

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

[DRAFT] CB XX-23

[DRAFT] ORDINANCE NO. XX

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

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 3, Development Code, Section 3.0100 Definitions is amended as follows:

Proposed Text Amendment	Commentary
*** Clear Vision Area. A triangular area at the intersections of streets with another street or with <u>multi-use paths or railroads or driveways</u> restricting sight obstructions in the right of way as well as on private property . The purpose of the area is to provide drivers and , bicyclists, <u>and pedestrians</u> with an unobstructed cross-view for purposes of traffic safety. ***	<i>The definition is amended to clarify where the clear vision area applies.</i>

Section 2. Volume 3, Development Code, Section 4.0400 Corridor Districts is amended as follows:

Proposed Text Amendment	Commentary																
*** Corridor District Standards Table 4.0430 Development Standards for Corridor Districts. <table border="1" data-bbox="203 1333 1240 1728"> <thead> <tr> <th></th> <th>Rockwood Town Center</th> <th>Station Centers</th> <th>Station Center (Ruby Jct. Overlay)</th> <th>Corridor Multifamily^{401c}</th> <th>Corridor Mixed-Use</th> <th>Community Commercial</th> <th>Moderate Commercial</th> </tr> </thead> <tbody> <tr> <td>A. Minimum Lot Size (Section 4.0431)</td> <td>10,000 square feet for residential; none for commercial and mixed use⁸</td> <td>10,000 square feet for residential; none for commercial and mixed use^{8, 402}</td> <td>10,000 square feet for residential; none for commercial and mixed use^{8, 402}</td> <td>10,000 sq- <u>ft-square feet^{8, 402}</u></td> <td>10,000 square feet for residential; none for commercial and mixed use^{8, 402}</td> <td>None</td> <td>None</td> </tr> </tbody> </table> ***		Rockwood Town Center	Station Centers	Station Center (Ruby Jct. Overlay)	Corridor Multifamily ^{401c}	Corridor Mixed-Use	Community Commercial	Moderate Commercial	A. Minimum Lot Size (Section 4.0431)	10,000 square feet for residential; none for commercial and mixed use ⁸	10,000 square feet for residential; none for commercial and mixed use ^{8, 402}	10,000 square feet for residential; none for commercial and mixed use ^{8, 402}	10,000 sq- <u>ft-square feet^{8, 402}</u>	10,000 square feet for residential; none for commercial and mixed use ^{8, 402}	None	None	<i>"Sq. ft." changed to "square feet" for consistency.</i>
	Rockwood Town Center	Station Centers	Station Center (Ruby Jct. Overlay)	Corridor Multifamily ^{401c}	Corridor Mixed-Use	Community Commercial	Moderate Commercial										
A. Minimum Lot Size (Section 4.0431)	10,000 square feet for residential; none for commercial and mixed use ⁸	10,000 square feet for residential; none for commercial and mixed use ^{8, 402}	10,000 square feet for residential; none for commercial and mixed use ^{8, 402}	10,000 sq- <u>ft-square feet^{8, 402}</u>	10,000 square feet for residential; none for commercial and mixed use ^{8, 402}	None	None										

K. Minimum Off-Street Parking Required	<u>None</u> None required for commercial uses; 1 space/unit for residential; ⁹ 1 space per 1,000 square feet of building floor area or the minimum in Table 9.0851, whichever is less, for institutional; ¹⁷ All other uses see Section 9.0851.	<u>None</u> None required for commercial; 1 space/unit for residential; ⁹ All other uses see Section 9.0851.	<u>None</u> None required for commercial; 1 space/unit for residential; ⁹ All other uses see Section 9.0851.	As provided in Sections 9.0803 and 9.0851.	As provided in Sections 9.0803 and 9.0851.	As provided in Sections 9.0803 and 9.0851.	As provided in Sections 9.0803 and 9.0851.	<i>The updates to the table align required minimum parking standards with CFEC rules.</i>
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Table 4.0430 Notes:

8. Minimum lot size and lot width/depth ratio standards do not apply to lots or parcels created for Townhouses. Minimum lot dimensions for Townhouse lots (except in those areas of CMF along the NE Glisan and NE 162nd Avenue corridors see table note 18) are as follows

Width at building line

Interior Lot 16 feet (lots of less than 22 feet in width shall take access from an alley or from a shared access)

Corner Lot 16 feet where it abuts an alley 25 feet where there is no alley or shared access

Depth 0 feet - all developments that include townhouses shall receive both land division approval to create lots for the townhouses as required in Section 6.0001, and design review approval as required in Section 7.0001.

~~9. The standards of Section 4.0440 shall apply for Townhouses.~~

~~10. There is no minimum lot size requirement for duplexes in the SC, CMF and CMU districts.~~

~~10. Minimum street frontage for duplex in the SC, CMF (except in those areas along the NE Glisan and NE 162nd Avenue corridors see table note 18) and CMU districts is 35 feet, except corner lots shall be 40 feet as measured from the corner radius end point to the property corner.~~

~~11. Screening and buffering are not required for townhouses abutting the LDR-5, LDR-7, TLDR, or TR District.~~

~~12. The Central Rockwood Plan Area is the area shown as Central Rockwood Plan Land Use Districts on Figure 1 of Appendix 39, Volume 1 of the Gresham Community Development Plan.~~

~~13. Minimum street frontage for townhouses shall be 16 feet, except corner lots shall be 25 feet as measured from the corner radius end point to the property corner if there is an alley or shared access, and 32 feet from the corner radius end point to the property corner if there is no alley or shared access. A reduction in the minimum street frontage may be approved when the applicant can document compliance with Section 10.1520 of the Community Development Code.~~

~~14. Within the Rockwood Design District:~~

~~a. Triangle Area. For lands in the Triangle Area as described in Section 7.0501 buildings shall not exceed six stories for buildings with exclusively commercial and/or institutional uses and four stories in height for buildings that include other uses.~~

~~b. Outside Triangle Area. For lands in the Outside Triangle Area as described in Section 7.0501 buildings shall not exceed ten (10) stories in height. See Section 7.0503(B)(6) Gateways for additional building height requirements for properties at the three gateway street intersections of:~~

Table notes 9 and 17 are removed. All Table notes in Table 4.0430 will be renumbered accordingly.

<p>a. 181st and Burnside b. 181st and Stark c. Burnside and Stark</p> <p>4615. Within the Rockwood Design District: a. Triangle Area. See Section 7.0503(A)(2) Building Frontage and Placement for minimum and maximum front building setbacks. b. Outside Triangle Area. See Section 7.0503(A)(2) Building Frontage and Placement for minimum and maximum front building setbacks.</p> <p>17. Minimum parking standard only applies within 1,000 feet of a MAX station. The only exceptions allowed to this minimum are Sections 9.0853(C) and (E) and Sections 10.1510 and 10.1530. Institutional uses more than 1,000 feet from a MAX station, see Section 9.0851.</p> <p>4816. Single detached dwellings and middle housing in the areas of CMF along the NE Glisan and NE 162nd Avenue corridors shall conform with development standards of Tables 4.0130 and 4.0131 for the TLDR district, except minimum net density for middle housing shall be 12 units per acre and maximum density shall be 25 units per acre for townhouses and 24 units per acre for all other middle housing uses.</p> <p>***</p> <p>4.0439 Clear Vision Area Requirements New development in the Town Center District, in the Station Centers District, and in the Ruby Junction Overlay is exempt from the provisions of Section 9.0200 – Clear Vision Area, except where the development has direct access to a major arterial or standard arterial street.</p> <p>***</p> <p>4.0440 Off-street Parking for Townhouses in the Rockwood Town Center, Station Center, and Station Center (Ruby Junction Overlay) Districts</p> <ol style="list-style-type: none"> 1. One space per dwelling unit. Each parking space shall be at least 8.5 feet wide by 18 feet deep. 2. Tandem (end-to-end) parking is allowed. 3. A maximum of one required parking space per unit may be located in a driveway in the front or street side yard setback or in the rear yard setback when there is an alley. <p>***</p>	<p><i>4.0439 is removed because the clause no longer applies. Exemptions can be requested through a design modification process.</i></p> <p><i>Removed because the areas are near frequent transit, so there is no required minimum parking.</i></p>
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Section 3. Volume 3, Development Code, Section 4.1100 Downtown Plan District is amended as follows:

Proposed Text Amendment	Commentary
<p>General 4.1101 Purpose *** B. How to Use the Code: *** 6. Compliance with other Code sections includes but is not limited to: ***</p>	

<p>c. Appendix 5, Section A5.510 - Utilities: Undergrounding of utilities in the Downtown Plan District shall be in accordance with Appendix 5, Section A5.510 - Underground Utilities.</p> <p>d. Section 9.0200 – Clear Vision Area: New development in the Downtown Plan District shall be exempt from Section 9.0200 – Clear Vision Area, except for developments with frontage on an Urban Boulevard street type.</p> <p><u>ed.</u> Appendix 6.000 - Signage:</p> <ol style="list-style-type: none"> 1. Applicability: The regulations of Appendix 6.000 Sign Regulations shall apply in the Downtown Plan District. Section 4.1151(B)(4) shall apply in the following situations and shall supersede Appendix 6.000 where conflicts occur: <ol style="list-style-type: none"> a. New Commercial and Industrial development in DCC. b. New Commercial and Industrial development in DTM and DMU sub- districts not visible from the Urban Boulevard street type. 2. Signs in DRL-1 and DRL-2: <ol style="list-style-type: none"> a. For subdivisions in the DRL-1 and DRL-2 sub-districts, the regulations of Appendix 6, Section A6.091 Subdivisions Signs apply. b. For non-residential uses in the DRL-1 and DRL-2 sub-districts, the regulations of Appendix 6, Section A6.094 Signs for Permitted Commercial uses in the OFR District shall apply. 3. Multifamily, Elderly Housing and Mixed-Use: See applicable signage Guidelines and Standards in Corridor Design District Section 7.0101 - 7.0103 for multifamily, elderly housing and mixed-use (residential component) developments requiring design review. <p><u>fe.</u> Community Development Plan Volume 4 - Transportation System Plan: Downtown Plan Street Types of Section 4.1140 supersede the Transportation System Plan Functional Classification System.</p> <p><u>gf.</u> Section 7.0400 Residential Design Standards: For single detached dwellings and middle housing in the DRL-1 and DRL-2 sub-districts, the regulations of 7.0400 apply.</p> <p>***</p>	<p><i>4.1101.B.6.d. is removed because the clause no longer applies. The following letters are relabeled accordingly.</i></p>
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Section 4. Volume 3, Development Code, Section 4.1200 Civic Neighborhood Plan District is amended as follows:

Proposed Text Amendment	Commentary
<p>Introduction</p> <p>4.1201 Purpose</p> <p>***</p> <p>B. How to Use the Code</p> <p>This document provides the sub-district development standards for new development and re-development within the Civic Neighborhood Plan District, and guides the Design Review of projects within the Civic Neighborhood as described in Article 7 Design Review. It has four sections:</p> <p>***</p>	

<p>7. Civic Neighborhood developments are exempt from the following standards unless otherwise specified within Section 4.1200:</p> <ul style="list-style-type: none"> a. Section 7.0100 Corridor Design District Guidelines and Standards; b. Section 7.0430 Townhouse Design Standards; c. Section 7.0310 Commercial (except those in a Design District), Institutional, and Mixed Use Developments (Non-Residential Component); d. Section 7.0320 Industrial Developments; e. Section 7.0210 Transit and Pedestrian Design Criteria and Standards; f. Section 9.0100 – Buffering and Screening Requirements: Except where a proposed development abuts a lot that is outside the Civic Neighborhood Plan District, new development in the Civic Neighborhood Plan District is exempt from the provisions of Section 9.0100; and g. Section 9.0200 – Clear Vision Area: Except for developments with frontage on an Urban Boulevard street type, new development in the Civic Neighborhood Plan District shall be exempt from Section 9.0200 – Clear Vision Area. 	<p>4.1201.B.7.g. is removed because the clause no longer applies.</p>
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Section 5. Volume 3, Development Code, Section 9.0200 Clear Vision Area is amended as follows:

Proposed Text Amendment	Commentary
<p>***</p> <p>9.0201 Street and Railroad Clear Vision Area</p> <p>A. A clear-vision area shall be maintained on each corner of property at the intersection of two streets or a street and a railroad. <u>The clear vision area is triangular and extends to the curb of the intersecting street, restricting sight obstructions in the right of way as well as on private property. The dimensions of the clear vision area and exceptions are described in the Public Works Standards (6.04).</u> No fence, wall, landscaping, sign, structure or parked vehicle that would impede visibility between height of 3 feet and 10 feet above the center line grades of the intersecting streets or railroad shall be located within the clear vision area. No driveway or parking area shall be located in an intersection clear vision area.</p> <p>B. The preceding provisions shall not apply to the following:</p> <ul style="list-style-type: none"> 1. A public utility pole; 2. A tree trimmed (to the trunk) to a line at least 8 feet above the level of the intersection; 3. Another plant species of open growth habit that is not planted in the form of a hedge and which is so planted and trimmed as to leave at all seasons a clear and unobstructed cross view; 4. A supporting member or appurtenance to a permanent building lawfully existing on the date this standard becomes effective; 	<p><i>Moved the Clear Vision Area dimensions and exceptions to the Public Works Standards as the proposed Clear Vision Area is managing more right of way than previous code. Exceptions to Clear Vision Areas are then based on engineering standards of sight lines rather than code percentages.</i></p>

- ~~5. An official warning sign or signal and;~~
- ~~6. A place where the natural contour of the ground is such that there can be no cross-visibility at the intersection.~~
- ~~7. A sign support structure(s) if combined total width is 12 inches or less, and the combined total depth is 12 inches or less.~~
- ~~C. The clear vision area requirement shall be waived in the Downtown Plan District, Civic Neighborhood Plan District and Rockwood Town Center land use district if the applicant requests the waiver and the applicant can demonstrate that sightlines meet American Association of State Highway and Transportation Officials engineering guidelines without applying a clear vision area on private property.~~
- ~~D. A clear vision area shall consist of a triangular area two sides of which are lot lines for a distance specified in this Section, or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured, and the third side of which is a line across the corner of the lot joining the non intersecting ends of the other two sides. The following measurements shall establish the clear vision areas.~~

Functional Street Classification — Measurement Along Each Lot Line

(a) All Streets except Alleys	30 feet
(b) Alley	10 feet
(c) At the intersection of a Street and Alley	20 feet

9.0202 Driveway Clear Vision Area

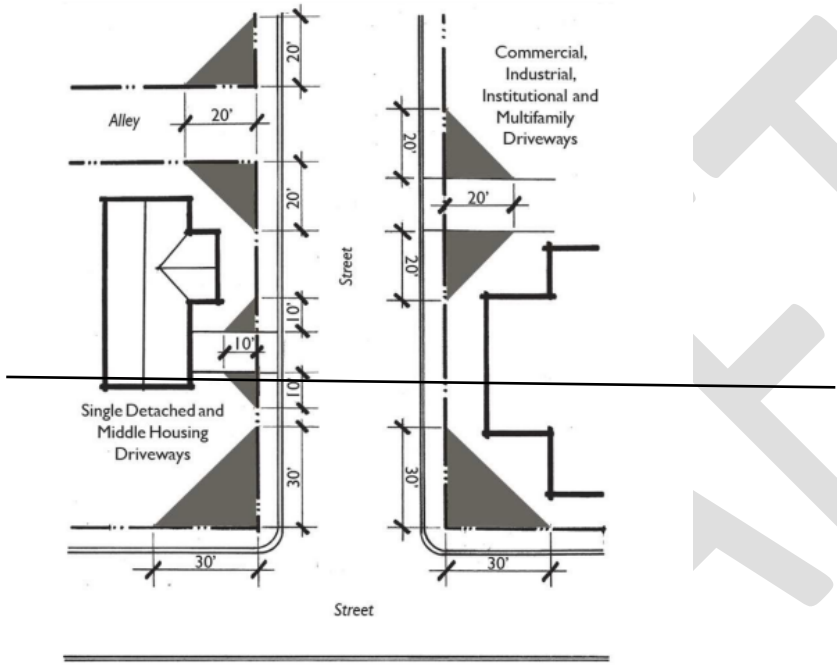
- ~~A. All driveways and service drives to public streets shall provide clear vision areas on both sides of the driveway or service drive. The dimensions of the clear vision area and exceptions are described in the Public Works Standards (6.04).~~
Commercial, Industrial, Multifamily, and Institutional Developments.—Service drives to public streets shall have a minimum clear vision area formed by the intersection of the edges of the driveway, the street right of way line, and a straight line joining said lines through points 20 feet from their intersection. No fence, wall, landscaping, sign, structure or parked vehicle that would impede visibility between a height of 3 feet to 10 feet above the center line grade of the intersecting street shall be located within the clear vision area. No off-street parking area shall be located in a driveway clear vision area.
- ~~B. Single Detached Dwelling and Middle Housing.~~—Driveways to public streets shall have a minimum clear vision area formed by the intersection of the edges of the driveway, the street

Moved the Clear Vision Area dimensions and exceptions to the Public Works Standards as the proposed Clear Vision Area is managing more right of way than previous code. Exceptions to Clear Vision Areas are then based on engineering standards of sight lines rather than code percentages.

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right-of-way line, and a straight line joining said lines through points 10 feet from their intersection. No fence, wall, landscaping, sign or other structure that would impede visibility between a height of 3 feet to 10 feet above the center line grade of the intersecting street shall be located within the clear vision area. No off-street parking area shall be located in a driveway clear vision area.

Figure 9.0202



Moved the Clear Vision Area dimensions and exceptions to the Public Works Standards as the proposed Clear Vision Area is managing more right of way than previous code. Exceptions to Clear Vision Areas are then based on engineering standards of sight lines rather than code percentages.

Section 6. Volume 3, Development Code, Section 9.0800 Parking is amended as follows:

Proposed Text Amendment	Commentary
<p>***</p> <p>9.0803 Exceptions</p> <p>A. <u>The following locations, uses, and use classifications are exempt from required off-street parking:</u></p> <ol style="list-style-type: none"> 1. <u>No required off-street parking for any lot or parcel, when any portion of the lot or parcel is within ¼ mile radius of MAX light rail transit stations or within ½ mile of transit lines, measured in a straight line, that arrive at least four times an hour during peak service (OAR 660-012-0440).</u> 2. <u>Residential units smaller than 750 square feet.</u> 3. <u>Single-room occupancy housing.</u> 4. <u>Emergency and transitional shelters for people experiencing homelessness, and domestic violence shelters.</u> 5. <u>3.0220 Residential Facility and 3.0221 Residential Home.</u> 6. <u>3.0222 Affordable Housing and other publicly supported</u> 	<p><i>These are the primary Climate Friendly and Equitable Communities (CFEC) changes that remove parking minimums near frequent transit and for land uses across the city that serve community uses. There is also removal of parking minimums for certain uses specified in the CFEC rules.</i></p>

<p><u>housing as defined in ORS 456.250.</u></p> <p>7. 3.0235 Daycare Facilities or other childcare facilities as defined in or ORS 329A.250.</p> <p>B. <u>The conversion of a hotel or motel to an emergency shelter or to affordable housing under Section 10.0420 is exempt from Section 9.0800 Parking Regulations</u></p> <p>C. By definition, parking lot design standards (Sections 9.8022 to 9.0840) do not apply to single detached dwellings, duplexes, triplexes, quadplexes, cottage clusters, or townhouses on a unit by unit basis (see Sections 7.0400 and 9.0870 —9.0872 for applicable standards). However, shared separate parking areas (such as a visitor or overflow parking lot) intended to serve a residential complex or manufactured dwelling park must comply with the applicable standards of Sections 9.0822 to 9.0827. The conversion of a hotel or motel to an emergency shelter or to affordable housing under Section 10.0420 is exempt from Section 9.0800 Parking Regulations</p> <p>***</p> <p>9.0822 Surface Parking Lot Design</p> <p>A. All parking areas shall meet the following minimum design standards. By definition, parking for detached, duplex, or single family attached dwellings are exempt from these requirements.</p> <p>1. Surfacing and Striping. All parking areas shall be appropriately striped, marked, and signed.</p> <p>***</p> <p>11. Clear Vision Area. See Section 9.0200 for Driveway Clearance Vision Area Requirements. This provision does not apply in the Downtown or Civic Neighborhood Plan Districts.</p> <p>***</p> <p>9.0823 Landscaping of Parking Lots</p> <p>***</p> <p>3. The property owner is responsible for the establishment and maintenance of landscaping in accordance with the requirements of this section. Parking lot landscaping shall consist of large canopied (at maturity) deciduous trees, mid-sized shrubs, and ground cover.</p> <p>a. A minimum of 70 percent of all landscaped parking areas, including required planting strips, stormwater planters and planting islands, shall be covered with trees, shrubs, and continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen ground cover.</p> <p>b. The minimum planting size for trees shall be 2.0-inch caliper as measured by American Association of Nurseryman standards. Parking Lot trees shall be deciduous shade trees capable of at least 35 feet in height and spread at maturity.</p> <p>c. Evergreen shrubs shall be at least 24 inches high at finished grade and a minimum of one gallon in size at the time of planting.</p>	<p><i>This clause (“B”) is moved to its own subsection for clarity.</i></p> <p><i>The code does not include a Section 9.0872, so this reference is removed.</i></p> <p><i>This clause is relocated; it becomes subsection “B” for clarity.</i></p> <p><i>Clear Vision Area exemptions can be applied for through the Public Works Standards.</i></p>
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- d. Ground cover shall be a minimum 4-inch pot, spaced at a minimum of 2 feet on center.
- e. ~~Evergreen shrubs shall be not less than 2 feet higher than finished grade, and at least one gallon size at the time of planting.~~ Evergreen shrubs must grow to be at least 36 inches higher than finished grade at the developed surface area.

9.0826 Accessible Parking

- A. All ~~required~~ parking areas shall provide accessible parking spaces and accessible aisles as outlined in the C, Chapter XI.

- 3. Medical Care. Medical care occupancies specializing in the treatment of persons with mobility impairments shall provide 20% of ~~required~~ parking spaces as accessible as outlined in the Building Code, Chapter XI. Exception: For outpatient facilities, 10% of parking spaces need to be accessible as outlined in the Building Code, Chapter XI.

9.0827 Electric Vehicle Charging Units

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

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

This sentence is removed because it repeats subsection "c".

The word "required" is removed as not all new parking areas will be required parking areas, but they will still need to have ADA parking.

This adds code language from ORS 455.417 so that developers and staff don't have to find the requirements separately.

- 2. Installed electric vehicle charging units count towards the requirements listed in 9.0827(A)1.
- 3. Newly constructed commercial buildings should reference the building code and ORS 455.417(3)(a)(A) for required electrical service capacity and the percent of parking spaces affected.

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

- A.1. Electric Vehicle Charging Unit Placement. The first electric vehicle charging unit in a ~~public~~ parking lot shall be accessible for all potential users and shall provide access for people using mobility devices at the unit itself.
- B2. Parking Space Size. A standard size parking space or an ADA accessible compliant accessible parking space shall be used for an electric vehicle charging unit where such a unit is planned.
- C3. Signage.
 - 1a. Each electric vehicle charging unit space shall be posted with signage indicating the space is for electric vehicle charging purposes.
 - 2b. Necessary safety information, directions and identification of voltage/amperage levels and ADA accessibility signs, if an ADA exclusive space, shall also be included.
 - 3c. Time limits may be placed on the number of hours that an electric vehicle is allowed to charge. Days and hours of operations shall be included if time limits or tow-away provisions are to be enforced.
 - 4d. Any other signage, such as advertising signage, is subject to the standards of **Appendix 6.**
- D4. Charging Unit Equipment.
 - 1a. Electric vehicle charging unit outlets and operable parts shall be no less than 18 inches off the ground if indoors and 24 inches off the ground if outdoors and no higher than 48 inches off the ground to ensure easy access.
 - 2b. Electric vehicle charging units shall contain a retraction device, a place to hang permanent cords and connectors sufficiently above the ground, or some other mechanism to ensure that the equipment does not become a safety liability.
 - 3c. Electric vehicle charging units are not required to be screened as mechanical units.

9.0840 Off-Street Loading Requirements

- D. Location of required loading facilities.

This rennumbers the existing Electrical vehicle charging requirements to its own subsection and following numbered clauses.

As not all parking will be required, this keeps truck loading out of parking spaces, whether required or voluntary.

- 2. The off-street loading facilities shall be designed and located so that loading vehicles are not parked in required setbacks or, driveways, or ~~required~~ parking spaces during loading activities.

9.0850 Minimum and Maximum Required Off-Street Parking - General

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

- D. ~~Surface parking lots exceeding maximum parking requirements shall be designed to allow for more intensive future site development. For any parcel or portion of a parcel within ¼ mile of MAX light rail transit stations or within ½ mile of transit lines that arrive at least four times an hour during peak service the following shall apply:~~
 - 1. A building larger than 65,000 square feet of floor area, shall not have surface parking that exceeds the floor area of the building;
 - 2. Parking maximums include Visitor Parking; and

Table 9.0851 -- Minimum/Maximum Auto and Bicycle Parking Table

Except as otherwise provided in the Downtown, Civic Neighborhood, Corridor Districts, and Pleasant Valley Subdistricts, ~~and in the Section 7.0410 Manufactured Dwelling Park Design Standards, and in Section 9.0803 Exceptions,~~ the minimum and maximum parking for any development shall be as follows. For ~~exceptions-waivers and reductions to~~ minimum parking space standards, see **Section 9.0853**. For exceptions to maximum parking space standards, see **Section 9.0854**.

Table 9.0851 -- Minimum/Maximum Auto and Bicycle Parking Table

	Auto Parking		Bicycle Parking	
	Minimum	Maximum	Long-Term ⁽⁵⁾²	Short Term ⁽⁵⁾³
(A) Residential				
1) Single detached dwellings and middle housing in the LDR-7, LDR-5, LDRGB, LDR-PV, MDR-PV, VLDR-SW, LDR-SW, TR, TLDR, MDR-12, and OFR districts				

These minimum exceptions are removed to be in compliance with CFEC rules.

This is a CFEC rule that limits large land uses to surface parking the same size as the building floor area.

This reference is a reminder that parcels near frequent transit and land uses across the city that serve community uses are exceptions and do not use the table.

The phrase is now for "waivers and reductions" as that is the new section title of 9.0853

and those portions of CMF along the NE Glisan and NE 162nd Avenue corridors.				
(a) Single detached dwellings	2 spaces per dwelling unit	None	None	None
(b) Duplexes	1 spaces per dwelling unit	None	None	None
(c) Triplexes	<ul style="list-style-type: none"> lots under 3,000 sq. ft.: 1 space lots 3,000-4,999 sq. ft.: 2 spaces lots 5,000 sq. ft. or greater: 3 spaces 	None	None	None
(d) Quadplexes	<ul style="list-style-type: none"> lots under 3,000 sq. ft.: 1 space lots 3,000-4,999 sq. ft.: 2 spaces lots 5,000-6,999 sq. ft.: 3 spaces lots 7,000 sq. ft. or greater: 4 spaces 	None	None	None
(e) Townhouses	1 spaces per dwelling unit	None	None	None
(f) Cottage Clusters	1 spaces per dwelling unit	None	None	None
<p>(2) Residential uses not listed in (A)(1) above in all districts, and all residential uses in districts not listed in (A)(1) above (including the areas of CMF not along the NE Glisan and NE 162nd Avenue corridors), except:</p> <ul style="list-style-type: none"> For RTC, SC, SC-RJ see Table 4.0430; and For Downtown Plan District and Civic Neighborhood Plan District see Section 9.0852. 				
(a) Two and three unit developments and Townhouses ³	2 spaces per dwelling unit	None	None	None
(b) Developments containing four or more dwelling units and cottage clusters in the THR-SW district.				
(i) studio and one bedroom units	1.25 spaces per dwelling unit	<u>1.2 spaces per dwelling unit or none⁴</u>	1 per dwelling unit	1 per 20 dwelling units

Table notes numbers will be updated.

Changed to single tense.

These changes align the parking minimums and maximums with CFEC rules.

<u>(ii) One-bedroom units</u>	<u>1 space per dwelling unit</u>	<u>2 spaces per dwelling unit⁴</u>	<u>1 per dwelling unit</u>	<u>1 per 20 dwelling units</u>	<i>These changes align the parking minimums and maximums with CFEC rules.</i>
(ii) <u>(iii) Two-bedroom units</u>	1.5 spaces per dwelling unit	None <u>2 spaces per dwelling unit or none⁴</u>	1 per dwelling unit	1 per 20 dwelling units	
(iii) <u>(iv) Three or more bedroom units</u>	1.25 spaces per dwelling unit	None <u>2 spaces per dwelling unit or none⁴</u>	1 per dwelling unit	1 per 20 dwelling units	
(iv) <u>(v) Visitor Parking</u>	None <u>0.35 spaces per dwelling unit (if less than 100 total dwelling units); 0.25 spaces per dwelling unit (if 100 or more total dwelling units)</u>	None <u>Visitor parking is included in the maximum</u>	None	None	
(3) Group Living					
(a) Elderly Housing	1 space per unit ² (or see Table Note 2)	None required	1 per 40 units	1 per 20 units first 100 units, 1 per 40 units thereafter	<i>This use has become an exception from minimum parking in 9.0803.</i>
(b) Residential Facilities or Homes	1 space per 4 beds	None Required	1 space for every 5 beds	1 space for every 16 beds	
(4) Houseboat Moorage	1 space per berth	None Required	None	None	
(B) Commercial					
(1) Retail Services					
(a) Grocery stores and Supermarket	2.9 spaces per 1,000 sq. ft. of floor area	3.7 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area for stores less than 30,000 sf; 3, or	2, or 1 per 5,000 sf of floor area, with a maximum of 20 spaces	

			1 per 18,000 sf for stores greater than 30,000 sf of floor area		
(b) Commercial, Personal/Business Services	3.2 spaces per 1,000 sq. ft. of floor area	4.3 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area	
(c) Retail Trade	3.6 spaces per 1,000 sq. ft. of floor area	5.0 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area	
(d) Convenience Market	2.3 spaces per 1,000 sq. ft. of floor area	4.3 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area	
(e) Retail with bulky merchandise (Furniture, appliances, carpet)	One space per 1,000 sq. ft. of floor area	1.3 spaces per 1,000 sq. ft. of floor area	2, or 1 per 12,000 sf of floor area	2, or 1 per 12,000 sf of floor area	
(f) Hotel, Bed & Breakfast	1 space per guest room or suite	1.3 spaces per guest room or suite	1 per 20 guest rooms	1 per 40 guest rooms	
(g) Meeting Room	None <u>0.2 space for each occupant of meeting rooms based on maximum capacity as calculated under the provisions of the Building Code</u>	5 spaces per 1,000 sq. ft. of floor area <u>0.3 space for each occupant of meeting rooms based on the maximum capacity as calculated under the provisions of the Building Code</u>	None	None	<i>This change aligns the parking minimums and maximums with CFEC rules.</i>

Table Notes:

- 3. ~~See also applicable residential parking standards contained in Section 4.0440, Section 7.0400, and Section 9.0870.~~
- 4. ~~Visitor parking for developments containing four or more dwelling units is required in addition to the minimum off-street parking required by items (i) through (iii).~~
- 5. ~~Where two methods are provided for establishing the minimum amount of bicycle parking requirement, the method which results in the most bicycle parking shall apply.~~
- 4. If the lot or parcel has no area within ¼ mile of a MAX light rail transit station or within ½ mile of transit lines that arrive at least four times an hour during peak service there is no maximum (OAR 660-012-0440).

9.0852 Plan District Minimums and Maximums

- A. Civic Neighborhood Plan District. Off-street parking facilities provided in connection with new development must be appropriate to the dense mix of uses which characterize the Civic Neighborhood Plan District. Parking should be secondary to easy and safe pedestrian movement. The scale and orientation of parking lots shall be consistent with their purposes in supporting a mix of commercial and residential uses and the vital, pedestrian and transit oriented community to which they contribute.
 - 1. Minimum Off-Street Parking. Minimum off-street parking for ~~all uses is zero. automobiles shall be provided as specified below.~~ If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection. Bicycle parking shall be provided in connection with new development as provided in **Table 9.0851**.
 - a. ~~Minimum off-street parking for Commercial uses: zero spaces.~~
If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection.
 - b. ~~Minimum off-street parking for the following residential uses:~~
 - i. ~~Townhouse and Multifamily: 1.0 space per unit.~~
 - ii. ~~All other residential uses: See Table 9.0851.~~
 - c. ~~Minimum off-street parking for Institutional uses within 1,000 feet of a MAX station: 1 space per 1,000 square feet of floor area or the minimum in Table 9.0851, whichever is less. The only exceptions allowed to the institutional use minimum are Sections 9.0853(C) and (E) and Sections 10.1510 and 10.1530.~~
Institutional uses greater than 1,000 feet from a MAX station, see Section 9.0851.
 - d. ~~Minimum off-street parking for other uses: see Table 9.0851.~~
 - e. ~~For mixed use developments, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately.~~

These table notes references sections where parking information has been removed or requirements are noted now in the text. Table notes numbers are updated.

These changes align the parking minimums and maximums with CFEC rules.

2. Maximum Off-Street Parking.
- a. Maximum off-street parking for commercial and institutional uses shall be as specified in **Table 9.0852(A)** below:

TABLE 9.0852(A)

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

This change reflects the requirements in Civic Plan Area that use Floor Area Ratio (FAR) instead of density.

- b. Maximum off-street parking for the following residential uses:
- i. Townhouses: 1.5 space per unit
 - ii. Multifamily: studio 1.2 space per unit, other units 1.5 space per unit.
 - iii. All other residential uses: See **Table 9.0851**.
- c. Maximum off-street parking for other uses: see **Table 9.0851**.
3. Under Type II procedures, the Manager may approve off-street parking in excess of the maximum allowed parking spaces specified in this section, ~~in addition to spaces allowed pursuant to **Section 9.0860(A)** and **(B)**,~~ when the applicant can show that all the following criteria are met the excess parking is provided only in non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures (OAR 660-012-0415).
- ~~a. The proposed development is highly supportive of the intent of the Gresham Civic Neighborhood Plan, as appended to Volume 1 – Findings, of the Community Development Plan; and~~
 - ~~b. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and~~

This change removes exceptions to parking maximums, which now can only be in structures parking.

<p>c. The proposed development demonstrates that its design and intended uses will support high levels of both transit and pedestrian activity; and</p> <p>d. The proposal complies with the minimum density standards of Section 4.1230; and</p> <p>e. The development incorporates special features meeting the design guidelines and standards of Sections 4.1250. Special features will include at least one of the following as approved by the Manager: covered exterior pedestrian arcades or public plazas with one or more fountains or public art pieces; ground floor retail, restaurant, or community service uses which especially promote high levels of pedestrian and transit activity.</p> <p>B. Downtown Plan District. Off-street parking facilities provided in connection with new development must be appropriate for the unique characteristics of the Downtown PD. This means that parking shall be a clearly secondary use, designed so that it does not interfere with easy and safe pedestrian movement. By ensuring that parking lot sizes do not become excessive, and that appropriate landscaping is provided, the downtown area will be more attractive, and more conducive to creating a lively, prosperous district for the benefit of area residents, employees, and visitors.</p> <p>1. Minimum Off-Street Parking: <u>Minimum off-street parking for all uses is zero spaces. If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection.</u></p> <p>a. Minimum Off street Parking for Commercial and Industrial uses per 1,000 square feet of commercial area: <u>zero spaces.</u></p> <p>i. DCC, DTM and DMU subdistricts: zero spaces</p> <p>ii. DEM, DRL-1, DRL-2: 1.0 spaces</p> <p>iii. DCL: 1.5 spaces.</p> <p>If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection. The minimum amount of off-street parking required in any sub-district of the Downtown PD may be reduced by up to 50%, as provided in Section 9.0853(E).</p> <p>b. Minimum off street parking per unit for the following residential uses: <u>zero spaces.</u></p> <p>i. DRL-1 and DRL 2: Duplexes, triplexes, quadplexes, townhouses, and cottage clusters shall follow the requirements of Table 9.0851(A)(1). All other uses shall be as outlined in 9.0852(B)(1)(b)(ii) below.</p> <p>ii. All other subdistricts and those uses in DRL-1 and DRL-2 not listed in 9.0852(B)(1)(b)(i) above: Single detached dwelling, duplex, triplex, quadplex, townhouse, and multifamily: 1.0 space per unit</p>	
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<p>All other residential uses: See Table 9.0851.</p> <p>c. Minimum off-street parking for institutional uses: <u>zero spaces</u>, in DCC and DMU and within 1,000 feet of a high MAX station in DTM and DEM: 1 space per 1,000 square feet of floor area or the minimum in Table 9.0851, whichever is less. The only exceptions allowed to this minimum are Sections 9.0853(C) and (E) and Sections 10.1510 and 10.1530.</p> <p>d. Minimum off-street parking for other uses: <u>zero spaces</u>. See Table 9.0851.</p> <p>2. Maximum Off-Street Parking.</p> <p>a. Maximum Off-Street Parking for commercial and <u>industrial</u>: per 1,000 square feet of floor area: Maximum off-street parking permitted for Commercial and Industrial uses that exceed 9065 65,000 square feet of floor space shall be <u>the lesser of: 65,000 square feet or 80%</u> of the amount required in Table 9.0851. Additional off-street parking beyond these maximums may be permitted within the Downtown Plan District, as provided in 9.0852(B)3.</p> <p>b. Maximum Off-Street Parking for <u>the following residential uses</u>:</p> <p><u>i. Townhouses: 1.5 space per unit</u></p> <p><u>ii. Multifamily: studio 1.2 space per unit, other units 1.5 space per unit.</u></p> <p><u>iii. All other residential uses: See Table 9.0851.</u></p> <p>No maximum, except 1.5 spaces per unit for multifamily.</p> <p>3. Parking in addition to maximums: Under Type II procedures, the Manager may approve off-street parking in excess of the maximum allowed parking spaces specified in this section when the applicant can show that all the following criteria are met:</p> <p>a. The proposed development is highly supportive of the intent of the Gresham Downtown Plan, as contained in Volume 2—Policies of the Community Development Plan; and</p> <p>b. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and</p> <p>c. The proposed development demonstrates that its design and intended uses will support high levels of both transit and pedestrian activity; and</p> <p>d. The site plan shall indicate where additional parking can be redeveloped to more intensive transit supportive use in the future or the parking in excess of the maximum is constructed as part of a parking structure.</p> <p>43. New surface parking lots in the Downtown Plan District are limited to 40,000 square feet in size per site.</p>	<p><i>These changes align the parking minimums and maximums with CFEC rules.</i></p> <p><i>These deletions align the parking minimums and maximums with CFEC rules.</i></p> <p><i>This is a CFEC rule that limits large land uses to surface parking the same size as the building floor area.</i></p> <p><i>These changes align the parking minimums and maximums with CFEC rules.</i></p>
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<p><u>54.</u> Commercial Parking Facilities on surface parking lots are prohibited in the Downtown Plan District. Public parking facilities owned by a local, county, or regional governments, an urban renewal agency or a transportation management association are allowed on surface lots or in structures.</p> <p><u>65.</u> New surface parking lots can only be constructed in the Downtown Plan District as approved with a development permit for an allowed use that requires off-street parking, except for public parking facilities.</p> <p><u>76.</u> Parking facilities are not allowed as the first phase of a development but must be constructed in conjunction with buildings that are part of the development.</p> <p><u>87.</u> Bicycle parking shall be provided in conformance with Section 9.0830 and Table 9.0851.</p> <p><u>98.</u> Commercial and Industrial uses may occupy an existing building even if the existing building does not have the minimum required automobile parking for that use. Bicycle parking shall be provided.</p> <p>***</p> <p>9.0853 <u>Exceptions Waivers and Reductions to Minimum Parking Space Standards (refer to Table 9.0851 and Section 9.0852)</u></p> <p>A. Parking District Waiver. Minimum off-street parking spaces may be waived for properties within the boundaries of a public parking district that provides district-wide parking facilities.</p> <p>B. Allowed Motor Vehicle Parking Reductions. A reduction of up to 10% of minimum off-street vehicle parking requirements is allowed as a right of development for all non-residential uses.</p> <p>C. Reduction for Bike Parking. Off-street motor vehicle parking requirements for non-residential uses may be reduced by an additional 10% to the reductions allowed in Subsection (B) and/or (D) if replaced by bicycle parking above that required, at a rate of two bicycle spaces for one vehicle space.</p> <p>D. Motor Vehicle Parking Reductions near LRT Stations. Minimum off-street vehicle parking requirements may be reduced by an additional 10% to the reduction permitted in Subsection (B) above in the Civic Neighborhood Transit High Density District (CNTH), Civic Neighborhood Transit Moderate Density District (CNTM), and Civic Neighborhood Residential Mid-Rise District (CNRM). The reduction in this section also applies to residential uses.</p> <p>ED. Additional Motor Vehicle and Bicycle Parking Reductions. The Manager may reduce the total required off-street vehicle and bicycle parking spaces by up to a total of 50% when an applicant for a development permit can demonstrate in a parking study prepared by a traffic consultant or in parking data from comparable sites (1) that use of transit, demand management programs, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of</p>	<p><i>These sections are renumbered accordingly.</i></p> <p><i>This section is renamed to accurately reflect that these are not exceptions, but allowances for waivers and reductions.</i></p> <p><i>This section deleted as all listed areas are within the no-required-parking area near frequent transit.</i></p> <p><i>These sections are re-lettered accordingly.</i></p>
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Transportation Engineers (ITE) vehicle trip generation rates and minimum City parking requirements, and (2) a reduction in parking will not impact adjacent uses.

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

1. When expansion of floor area and/or redevelopment of the site necessitates or creates the opportunity to reconfigure existing parking, the owner may take advantage of applicable vehicle parking reductions provided in Subsections (B), (D) and (E) above.
2. Even when no expansion or redevelopment of the site is proposed, the property owner may replace up to 10% of existing parking spaces with the following:
 - a. Additional landscaping;
 - b. On-site pedestrian plazas, seating areas, shelters and/or walkways;
 - c. Bicycle parking in addition to the number of parking spaces required. New bicycle parking shall conform to all design standards contained in **Section 9.0830**.

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

9.0854 Exceptions to Maximum Parking Space Standards

A. ~~Except in the Downtown Plan District, if application of the maximum parking standard would result in less than 6 parking spaces for a development with less than 1,000 square feet of floor area, the development shall be allowed up to 6 parking spaces. If application of the maximum standards would result in less than 10 parking spaces for a development of 1,000 to 2,000 square feet of floor area, the development shall be allowed up to 10 parking spaces.~~

BA. In the following land use districts, the Manager, under Type II procedures, may approve exceptions to the maximum parking space standards based on the criteria provided below:

1. Station Center and Rockwood Town Center Districts.
 - a. The parking is located in non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures (OAR 660-012-0415).
 - a. ~~The proposed development is highly supportive of the intent of the Station Center District or Rockwood Town Center District, or Design Street Designations stated in Sections 4.0400 and 7.0210, if applicable; and~~
 - b. ~~The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and~~

This section is changed to the CFEC allowed maximum exception, which is structured parking.

<p>c. The proposed development demonstrates that its design and intended uses will support high levels of existing or planned transit and pedestrian activity; and</p> <p>d. The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future; and</p> <p>e. The development incorporates special features beyond the minimum transit design features of Section 7.0210 (A) and (B). Special features will include at least one of the following: Covered exterior pedestrian arcades or public plazas with fountain/public art; ground floor retail uses, or mixed uses, or community services which especially promote high levels of pedestrian and transit activity; multiple story buildings; underground or structured parking.</p> <p>2. Civic Neighborhood and Downtown Plan Districts.</p> <p>a. For exceptions to maximum parking spaces in the Downtown Plan Districts refer to Section 9.0852(B).</p> <p>b. For exceptions to maximum parking spaces in the Civic Neighborhood Plan District refer to Section 9.0852(A).</p> <p>3. All Other Districts.</p> <p><u>a. The lot or parcel has no area within ¾ mile of a MAX light rail transit station or within ½ mile of transit lines that arrive at least four times an hour during peak service (OAR 660-012-0440).</u></p> <p>ab. The proposed development has unique or unusual characteristics (such as high sales volume per floor area or low parking turnover) which create a parking demand that exceeds the maximum ratio and which typically does not apply to comparable uses;</p> <p>bi. The parking demand cannot be accommodated by shared or joint parking or by increasing the supply of spaces that are exempt from the maximum ratio (Section 9.0851).</p> <p>cii. The request is the minimum necessary variation from the standard.</p> <p>***</p> <p>9.0856 Parking in Mixed-Use Projects</p> <p>In mixed-use projects, (except in the Station Center District, Rockwood Town Center District, Downtown Plan District, and Civic Neighborhood Plan District) required motor vehicle parking may be determined using the following formula. Mixed-use projects using this formula are not eligible for further reductions under Section 9.0853(B) but may take advantage of reductions under Section 9.0853(C), (D) and (E). For the purposes of this section, "mixed-use" projects can include any mix of residential, commercial, institutional and/or light industrial uses:</p> <p>***</p> <p>9.0858 Fleet Motor Vehicle Parking</p> <p>Required vehicle parking spaces required may not be used for storage of fleet vehicle, except when the applicant can show that employee and fleet</p>	<p><i>This addition allows for exceptions outside the no-minimum-parking area.</i></p> <p><i>This deletion is because the areas listed are already in the no-minimum-parking area near frequent transit.</i></p>
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parking spaces are used interchangeably. For the purposes of this code, space devoted to the parking/ storage of fleet vehicles will be considered as outdoor storage, and will not affect required or maximum parking.

9.0870 Off-street Parking and Driveways for Single Detached Dwellings

1. ~~Per Table 9.0851 above, two off-street parking spaces per dwelling unit are required.~~ Each parking space shall be at least 8.5 feet wide by 18 feet deep. One additional off-street parking space is required for each residential unit that accesses a minor access street, except when a development is within a quarter mile of a light rail station.
2. Tandem (end-to-end) parking is allowed to meet the minimum off-street parking requirements.
3. Two ~~required~~ parking spaces per unit may be located in a driveway, in the front or street side yard setback, or in the rear yard setback when there is an alley.

This deletion allows the requirements to be applied to voluntary parking.

These deletions allow the table to be the only reference for the amount of required parking. These rules still apply when voluntary parking is included.

DRAFT