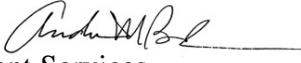




October 3, 2017

To: Washington County Board of Commissioners

From: Andy Back, Manager   
Planning and Development Services

Subject: **PROPOSED A-ENGROSSED LAND USE ORDINANCE NO. 827 - An Ordinance Amending the Community Development Code Related to Parking and Loading Standards**

### STAFF REPORT

**For the October 10, 2017 Board of Commissioners Hearing**  
*(The public hearing will begin no sooner than 10:00 a.m.)*

#### I. STAFF RECOMMENDATION

Conduct the first required public hearing for the engrossed ordinance. At the conclusion of public testimony, continue the hearing to October 24, 2017.

#### II. BACKGROUND

At its September 19, 2017 public hearing for proposed Ordinance No. 827, the Board directed engrossment of the ordinance and continued the hearing to October 10 and October 24, 2017. The Board further directed staff to provide notice of the changes and engrossment hearings schedule as required by Chapter X of the County Charter.

Notices of A-Engrossed Ordinance No. 827 were mailed September 29, 2017 to Community Participation Organizations (CPOs), Washington County cities, and special service districts. On the same day, staff prepared and mailed Individual Notice No. 2017-15 which describes changes to Ordinance No. 827 and lists the two engrossment hearing dates. Notice was also posted on Long Range Planning's land use ordinance webpage.

Copies of A-Engrossed Ordinance No. 827 and all notices listed above are included in the Board's meeting materials.

### **III. TESTIMONY**

At the September 19, 2017 public hearing, one citizen provided oral and/or written testimony. A representative from the Home Builders Association offered testimony in support of the ordinance, and the engrossments recommended by the Planning Commission.

Written testimony submitted at the September 19 hearing is included as Attachment A to this staff report.

### **IV. SUMMARY OF ENGROSSMENT**

Upon conclusion of public testimony and deliberation at the September 19, 2017 public hearing for Ordinance No. 827, the Board voted 5 - 0 to direct engrossment of the ordinance. The changes to Ordinance No. 827 are generally described below:

1. Remove the provision that restricts renting or leasing required off-street parking.
2. Clarify that Section 413-3.5 of the filed ordinance does not apply to auto and RV sales parking/storage lots and provide a cross-reference to Section 408-10 (Internal Pedestrian Circulation).
3. Define regulated affordable housing as housing affordable to households at or below 80 percent median family income (MFI) rather than 60 percent MFI, and clarifying that the calculation is based on the Portland-Vancouver Metropolitan Statistical Area (MSA) (Section 413-6.2 B).
4. Cap the maximum parking reductions available to residential developments so as to achieve a minimum ratio of 0.5 spaces per unit.

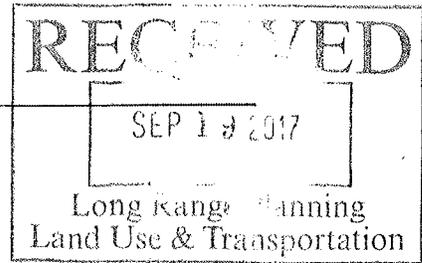
#### *List of Attachments:*

Attachment A: Testimony submitted at the September 19, 2017 Board Hearing.

5. b.



Home Builders Association  
of Metropolitan Portland



September, 19 2017

The Honorable Andy Duyck, Chair  
Washington County Board of Commissioners  
155 N First Avenue  
Hillsboro, OR 97124-3072

Re: Proposed Land Use Ordinances No. 826 and land Use Ordinance No. 827

Dear Chair Duyck and Commissioners:

On behalf of the Home Builders Association of Metropolitan Portland (HBA), I appreciate the opportunity to comment on the proposed updates to your land use ordinances.

Telecommunication facilities are a vital aspect of today's infrastructure. As noted in the Planning Commission and Staff Report, the issue before the Board of Commissioners is complicated and multi-faceted. A chief concern for the HBA and its membership centers on the potential negative impacts to future development, to include the unknown nature around the cost, timing and legal responsibilities.

As such, the HBA supports the unanimous recommendation of the Planning Commission on Ordinance No. 826 (Option 1) to allow additional time for staff to work with the Planning Commission and industry representatives to address potential impacts to future development by allowing new facilities within the right-of-way.

Additionally, the HBA supports the Planning Commission's recommendations regarding Ordinance No. 827 as described in Section II of the Staff Report. The updated amendments of the Community Development Code (CDC), to include a reduction in minimum parking ratios and increased flexibility, best reflects the demand and analysis outlined in this process. Moreover, a reduction in parking requirements for affordable homes is a logical and sound policy strategy to help reduce the cost of housing in the region.

The HBA and its members appreciate the strong partnership with Washington County to support our economic and community development goals, while ensuring that present and future residents have access to a wide range of housing options that meet varying needs and income levels. We hope to continue this partnership as we move forward on these and other important policy considerations.

Respectfully,

James Adkins  
Government Affairs Coordinator  
Home Builders Association of Metro Portland

Home Builders Association of Metro Portland  
15555 SW Bangy Rd., Ste. 301  
Lake Oswego, OR 97035  
503-684-1880 • Fax 503-684-0588



September 29, 2017

**Individual Notice No. 2017-15**

**At your request, Long Range Planning is providing you with Individual Notice No. 2017-15, which describes changes that were made to proposed Land Use Ordinance No. 827.**

**These changes have been incorporated into proposed A-Engrossed Ordinance No. 827.**

**Initial Notice**

Persons on the General Notification List were mailed a notice July 21, 2017 from Washington County Long Range Planning regarding initial public hearings before the Planning Commission and Board of Commissioners (Board) for proposed Land Use Ordinance No. 827.

After public hearings for Ordinance No. 827, the Board ordered substantive amendments to this ordinance. These changes have been incorporated into proposed **A-Engrossed Ordinance No. 827** and are summarized below. As required by Chapter X of the County Charter, the Board has directed staff to prepare and provide you with notice of these amendments. This notice, which describes the changes to proposed Ordinance No. 827, is the second Individual Notice you have received regarding this ordinance this year.

**Purpose and Description of Proposed Ordinance**

As originally filed, Ordinance No. 827 proposed the following amendments to the Community Development Code:

- Revised on and off-street parking requirements to simplify and provide additional flexibility.
- Revised the minimum off-street parking ratios for attached residential, as well as some institutional, business and commercial, and office uses.
- Expanded the provisions for reducing required off-street parking by allowing up to a 50 percent reduction for a combination of shared parking agreements and mixed-use development, increasing allowance for proximity to transit, and adding a reduction for on-street parking.
- Added a discretionary provision allowing an applicant to submit a parking study for up to a 100 percent reduction in required off-street parking.
- Added clear and objective off-street parking requirements related to regulated affordable housing.
- Added provisions for electric vehicles and motorcycles.

**Summary of Changes to Ordinance No. 827**

Proposed A-Engrossed Ordinance No. 827 incorporates all of the above-described amendments plus the following proposed amendments:

- Removes the provision that restricts renting or leasing required off-street parking.
- Clarifies that Section 413-3.5 of the filed ordinance does not apply to auto and RV sales parking/storage lots and provide a cross-reference to Section 408-10 (Internal Pedestrian Circulation).
- Defines regulated affordable housing as housing affordable to households at or below 80 percent median family income (MFI) rather than 60 percent MFI, and clarifying that the calculation is based on the Portland-Vancouver Metropolitan Statistical Area (MSA) (Section 413-6.2 B).
- Caps the maximum parking reductions available to residential developments so as to achieve a minimum ratio of 0.5 spaces per unit.

**Community Development Code Standards Amended**

- 201 - Development Permit
- 390 - North Bethany Subarea Overlay District
- 404 - Master Planning
- 408 - Neighborhood Circulation
- 413 - Parking and Loading

**Who is Affected**

Residents, businesses and property owners in urban and rural unincorporated areas of Washington County.

**What Land is Affected**

All lands in urban and rural unincorporated areas of Washington County.

**Public Hearings Time and Place**

**Board of Commissioners  
October 10, 2017  
10 a.m.**

**Board of Commissioners  
October 24, 2017  
6:30 p.m.**

Hearings are in the Hillsboro Civic Center Shirley Huffman Auditorium, 150 E. Main St., Hillsboro, Oregon.

At its October 24, 2017, hearing the Board may choose to adopt the ordinance, make additional changes to it, continue the hearing to a future date, or reject the ordinance. If adopted October 24, 2017, the ordinance would become effective November 24, 2017.

**How to Submit Comments**

- Submit oral or written testimony to the Board at one of the public hearings.
- Written testimony, including email, may be sent to the Board in advance of the public hearings in care of Long Range Planning.
- Include the author’s name and address with any public testimony.

Washington County, Department of Land Use & Transportation  
Planning and Development Services, Long Range Planning  
155 N. First Ave., Suite 350, MS14, Hillsboro, OR 97124-3072  
Telephone: 503-846-3519 Fax: 503-846-4412  
Email: lutplan@co.washington.or.us

**Staff Contact**

Dyami Valentine, Senior Planner  
Telephone: 503-846-3821  
Email: dyami\_valentine@co.washington.or.us

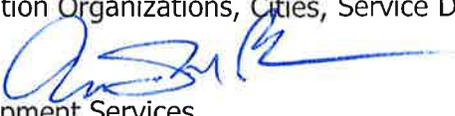
**Proposed ordinance is available at the following locations:**

- Department of Land Use & Transportation at the address listed above
- [www.co.washington.or.us/landuseordinances](http://www.co.washington.or.us/landuseordinances)
- Cedar Mill Community Library and Tigard Public Library
- Community Participation Organizations (CPOs); Call 503-846-6288 for a directory of CPOs.



September 29, 2017

To: Community Participation Organizations, Cities, Service Districts, Interested Parties

From: Andy Back, Manager   
Planning and Development Services

Subject: **PROPOSED A-ENGROSSED LAND USE ORDINANCE NO. 827**

You were notified July 21, 2017, about initial public hearings for proposed Ordinance No. 827 before the Planning Commission August 16, 2017, and the Board of Commissioners September 19, 2017. The Board ordered substantive amendments to this ordinance September 19, 2017. These changes have been incorporated into proposed **A-Engrossed Ordinance No. 827** and are summarized below.

If you have any questions about the ordinance, or if you would like additional information, please contact Long Range Planning at 503-846-3519. This ordinance is posted at:

[www.co.washington.or.us/landuseordinances](http://www.co.washington.or.us/landuseordinances)

### **Ordinance Purpose and Summary**

**A-Engrossed Ordinance No. 827** proposes to amend the Community Development Code related to parking regulations

### **Original Ordinance No. 827 Provisions**

As originally filed, Ordinance No. 827 proposed the following amendments:

- Revised on and off-street parking requirements to simplify and provide additional flexibility.
- Revised the minimum off-street parking ratios for attached residential, as well as some institutional, business and commercial, and office uses.
- Expanded the provisions for reducing required off-street parking by allowing up to a 50 percent reduction for a combination of shared parking agreements and mixed-use development, increasing allowance for proximity to transit, and adding a reduction for on-street parking.
- Added a discretionary provision allowing an applicant to submit a parking study for up to a 100 percent reduction in required off-street parking.
- Added clear and objective off-street parking requirements related to regulated affordable housing.
- Added provisions for electric vehicles and motorcycles.

### **Proposed A-Engrossed Ordinance No. 827 Provisions**

Proposed A-Engrossed Ordinance No. 827 incorporates all of the above-described amendments plus the following proposed amendments:

- Removes the provision that restricts renting or leasing required off-street parking.
- Clarifies that Section 413-3.5 of the filed ordinance does not apply to auto and RV sales parking/storage lots and provide a cross-reference to Section 408-10 (Internal Pedestrian Circulation).
- Defines regulated affordable housing as housing affordable to households at or below 80 percent median family income (MFI) rather than 60 percent MFI, and clarifying that the calculation is based on the Portland-Vancouver Metropolitan Statistical Area (MSA) (Section 413-6.2 B).

- Caps the maximum parking reductions available to residential developments so as to achieve a minimum ratio of 0.5 spaces per unit.

**Who is Affected**

Residents, businesses and property owners in urban and rural unincorporated areas of Washington County.

**What Land is Affected**

All lands in urban and rural unincorporated areas of Washington County.

**Public Hearings - Time and Place**

**Board of Commissioners**

**October 10, 2017**  
**10 a.m.**

**October 24, 2017**  
**6:30 p.m.**

Hearings are in the Hillsboro Civic Center Shirley Huffman Auditorium, 150 E. Main St., Hillsboro, Oregon.

At its October 24, 2017 public hearing, the Board may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If adopted October 24, 2017, the ordinance would become effective November 24, 2017.

**Community  
Development Code  
Standards Amended**

- 201 - Development Permit
- 390 - North Bethany Subarea Overlay District
- 404 - Master Planning
- 408 - Neighborhood Circulation
- 413 - Parking and Loading

**How to Submit  
Comments**

- Submit oral or written testimony to the Board at one of the public hearings.
- Written testimony, including email, may be sent to the Board in advance of the public hearings in care of Long Range Planning.
- Include the author's name and address with any public testimony.

Washington County, Department of Land Use & Transportation  
Planning and Development Services, Long Range Planning  
155 N. First Ave., Suite 350, MS14, Hillsboro, OR 97124-3072  
Telephone: 503-846-3519 Fax: 503-846-4412  
Email: lutplan@co.washington.or.us

**Staff Contact**

Dyami Valentine, Senior Planner  
Telephone: 503-846-3821  
Email: dyami\_valentine@co.washington.or.us

**Proposed A-Engrossed  
Ordinance No. 827 is  
available at the  
following locations:**

- Department of Land Use & Transportation, at the address listed above
- [www.co.washington.or.us/landuseordinances](http://www.co.washington.or.us/landuseordinances)
- Cedar Mill Community Library and Tigard Public Library
- Community Participation Organizations (CPOs); call 503-846-6288 for a directory of CPOs

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 827

An Ordinance Amending the Community  
Development Code Relating to Parking and  
Loading Standards

The Board of County Commissioners of Washington County, Oregon ("Board")

ordains as follows:

SECTION 1

A. The Board recognizes that the Community Development Code Element of the Comprehensive Plan (Volume IV) was readopted with amendments on September 9, 1986, by way of Ordinance No. 308, and subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363, 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434, 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504, 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583, 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638, 642, 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677, 682-686, 692, 694-698, 703, 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739, 742-745, 754-758, 760, 762, 763, 765, 766, 769-776, 782-788, 791, 792, 797-802, 804, 809-811, and 813-815.

B. Results from the recent Washington County Rightsizing the Parking Code study indicated the need for updates to the Community Development Code element of the Comprehensive Plan including those related to off-street minimum and maximum parking and

1 loading standards. The Board recognizes that such changes are necessary from time to time  
2 for the benefit and welfare of the residents of Washington County, Oregon.

3 C. Under the provisions of Washington County Charter Chapter X, the  
4 Department of Land Use and Transportation has carried out its responsibilities, including  
5 preparation of notices, and the County Planning Commission has conducted one or more  
6 public hearings on the proposed amendments and has submitted its recommendations to the  
7 Board. The Board finds that this Ordinance is based on that recommendation and any  
8 modifications made by the Board, as a result of the public hearings process.

9 D. The Board finds and takes public notice that it is in receipt of all matters and  
10 information necessary to consider this Ordinance in an adequate manner and finds that this  
11 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan  
12 adoption as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington  
13 County Charter, the Washington County Community Development Code, and the Washington  
14 County Comprehensive Plan.

## 15 SECTION 2

16 The following exhibit, attached hereto and incorporated herein by reference, is adopted  
17 as an amendment to the designated document as follows:

18 A. Exhibit 1 (25 pages), amends the following sections of the Community  
19 Development Code:

- 20 1. Section 201 - Development Permit;
- 21 2. Section 390 - North Bethany Subarea Overlay District;
- 22 3. Section 404 - Master Planning;

1 4. Section 408 - Neighborhood Circulation; and

2 5. Section 413 - Parking and Loading.

3 SECTION 3

4 All other Comprehensive Plan provisions that have been adopted by prior ordinance,  
5 which are not expressly amended or repealed herein, shall remain in full force and effect.

6 SECTION 4

7 All applications received prior to the effective date shall be processed in accordance  
8 with ORS 215.427.

9 SECTION 5

10 If any portion of this Ordinance, including the exhibit, shall for any reason be held  
11 invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be  
12 affected thereby and shall remain in full force and effect.

13 SECTION 6

14 The Office of County Counsel and Department of Land Use and Transportation are  
15 authorized to prepare planning documents to reflect the changes adopted under Section 2 of  
16 this Ordinance, including deleting and adding textual material and maps, renumbering pages  
17 or sections, and making any technical changes not affecting the substance of these  
18 amendments as necessary to conform to the Washington County Comprehensive Plan format.

19 ///

20 ///

1 SECTION 7

2 This Ordinance shall take effect on November 24, 2017.

3 ENACTED this \_\_\_\_\_ day of \_\_\_\_\_, 2017, being the \_\_\_\_\_ reading  
4 and \_\_\_\_\_ public hearing before the Board of County Commissioners of Washington  
5 County, Oregon.

6 BOARD OF COUNTY COMMISSIONERS  
7 FOR WASHINGTON COUNTY, OREGON

8 \_\_\_\_\_  
9 CHAIRMAN

10 \_\_\_\_\_  
11 RECORDING SECRETARY

12 READING

13 PUBLIC HEARING

12 First \_\_\_\_\_  
13 Second \_\_\_\_\_  
14 Third \_\_\_\_\_  
15 Fourth \_\_\_\_\_  
16 Fifth \_\_\_\_\_  
17 Sixth \_\_\_\_\_

12 First \_\_\_\_\_  
13 Second \_\_\_\_\_  
14 Third \_\_\_\_\_  
15 Fourth \_\_\_\_\_  
16 Fifth \_\_\_\_\_  
17 Sixth \_\_\_\_\_

18 VOTE: *Aye*: \_\_\_\_\_

18 *Nay*: \_\_\_\_\_

19 Recording Secretary: \_\_\_\_\_ Date: \_\_\_\_\_

Sections of the COMMUNITY DEVELOPMENT CODE are amended to reflect the following:

**1. SECTION 201 – DEVELOPMENT PERMIT**

**201-2 Exclusions from Permit Requirement**

\*\*\*

201-2.33 Reduction of off-street required minimum automobile parking spaces in existing development for replacement bicycle parking is subject to Section 413-8.344. Replacement bicycle parking spaces must meet the standards of Sections 429-7, 429-8 and 429-9.

**2. SECTION 390 – NORTH BETHANY SUBAREA OVERLAY DISTRICT**

**390-17 North Bethany Planned Development Standards**

\*\*\*

390-17.9 Modification of Standards through the Planned Development, Excluding Planned Developments for Cluster Housing

\*\*\*

**B. Allowed Modifications**

\*\*\*

- (2) The reduction of private roadway pavement width may be allowed, subject to fire district approval, if provisions are made to provide off-street parking in addition to that required by Section 413-45;
- (3) Maximum height limitations may be increased up to seventy (70) feet;
- (4) Parking requirements for non-residential development may be reduced as provided in Sections 413-8 through 413-12;

\*\*\*

**390-20 Building Design and Variety**

\*\*\*

390-20.3 Street-Facing Building Façades

\*\*\*

A. Single-Family Detached Dwelling Units shall comply with the following standards:

\*\*\*

**(3) Garage Frontage**

\*\*\*

(d) For lots in which the grade at the rear lot line is at least six (6) feet higher than the grade at the front (street side) lot line, up to sixty (60) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the width of the garage door) when:

\*\*\*

- (2) The required amount of on-street parking is provided, per CDC Section 413-56.

**3. SECTION 404 – MASTER PLANNING**

**404-4 Planned Development**

\*\*\*

**404-4.5 Allowed Modifications**

\*\*\*

- D. Parking requirements may be reduced up to one hundred (100) ~~thirty (30)~~ percent as provided in Section 413-842;

**4. SECTION 408 – NEIGHBORHOOD CIRCULATION**

**408-10 Internal Pedestrian Circulation**

**408-10.1 Number of Pedestrian Connections**

- A. All developments with 50 or more parking spaces or that generate fourteen (14) or more additional ADT shall provide a pedestrian connection between the street and the main entrance of the primary structure on the lot. For lots with more than one street frontage, a connection shall be provided to each street. As an alternate for new development on lots with multiple buildings, a pedestrian connection shall be provided between the street and the center of the internal pedestrian network. These requirements do not apply to single family or duplex residential development.

\*\*\*

**5. SECTION 413 - PARKING AND LOADING**

The following off-street parking and loading and on-street parking standards shall apply in all Districts. Requirements include minimum on-street parking (Section 413-56), minimum and maximum off-street parking (Section 413-67), minimum vanpool/carpool parking (Section 413-79), ~~maximum off-street parking (Section 413-13), reductions to required off-street parking (Section 413-8), and minimum off-street drop-off and loading (Section 413-9).14).~~

**413-1 Development Permit for Parking Areas**

A development permit shall be required for any area used for off-street parking except the parking allowed for a detached dwelling on an existing lot or parcel.

**413-2 General Requirements~~Off-Street Parking and Loading Criteria~~**

- 413-2.1 Off-street parking spaces~~d~~ within all districts, except non-residential Transit Oriented Districts, shall be provided on or within one hundred (100) feet of the site of the primary use. For non-residential uses within Transit Oriented Districts, off-street parking spaces shall be provided on or within eight~~four~~ hundred (800~~400~~) feet of the site of the primary use. Distance shall be measured in a straight line from the

property line to the nearest space. Street and alleys shall be included in the measurement.

~~413-2.5~~ Development outside of an urban growth boundary is exempt from the maximum parking standards in Section ~~413-13.2~~.

413-2.26 Off-street parking for a residential use shall be used solely for:

- A. The storage of passenger vehicles owned by occupants of the dwelling structure or their guests;
- B. One (1) unoccupied travel or utility trailer, or recreation vehicle;
- C. One (1) boat; and
- D. Farm equipment used in conjunction with farming on the premises.

413-2.37 Required residential parking and garage facilities shall not be used for the storage of commercial vehicles (other than a commuter vehicle), tractor-trailer, semi-truck, heavy equipment or for the parking of automobiles belonging to employees, owners, tenants, visitors or customers of business or manufacturing establishments.

413-2.48 Required parking spaces shall be available for the parking of operable automobiles of residents, guests, customers, patrons, and employees, or any other person or organization only and shall not be subject to a contractual agreement to rented, leased or otherwise be assigned to any other person or organization, except as may be permitted under Section 413-8.42.7. ~~No parking of vehicles, trucks or other equipment on wheels or tracks that are not associated with the legal use of the premises shall be permitted on the required parking areas.~~

~~413-2.9~~ Owners of two (2) or more adjoining uses, structures or parcels of land may use the same parking or loading area when the peak hours of such operation do not overlap. Full access to such parking or loading areas shall be exhibited in the deed, lease or contract.

### 413-3 **General Requirements**

413-2.53.4 Development permits for parking shall be reviewed through a Type I procedure except as otherwise specified in this Code.

413-2.63.2 Proper maintenance of off-street parking and loading facilities shall be a continuing obligation of the property owner.

413-2.73.3 In case of enlargement of a building or use of land existing on the effective date of this Code, the number of parking and loading spaces required shall be based on floor area or capacity of the entire use.

413-2.83.4 In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the several uses computed separately or as determined by Sections 413-8.4 and 413-8.6. In the rural area, development with two (2) or more uses may use the

same parking or loading area when the peak hours of operation of each use do not overlap.

413-2.93.5 All applications for a development permit for parking and loading shall include a plot plan drawn to scale, showing the parking or loading facilities to be provided. The required plot plan shall include but not be limited to:

- A. Delineation of individual parking spaces;
- B. Circulation area necessary to serve spaces;
- C. Vehicular and pedestrian access to streets, alleys and properties to be served;
- D. Curb cuts;
- E. Dimensions, continuity and substance of screening;
- F. Grading, drainage, surfacing and subgrading details;
- G. Delineation of all structures or other obstacles to parking and circulation on the site;
- H. Specifications for signs and bumper guards; and
- I. Specifications of proposed landscaping (see Section 407-8).

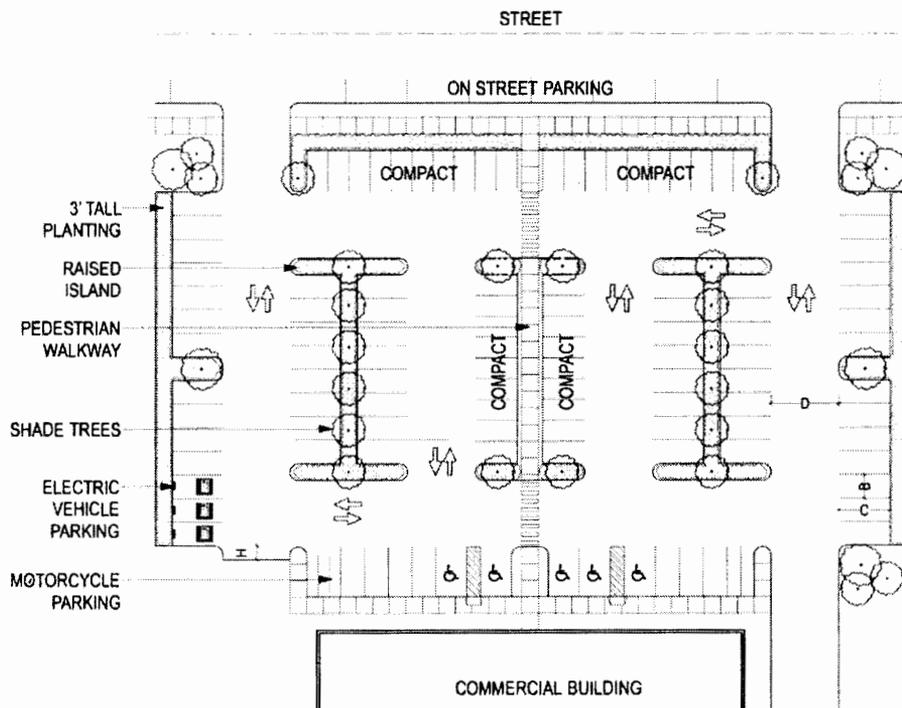
413-2.103.6 Private driveways providing access to urban attached unit residential development from a county or public street shall not be gated unless approved by the governing Fire Marshal and the Washington County Traffic Engineering Division.

**413-34 Off-Street Parking Lot Design**

All off-street parking lots including up to fifty (50) percent of the spaces for compact cars, shall be designed in accordance with County standards for stalls and aisles dimensions as set forth in the following drawings and tables:

**FIGURE 1 - Off Street Parking Lot Design - for illustrative purposes only**

The following figure illustrates design principles included in this Code. It is intended for illustrative purposes only, and does not supersede any Code references.



abcdef Proposed additions  
abcdef Proposed deletions

vehicle type	A parking angle	B stall width	C stall depth*	D aisle width	E **stall width	F *module width	G bumper overhang	H backing area	I module intermesh
standard	45°	8.5'	18.7'	12'	12'	49.4'	2'	5'	43.4'
	60°	8.5'	19.8'	14.5'	9.8'	54.1'	2.5'	5'	49.9'
	75°	8.5'	19.6'	23'	8.8'	62.2'	2.5'	5'	60'
	90°	8.5'	18'	24'	8.5'	59.5'	3'	5'	59.5'
compact car	90°	7.5'	15'	24'	7.5'	58'	2'	5'	58'
motorcycle	-	3'	7.5'	-	-	-	-	-	-

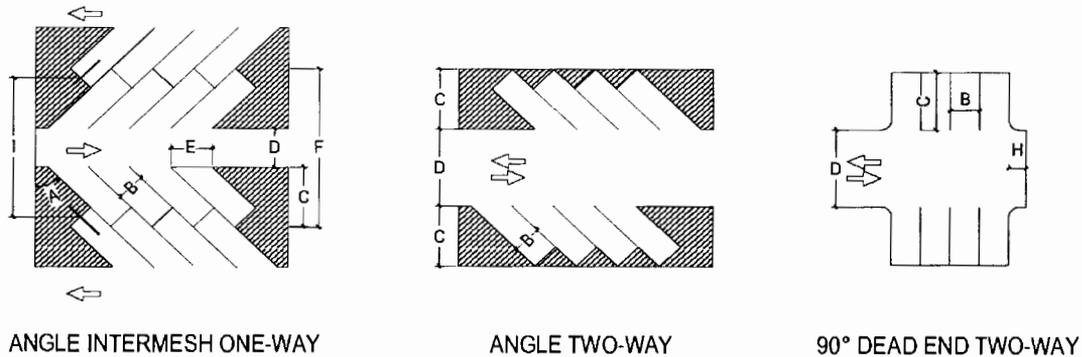
\*no bumper overhang  
 \*\*parallel to aisle

The two tables below have been re-formatted and combined into the new table above

	A	B	C	D	E	F	G	H	I
	45°	8.5'	18.7'	12'	12'	49.4'	2'	5'	43.4'
	60°	8.5'	19.8'	14.5'	9.8'	54.1'	2.5'	5'	49.9'
	75°	8.5'	19.6'	23'	8.8'	62.2'	2.5'	5'	60'
	90°	8.5'	18'	24'	8.5'	59.5'	3'	5'	59.5'
Compact car	90°	7.5'	15'	24'	7.5'	58'	2'	5'	58'

A = parking angle	F = Module Width (no bumper overhang)
B = stall width	G = Bumper Overhang
C = stall depth (no bumper overhang)	H = Backing Area
D = aisle width	I = Module Intermesh
E = stall width (parallel to aisle)	

FIGURE 2



413-3.14.1 For one (1) row of stalls use "C" plus "D" as minimum bay width.

413-3.24.2 The minimum aisle width for two-way traffic and for emergency vehicle operations area is twenty-four (24) feet. The minimum aisle width for emergency vehicle (one-way traffic) is fifteen (15) feet.

413-3.34.3 Where appropriate bumper overhang area is provided (extruded curbs), "G" can be subtracted from "C" to determine stall depth.

413-3.44.4 Parallel Parking:

Space dimensions are to be nine (9) by twenty-two (22) feet. Aisle dimensions for parallel parking are to be twelve (12) feet for one-way aisles and twenty-four (24) feet for two-way aisles.

413-3.54.5 Pedestrian Access:

In parking lots for customers, residents or employees of fifty (50) one hundred (100) or more spaces and two (2) or more rows of parking stalls, separate internal pedestrian connections walkways shall be provided encouraged consistent with 408-10 to minimize vehicular-pedestrian conflicts, and allow safe pedestrian movement within the lot. Parking lots dedicated to the display and storage of automobile, recreational and other vehicle sales are exempt.

413-3.6 If provided, electric vehicle charging parking spaces, either public or private, shall comply with the following requirements:

- A. Electric vehicle charging parking spaces may substitute for required minimum off-street parking spaces of Section 413-6.1 at a 1:1 ratio.
- B. A minimum of one (1) electric vehicle charging space shall be ADA compliant.
- C. Electric vehicle charging parking spaces shall be posted with signage not to exceed five (5) square feet in size.

D. Electric vehicle charging unit outlets and operable parts shall be no less than eighteen (18) inches off the ground if indoors and twenty-four (24) inches off the ground if outdoors and no higher than forty-eight (48) inches off the ground to ensure easy access.

#### 413-3.7 Motorcycle Parking

A maximum of five (5) percent, not to exceed five (5) motorcycle parking spaces total, shall be allowed to count toward the minimum off-street parking requirements of Section 413-6.1.

#### **413-45 Off-Street Parking Standards**

413-~~45~~.1 All required off-street parking and loading areas inside the urban growth boundary shall be surfaced with concrete or asphaltic material to conform with either of the following standards:

- A. A minimum of four (4) inches of concrete for vehicles and six (6) inches for commercial vehicles or trucks; or
- B. Two (2) inches of asphalt overlaying a six (6) inch base (compacted) of crushed stone.
- C. In lieu of being constructed as described under A. or B. above, required off-street parking and loading areas may be constructed of pervious paving materials when the applicant's engineer provides written certification with the application that appropriate site conditions exist for the use of pervious materials and that the proposed design and construction will be equal to or superior to the structural standards specified in A. or B. above.

413-~~45~~.2 Off-street parking and loading areas outside the UGB may be required by the Review Authority to be surfaced to the standards of 413-5.1 where:

- A. The site is adjacent to a paved limited access highway or arterial; or
- B. Located adjacent to a developed RR-5 Rural Community; or
- C. Where the Review Authority finds there is an adverse impact on adjacent properties.

413-~~45~~.3 Minimum standards for all required parking and loading areas outside the UGB shall consist of a gravel surface with four (4) inches of base rock with two (2) inches of three-quarter (3/4) inch minus leveling course.

413-~~45~~.4 Based upon approval of a grading plan pursuant to Section 410, for the purpose of temporary or overflow parking, or storage of heavy equipment or vehicles in the Industrial District, a gravel surface may be approved with a minimum four (4) inches of base rock with two (2) inches of three-quarter (3/4) inch minus leveling course.

413-~~45~~.5 All required off-street parking areas, except for detached or two unit attached dwellings on a single lot and areas outside the UGB not required to be surfaced to

the standards of Section 413-5.1, shall be constructed with curbs of concrete or asphalt. Driveways for detached dwelling units that are less than one hundred (100) feet in length shall be paved. All driveways for single family attached dwelling units shall be paved. Those areas constructed with a gravel surface may use curbs of wood or other materials as may be approved by the Review Authority.

- 413-~~45~~.6 Parking spaces in paved parking areas having more than three (3) stalls are to be marked with paint striping, a minimum of two (2) inches in width. Parking spaces in gravel surfaced lots may be identified by wheel stop barriers.
- 413-~~45~~.7 Covered parking spaces are to have a vertical clearance of at least seven (7) feet, six (6) inches above the parking lot surface for all uses except residential.
- 413-~~45~~.8 The finished grade of a parking lot is not to exceed five (5) percent slope.
- 413-~~45~~.9 Parking and loading areas that are not associated with a structure shall have no less than a ten (10) foot front and rear yard setback and shall conform to the street side yard requirements of the primary district.
- 413-~~45~~.10 All parking lots shall be landscaped as required by Section 407-6.
- 413-~~45~~.11 The minimum driveway width for one (1) single family detached dwelling unit shall be twelve (12) feet. The minimum driveway width for each single family attached dwelling unit with individual vehicular access to a street shall be twelve (12) feet. The minimum driveway depth for single family detached and single family attached units shall be twenty (20) feet (measured from the back of sidewalk or the property line as specified by the primary district). A twelve (12) foot wide and twenty (20) foot deep driveway shall be counted as one (1) off-street parking space. A twenty (20) foot wide and twenty (20) foot deep driveway shall be counted as two (2) off-street parking spaces.
- 413-~~45~~.12 Driveways for detached or single family attached lots with single car garages may be combined when the following standards are met as illustrated by Figure 1 below:

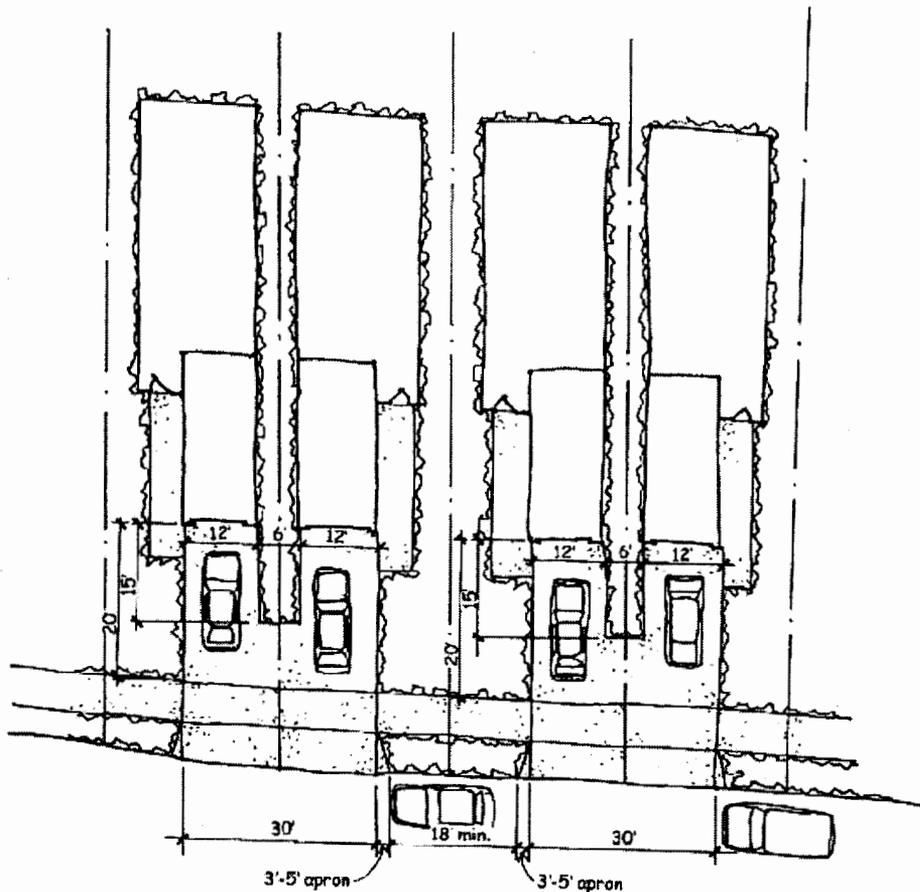


Figure 1

- A. A minimum six (6) foot wide planting area shall be provided between each driveway for a minimum length of fifteen (15) feet;
- B. The minimum driveway width for each unit shall be twelve (12) feet;
- C. The width of the driveway curb cut shall be the total width of the combined driveways and the common planting strip;
- D. There shall be at least eighteen (18) feet of curb face between combined and/or single driveways in order to provide one (1) on-street parking space between driveways.;

**413-~~56~~ On-Street Parking Requirements for Urban Residential Districts**

The following on-street parking standards shall apply to all urban residential districts, including Transit Oriented Districts:

413-~~56~~.1 For single family detached dwelling units and single family attached dwelling units with individual on-site parking and individual vehicular access to a local or Neighborhood Route public or private street, the following on-street parking shall be provided:

- A. For a dwelling with one (1) off-street parking space, a minimum of two (2) on-street parking spaces shall be provided within ~~two~~one hundred (~~200~~100) feet of the subject lot, except as provided in Sections 413-~~56~~.1 D. or 413-~~56~~.3.
- B. For a dwelling with two (2) off-street parking spaces, a minimum of one (1) on-street parking space shall be provided within ~~two~~one hundred (~~200~~100) feet of the subject lot, except as provided in Sections 413-~~56~~.1 D. or 413-~~56~~.3.
- C. For dwellings with more than two (2) off-street parking spaces, a minimum of one (1) on-street parking space for every two (2) lots with more than two (2) off-street parking spaces shall be provided within ~~two~~one hundred (~~200~~100) feet of the subject lot, except as provided in Sections 413-~~56~~.1 D. or 413-~~56~~.3.
- D. The requirements for on-street parking are not applicable to flag lots or lots that are provided access from the terminus of a non-through street (e.g., cul-de-sac bulb or hammerhead).

413-~~56~~.2 Required on-street parking shall be provided within ~~two~~one hundred (~~200~~100) feet of the subject lot by parallel or angled parking in accordance with the standards of the Washington County Road Design and Construction Standards (perpendicular parking is not allowed).

Parallel parking spaces shall be at least eighteen (18) feet long for one (1) or two (2) adjoining spaces. When three (3) or more adjoining spaces are provided the minimum length of each space shall be twenty (20) feet. Angled parking may be provided on a street corner but not along the front of dwelling units.

Driveway aprons, crosswalk areas, curb frontage with a fire hydrant and/or congregate mail boxes shall not be used to satisfy required on-street parking standards.

413-~~56~~.3 Portions of the on-street parking required by Section 413-~~56~~.1 may be provided in parking courts that are interspersed throughout a development when the following standards are met:

- A. No more than ~~twelve~~ (~~12~~)~~eight~~ (~~8~~) parking spaces shall be provided in a parking court;
- B. A parking court shall be located within ~~one hundred~~ (~~100~~) 200 feet of the affected lot as in accordance with the requirements of Section 413-2.1;~~2~~;
- C. No more than two (2) parking courts shall be provided within a block, with only one (1) parking court provided along a block side;

- D. A parking court shall be paved and shall comply with the standards of this Section and the grading and drainage standards of this Code;
- E. A parking court shall be landscaped in accordance with the standards of Section 407-6 and Sections 431-6.2 B. (3)(a and b);
- F. A parking court shall be illuminated;
- G. A parking court shall be privately owned and maintained. For each parking court there shall be a legal recorded document which includes:
  - (1) A legal description of the parking court;
  - (2) Ownership of the parking court;
  - (3) Use rights; and
  - (4) A maintenance agreement and the allocation and/or method of determining liability for maintenance of the parking court;
- H. No portion of a parking court, including landscape areas, shall be used to satisfy any requirement for open space, recreational facilities or areas, or be used as a development's water quality or quantity facility; and
- I. A parking court shall be used solely for the parking of operable passenger vehicles.

**413-67 Minimum and Maximum Off-Street Parking Requirements**

The minimum and maximum number of off-street parking spaces by type of use shall be determined in accordance with the following tables. New development shall provide no more than the maximum number of off-street parking spaces listed unless exempted by Sections 413-6.4 or 413-6.7, or adjusted by Sections 413-6.5 or 413-6.6. The minimum and maximum off-street parking requirements for a use not listed shall be the same as the most similar listed use as determined by the Review Authority, or as determined through a parking analysis as described in Section 413-8.6.:

413-6.1 Minimum Off-Street Parking Requirements

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET PARKING SPACES PER UNIT OF MEASURE
<del>A. 413-7.1</del>	<b>Residential:</b>	
	<del>(1)A.</del> Detached <u>(including manufactured dwelling)</u>	One (1) per each dwelling unit
	<del>(2)B.</del> Attached including duplex	
	<del>a.</del> <del>(1)-1 Bedroom or Studio</del>	One (1) per each dwelling unit
	<del>b.</del> <del>(2)-2 or more Bedrooms</del>	<del>One and five-tenths (1.5) per each dwelling unit</del>
	<del>(3)</del> <del>3 or more Bedroom</del>	<del>One and seventy-five hundredths (1.75) each per dwelling unit</del>
	<del>(3)C.</del> Boarding House	One (1) space for each sleeping room
	<del>(4)D.</del> <u>Regulated Affordable Housing (see Section 413-6.2)</u> <del>Manufactured Dwelling</del>	<del>0.75 per each dwelling unit</del> <u>Two (2) per each dwelling unit</u>
<del>B. 413-7.2</del>	<b>Institutional:</b>	
	<del>(1)A.</del> Assembly Halls including religious institutions, temples, mosques, lodge halls, meeting halls, theaters, auditoriums and community centers or buildings of a similar use	Fixed Seats: One (1) space for each three (3) seats Without Fixed Seats: One (1) space for each four (4) persons allowed by maximum seating capacity as established by fire, building or health codes
	<del>(2)B.</del> Golf Course, Recreational Facilities, Sports Club, and Tennis or Racquetball Club	
	<del>a.</del> <del>(1) Golf course open to the public, except miniature "par-3" course</del>	<del>Parking will be based on a parking study submitted at the time of application for the use. Parking shall be reviewed through the same procedure as required for the use</del> <u>Four (4) for each one (1) golf hole and one (1) for each employee</u>
	<del>(2)</del> <del>Private golf clubs</del>	<del>Parking will be based on a parking study submitted at the time of application for the use. Parking shall be reviewed through the same procedure as required for the use</del>
	<del>b.</del> <del>(3) Recreational facilities and sports clubs</del>	<del>Four and three-tenths (4.3) spaces for each thousand (1000) square feet of gross floor area</del>
	<del>c.</del> <del>(4) Tennis or racquetball clubs</del>	<del>One (1) space for each thousand (1000) square of gross floor area</del>

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	<del>(3)C.</del>	Homes for the aged and convalescent homes	One (1) space for each four (4) beds, plus one (1) space for each employee, including nurses, on maximum working shift
	<del>(4)D.</del>	Hospitals	One (1) for each two (2) patient beds, plus one (1) space for each staff or visiting doctor and each employee, including nurses, on maximum working shift
	<del>(5)E.</del>	Libraries, museums, and post office buildings.	<del>Two</del> One (2) for each thousand (1000) five hundred (500)-square feet of gross floor area, plus one (1) space for each employee employed therein
	<del>(6)F.</del>	Passenger Terminal (bus, air or rail)	One (1) space for each one thousand (1000) square feet of gross floor area plus one space for each two (2) employees
	<del>(7)G.</del>	Public office building not specified elsewhere	Two <del>and seven tenths (2.7)</del> for each thousand (1000) square feet of gross floor area
	<del>(8)H.</del>	Schools	
		<del>a. (1)-</del> Preschool child care (day nurseries)	Two spaces plus one (1) for each employee
		<del>b. (2)-</del> Elementary and junior high school	One (1) for each one (1) teacher and administrator, in addition to the requirements of the auditorium
		<del>c. (3)-</del> Senior high schools and colleges	One (1) for each five (5) students and staff
	<del>(9)I.</del>	Stadium, sports arena or similar place of assembly	One (1) for each three (3) seats or six (6) feet of benches, and one (1) for each employee on a maximum working shift
	J.	Telecommunication Facilities (unmanned) subject to Section 430-109	One (1) space per tower. The Review Authority may waive this requirement if the applicant can demonstrate that there is available on-site parking, on-street parking, leased or shared parking with adjacent or nearby uses authorized for use by a written agreement
	K.	Telecommunication Facilities (manned) subject to Section 430-109	Two (2) spaces plus one space for each two (2) employees
<del>C.413-7.3</del>	<b>Business and Commercial:</b>		
	<del>(1)A.</del>	Auto wash	One (1) for each employee. In addition, adequate waiting space for autos provided on the premises to accommodate fifty (50) percent of the hourly rate of capacity
	<del>(2)B.</del>	Automobile service station	Two (2) for each lubrication, stall rack or pit; and one (1) for each gasoline pump
	<del>(3)C.</del>	Beauty parlor or barber shop	Three (3) spaces <u>per thousand (1000) square feet of gross floor area</u> for each of the first two (2) beauty or barber chairs, and one and one-half (1 1/2) spaces for each additional chair

	<del>(4)D.</del>	Bowling alleys	<del>Four (4)</del> <del>3.5</del> for each one (1) bowling lane, <del>plus one (1)</del> <del>for each employee on a maximum working shift</del>
	<del>(5)E.</del>	Commercial schools	To be determined through Development Review
	<del>(6)F.</del>	Drive-in restaurant or similar drive-in used for the sale of beverages, food or refreshments for consumption off the premises	<del>5</del> <del>Nine and nine-tenths (9.9)</del> per thousand (1000) square feet of gross floor area
	<del>(7)G.</del>	Establishments for sale and consumption on the premises of beverages, food or refreshments	<del>8</del> <del>Fifteen and three-tenths (15.3)</del> per thousand (1000) square feet of gross floor area
	<del>(8)H.</del>	Furniture and appliances, household equipment, repair shops, showroom of plumber, decorator, electrician or similar trade, shoe repair and other similar uses	<del>0.75 per</del> <del>One (1)</del> for each eight hundred (800) thousand (1000) square feet of gross usable floor area each used in processing, <del>plus one (1)</del> for each employee on maximum working shift
	<del>(9)I.</del>	Laundromats and coin-operated dry cleaners	One (1) for each <del>four (4)</del> <del>two (2)</del> washing machines
	J.	Miniature or "par 3" golf courses	Three (3) for each one (1) hole <del>plus one (1)</del> for each employee
	<del>(10)K.</del>	Mortuary	One (1) for each fifty (50) square feet of usable floor space, <del>plus one (1)</del> for each employee on maximum working shift
	<del>(11)L.</del>	Motel, hotel or other commercial lodging establishment	<del>0.80</del> <del>One (1)</del> for each one (1) unit for occupancy, <del>plus extra spaces for accessory uses dining rooms, ballrooms or meeting rooms as required by Section 413-7.3 A and H above, where the capacity of such areas exceeds the number of beds in the building</del>
	<del>(12)M.</del>	Motor vehicle and service establishments	<del>Two (2) per thousand (1000)</del> <del>One (1)</del> for each <del>two hundred (200)</del> square feet of usable floor space <del>sales room and one (1)</del> for each one (1) auto-service stall in the service room
	<del>(13)N.</del>	Retail stores, except as otherwise specified herein	<del>2.5</del> <del>Four and one-tenth (4.1)</del> for each thousand (1000) square feet of gross area
<del>D.413-7.4</del>	<b>Offices:</b>		
	<del>(1)A.</del>	Banks	<del>2.5</del> <del>Four and three-tenths (4.3)</del> for each thousand (1000) square feet of gross floor area
	<del>(2)B.</del>	Business offices or professional offices except as indicated pursuant to Section 413-6.1D(3)7.4 C	Two <del>(2)</del> <del>and seven-tenths (.7)</del> for each thousand (1000) square feet of gross floor area
	<del>(3)C.</del>	Professional offices of doctors, dentists, or similar professions	Three <del>(3)</del> <del>and nine-tenths (.9)</del> for each thousand (1000) feet of gross floor area

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E.413-7.5	<b>Industrial:</b>		
	(1)A.	Industrial or research establishments, wholesale establishments, and industrial park	One and six-tenths (1.6) for each thousand (1000) square feet of gross floor area
	(2)B.	Wholesale less than one hundred fifty thousand (150,000) gross square feet in size	Five-tenths (0.5) for each thousand (1000) square feet of gross floor area
	(3)C.	Warehouses greater or equal to one hundred fifty thousand (150,000) gross square feet in size	Three-tenths (0.3) for each thousand (1000) gross square feet of floor area

413-6.2 The following definition applies where specified in Table 413-6.1. Regulated affordable housing shall be defined as housing that is made affordable through public subsidies and/or statutory regulations that restrict or limit resident income levels and/or rents. To be considered regulated affordable housing, units must:

- A. Have a local, state, or federal compliance agreement or contract;
- B. Be affordable to households at or below eighty (80) percent Median Family Income as defined annually by Housing and Urban Development (HUD) for the Portland-Vancouver Metropolitan Statistical Area (MSA); and
- C. Remain regulated affordable housing units for a minimum of twenty (20) years from the date of occupancy.

413-6.343 Maximum Off-Street Parking Requirements

- A. 413-13.1 In accordance with the Community Plans' Parking Maximum Designations, urban unincorporated properties shall be identified as being located in either Zone A or Zone B. Properties brought into the Urban Growth Boundary after adoption of the Parking Maximum Designations shall be considered to be located within Zone B for the purposes of Section 413 unless the property meets the following Zone A criteria. Zone A properties are located within one-quarter (1/4) mile of a bus route that provides twenty (20) minute peak hour service or within one-half (1/2) mile of a light rail station. Zone B properties are the remaining urban unincorporated areas.
- B. 413-13.2 The maximum number of allowable off-street parking spaces by type of use shall be determined by the following ~~or Section 413-2.4:~~

**MAXIMUM OFF-STREET PARKING RATIOS IN ZONE A AND ZONE B AS ILLUSTRATED IN THE COMMUNITY PLANS**

(parking ratios are based on spaces per 1000 gross square feet unless otherwise stated)

Use	Zone A (Transit Accessible Areas)	Zone B (Remaining Urban Areas)
Residential	None	None
Bank with drive-in	5.4	6.5
Business offices, office park, "flex space", or professional offices (except those for doctors, dentists or similar professions)	3.4	4.1
Professional offices of doctors, dentists, or similar professions	4.9	5.9
Public office building	3.4	4.1
Warehouse (greater than or equal to 150,000 gsf)	0.4	0.5
Senior high schools, colleges and universities (spaces per # of students and staff)	0.3	0.3
Tennis or racquetball clubs	1.3	1.5
Recreational facilities and sports clubs	5.4	6.5
Retail stores and shopping centers (except as otherwise specified in Section 413-6.17 or 413-13)	5.1	6.2
Theaters and auditoriums (spaces per # of seats)	0.4	0.5
Drive-in restaurant or similar drive-in used for the sale of beverages, food or refreshments for consumption off the premises	12.4	14.9
Establishments for sale and consumption on the premises of beverages, food or refreshments	19.1	23
Religious institutions, temples, or buildings of similar use with fixed seats (spaces per # of seats)	0.6	0.8

413-6.413.3 Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, and employee vanpool/carpool parking spaces are exempt from the maximum off-street parking standards in Section 413-6.32.

413-6.513.4 In Zone A, the Review Authority may approve through a Type II procedure off-street parking in excess of the maximum parking standards if a development is located more than a one-quarter (1/4) mile walk via easements for public travel to the closest bus stop with twenty (20) minute peak hour service, or if twenty (20) minute peak hour service is no longer provided within one-quarter (1/4) mile of a property. In either case, the maximum number of off-street parking spaces shall not exceed the Zone B maximum standard for the same use.

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~~413-6.6~~413-5 In either Zone A or B, the Review Authority may approve through a Type II procedure off-street parking in excess of the maximum parking standards based on findings that:

- A. The nature of the development will result in a higher off-street parking demand relative to similar uses in the same parking zone; and
- B. To the greatest degree practicable, the development includes the implementation of opportunities for shared parking, parking structures, utilization of public parking spaces and other appropriate demand management programs. Demand management programs may include, but are not limited to, subsidized transit passes, shuttle service, and carpool programs.

413-6.7 Development outside of an urban growth boundary is exempt from the maximum parking standards in Section 413-6.3.

**413-79 Vanpool/Carpool Parking**

Preferential parking for vanpool/carpool shall be provided for all institutional, office, and industrial uses having fifty (50) or more parking spaces as set forth below.

413-79.1 After any reductions based upon availability of transit in Section 413-8.1, at least ten (10) percent of the minimum employee or student spaces required in Sections ~~413-6.1~~413-7.2, ~~413-7.4~~, and ~~413-7.5~~ shall be designated for exclusive use by vanpools/carpools.

413-79.2 Spaces reserved for exclusive use by vanpools/carpools shall have a minimum width of nine and one-half (9.5-1/2) feet and be clearly marked for vanpool/carpool use.

413-79.3 Vanpool/carpool spaces shall be generally located closest to the primary entrance for employees or students utilizing such spaces but not closer than spaces for handicapped parking or visitor parking. For developments with more than twenty (20) required vanpool/carpool spaces and more than one primary entrance, fifty (50) percent of all of the required vanpool/carpool parking may be clustered in one or more centralized, convenient locations.

413-79.4 In case of enlargement of a building or a change in the use of a building, the number of parking spaces required shall be based on floor area or capacity of the entire use of the building. If the building is part of a larger existing use with multiple buildings, only the subject building shall meet the parking requirements.

**413-8 ~~Reduction of Minimum Off-Street Parking Based on Transit~~**

The minimum number of off-street parking spaces required by Section 413-6.1 may be reduced through the application of Sections 413-8.1 through 413-8.6. The total cumulative reduction to minimum off-street parking for non-residential developments shall not exceed fifty (50) percent of the required minimum spaces, except as allowed by Section 413-8.6. The total cumulative reduction to minimum off-street

parking for residential developments shall not result in a ratio below 0.5 spaces per unit, except as allowed by Section 413-8.6. The following conditions must be met in order to reduce minimum off-street parking requirements based upon the availability of transit.

413-8.1 Reduction of Minimum Off-Street Parking Based on Access to Transit~~Through a Type II procedure, minimum off-street parking requirements may be reduced up to twenty (20) percent based upon the availability of transit. The following conditions (items A. and B., below) must be met in order to reduce minimum parking requirements based upon the availability of transit:~~

A. Minimum off-street parking requirements may be reduced up to thirty (30) percent for office, industrial or institutional uses when the following conditions are met:

(1)A. The property must be located within one-half quarter (0.51/4) mile of a major transit stop, or within one-quarter (0.25) mile of a regular or frequent bus service route which provides at least twenty (20) minute as defined by the Transportation System Plan; and

(2) Transportation demand management strategies shall be used onsite as demonstrated through a Transportation Demand Management Plan. Such plans may include, but are not limited to, participation in a Transportation Management Association, enhanced bicycle parking and onsite showering facilities, provision of subsidized or discounted transit passes to employees, and car and/or rideshare programs.

B. Minimum off-street parking requirements may be reduced up to thirty (30) percent for residential uses when the following condition is met:

(1) Property must be located within one-half (0.5) mile of a major transit stop or within one-quarter (0.25) mile of a regular or frequent bus service route as defined by the Transportation System Plan, or more frequent service between 10:00 AM and 2:00 PM each weekday; and

~~B. The use of the property must be office, retail or institutional.~~

C. 413-8.2~~When a development provides a transit amenity associated with a transit bus stop (including space for a landscaped buffer, enhanced pedestrian linkages, building awnings, covered walkways, pullout, or bus shelter or other amenity the transit district determines improves the convenience or safety of transit users/customers), parking spaces may be reduced at a ratio of one (1) parking space for each fifty (50) square feet of transit amenity space provided. This provision may be combined with A. or B. above. above and beyond the minimum required by this ordinance.~~

413-8.240 Reduction of Minimum Off-Street Parking Based on Vanpool/Carpool

Sites having fifty (50) or more parking spaces may reduce total minimum parking space requirements by two (2) standard or compact size spaces for every one (1)

vanpool/carpool space provided. Vanpool/carpool spaces are exempt from the maximum parking requirements of Section 413-6.3. 43-

#### 413-8.311 Reduction of Minimum Off-Street Automobile Parking Based on Bicycle Parking

Reduction of the minimum quantity of off-street automobile parking required by Section 413-67 is allowed as described in this section. All bicycle parking spaces must meet the standards of Sections 429-7, 429-8 and 429-9.

A.413-11.1 ~~Sites having fifty (50) or more parking spaces may reduce total minimum automobile parking space requirements by one (1) standard or compact size space, up to ten (10) percent of required automobile spaces, for every two (2) bicycle spaces provided.~~

~~413-11.2 Sites having between eleven (11) and forty nine (49) parking spaces may reduce total minimum automobile parking space requirements by two (2) standard or compact size spaces or ten (10) percent of required automobile spaces, up to five (5), whichever is greater, for replacement with two (2) bicycle spaces per automobile space.~~

~~413-11.3 Sites having ten (10) or fewer parking spaces may reduce total minimum automobile parking space requirements by one (1) standard or compact size space for replacement with up to two (2) bicycle spaces.~~

B.413-11.4 Replacement bicycle parking spaces in existing development are exempt from permit requirements per Section 201-2.33. Alterations in parking lot requirements beyond this exemption will be subject to development review.

#### 413-8.4 Reduction to Minimum Off-Street Automobile Parking Based on Mixed-Use or Shared Parking Agreement

The minimum number of off-street parking spaces required by Section 413-6 may be reduced for two (2) or more uses, structures or lots whose owners agree to jointly use the same parking and/or loading spaces, subject to the following:

A. On-site parking may be shared by two (2) or more uses with concurrent peak hour uses, provided the following standards are met:

(1) The use or uses are located within a mixed-use development. The site may include multiple parcels as long as they are under the same ownership and are contiguous. The total combined required minimum vehicle parking may be determined using the following formula:

a. Primary use, i.e., that with the largest proportion of total trip generation within the development, at one hundred (100) percent of the minimum vehicle parking required for that use.

b. Secondary use, i.e., that with the second largest percentage of total trip generation within the development, at eighty-five (85) of the vehicle parking required for that use(s);

c. All other uses at seventy (70) percent of the vehicle parking required for that use(s).

(2) The uses, structures or lots are located within one-half (0.5) mile of a major transit stop or one-quarter (0.25) mile of a regular or frequent bus service route as defined by the Transportation System Plan;

(3) Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and

(4) Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.

B. On-site parking may be reduced when the peak hours of parking demand for two (2) or more of the land uses are complementary and do not overlap (offset peak hour uses), provided the following standards are met:

(1) The total combined required minimum vehicle parking may be determined using the following formula:

a. Primary use, i.e., that with the largest proportion of total trip generation within the development, at one hundred (100) percent of the minimum vehicle parking required for that use.

b. Secondary use, i.e., that with the second largest percentage of total trip generation within the development, at eighty-five (85) percent of the vehicle parking required for that use(s);

c. All other uses at seventy (70) percent of the vehicle parking required for that use(s).

(1) The shared parking is within five hundred (500) feet of all uses sharing the parking;

(2) Pedestrians should not be required to cross an arterial street except at a signalized intersection along the pedestrian pathway;

(3) Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and

(4) Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.

C. Off-site parking may be shared by two (2) or more non-residential uses with concurrent peak hour parking demand if the following standards are met:

(1) The total combined required minimum vehicle parking may be determined using the following formula:

a. Primary use, i.e., that with the largest proportion of total trip generation within the development, at one hundred (100) percent of the minimum vehicle parking required for that use.

b. Secondary use, i.e., that with the second largest percentage of total trip generation within the development, at eight-five (85) percent of the vehicle parking required for that use(s);

All other uses at seventy (70) percent of the vehicle parking required for that use(s).

(2) The shared parking is within eight hundred (800) feet of all uses sharing the parking;

(3) Pedestrians should not be required to cross an arterial street except at a signalized intersection along the pedestrian pathway;

(4) Access to the shared parking is designed to be safe and comfortable for pedestrians; and

(5) Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.

413-8.5 Reduction of Minimum Off-Street Automobile Parking Based on Availability of On-Street Parking

A. The minimum number of off-street parking spaces required by Section 413-6 for non-residential uses may be reduced by one (1) space for every two (2) on-street spaces provided the following standards are met:

(1) On-street parking spaces are along the frontage of the subject site; and

(2) The parking spaces are delineated parallel or angled parking in accordance with the standards of the Washington County Road Design and Construction Standards (perpendicular parking is not allowed).

413-8.6 Reduction of Minimum Off-Street Automobile Parking Based on a Parking Analysis

A. The Review Authority may approve through a Type II procedure a reduction of up to one hundred (100) percent of the off-street parking minimums based on a parking analysis which substantiates the basis for the parking reduction. The parking analysis shall ensure that the parking requirements are adequate for each phase of development including the ultimate development scenario.

A. B. The parking analysis shall be prepared by a qualified parking or traffic consultant or civil engineer, and shall include, at a minimum, the following information:

(1) Location of the subject property;

- (2) Property description;
- (3) Owner/consultant contact;
- (4) Inventory of parking facilities within five hundred (500) feet of the subject site including on-street and publicly accessible off-street parking;
- (5) Utilization of existing facilities during peak periods of parking demand;
- (6) Estimate the parking demand generated by each component of the development;
- (7) An assessment of the feasibility and appropriateness of shared parking;
- (8) A parking strategy if the parking demand cannot be accommodated on-site;
- (9) Information and plans showing the location of any off-site parking and the lease arrangements for this parking.

**~~413-12~~ — ~~Total Reductions to Minimum Off-Street Parking Requirements~~**

~~The minimum number of off-street parking spaces required by Section 413-7 that may be reduced through the application of Sections 413-8, 413-10 and 413-11 shall not exceed forty (40) percent of the required minimum spaces.~~

**413-914 Minimum Off-Street Drop-off and Loading Requirements**

In all primary districts, drop-off and loading areas shall be provided according to the following schedule:

413-914.1 Residential:

None required, except for high rise (above three [3] stories) attached dwelling units which shall be provided with one (1) drop-off and loading space as a minimum and shall provide one (1) additional drop-off and loading space for each fifty (50) dwelling units over one hundred (100) dwelling units.

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET PARKING <u>DROP-OFF AND LOADING SPACES</u> PER UNIT OF MEASURE
413-914.2	<b>Institutions:</b>	
	A. <del>Convalescent home; institution for children; welfare; correction institute; institutions for the aged-Group Care Facilities</del>	One (1) space where the number of beds exceed twenty-five (25)
	B. Hospital - Floor Area:	
	• 5000 to 40,000 square feet	• One (1) space
	• 40,000 to 100,000 square feet	• Two (2) spaces
413-914.3	<b>Public Safety:</b>	
	A. Amusement park; bowling alley, dance hall or skating rink; indoor arena or theater; sports and commercial amusement; stadium or racetrack.	Minimum of one (1) space
	B. Auditorium	Minimum of one (1) space.
	C. Schools	Minimum of two (2) off-street loading spaces for school buses plus one (1) additional space for each two hundred fifty (250) bussed pupils.
413-914.4	<b>Commercial:</b>	
	Floor Area:	<u>Drop-off and</u> Loading Space Required:
	• Under 5000 square feet	• 0
	• 5000 to 25,000 square feet	• 1
	• 25,000 to 50,000 square feet	• 2
• 50,000 to 100,000 square feet	• 3	
413-914.5	<b>Industrial:</b>	
	Floor Area:	<u>Drop-off and</u> Loading Space Required:
	• Under 25,000 square feet	• 1
	• 25,000 to 50,000 square feet	• 2
• 50,000 to 100,000 square feet	• 3	

**413-~~10~~15 General Drop-off and Loading Requirements**

413-~~10~~15.1 It shall be unlawful to store or accumulate goods in a loading space if it renders it useless for loading and unloading operations.

413-~~10~~15.2 Drop-off and loading spaces shall be located on the site and directly accessible to main structures. The location of the drop-off and loading spaces shall comply with the requirements of Sections 403-2.3 E. (2) and 406-2.5 B.

413-~~10~~15.3 The minimum length and width of drop-off and loading spaces shall be according to the requirements in the following table:

USE		Length Linear Ft.	Width Linear Ft.
A.	All except wholesale and industrial	35	12
B.	Wholesale storage and industrial	65	12