. One phrase was added to Subsection 19.510.B to clarify how the spaces are calculated with respect to the parking reduction allowed by 19.502.3.

19.510 Carpool and Vanpool Parking

19.510.1 Applicability.

New industrial, institutional, and commercial development with 20 or more required parking spaces shall provide carpool/vanpool parking.

19.510.2 Number of Spaces.

The number of carpool/vanpool parking spaces shall be at least 10% of the minimum amount of required parking spaces. The minimum amount of required parking spaces shall take into account the reduction in the minimum amount of required parking spaces allowed by Subsection 19.505.3.B.4.

19.510.3 Location.

Parking for carpools/vanpools shall be located closer to the main entrances of the building than other employee or student parking, except parking spaces designated for use by the disabled.

19.510.4 Standards.

Carpool/vanpool spaces shall be clearly designated with signs or pavement markings for use only by carpools/vanpools.

19.511 Parking Structures

This is an existing section; the majority of it has not been modified. The changes are described below.

19.511.1 Review Procedures.

Currently, structured parking can be processed as a building permit since there is no review process specified. The design standards are discretionary and should have some type of associated land use review. The proposed code allows structured parking to be evaluated as a Type II review if there will be 20 or fewer spaces, and requires Minor Quasi-judicial review for larger structures. The allowance for a Type II review is to facilitate development of small parking structures.

19.511.2 Compliance with Other Sections of Chapter 19.500.

The first section establishes that structured parking counts toward any parking required by Section 19.505, and that spaces may be exempt per Subsection 19.505.3.A. The second section exempts spaces in parking structures from the dimensional requirements so long as the parking area can function safely. Parking structures typically have a higher number of spaces per square foot, and it is beneficial to accommodate as much parking as possible within a given structure. It is common for cities to exempt spaces and drive aisles in parking structures from the requirements for surface parking.

This flexibility replaces the current allowance for an alternative parking plan. This was a requirement for any structured parking proposal under the existing code, though it was not clear what an alternative parking plan includes or how to review it.

A subsection related to parking structure height was deleted. It required that parking structures meet the height requirements of their base zone unless otherwise permitted by the City. This subsection was unclear and essentially constituted a variance.

19.511.4 Standards and Design Criteria for Structured Parking.

The standards and criteria in this section are mostly the same as the existing standards and criteria. They have been modified in some cases for clarity.

19.511 Parking Structures

The purpose of this section is to regulate the design and location of structured parking, and to provide appropriate incentives for the provision of structured parking.

19.511.1 Review Procedures.

Applications for parking structures with fewer than 20 spaces are subject to Type II Review, per the procedures of Section 19.1011.2. Applications for parking structures with 20 spaces or more shall be reviewed by the planning commission at a public hearing per subsection 19.1011.3, Minor Quasi-Judicial Review.

19.511.2 Compliance with Other Sections of Chapter 19.500.

- A. Spaces in parking structures can be used to satisfy the minimum quantity requirements of Section 19.505. Spaces in parking structures are exempt from counting against maximum parking allowances, per Subsection 19.505.3.A.
- B. The space and drive aisle dimensions required in Subsection 19.506 may be reduced in structured parking. These dimensions may be reduced if the applicant can demonstrate that the reduced dimensions can safely accommodate parking and maneuvering for standard passenger vehicles.

19.511.3 Permitted Zones.

Structured parking, including underground parking, shall be permitted in the DS, DC, DO, DR, C-L, C-G, M, C-CS, CSU, and BI zones.

19.511.4 Standards and Design Criteria for Structured Parking.

In addition to the standards in this subsection, parking structures shall also comply with the development standards, design standards, and design guidelines for the base zone(s) in which the structure will be located.

- A. A minimum of 75% of the length of any façade of a parking structure that faces a street must be commercial space. Any wall facing a street shall provide ground-floor windows or wall openings. Blank walls are prohibited.
- B. The structure shall be compatible with related structures on the lot in terms of appearance, size, scale, and bulk.
- C. The required yard setbacks between the property line and the structure shall be landscaped per the requirements of subsection 19.506.D.1 and 19.506.D.2.
- F. The structure shall provide safe pedestrian connections between parking structure and the public sidewalk or principal building.
- G. The structure shall provide adequate lighting to ensure motorist and pedestrian safety within the structured parking facility and connecting pedestrian ways to the principal building.

19.511.5 Incentives for Provision of Structured Parking

- A. This current incentive allows an additional 0.5 square feet of development for every one square foot of structured parking. A clarification is proposed to make this 0.5 square feet of additional floor area. Without this, it is not clear what standard the additional square feet of development is in reference to.

19.511.5 Incentives for Provision of Structured Parking.

- A. An applicant shall be allowed an additional 0.5 square feet of floor area above the maximum allowed floor area ratio for every one (1) square foot of structured parking provided. The applicant shall meet the other requirements of the development standards for the base zone in which it is located.
- B. If structured parking is underground, the applicant shall be relieved from subsection 19.511.3.C and can locate the underground structure within any part of the setback and yard area.

19.103 Definitions.

Commercial Vehicle - this is a new definition for purposes of the zoning code. It is easier to interpret and enforce than the existing commercial vehicle section of the parking chapter. The enclosed area portion is meant to include small 'box trucks" that are used for commercial purposes, but are not higher than 9 feet above ground.

New construction - the phrase to be added corrects an inconsistency within the definition of new construction.

Structured Parking - This definition clarifies what is meant by structured parking for purposes of applying Section 19.511.

19.103 Definitions.

“Commercial Vehicle” means a vehicle deigned for or used primarily for commercial purposes, and is either 9 feet tall or taller as measured from ground height, or has an enclosed storage area greater than 6 feet in height and 9 feet in length. Recreational vehicles that are not used for profit are not considered commercial vehicles.

“New construction” means development on a site that was previously undeveloped or from which previously existing structures have been demolished. New construction can also occur on sites with existing structures. New construction includes the following: (1) new structures, (2) new additions to existing structures, and (3) reconstruction of fully or partially demolished structures.

“Structured Parking” means a structure in which vehicle parking is accommodated on multiple stories, a vehicle parking area that is underneath all or part of any story of a structure, or a vehicle parking area that is entirely covered and has a parking surface at least 8 feet below grade. Structured parking does not include garages or carports.

19.312.4 Development Standards.

B. Explanation of Development Standards.

10. Off-Street Parking.

- a. Currently, this subsection exempts the DS and some DO areas from ALL of Chapter 19.500. This exemption includes design standards, bicycle parking, and other items that should apply to parking areas, regardless of location. The proposed amendments exempt these areas only from the quantity requirements and from landscaping requirements in the case of small parking areas.
- b. The proposed amendment clarifies that all of Chapter 19.500, not just the quantity requirements, apply.

19.312.4 Development Standards.

B. Explanation of Development Standards.

10. Off-Street Parking. The desired character for the downtown storefront zone, particularly along Main Street, is defined by a continuous facade of buildings close to the street, with adjacent on-street parking.
 - a. Development in the downtown storefront zone, and the portion of the downtown office zone located to the north of Washington Street and east of McLoughlin Boulevard, is exempt from the sections of Chapter 19.500 listed below off-street parking requirements. All other standards and provisions of Chapter 19.500 are applicable.
 - i. The maximum and minimum quantity requirements for vehicle parking in Section 19.505.
 - ii. Parking areas with ten or fewer spaces are exempt from the landscaping requirements of Subsection 19.506.2.
 - b. With the exception of the two areas identified in subsection (B)(10)(a) above, ~~the minimum and maximum parking standards specified in~~ standards and provisions of Chapter 19.500 shall apply to development in the downtown zones.
 - c. Off-street surface parking lots (including curb cuts) shall not be located within fifty feet of the Main Street right-of-way except where the pPlanning Commission makes a finding in a public hearing that:
 - i. The overall project meets the intent of providing a continuous facade of buildings close to Main Street;
 - ii. The off-street parking area or curb cut is visually screened from view from Main Street; and
 - iii. The community need for the off-street parking area or curb cut within fifty feet of Main Street outweighs the need to provide a continuous facade of buildings in that area.

19.321 Community Service Use CSU

19.321.10 Specific Standards for Institutions - Public, Private, Religious, and Other Facilities not Covered by Other Standards

- J. This section of code is in the existing off-street parking chapter. Since it applies to uses that are Community Service Uses, it is proposed to be moved to the Community Service Use section of the code.

19.321 Community Service Use CSU

19.321.10 Specific Standards for Institutions – Public, Private, Religious, and Other Facilities not Covered by Other Standards

J. Park-and-ride facilities may be encouraged for institutions along transit routes. These uses have days and hours not in conflict with weekday use (e.g., churches, fraternal organizations) and may be encouraged to allow a portion of their parking area to be used for a park-and-ride lot.

19.403.1 Storage in front yard.

This subsection is deleted. It applies only to vehicle storage, and not storage of items in general. It is proposed to be incorporated into Section 19.507.

19.403.1 Storage in front yard.

~~Vehicles that are partially dismantled or do not have a valid state license shall not be stored more than ten (10) days in a required front yard or street side yard. All vehicles, licensed or unlicensed, shall be stored in driveway areas only. Vehicles used for commercial purposes (such as trucks) shall be screened or stored from view of the street.~~

19.602.10 Type 2 Accessory Dwelling Unit.

A. Requirements for conversion of existing space or addition:

2. This section now references the parking requirements of Chapter 19.500 rather than containing the quantity requirements in the Conditional Use chapter.

19.602.10 Type 2 Accessory Dwelling Unit.

A Type 2 accessory dwelling unit may be allowed in conjunction with a detached single-family dwelling by conversion of existing space, or by means of an addition.

A. Requirements for conversion of existing space or addition:

2. Off street parking shall be provided in accordance with Chapter 19.500 ~~One (1) off-street parking space is provided for the accessory unit in addition to the required parking for the primary dwelling;~~

References for the Parking Chapter Updates

Project Consultants

- Scot Siegel, AICP; Siegel Planning Services LLC; May – August 2009
- Ben Schonberger, AICP; Winterbrook Planning, May –November 2008
- Rick Williams; Rick Williams Consulting, August 2007

Studies, Reports, and Presentations

- “New Concepts in Parking Codes”, presented by Beverly Bookin, AICP; The Bookin Group LLC, presented May 15, 2008 at the 2008 Oregon American Planning Association Conference.
- “The Parking Handbook for Small Communities”; Elizabeth Jackson, Linda Glison (editor); *National Trust for Historic Preservation, and the Institute for Transportation Engineers (1994)*.
- “Parking Solutions”; American Planning Association Planning Advisory Service, Essential Information Packet 24 (September 2009).
- “Parking Standards”; edited by Michael Davidson and Fay Dolnick; *American Planning Association Planning Advisory Service, Report # 510/511 (2002)*.

Parking Regulations of Other Jurisdictions

- City of Bend – Chapter 3.3
- City of Lake Oswego – Article 50.55
- City of Oregon City – Chapter 17.52
- City of Portland – Chapter 33.266
- City of Tigard – Chapter 18.765
- City of Wilsonville – Section 4.155
- Clackamas County – Section 1007.07
- Metro Regional Code, Chapter 3.07, Title 2, Regional Parking Policy
- *Model Development Code and User’s Guide for Small Cities*, State of Oregon Transportation Growth Management Program (June 2005).