# 33.266 Parking, Loading, And Transportation And Parking Demand Management

# 266

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## 33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas, and requirements for transportation demand management plans. Other titles of the City Code may regulate other aspects of parking and loading.

## Motor Vehicle Parking

## 33.266.100 General Regulations

**A. Where the regulations apply.** The regulations of this chapter apply to all parking areas in all zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.

**B. Occupancy.** All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.

**C. Calculations of amounts of required and allowed parking.**

1. The number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.2., below. When there are two or more separate

primary uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual primary uses. When there are two or more instances of the same primary use on the site, the required or allowed parking is based on the total square footage of all those same uses added together. For joint use parking, see Paragraph 33.266.110.B., below.

2. When more than 20 percent of the net building area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The required or allowed parking would be computed separately for the office and warehouse uses.

3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.

4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

**D. Use of required parking spaces.** Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

**E. Proximity of parking to use.** Required parking spaces must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

**F. Stacked parking.** Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. Automated stacked parking and tandem parking for individual dwelling units are exempt from the attendant and guarantee requirements. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.

**G. Office of Transportation review.** The Office of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways – Permits and Conditions.

## 33.266.110 Minimum Required Parking Spaces

**A. Purpose.** The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will

encourage carpool use. Providing opportunities to install electric vehicle chargers within parking areas encourage electric vehicles as an alternative to vehicles that burn fossil fuels.

**B. Minimum number of required parking spaces.**

1. Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds:
    a. Household Living uses. No parking is required for Household Living uses in the single-dwelling zones. For all other zones, the minimum number of required parking spaces for a site with a Household Living use is:
        (1) Where there are up to 30 dwelling units on the site, no parking is required;
        (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;
        (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and
        (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.
    b. All other uses. No parking is required for all other uses.
2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service, the following minimum parking requirements apply:
    a. Household Living uses.
        (1) Single-dwelling zones. No parking is required for Household Living uses in the single-dwelling zones.
        (2) All other zones. The minimum number of parking spaces required for Household Living uses in all other zones is stated in Table 266-1.
    b. All other uses.
        (1) Group Living. No parking is required for Group Living uses in single-dwelling zones that do not require a conditional use review. The minimum number of parking spaces required for all other Group Living uses is stated in Table 266-1.
        (2) All other uses. The minimum number of parking spaces required is stated in Table 266-1.
3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are

allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:

a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;

b. The location and number of parking spaces that are being shared;

c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

**C. Required carpool parking spaces.** For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

2. The spaces must be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

**D. Required electric vehicle charging spaces.** For Commercial Parking uses and for sites with 5 or more dwelling units, the following standards must be met:

1. Commercial Parking. For Commercial Parking uses, at least 20 percent of the total number of parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 electric vehicle charger.

2. In buildings with five or more dwelling units, if parking spaces are provided for any of the dwelling units, the following standards apply:

a. If between one and six spaces are provided for dwelling units, 100 percent of the spaces must include electrical conduit adjacent to the spaces that will allow for installation of at least a Level 2 electric vehicle charger.

b. If seven or more spaces are provided for dwelling units, 50 percent, or six, whichever is greater of the parking spaces provided must include electrical conduit adjacent to the spaces that will allow for installation of at least a Level 2 electric vehicle charger.

**E. Exceptions to the minimum number of parking spaces.** The minimum number of required parking spaces may be reduced as follows:

1. Affordable housing exceptions. The minimum number of required parking spaces may be reduced to zero when the applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus, or the requirements of the deeper housing

affordability bonus of Section 33.120.211. This exception does not apply if the applicant pays a fee-in-lieu of complying with the requirements of Chapter 33.245, Inclusionary Housing, or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.

2. Historic resource exception. The minimum number of required parking spaces may be reduced to zero on sites that contain a Historic Landmark, Conservation Landmark, or National Register Landmark and on sites located within a Historic District, Conservation District, or National Register District.

3. Other exceptions. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this Paragraph. The 50 percent limit applies cumulatively to all exceptions in this Paragraph:

   a. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.

   b. Replacement of parking areas with non-required bicycle parking. Bicycle parking may substitute for up to 25 percent of required parking. For every 5 non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

   c. Replacement of existing parking areas with required bicycle parking. Existing required parking spaces may be converted to bicycle parking to accommodate required bicycle parking minimums. The amount of parking spaces required is reduced by the amount needed to accommodate the minimum bicycle parking required.

   d. A transit-supportive plaza may substitute for up to 10 percent of the required parking on sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street. Existing parking areas may be converted to take advantage of these provisions. The plaza must meet the following regulations. Adjustments to the regulations of this Subparagraph are prohibited:

      (1) The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;

      (2) The plaza must be at least 300 square feet in area and be shaped so that a 10 foot x 10 foot square will fit entirely in the plaza;

      (3) The plaza must be open to the public. The owner must record a public access easement that allows public access to the plaza; and

      (4) The plaza must include all of the following elements:

      - A bench or other sitting area with at least 5 linear feet of seating;
      - A shelter or other weather protection that covers at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and

- Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.

e. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

f. Car-sharing parking spaces may substitute for required parking if all of the following are met:

(1) For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by 2 spaces, up to a maximum of 25 percent of the required parking spaces;

(2) The car-sharing parking spaces must be shown on the building plans; and

(3) A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.

g. City of Portland bike-sharing stations may substitute for required parking if all of the following are met:

(1) A City of Portland bike-sharing station providing 15 docks and 10 shared bicycles reduces the motor vehicle parking requirement by 3 spaces. The provision of each addition of 4 docks and 2 shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;

(2) The bike-sharing station must be adjacent to, and visible from the street, and must be publicly accessible;

(3) The bike-sharing station must be shown on the building plans; and

(4) A copy of the signed agreement between the property owner and the Portland Bureau of Transportation must be submitted before the building permit is approved.

**Table 266-1**
**Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]**

| Zone | Requirement |
|---|---|
| OS, RF – R2.5, RMP, EG, I, IR | Minimum is Standard A in Table 266-2.<br><br>Maximum is Standard B in Table 266-2. |
| RM1-RM4, CR, CM1, CM2, CM3, CE, CI | Minimum for sites that are 10,000 square feet or less in size: No minimum except for Household Living, which has the following minimums:<br>0 for 1 to 30 units;<br>0.20 per unit for 31-40 units;<br>0.25 per unit for 41-50 units; and<br>0.33 per unit for 51+ units.<br>Minimum for all other sites is Standard A in Table 266-2<br><br>Maximum is Standard B in Table 266-2. |
| EX | No minimum except for Household Living, which has the following minimums:<br>0 for 1 to 3 units;<br>1 per 2 units for four+ units; and<br>SROs are exempt.<br><br>Maximum is Standard A in Table 266-2, except:<br>1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area.<br>2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area.<br>3) General office – Maximum is 1 per 400 sq. ft. of net building area.<br>4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of net building area. |
| RX, CX | No minimum except for Household Living, which has the following minimums:<br>0 for 1 to 30 units;<br>0.2 per unit for 31-40 units;<br>0.25 per unit for 41-50 units; and<br>0.33 per unit for 51+ units.<br><br>Maximum is Standard B in Table 266-2. |

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.
[2] Uses subject to a Conditional Use, Impact Mitigation Plan, or Transportation Impact review may establish different parking minimum and maximum requirements through the review.

**Table 266-2**
**Parking Spaces by Use [2]**
**(Refer to Table 266-1 to determine which standard applies.)**

| Use Categories | Specific Uses | Standard A | Standard B |
|---|---|---|---|
| **Residential Categories** | | | |
| Household Living | | 1 per 2 units, except SROs exempt | None, except 1.35 per unit on sites that are both in a commercial/mixed use or multi-dwelling zone and close to transit (close to transit is described in 33.266.110.B.1.) Houses, attached houses and duplexes are exempt. |
| Group Living | | 1 per 4 bedrooms | None |
| **Commercial Categories** | | | |
| Retail Sales And Service | Retail, personal service, repair oriented | 1 per 500 sq. ft. of net building area | 1 per 196 sq. ft. of net building area |
| | Restaurants and bars | 1 per 250 sq. ft. of net building area | 1 per 63 sq. ft. of net building area |
| | Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys | 1 per 330 sq. ft. of net building area | 1 per 185 sq. ft. of net building area |
| | Temporary lodging | 1 per rentable room; for associated uses such as restaurants, see above | 1.5 per rentable room; for associated uses such as restaurants, see above |
| | Theaters | 1 per 4 seats or 1 per 6 feet of bench area | 1 per 2.7 seats or 1 per 4 feet of bench area |
| **Commercial Categories** | | | |
| Office | General office | 1 per 500 sq. ft. of net building area | 1 per 294 sq. ft. of net building area |
| | Medical/Dental office | 1 per 500 sq. ft. of net building area | 1 per 204 sq. ft. of net building area |
| Quick Vehicle Servicing | | 1 per 500 sq. ft. of net building area | 1 per 196 sq. ft. of net building area |
| Vehicle Repair | | 1 per 750 sq. ft. of net building area [1] | 1 per 500 sq. ft. of net building area |
| Commercial Parking | | None | None |
| Self-Service Storage | | 1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings. | 2 per resident manager's facility, plus 5 per leasing office, plus 1 per 67 leasable storage spaces in multi-story buildings. |
| Commercial Outdoor Recreation | | 20 per acre of site | 30 per acre of site |
| Major Event Entertainment | | 1 per 8 seats | 1 per 5 seats |

| | | | |
|---|---|---|---|
| **Industrial Categories** | | | |
| Manufacturing And Production | | 1 per 750 sq. ft. of net building area [1] | 1 per 500 sq. ft. of net building area |
| Warehouse And Freight Movement | | 1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter [1] | 1 per 500 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 2,500 sq. ft. of net building area thereafter |
| Wholesale Sales, Industrial Service, Railroad Yards | | 1 per 750 sq. ft. of net building area [1] | 1 per 500 sq. ft. of net building area |
| Waste-Related | | See note [2] | See note [2] |
| **Institutional Categories** | | | |
| Basic Utilities | | None | None |
| Community Service | | 1 per 500 sq. ft. of net building area | 1 per 196 sq. ft. of net building area |
| Parks And Open Areas | | Per CU review for active areas | Per CU review for active areas |
| Schools | Grade, elementary, middle, junior high | 1 per classroom | 1.5 per classroom |
| | High school | 7 per classroom | 10.5 per classroom |
| Medical Centers | | 1 per 500 sq. ft. of net building area | 1 per 204 sq. ft. of net building area |

**Table 266-2**
**Parking Spaces by Use [2]**
**(Refer to Table 266-1 to determine which standard applies.)**

| Use Categories | Specific Uses | Standard A | Standard B |
|---|---|---|---|
| Colleges | | 1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms | 1 per 400 sq. ft. of net building area exclusive of dormitories, plus 1 per 2.6 dorm rooms |
| Religious Institutions | | 1 per 100 sq. ft. of main assembly area | 1 per 67 sq. ft. of main assembly area |
| Daycare | | 1 per 500 sq. ft. of net building area | 1 per 330 sq. ft. of net building area |
| **Other Categories** | | | |
| Agriculture | | None | None |
| Aviation | | See note [2] | See note [2] |
| Detention Facilities | | See note [2] | See note [2] |
| Mining | | See note [2] | See note [2] |
| Radio Frequency Transmission Facilities | Personal wireless service and other non-broadcast facilities | None | None |
| | Radio or television broadcast facilities | 2 per site | None |
| Rail Lines & Utility Corridors | | None | None |

Notes:
[1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
[2] Uses subject to a Conditional Use, Impact Mitigation Plan, or Transportation Impact review may establish parking minimum and maximum requirements through the review.

### 33.266.115 Maximum Allowed Parking Spaces

**A. Purpose.** Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.

**B. Maximum number of parking spaces allowed.** Regulations in a plan district or overlay zone may supersede the regulations in this Subsection.

1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:
   a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2, except as specified in Subparagraph B.1.b.;
   b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds.
2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:
   a. Generally. There is no maximum number of parking spaces, except as provided in Subparagraph B.2.b;
   b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.
3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both Subparagraphs B.3.a. and b. are met, and either Subparagraph B.3.c. or d. is met:
   a. The site is at least eight acres in area;
   b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and
   c. At least 700 of the accessory parking spaces are in a structure; or
   d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

## 33.266.120 Development Standards for Houses, Duplexes, Triplexes, and Fourplexes

**A. Purpose.** The size and placement of vehicle parking areas are regulated in order to enhance the appearance and pedestrian experience of neighborhoods.

**B. Structures these regulations apply to.** The regulations of this section apply to houses, attached houses, duplexes, attached duplexes, triplexes, fourplexes, manufactured homes, and houseboats. The regulations apply to all parking areas. The following are exceptions to this requirement:

1. Parking that is in a parking tract is subject to the standards of Section 33.266.130 instead of the standards of this section. However, perimeter landscaping is not required where the parking tract abuts a lot line internal to the site served by the tract.

2. Parking for manufactured dwelling parks is regulated in Chapter 33.251.

**C. Parking area locations.**

1. Vehicle area. The following standards apply to the location of vehicle area:
   a. Vehicle area is prohibited between the primary structure and the street except as follows. This standard does not apply to houses on lots that are at least 32 feet wide:
      (1) Parking spaces located entirely behind the front and side street building lines of a primary structure are allowed; and
      (2) Driveways to parking spaces located entirely behind the front and side street building lines of a primary structure are allowed.
   b. No more than 40 percent of the land area between the front lot line and the front building line may be paved or used for vehicle areas. See Figure 266-2. On corner lots, no more than 20 percent of the land area between the side street lot line and the side street building line may be paved or used for vehicle areas. For attached houses, this standard applies to the combined lot lines of attached house lots. As an exception to the area limitations in this subparagraph, a flag lot with a pole that allows vehicle access is allowed at least a 12-foot wide vehicle area.
2. Parking spaces. The following standards apply to the location of parking spaces:
   a. Generally, parking spaces are not allowed within the first 10 feet from a front lot line, and on corner lots, parking spaces are not allowed within the side street setback.
   b. Exceptions.
      (1) A parking space is allowed within the first 10 feet from a front lot line or within a side street setback when the parking space is in a driveway behind a parking space that is located outside of the first 10 feet from a front lot line or outside of the side street setback. See Figure 266-1.
      (2) On lots where the front lot line abuts a common green or shared court, parking spaces are allowed within 10 feet of the front lot line.
3. Vehicle area access. If the lot abuts an alley, all parking and vehicle access to the site must be from the alley.
4. Parking in garages. Parking in garages is subject to the garage setback standards of the base zone, overlay zone or plan district.

**D. Parking space sizes.**

1. A parking space must be at least 9 feet by 18 feet.
2. The minimum driveway width on private property is 9 feet.
3. Shared driveways are allowed to extend across a property line onto abutting private properties if the following are met:
   a. The width of the shared driveway is at least 9 feet; and

b. There is a recorded easement guaranteeing reciprocal access and maintenance for all affected properties.

**E. Paving.**

1. Generally. All driveways and parking areas must be paved.

2. Exceptions.

a. Gravel surfaces may be approved by BDS when the abutting street or alley is not paved, and the applicant executes a covenant agreeing to pave the area if the street or alley is paved in the future.

b. Utility trailers and non-motorized accessory recreational vehicles may be stored on unpaved surfaces. A gravel surface is not required.

**Figure 266-1**
**Parking Space Locations**

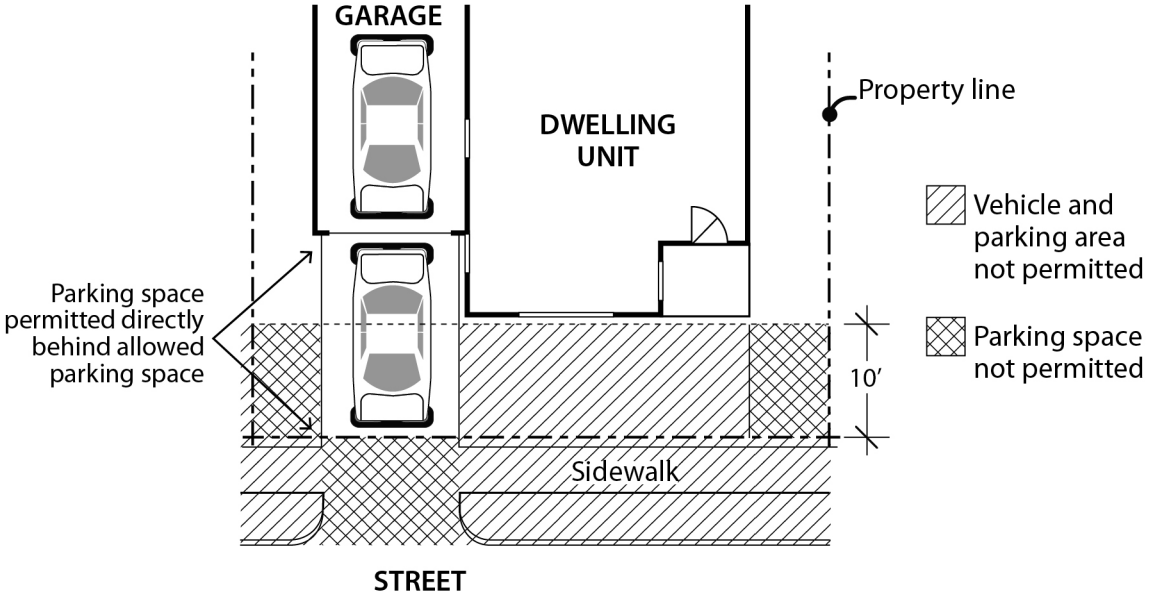
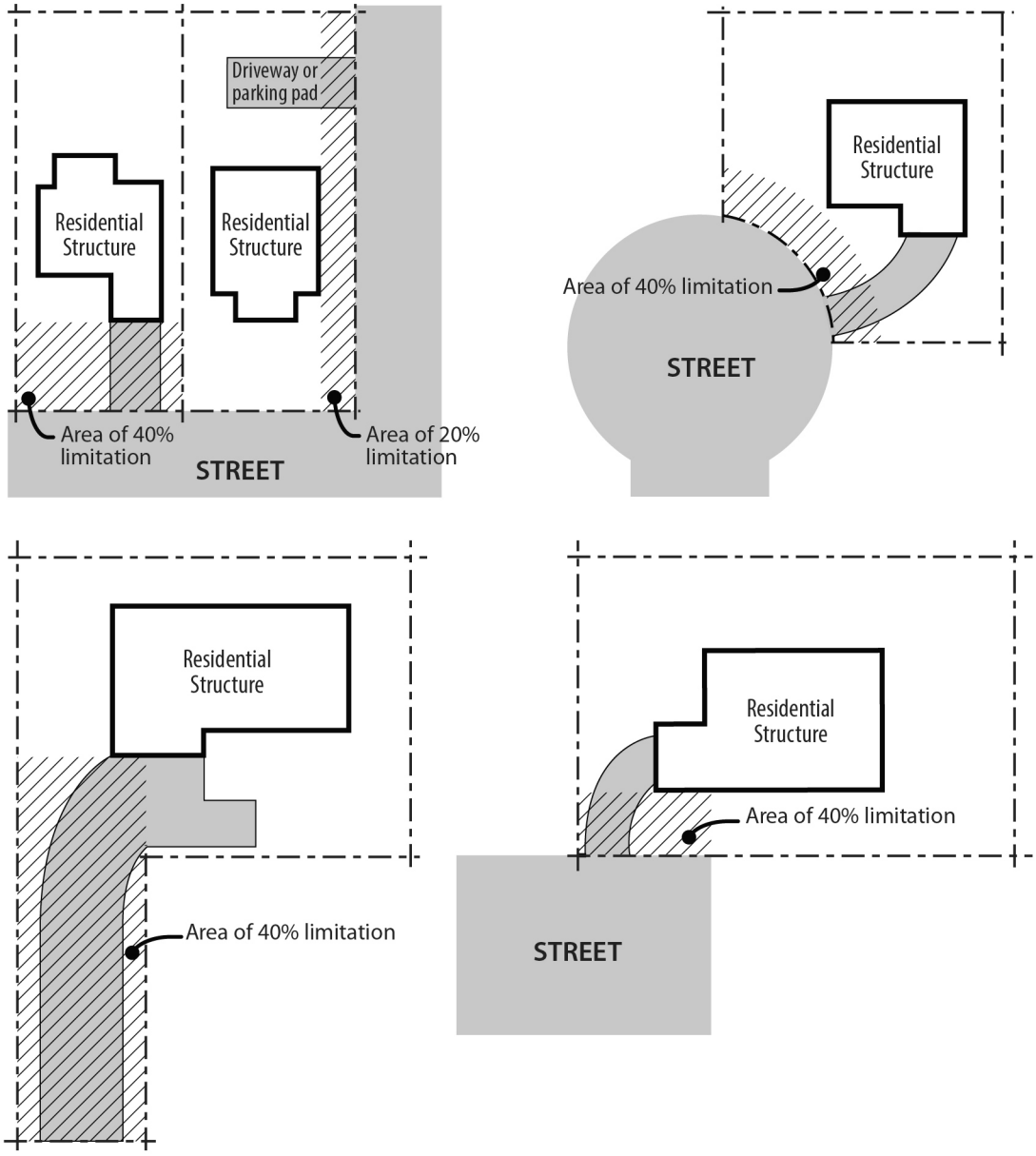


**Figure 266-2**
**Parking Area Limitation**




## 33.266.130 Development Standards for All Other Development

**A. Purpose.** The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations:

- Provide pedestrian access that is protected from auto traffic;
- Create an environment that is inviting to pedestrians and transit users, especially on transit streets and in Pedestrian Districts;
- Limit the prominence of vehicle areas along street frontages and create a strong relationship between buildings and the sidewalk;
- Create a sense of enclosure on transit and pedestrian street frontages; and
- Limit the size of paved parking area and the type of paving material allowed in order to limit increases in temperature associated with asphalt and reduce impacts from urban heat islands.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas;
- Decrease airborne and waterborne pollution; and
- Provide flexibility for locating electric vehicle chargers and equipment while limiting their impact on adjacent streets and lots.

**B. Where these standards apply.** The standards of this section apply to all vehicle areas whether required or excess parking, except for residential vehicle areas subject to the standards of 33.266.120.

**C. On-site locations and size of vehicle areas.**

1. Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3. Additionally, on sites in single dwelling zones or multi-dwelling zones that abut an alley and are 10,000 square feet or less in total site area, vehicle area may only be accessed from the alley.
2. Building setbacks for structures that contain vehicle areas.
    a. Structures that contain vehicle areas are subject to the building setbacks of the base zone, where exiting in a forward motion is provided.
    b. Structured parking that does not allow exiting in a forward motion in R Zones is subject to the garage entrance setback standard of the base zone.
    c. Structured parking that does not allow exiting in a forward motion in C, E, I, CI, or IR zones must be set back 18 feet from the street lot line.
3. Frontage limitation.

a. The standard of this Subparagraph applies outside the Central City plan district in the R20 through R2.5, RM1, RM2, RM3, RM4, and RMP zones. No more than 40 percent of the frontage on a street may be used for vehicle areas. On sites with more than one street frontage, this standard applies to the street with the highest transit designation. If two streets have the same highest transit classification, the applicant may choose on which street to meet the standard. Sites where there is less than 100 square feet of net building area are exempt from this standard.

b. The standard of this Paragraph applies outside the Central City plan district in the RX, CR, CM1, CM2, CM3, CE, CX, EG1, EX, CI, and IR zones. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50 percent of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas. Sites where there is less than 100 square feet of net building area are exempt from this standard.

4. Surface parking and driveway paving limitations. In the RM1 through RM4 zones, the following parking area and driveway size and paving material limitations apply:

a. No more than 30 percent of total site area may be paved or used for surface parking and driveways; and

b. Asphalt paving for surface parking and driveways may not cover more than 15 percent of total site area.

**D. Improvements.**

1. Paving. In order to control dust and mud, all vehicle areas must be paved. However, some portions of individual parking spaces may be landscaped per the standards of Paragraph F.4, below.

2. Striping. All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of Subsection F. below.

3. Protective curbs around landscaping. All perimeter and interior landscaped areas must have protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards, or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers.

| Table 266-3<br>Location of Vehicle Areas [1], [2] | | | |
|---|---|---|---|
| **Zone** | **General Standard** | **Exception for Through Lots and Sites with Three Frontages** | **Exception for Full-Block Sites** |
| **OS, RF, EG2, I** | No restrictions. | | |
| **RMP, IR, CE, EG1, CI; sites in RM1, RM2, and RM3 that are more than 10,000 square feet in total area; sites in CM1, CM2, and CM3 that are more than 2 acres in total area** | Vehicle areas not allowed between the portion of the building that complies with the maximum street setback and the transit street or streets in a Pedestrian District. | May have vehicle areas between the portion of the building that complies with the maximum street setback and one Local Service Transit Street. | May have vehicle areas between the portion of the building that complies with the maximum street setback and two Local Service Transit Streets. |
| **R20-R2.5, RM4, RX, CX, CR, EX;, sites in RM1, RM2, and RM3 that are 10,000 square feet or less in total area; sites in CM1, CM2, and CM3 that are 2 acres or less in total area** | Not allowed between a building and any street. | May have vehicle areas between the building and one Local Service Transit Street. | May have vehicle areas between the building and two Local Service Transit Streets. |

Notes:
[1] Driveways that provide a straight-line connection between the street and a parking area inside a building are not subject to these regulations.
[2] Vehicle areas that are separated from a street by a building are not subject to these regulations.

**E. Stormwater management.** Stormwater runoff from parking lots is regulated by the Bureau of Environmental Services. See Chapter 17.38, Drainage and Water Quality, and the City's Stormwater Management Manual, which contain requirements for managing stormwater in parking lot landscaping.

**F. Parking area layouts.**

1. Access to parking spaces.

   a. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle.

   b. All parking areas must be designed to allow vehicles to enter and exit the roadway in a forward motion, except:

      (1) Parking areas with one or two spaces whose only access is on a local service street;

      (2) Parking areas may be designed so that vehicles back out into an alley. However, there must be a maneuvering area of at least 20 feet between the end of each parking space and the opposite side of the alley. If the alley is less than 20 feet wide, some of this maneuvering area will be on-site.

2. Parking space and aisle dimensions. Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4. For stacked parking areas, see Section 33.266.140 below.

3. Parking for disabled persons. The Bureau of Development Services regulates the following disabled person parking standards and access standards through the Oregon Structural Specialty Code.
   - Dimensions of disabled person parking spaces and access aisles;
   - The minimum number of disabled person parking spaces required;
   - Location of disabled person parking spaces and circulation routes,
   - Curb cuts and ramps including slope, width and location;
   - Signage and pavement markings.

4. A portion of a standard parking space may be landscaped instead of paved, as follows:
   a. As shown in Figure 266-3, up to 2 feet of the front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space may be landscaped area;
   b. Landscaping must be ground cover plants; and
   c. The portion of the 2-foot wide area described in 4.a that is landscaped counts toward parking lot interior landscaping requirements and toward any overall site landscaping requirements. However, the landscaped area does not count toward perimeter landscaping requirements.

**Table 266-4**
**Minimum Parking Space and Aisle Dimensions [1,2]**

| Angle (A) | Width (B) | Curb Length (C) | 1 Way Aisle Width (D) | 2 Way Aisle Width (D) | Stall Depth (E) |
|---|---|---|---|---|---|
| 0° (Parallel) | 8 ft. | 22 ft. 6 in. | 12 ft. | 20 ft. | 8 ft. |
| 30° | 8 ft. 6 in. | 17 ft. | 12 ft. | 20 ft. | 15 ft. |
| 45° | 8 ft. 6 in. | 12 ft. | 12 ft. | 20 ft. | 17 ft. |
| 60° | 8 ft. 6 in. | 9 ft. 9 in. | 16 ft. | 20 ft. | 17 ft. 6 in. |
| 90° | 8 ft. 6 in. | 8 ft. 6 in. | 20 ft. | 20 ft. | 16 ft. |

Notes:
[1] See Figure 266-4.
[2] See Section 33.266.130.F.3 for information on parking spaces for the disabled.

**Figure 266-3**
**Landscaped area at front of parking space.**

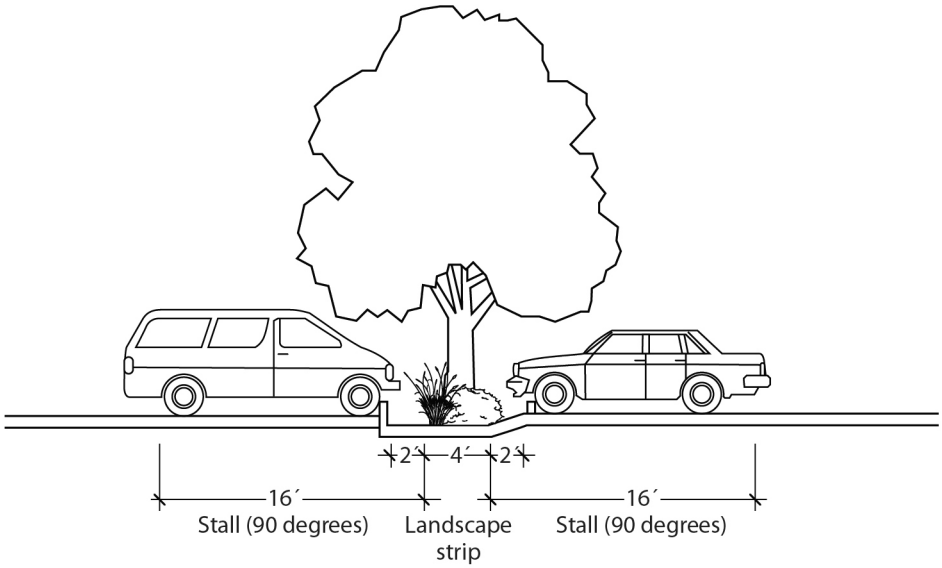
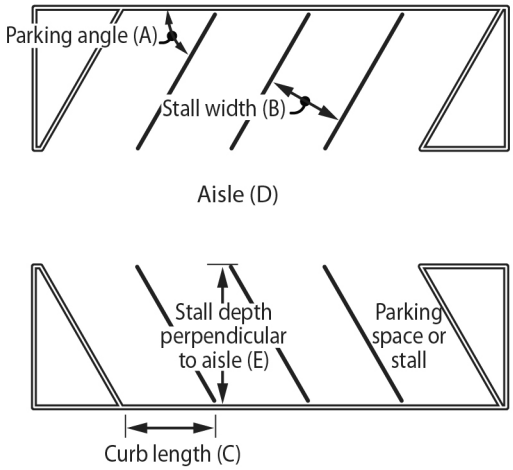



**Figure 266-4**
**Parking Dimension Factors**




5. Large parking areas in R, C, E, IR, and CI zones. In the R, C, E, IR, and CI zones, where a parking area on the site is more than 125,000 square feet, the parking area must contain the following elements. Parking areas in structures are not included in this total:

   a. Internal access ways must divide the parking area into smaller areas that are no greater than 55,000 square feet;

   b. These accessways must connect to the adjacent street at least every 250 feet; and

c. Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides. One of the following must be met:
- The sidewalks must be at least 10 feet wide and planted with trees. One large tree is required per 30 lineal feet of sidewalk, one medium tree per 22 lineal feet of sidewalk, or one small tree per 15 lineal feet of sidewalk. Trees of different sizes may be combined to meet the standard;
- Trees must be planted in the center of unpaved tree wells that must be at least 18 square feet in area, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
- The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard except that trees cannot be grouped.

d. The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

**G. Parking area setbacks and landscaping.**

1. All landscaping must comply with the standards of Chapter 33.248, Landscaping and Screening. Trees and shrubs must be fully protected from potential damage by vehicles.

2. Setbacks and perimeter landscaping.

a. Where these regulations apply. The regulations of this paragraph apply to:

(1) Surface parking areas abutting a lot line;

(2) Any portion of structured parking areas where the parking area is within 4 feet of adjacent grade and there is no roof over it;

(3) Driveways.

b. Exceptions.

(1) Shared driveways and parking aisles that straddle a lot line do not need to meet setback and perimeter landscaping requirements;

(2) Sites containing 5 or fewer parking spaces and developed only with residential development may provide a 3-foot-high fence meeting the F2 standards as an alternative to the perimeter setback and landscaping requirements on any lot line not abutting a street;

(3) Stacked parking areas must meet the requirements of Section 33.266.140, below.

c. Setbacks. The minimum required setbacks for surface parking areas are stated in Table 266-5. Unless allowed under 33.266.130.H, protective curbs, tire stops, bollards or other protective barriers are not allowed within the minimum required setbacks.

| Table 266-5<br>Minimum Parking Area Setbacks and Landscaping | | |
|---|---|---|
| **Location** | **All zones except EG2 and IG2** | **EG2, IG2** |
| Lot line abutting street | 5 ft. of L2 | 10 ft. of L2 |
| Lot line abutting a C, E, I, or CI zone lot line | 5 ft. of L2 | 5 ft. of L2 |
| Lot line abutting a OS, R, or IR zone lot line | 5 ft. of L3 | 10 ft. of L3 |

d. Perimeter landscaping. The minimum setbacks and landscaping standards required are provided in Table 266-5.

(1) Surface parking abutting streets, and C, E, I, and CI zones. Where a surface parking area abuts a street lot line, or a C, E, I, or CI zone lot line, only the minimum required setbacks must be landscaped. The landscaping must meet the L2 standard of Chapter 33.248, and must be adjacent to the parking area and driveway. Where a setback is provided that is greater than the required minimum, the landscaping must be placed within 25 feet of the edge of the parking area and driveway. To provide connectivity between sites, a single driveway up to 20 feet wide may interrupt the landscaping that abuts a C, E, or I zone lot line.

(2) Surface parking abutting OS, R, and IR zones. Where a surface parking area abuts an OS, R, or IR zone lot line, only the minimum required setbacks must be landscaped. The landscaping must meet the L3 standard of Chapter 33.248, and must be adjacent to the parking area and driveway. Where a setback is provided that is greater than the required minimum, the landscaping must be placed within 25 feet of the edge of the parking area and driveway.

3. Interior landscaping. The regulations of this paragraph apply to all surface parking areas except stacked parking areas. For stacked parking areas, see Section 33.266.140 below.

a. Amount of interior landscaping required. In all zones, interior landscaping must be provided for sites where there are more than 10 parking spaces on the entire site. At least 45 square feet of interior landscaped area must be provided for each parking space.

b. The landscape materials must comply with the P1 standard of Chapter 33.248.

c. The landscaping must be dispersed throughout the parking area. All of the required landscape area may be in the parking area, or some may be in the loading area.

d. Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four feet into the parking area from the perimeter landscape line.

e. Exception for existing parking lots. Where compliance with Subparagraph G.3.a, above, would result in the loss of existing required parking spaces, the amount of

parking required is reduced by the amount needed to accommodate the minimum landscaping required.

f. Layout of interior landscaped areas. The layout of the interior landscaped areas must meet either one or a combination of the standards of this subparagraph:

(1) Option 1: Landscape strips. See Figure 266-5.

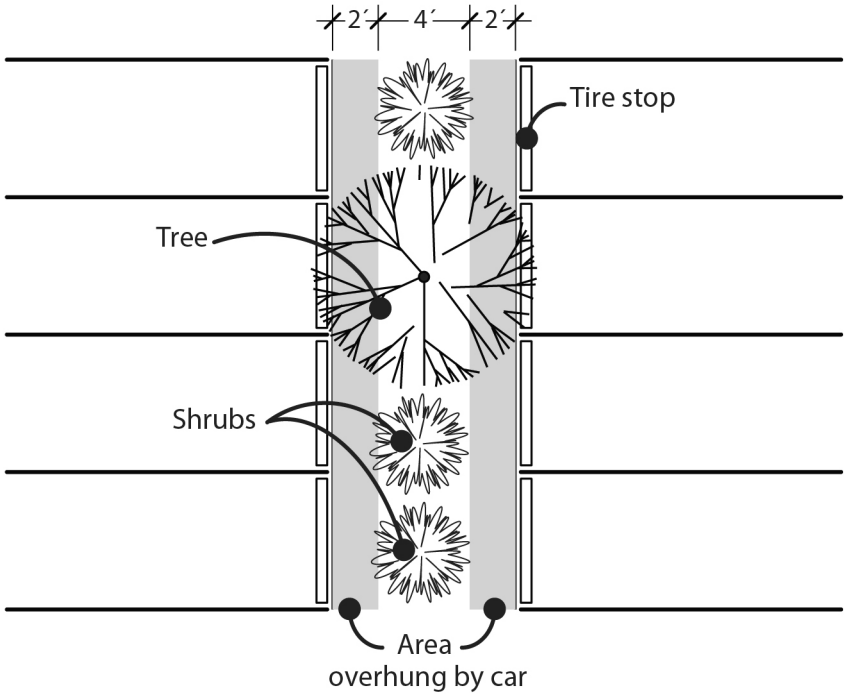
- Interior landscaping must be arranged in landscape strips at least four feet wide between rows of parking stalls.
- Where the front portions of parking stalls are landscaped as allowed by Paragraph F.4, the landscaped portion of the parking stall must be adjacent to the four-foot landscape strip.

**H. Electric vehicle chargers in parking areas.** Electric vehicle chargers, accessory equipment, and protective curbs, tire stops, bollards or other barriers needed to protect the charger or accessory equipment, may be located within parking areas, or adjacent to parking areas, subject to the following:

1. The chargers, accessory equipment, and protective barriers cannot be located more than 2 feet into required perimeter landscaping areas; and

2. The accessory equipment may be located anywhere on site but must be screened from the street and adjacent residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment.

**Figure 266-5**
**Landscape Strips**



(2) Option 2: Other landscape patterns. See Figure 266-6.

- Interior landscaping must be arranged in areas at the ends of rows of parking or between parking spaces within rows of parking.
- Interior landscaping may join perimeter landscaping as long as the interior landscape area extends at least 4 feet into the parking area from the perimeter landscape line.
- Landscaping that abuts, but does not extend into, the parking area may be included as interior landscaping if all of the following are met:
  - The abutting landscaped area must be in addition to required perimeter landscaping;
  - Only the first 10 feet of the abutting landscaped area, measured from the edge of the parking area, may be included as interior landscaping; and
  - The landscaped area is not abutting and parallel to required perimeter landscaping.

g. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum interior dimension of five feet. See Figure 266-7.

**Figure 266-6**
**Other Landscape Patterns**

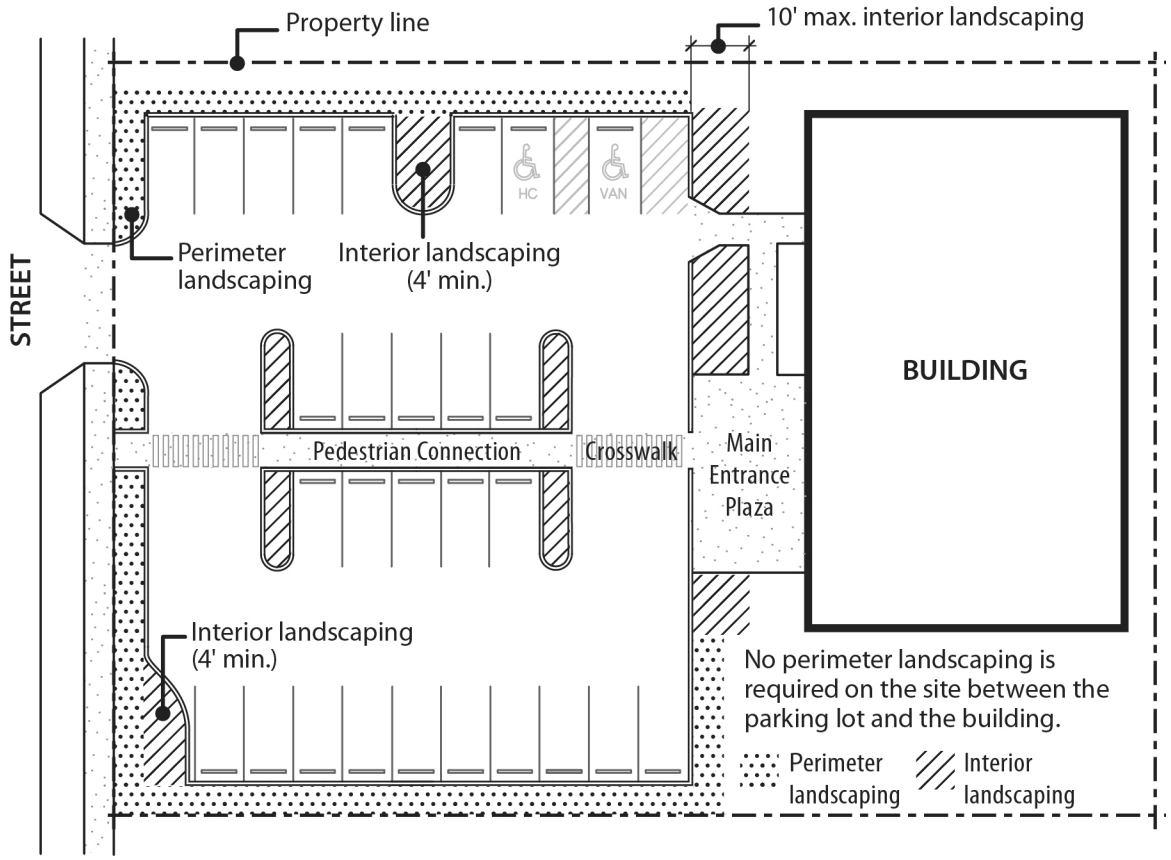
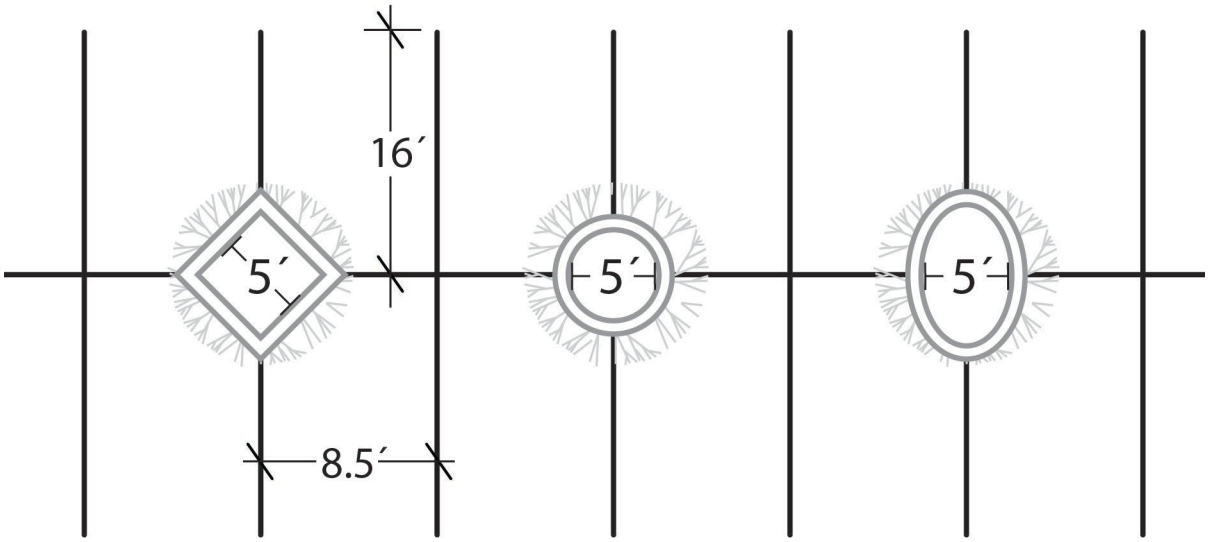


**Figure 266-7**
**Individual Tree-Planting Spaces**




### 33.266.140 Stacked Parking Areas

Stacked parking areas must comply with all of the development standards of Section 33.266.130 above, except for those standards superseded by this section.

**A.** **Perimeter setbacks and landscaping.** Parking areas must be set back from streets at least 4 feet and landscaped to at least the L2 level.

**B.** **Striping and layout.** Parking areas used exclusively for stacked parking need not be striped or meet the layout standards of Subsection F. above. Stacked parking areas which will allow parking at some times without attendants must be striped in conformance with the layout standards of Subsection F. above.

**C.** **Interior landscaping for surface parking areas.** The minimum interior landscaping requirement for surface parking areas is one tree per 5,000 square feet of parking area. If surrounded by cement, the tree planting area must have a minimum dimension of 4 ft. If surrounded by asphalt, the tree planting area must have a minimum dimension of 3 ft. Trees must be protected from potential damage by vehicles through the use of bollards, curbs, wheel stops, or other physical barriers.

### 33.266.150 Vehicles in Residential Zones

**A.** **Purpose.** The regulations of this section are intended to reinforce community standards and to promote an attractive residential appearance in the City's neighborhoods. The size, number, and location of parked and stored vehicles in residential zones are regulated in order to preserve the appearance of neighborhoods as predominantly residential in character. Since parking lots and outdoor storage are not intended to be primary activities in residential zones, these activities should constitute no more than a minimal intrusion on any residential area.

**B.** **Where these regulations apply.** These regulations apply to all residential uses in all R zones.

**C. Parking of passenger vehicles and light trucks.** Passenger vehicles and light trucks may be parked in any allowed parking area.

**D. Parking of medium and heavy trucks.**

1. The parking or storage of medium and heavy trucks and equipment is prohibited, except for motor homes and pickup trucks in the medium truck category.
2. Motor homes in medium truck category may be parked in allowed parking areas except they may not be parked between the front lot line and the building line.
3. Fire trucks and emergency vehicles are allowed if they are parked within a completely enclosed building.

**E. Utility trailers and accessory recreational vehicles.** Utility trailers and accessory recreational vehicles may not be parked or stored in required parking spaces. Utility trailers and accessory recreational vehicles may be parked in other allowed parking areas, except they may not be parked or stored between the front lot line and the building line.

**F. Inoperable vehicles.** The outdoor accumulation and storage of inoperable, neglected, or discarded vehicles is regulated by Section 29.20.010 of Title 29, Property and Maintenance Regulations.

**G. Vehicle service and repair.** Service and repair of vehicles not owned by and registered to a resident of the site is prohibited. Vehicles may be serviced and repaired if:

1. The vehicles are owned by and registered to residents of the site; and
2. The service and repair is minor. Minor service and repair includes tune-ups, replacement and servicing of oil and other fluids, and replacement and adjustment of minor parts such as tires, hoses, belts, filters, fuses, and similar items. It does not include: body and fender repair and replacement; painting; engine or transmission removal or replacement; or any work using welders, torches, or air-driven power tools.

**OR**

3. The vehicles are owned by and registered to a resident of the site; and
4. All work occurs within a completely enclosed building; and
5. The off-site impact standards of Chapter 33.262 are met.

## Bicycle Parking

### 33.266.200 Minimum Required Bicycle Parking

**A. Purpose.** Bicycle parking is required for most use categories to encourage the use of bicycles by providing secure and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by different uses. Minimum bicycle parking facilities are based on the City's mode split goals, while acknowledging the usage rates for different uses. These regulations will help meet the City's goal that 25 percent of all trips be made by bicycle, while still acknowledging that to meet the citywide goal the bicycle mode split will vary by geographic area.

**B. Number of spaces required.**

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 266-6. No bicycle parking is required for uses not listed. Minimum bicycle parking is calculated on a geographic hierarchy based on the current and future bicycle usage. Standard A in Table 266-6 applies to the areas shown as Standard A on Map 266-1. Standard B in Table 266-6 applies to all other areas of the city.
2. Until June 30, 2022, no bicycle parking is required for projects that are eligible to use the alternative bicycle parking standards specified in Ordinance 189785. To qualify for this exemption the applicant must provide a letter from the Portland Housing Bureau certifying that the project is eligible to use, and has met, the alternative bicycle parking standards specified in Ordinance 189785.
3. The required minimum number of bicycle parking spaces is based on the primary uses on a site. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for each primary use.

**Table 266-6**
**Minimum Required Bicycle Parking Spaces [1]**

| | | Long-term Spaces | | Short-term Spaces | |
|---|---|---|---|---|---|
| **Uses** | **Specific Uses** | **Standard A** | **Standard B** | **Standard A** | **Standard B** |
| **Residential Categories** | | | | | |
| Household Living | 5 or more units on site | 2, or 1.5 per unit | 2, or 1.1 per unit | 2, or 1 per 20 units | 2, or 1 per 20 units |
| | Elderly and disabled housing | 2, or 1 per 8 units | 2, or 1 per 10 units | 2, or 1 per 20 units | 2, or 1 per 20 units |
| Group Living | | 2, or 1 per 4 bedrooms | 2, or 1 per 4 bedrooms | 2, or 1 per 20 bedrooms | 2, or 1 per 20 bedrooms |
| | Units with restricted tenancy [2] | 2, or 1 per 5 bedrooms | 2, or 1 per 10 bedrooms | 2, or 1 per 20 bedrooms | 2, or 1 per 20 bedrooms |
| | Dormitory | 2, or 1 per 4 bedrooms | 2, or 1 per 4 bedrooms | 4 spaces | 4 spaces |

| Table 266-6<br>Minimum Required Bicycle Parking Spaces [1] | | | | | |
|---|---|---|---|---|---|
| **Commercial Categories** | | | | | |
| Retail Sales and Services | | 2, or 1 per 3,800 sq. ft. of net building area | 2, or 1 per 7,500 sq. ft. of net building area | 2, or 1 per 2,700 sq. ft. of net building area | 2, or 1 per 4,400 sq. ft. of net building area |
| | Temporary lodging | 2, or 1 per 20 rentable rooms | 2, or 1 per 20 rentable rooms | 2, or 1 per 40 rentable rooms; and 1 per 5,000 sq. ft. of conference, meeting room | 2, or 1 per 40 rentable rooms; and 1 per 10,000 sq. ft. of conference, meeting room |
| | Restaurant and Bar | 2, or 1 per 2,300 sq. ft. of net building area | 2, or 1 per 4,800 sq. ft. of net building area | 2, or 1 per 1,000 sq. ft. of net building area | 2, or 1 per 1,600 sq. ft. of net building area |
| Office | | 2, or 1 per 1,800 sq. ft. of net building area | 2, or 1 per 3,500 sq. ft. of net building area | 2, or 1 per 20,000 sq. ft. of net building area | 2, or 1 per 33,000 sq. ft. of net building area |
| Commercial Parking [3] | | 10, or 1 per 10 auto spaces | 10, or 1 per 10 auto spaces | None | None |
| Commercial Outdoor Recreation | | 2, or 1 per 12,500 sq. ft. of net building area | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 2 acres | 2, or 1 per 3 acres |
| Major Event Entertainment | | 10, or 1 per 10,000 sq. ft. of net building area | 10, or 1 per 20,000 sq. ft. or net building area | 10, or 1 per 40 seats | 10, or 1 per 40 seats |
| Self-Service Storage | | 2, or 1 per 100,000 sq. ft. of net building area | 2, or 1 per 200,000 sq. ft. of net building area | 2, or 1 per 26,000 sq. ft. of net building area | 2, or 1 per 53,000 sq. ft. of net building area |
| **Industrial Categories** | | | | | |
| Manufacturing and Production | | 2, or 1 per 5,000 sq. ft. of net building area | 2, or 1 per 9,000 sq. ft. of net building area | 2, or 1 per 67,000 sq. ft. of net building area | 2, or 1 per 111,000 sq. ft. of net building area |
| Warehouse and Freight Movement | | 2, or 1 per 12,500 sq. ft. of net building area | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 200,000 sq. ft. of net building area | 2, or 1 per 333,000 sq. ft. of net building area |
| Wholesale Sales | | 2, or 1 per 12,500 sq. ft. of net building area | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 91,000 sq. ft. of net building area | 2, or 1 per 152,000 sq. ft. of net building area |

**Table 266-6**
**Minimum Required Bicycle Parking Spaces [1]**

| | | Long-term Spaces | | Short-term Spaces | |
|---|---|---|---|---|---|
| **Institutional Categories** | | | | | |
| Basic Utilities | Transit centers | 30 spaces | 30 spaces | 12 spaces | 12 spaces |
| | Light rail stations | 12 spaces | 12 spaces | 4 spaces | 4 spaces |
| Community Service | | 2, or 1 per 6,700 sq. ft. of net building area | 2, or 1 per 12,500 sq. ft. of net building area | 2, or 1 per 6,300 sq. ft. of net building area | 2, or 1 per 10,000 sq. ft. of net building area |
| | Libraries, community centers and museums | 2, or 1 per 3,000 sq. ft. of net building area | 2, or 1 per 5,900 sq. ft. of net building area | 2, or 1 per 1,200 sq. ft. of net building area | 2, or 1 per 2,000 sq. ft. of net building area |
| | Park and ride | 12, or 5 per acre | 12, or 5 per acre | 6 spaces | 6 spaces |
| Parks and Open Areas | | None | None | Per CU Review | Per CU Review |
| Schools | Grades K through 8 | 6 per classroom | 5 per classroom | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 100,000 sq. ft. of net building area |
| | Grades 9 through 12 | 5 per classroom | 5 per classroom | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 100,000 sq. ft. of net building area |
| Colleges | Excluding dormitories (see group living, above) | 2, or 1 per 10,000 sq. ft. of net building area | 2, or 1 per 20,000 sq. ft. of net building area | 2, or 1 per 10,000 sq. ft. of net building area | 2, or 1 per 16,000 sq. ft. of net building area |
| **Uses** | **Specific Uses** | **Standard A** | **Standard B** | **Standard A** | **Standard B** |
| Medical Centers | | 2, or 1 per 2,700 sq. ft. of net building area | 2, or 1 per 5,500 sq. ft. of net building area | 2, or 1 per 50,000 sq. ft. of net building area | 2, or 1 per 100,000 sq. ft. of net building area |
| Religious Institutions | | 2, or 1 per 11,000 sq. ft. of net building area | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 14,000 sq. ft. of net building area | 2, or 1 per 25,000 sq. ft. of net building area |
| Daycare | | 2, or 1 per 3,000 sq. ft. of net building area | 2, or 1 per 6,000 sq. ft. of net building area | 2, or 1 per 25,000 sq. ft. of net building area | 2, or 1 per 33,000 sq. ft. of net building area |
| **Other Categories** | | | | | |
| Aviation and Surface Passenger Terminals | | 2, or 1 per 4,500 sq. ft. of net building area | 2, or 1 per 4,500 sq. ft. of net building area | None | None |
| Detention Facilities | | 2, or 1 per 5,000 sq. ft. of net building area | 2, or 1 per 5,000 sq. ft. of net building area | None | None |

Notes:
[1] Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area," the larger number applies.
[2] Group Living units with restricted tenancy are units that are regulated affordable housing per the Portland Housing Bureau requirements. The applicant must provide a letter from the Portland Housing Bureau certifying that the group living development meets any income restrictions and administrative requirements. The letter is required to be submitted before a building permit can be issued for the development but is not required in order to apply for a land use review. The applicant must also execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that the group living use will remain limited to households meeting any income restrictions and administrative requirements of the Portland Housing Bureau.
[3] No long-term bicycle parking is required for a Commercial Parking facility with less than 10 vehicle parking spaces.

## 33.266.210 Bicycle Parking Development Standards

**A. Purpose.** These standards ensure that required bicycle parking is designed so people of all ages and abilities can access the bicycle parking and securely lock their bicycle without undue inconvenience. Bicycle parking is in areas that are reasonably safeguarded from theft and accidental damage. The standards allow for a variety of bicycle types, including but not limited to standard bicycles, tricycles, hand cycles, tandems, electric motor assisted cycles and cargo bicycles. Long-term bicycle parking is in secure, weather protected facilities and is intended for building and site occupants, and others who need bicycle parking for several hours or longer. Short-term bicycle parking is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street and is intended for building and site visitors.

**B. Where these standards apply.** The standards of Subsection C and D apply to required long-term bicycle parking, and the standards of Subsection C and E apply to required short-term bicycle parking.

**C. Standards for all bicycle parking.** The Bureau of Transportation maintains a bicycle parking handbook that includes information on rack standards, siting guidelines and other standards of this code chapter. Long-term and short-term bicycle parking must be provided in lockers or racks that meet the following standards:

1. Bicycle parking area standards. The area devoted to bicycle parking must be hard surfaced.

2. Bicycle racks. Where bicycle parking is provided in racks, the racks must meet the following standards:

   a. The rack must be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock, when both wheels are left on the bicycle;

   b. If the rack is a horizontal rack, it must support the bicycle at two points, including the frame; and

   c. The rack must be securely anchored with tamper-resistant hardware.

**Table 266-7**
**Minimum Dimensions for Bicycle Parking Spaces [1]**

| | | Bicycle Space Depth | Bicycle Space Width | Bicycle Space Height | Maneuvering Area Width | Clearance to rack from walls |
|---|---|---|---|---|---|---|
| Standard Spacing | | | | | | |
| | Standard Bicycle Spacing | 6 ft. | 2 ft. | 3 ft. 4 in. | 5 ft. | 2 ft. 6 in. |
| Alternative Spacing | | | | | | |
| | Horizontal: Side by Side | 6 ft. | 1 ft. 6 in. | 3 ft. 4 in. | 5 ft. | 2 ft. 6 in. |
| | Horizontal: Wall Attached | 6 ft. | 2 ft. | 3 ft. 4 in. | 5 ft. | 1 ft. |
| | Horizontal: Diagonal (45-60 degree) | 6 ft. | 1 ft. 6 in. | 3 ft. 4 in. | 5 ft. | 3 ft. |
| | Vertical Spaces [2] | 3ft. 4 in. | 1 ft. 5 in. | 6 ft. | 5 ft. | -- |
| | Stacked Spaces [3] | -- | 1 ft. 5 in. | -- | 8 ft. | -- |
| | Larger Bicycle Space | 10 ft. | 3 ft. | 3 ft. 4 in. | 5 ft. | 3 ft. |

Notes:

[1] See Figures 266-8 through 266-14.

[2] The alternative spacing allowed for vertical bicycle parking spaces requires a minimum vertical stagger of 8 inches between each space.

[3] The alternative spacing allowed for stacked bicycle parking spaces requires a vertical stagger to be included in the manufacturer design.

3. Bicycle Parking Space, Maneuvering Area, and Clearance Dimensions. Bicycle parking spaces, aisles and clearances must meet the minimum dimensions contained in Table 266-7.

   a. Standard Bicycle Parking Space Requirements.

      (1) The standard required bicycle space is 2 feet wide, 6 feet long and 3 feet 4 inches tall. See Figure 266-8;

      (2) There must be at least 5 feet behind all bicycle parking spaces to allow room for bicycle maneuvering. Where short-term bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way;

      (3) A wall clearance of 2 feet 6 inches must be provided. See Figure 266-9.

   b. Alternative Spacing Requirements. The following bicycle parking layouts may be provided as an exception to the standard spacing requirements in Subparagraph C.3.a. See Table 266-7 for the alternative spacing dimensions.

      (1) Horizontal bicycle parking spaces. Horizontal bicycle parking spaces secure the parked bicycle horizontal to the ground.

         - Horizontal: Side by Side. Horizontal bicycle parking that is placed side by side as shown in Figure 266-9 may meet the alternative side by side dimensions in Table 266-7.

- Horizontal: Wall Attached. Horizontal bicycle parking that is attached to the wall as shown in Figure 266-10 may meet the alternative wall attached dimensions in Table 266-7.
- Horizontal: Diagonal. Horizontal bicycle parking that is placed at a diagonal as shown in Figure 266-11 may meet the alternative diagonal, 45-60 degree dimensions in Table 266-7.

(2) Vertical bicycle parking space. Vertical bicycle parking secures the parked bicycle perpendicular to the ground. Vertical bicycle parking that is placed as shown in Figure 266-12 may meet the alternative vertical dimensions in Table 266-7.

(3) Stacked bicycle parking spaces. Stacked bicycle parking are racks that are stacked, one tier on top of another. Bicycles are horizontal when in the final stored position. Stacked bicycle parking that is placed as shown in Figure 266-13 may meet the alternative stacked dimensions in Table 266-7 and the following:

- The rack must include a mechanically-assisted lifting mechanism to mount the bicycle on the top tier.

**Figure 266-8**
**Standard Spacing Requirements**

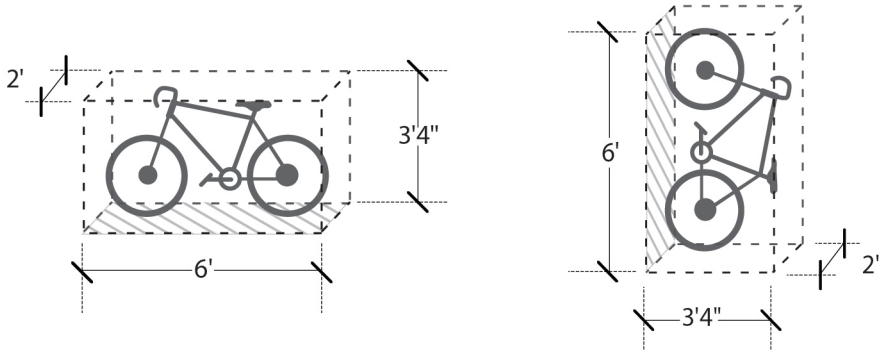


**Figure 266-9**
**Horizontal Spaces: Side-by-Side**

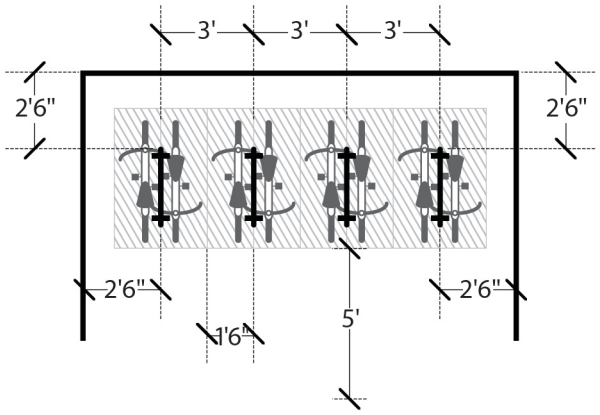



**Figure 266-10**
**Horizontal Spaces: Wall Attached**

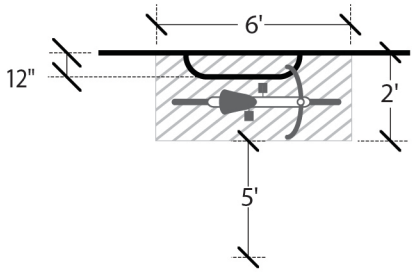


**Figure 266-11**
**Horizontal Spaces: Diagonal (45-60 degree)**

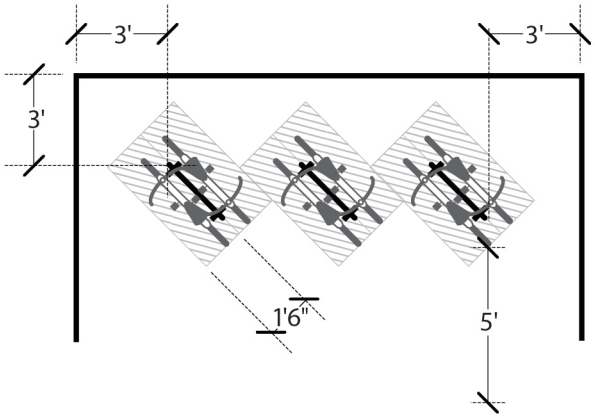



**Figure 266-12**
**Vertical Spaces**

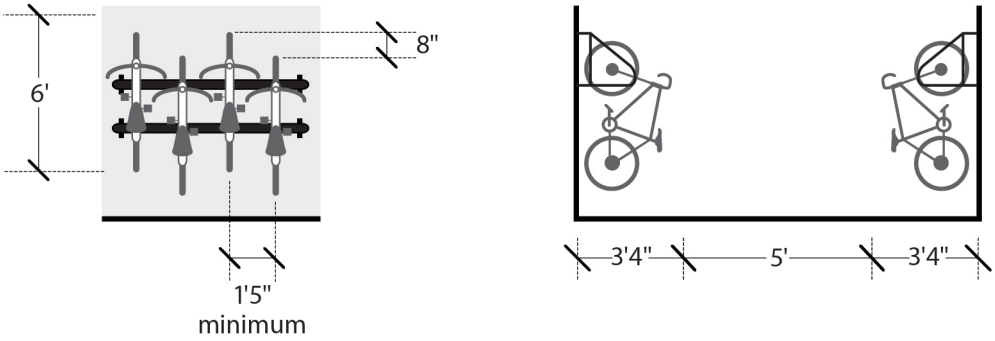


**Figure 266-13**
**Stacked Spaces**

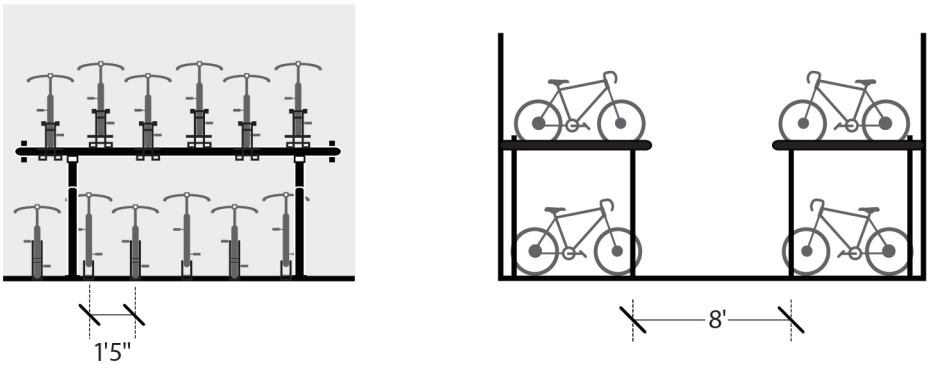
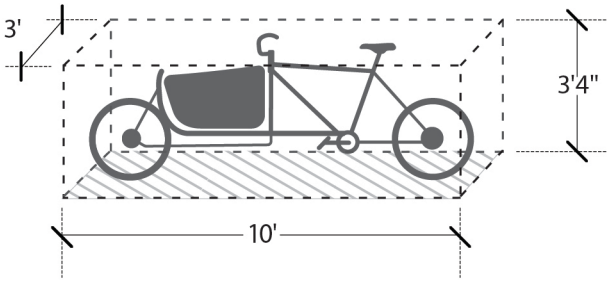



**Figure 266-14**
**Large Bicycle Space**




4. Bicycle lockers. Bicycle lockers are fully enclosed and secure bicycle parking spaces.
   a. The locker must be securely anchored to the ground.
   b. There must be an aisle at least 5 feet wide behind all bicycle lockers to allow room for bicycle maneuvering.
   c. Locker Dimensions. All bicycle lockers must meet one of the following:
      (1) The locker space has a minimum depth of 6 feet and an access door that is a minimum of 2 feet wide.

(2) A locker provided in a triangle locker layout for two bicycle parking spaces must have a minimum depth of 6 feet and an access door that is a minimum of 2 feet wide on each end.

5. Signage

a. Light rail stations and transit centers. If bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the bicycle parking.

b. Other uses. If bicycle parking is not visible from the streets or main building entrances, a sign must be permanently posted at the main entrance indicating the location of the bicycle parking.

6. Bicycle parking information in plans. The following information must be submitted with applications for a building permit or land-use review:

a. Location, access route to long-term bicycle parking and number of bicycle parking spaces for short-term and long-term bicycle parking requirements;

b. The model or design of the bicycle parking facilities to be installed;

c. Dimensions of all aisles and maneuvering areas; and

d. If applicable, information adequate to illustrate the racks and spaces that satisfy the minimum horizontal requirement, and the racks and spaces that accommodate a larger bicycle footprint.

**D. Standards for Long-Term Bicycle Parking.**

1. Development Standards. Long-term bicycle parking must be provided in lockers or racks that meet the following standards. Long-term bicycle parking for Schools may choose between (1) or (5) or a combination of those two locations:

a. Location Standards. Long-term bicycle parking may be provided in one or more of the following locations:

(1) Within a building, including on the ground floor or on individual building floors;

(2) On-site, including in parking areas and structured parking;

(3) In an area where the closest point is within 300 feet of the site; or

(4) In a residential dwelling unit. Up to 50 percent of long-term bicycle parking spaces may be provided in a residential dwelling unit, if they meet the following. Long-term bicycle parking provided in a residential dwelling unit does not need to meet the requirements for Paragraph C.2. above. Adjustments and modifications to this Subsubparagraph are prohibited.

- The bicycle parking is located within 15 feet of the entrance to the dwelling unit.
- The bicycle parking is located in a closet or alcove of the dwelling unit that includes a rack that meets the standard bicycle parking spacing dimensions in Table 266-7.

- For buildings with no elevators, long-term bicycle parking must be located in the ground floor units.

(5) For Schools, long-term bicycle parking must be placed where the closest space is within 100 feet of a main entrance.

b. Exceptions. Sites containing residential development with 12 or fewer dwelling units may provide up to 100 percent of required long-term bicycle parking spaces in the dwelling units. All other in-unit standards in Subsubparagraph D.1.a.(4)., above must be met.

c. For sites with multiple primary uses, long-term bicycle parking must be provided in an area that can be accessed from each use. If bicycle parking is provided in a common area on the site, the area must be accessible for all tenants.

d. Covered bicycle parking. All long-term bicycle parking must be covered. Where covered bicycle parking is not within a building or locker, the cover must be:

(1) Permanent;

(2) Impervious; and

(3) The cover must project out a minimum of 2 feet beyond the bicycle parking spaces on the portion of the structure that is not enclosed by a wall.

2. Security Standards.

a. Long-term bicycle parking must meet the following security standards:

(1) Long-term bicycle parking for residential uses must be provided in one of the following:

- A restricted access, lockable room or enclosure, designated primarily for bicycle parking;
- A bicycle locker; or
- In a residential dwelling unit meeting Subsubparagraph 1.a.(4), above.

(2) Long-term bicycle parking for all other uses must be located in one of the following locations. For Schools, a minimum of 10 percent of bicycle parking must be located in the following:

- A restricted access, lockable room or enclosure; or
- A bicycle locker.

b. All access routes and the bicycle parking spaces must be lighted to a level where the system can be used at night by the employees and residents.

3. Additional Development Standards. The following standards apply to sites with more than 20 long-term bicycle parking spaces:

a. Minimum number of horizontal bicycle parking spaces. At least 30 percent of spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. For Schools (K-8), all spaces located outside of the building must be in a horizontal rack.

b. Parking for larger bicycle space. At least 5 percent of spaces must accommodate a larger bicycle space, placed in a horizontal rack. These spaces may be included to meet the requirement for Subparagraph D.3.a. See Figure 266-14.

c. Electrical outlet requirement. At least 5 percent of spaces must have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces.

**E. Standards for Short-term Bicycle Parking**

1. Development Standards. Short-term bicycle parking must meet the following standards:

a. Location Standards. Short-term bicycle parking must meet the following location standards:

(1) On-site, outside a building;

(2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and

(3) Within the following distances of the main entrance:

- Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. (See Figure 266-15)
- Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. (See Figure 266-16)
- Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings (See Figure 266-17);
- Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:
  - Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or
  - If the short-term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.

b. Bicycle Parking Fund

(1) This option may be used if any of the required short-term bicycle parking cannot be provided on site in a way that complies with all of the standards in Subsection C and E. This option may not be used if:

- There are surface parking areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping;

- Those open areas are large enough, separately or in combination, to accommodate all short-term bicycle parking; and
- The open areas meet the location requirements of Subparagraph E.1.a., above.

(2) Fund use and administration. The Bicycle Parking Fund is collected and administered by the Bureau of Transportation. The funds collected will be used to install bicycle parking and associated improvements in the right-of-way.

**Figure 266-15**
**Short-term bike parking – one building, one entrance**

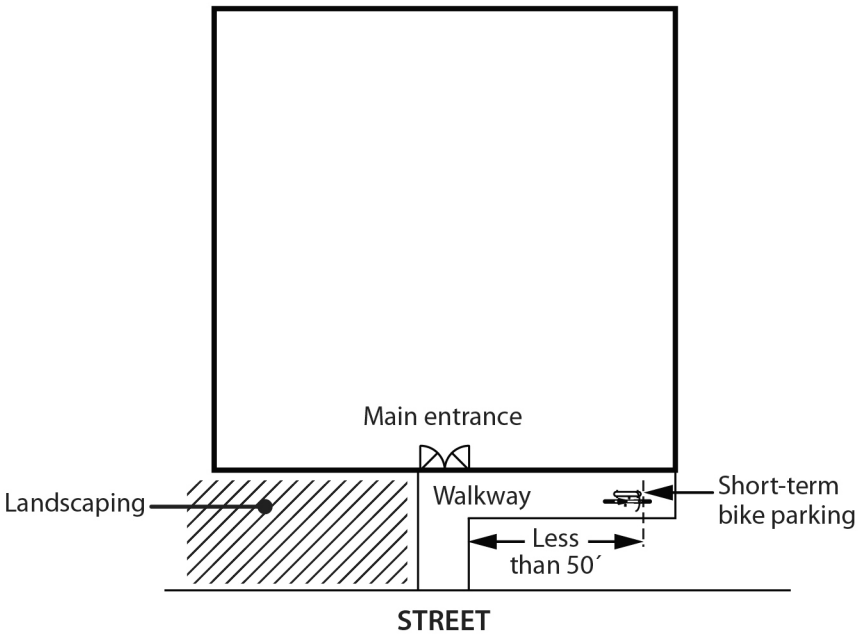



**Figure 266-16**
**Short-term bike parking – one building, multiple entrances**

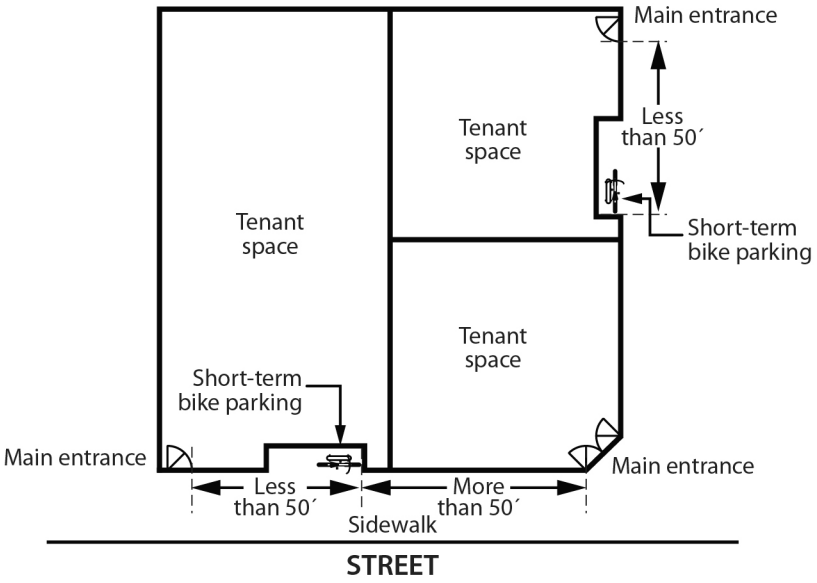
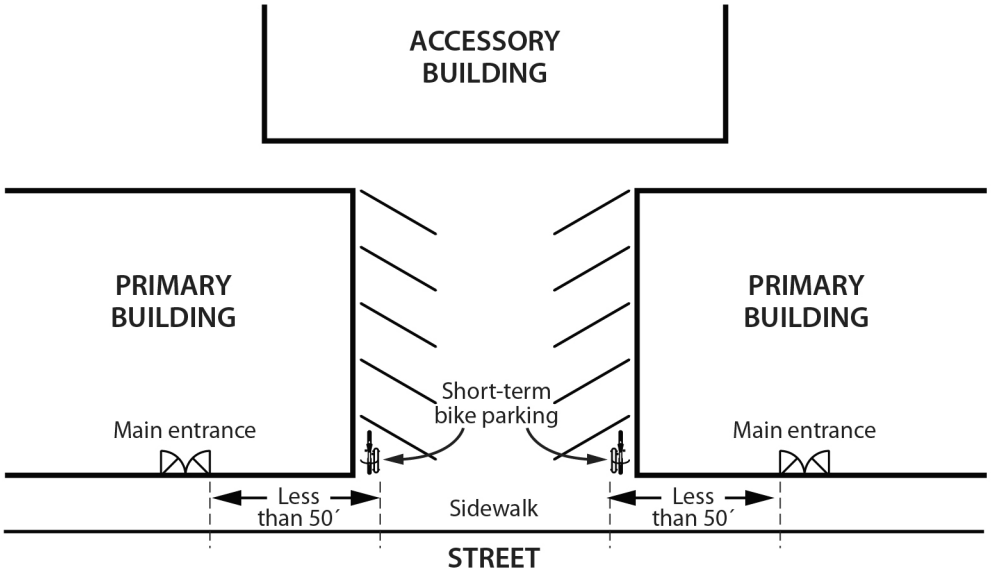


**Figure 266-17**
**Short-term bike parking – multiple buildings, multiple entrances**




## Loading

### 33.266.310 Loading Standards

**A. Purpose.** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

**B. Where these regulations apply.** The regulations of this section apply to all required and non-required loading areas.

**C. Number of loading spaces.**

1. Buildings where all of the floor area is in Household Living uses must meet the standards of this Paragraph.
    a. One loading space meeting Standard B is required where there are more than 40 dwelling units in the building and the site abuts a street that is not a streetcar alignment or light rail alignment.
    b. One loading space meeting Standard B is required where there are more than 20 dwelling units in a building located on a site whose only street frontage is on a streetcar alignment or light rail alignment.
    c. One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.
2. Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.

a. Buildings with any amount of net building area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living are subject to the standards in C.1. above.

b. One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of net building area in uses other than Household Living.

c. Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.

**D. Size of loading spaces.** Required loading spaces must meet the standards of this subsection.

1. Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

2. Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

**E. Placement, setbacks and landscaping.** Loading areas must comply with the setback and perimeter landscaping standards stated in Table 266-8 below. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

**F. Forward motion.**

1. Outside the Central City plan district. Outside the Central City plan district, loading facilities generally must be designed so that vehicles enter and exit the site in a forward motion. Standard B loading spaces that are accessed from a Local Service Traffic Street are exempt from this requirement

2. In the Central City plan district. In the Central City plan district, loading facilities that abut a light rail or streetcar alignment must be designed so that vehicles enter and exit the site in a forward motion.

**G. Paving.** In order to control dust and mud, all loading areas must be paved.

**Table 266-8**
**Minimum Loading Area Setbacks And Perimeter Landscaping**

| Location | All zones except EG2 and IG2 | EG2, IG2 |
|---|---|---|
| Lot line abutting street | 5 ft. / L2 or<br>10 ft. / L1 | 10 ft. / L2 or<br>15 ft. / L1 |
| Lot line abutting a C, E, I, or CI zone lot line | 5 ft. / L2 or<br>10 ft. / L1 | 10 ft. / L2 or<br>10 ft. / L1 |
| Lot line abutting an OS zone lot line | 5 ft. / L3 | 10 ft. / L3 |
| Lot line abutting an R or IR zone lot line | 5 ft. / L4 | 10 ft. / L4 |

## Transportation and Parking Demand Management

### 33.266.410 Transportation and Parking Demand Management

**A.** **Purpose.** Transportation and parking demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective TDM also incorporates management of parking demand. Transportation and parking demand management strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

**B.** Transportation and parking demand management in the commercial/mixed use and multi-dwelling zones. In the commercial/mixed use and multi-dwelling zones, a TDM plan is required when new development includes a building with more than 10 dwelling units, or an alteration to existing development includes the addition of more than 10 dwelling units within a building. Sites in the Central City plan district, and sites that are located far from transit, as described in Paragraph 33.266.110.B.2, are exempt from this requirement. To meet the TDM standard, the applicant must choose one of the following:

1. Go through the Transportation Impact review process set out in chapter 33.852; or
2. Meet the objective standards of Title 17.107 as verified by the Portland Bureau of Transportation.

### 33.266.420 Transportation Impact Review in the Campus Institutional Zones

Development on a site zoned CI with a College or Medical Center use must conform to an approved Transportation Impact review. Development that is not in conformance with an approved Transportation Impact review requires Transportation Impact review when the development:

**A.** Increases the net building area on the campus by more than 20,000 square feet; or

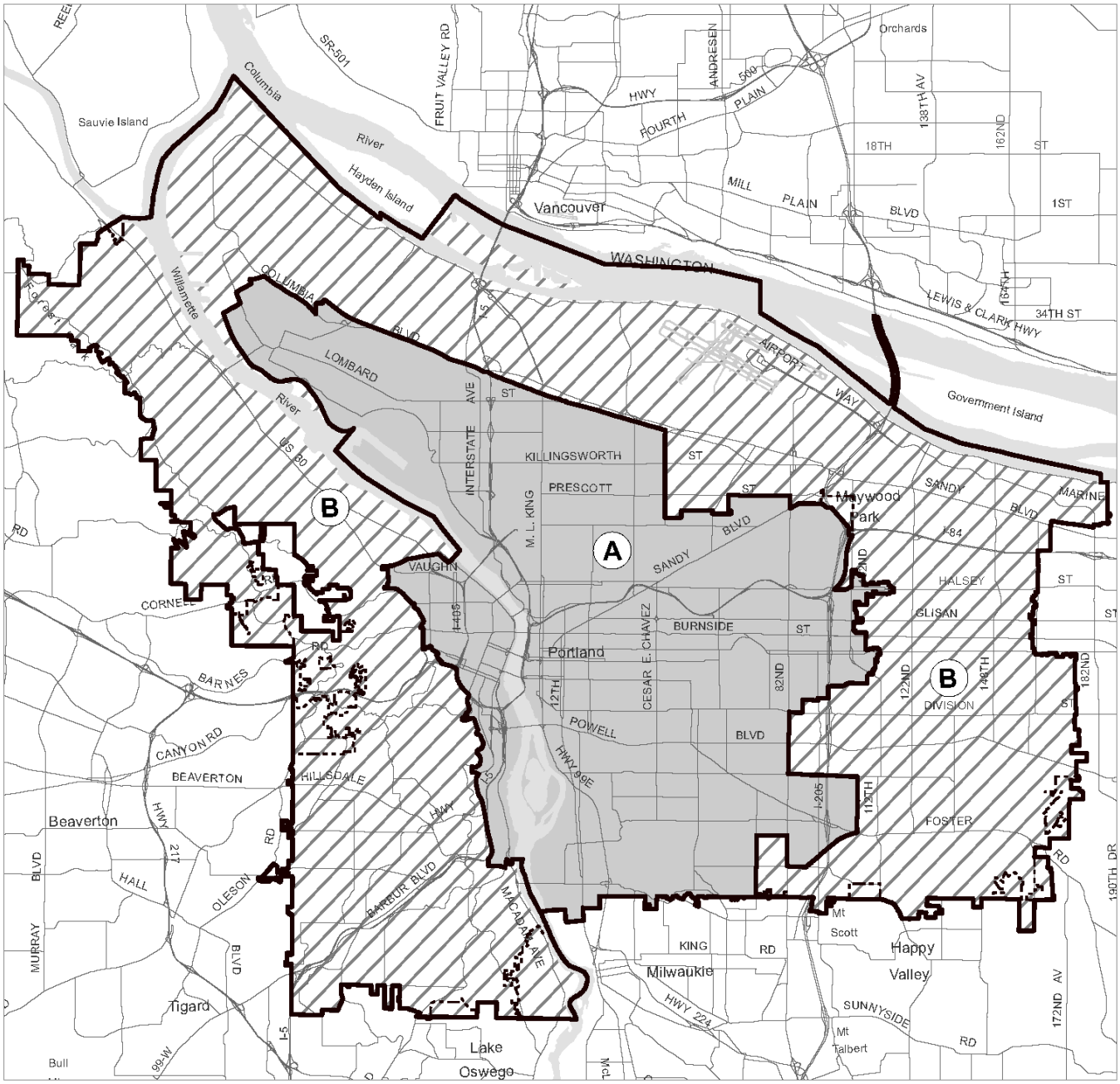
**B.** Increases the number of parking spaces on the campus by more than 4.

*(Amended by: Ord. No. 164014, effective 3/27/91; Ord. No. 164899, effective 12/11/91; Ord. No. 165376, effective 5/29/92; Ord. No. 166313, effective 4/9/93; Ord. No. 167054, effective 10/25/93; Ord. No. 167186, effective 12/31/93; Ord. No. 167189, effective 1/14/94; Ord. No. 169324, effective 10/12/95; Ord. No. 169535, effective 1/8/96; Ord. No. 169699, effective 2/7/96; Ord. No. 170704, effective 1/1/97; Ord. No. 171718, effective 11/29/97; Ord. No. 174263, effective 4/15/00; Ord. No. 174980, effective 11/20/00; Ord. Nos. 175341 and 175358, effective 3/16/01; Ord. No. 175837, effective 9/7/01; Ord. No. 175966, effective 10/26/01; Ord. Nos. 175965 and 176333, effective 7/1/02; Ord. No. 176469, effective 7/1/02; Ord. No. 177028, effective 12/14/02; Ord. No. 177422, effective 6/7/03; Ord. No. 177701, effective 8/30/03; Ord. No. 178172, effective 3/5/04; Ord. No. 178509, effective 7/16/04; Ord. No. 179316, effective 7/8/05; Ord. No. 179845, effective 1/20/06; Ord. No. 179980, effective 4/22/06; Ord. No. 181357, effective 11/9/07; Ord. No. 182429, effective 1/16/09; Ord. No. 183598, effective 4/24/10; Ord. No. 184524, effective 7/1/11; Ord. No. 185974, effective 5/10/13; Ord. No. 186639, effective 7/11/14; Ord. No. 187216, effective 7/24/15; Ord. No. 188162, effective 2/1/17; Ord. No. 188259, effective 3/31/17; Ord. No. 188177, effective 5/24/18; Ord. No. 188958, effective 5/24/18; Ord. No. 189137, effective 8/22/18; Ord. No. 189805, effective 3/1/20; Ord. No 189784, effective 3/1/20; Ord. No. 190093, effective 8/1/21; Ord. No. 190380, effective 8/1/21; Ord. No. 190687, effective 3/1/22; Ord. No. 190851, effective 6/30/22; Ord. No. 191164, effective 3/31/23.)*

# Bicycle Parking Areas

# Map 266-1

**Map Revised March 1, 2020**




City Boundary

Standard A area

Standard B area

NORTH

0 9,000 18,000

Scale in Feet

**Bureau of Planning and Sustainability**
**Portland, Oregon**