City of Portland

Off-Street Parking

Management & Guiding Policies

Contents

City Wide

Draft 2035 Comprehensive Plan

Portland's Comprehensive Plan is a 20-year framework for the physical development of the city. The Comp Plan is designed to direct land use decisions and infrastructure investments in order to reach the city's goals and aspirations. The Comp Plan itself contains four main features: Goals & Policies, List of Significant Projects, Comprehensive Plan Map, and the Transportation System Plan.

The last Comp Plan was developed in 1980, and the current draft is scheduled to drive Portland through 2035. The current Comp Plan will incorporate goals and policies related to parking management, specifically those that will help manage both the supply and demand for parking. There are a variety of goals that these parking management policies hope to achieve, including achieving compact walkable communities, reducing overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

Specific policies related to off-street parking management are listed below.

Policy 9.48 Parking management. Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and improved air quality.

Policy 9.49 Central City, and centers parking. Limit the growth of off-street parking spaces and manage supply and demand for parking, loading, and unloading in the public right-of-way in the Central City, Gateway, Town Centers, and Station Areas.

Policy 9.50 On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to encourage safety, economic vitality, and livability. Recognize that the curb zone is a public space, and as such, a physical and spatial asset that has value and cost. Allocate and manage on-street parking and loading within the curb zone in a manner that achieves the highest and best use of this public space in support of broad City policy goals and local land use context.

Policy 9.51 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Utilize transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.52 Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.53 Bicycle parking. Promote the development of new bicycle parking facilities, including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at High-Capacity Transit stations to enhance bicycle connection opportunities.

Transportation System Plan

The Transportation System Plan is one element of the City's Comprehensive Plan. The TSP helps implement the region's 2040 Growth Concept by supporting a transportation system that allows residents to easily make a choice in their mode of travel, emphasizing active and public transportation

options. The TSP also incorporates environmental sustainability into its plans, by exploring and implementing actives that help manage congestion and reduce air pollution. The TSP also strives to take on a more comprehensive approach than previous years. The TSP contains specifics not only for districts within the city, but for citywide and regional coordination as well.

TSP policies related to parking are listed below.

Policy 6.25 Parking Management
Manage the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality.
Objectives:
   A. Implement measures to achieve Portland's share of the mandated 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years.
   B. Consider transportation capacity and parking demand for all motor vehicles in the regulation of the parking supply.
   C. Develop parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods.

Policy 6.27 Off-Street Parking
Regulate off-street parking to promote good urban form and the vitality of commercial and employment areas.
> *Explanation: This policy focuses on the characteristics of areas where off-street parking is essential to economic vitality and to other areas where parking is de-emphasized in order to achieve good non-SOV (single occupant vehicle) mode splits and compact development.*

Objectives:
   A. Consider eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access.
   B. Encourage the redevelopment of surface parking lots into transit-supportive uses or development or to include facilities for alternatives to the automobile.
> *Explanation: Surface parking lots discourage compact development because they are space extensive. Existing parking lots can transition over time to provide less automobile parking and encourage better development and the use of alternatives. Examples include: making parking lots more efficient by including carpool and motorcycle parking, redeveloping parking as transit facilities such as bus waiting areas, removing parking for more development, or placing parking in structures rather than surface lots.*
   C. Limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.
> *Explanation: This objective was implemented in 2000 when parking maximums for non-residential uses throughout the City were adopted into Title 33.*

> **Policy 6.28 Travel Management**
> Reduce congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies.
> > *Explanation: This policy and its objectives address a range of measures that reduce the demand for parking, congestion, impervious surface areas, and vehicle miles traveled.*
>
> *Objectives:*
> A. Require institutions to regulate parking facilities, first to provide short-term parking for visitors and, second, to minimize the amount of employee parking through demand management measures such as carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes.
> B. Require institutions to mitigate excessive parking impacts on residential areas.

Central City

CCTMP

General Framework

The CCTMP (1995) parking policy aims to "manage the supply of off- and on-street parking to improve mobility, support economic development, promote the use of alternative modes, and minimize impacts on adjacent neighborhoods." In particular, the plan calls for a strictly managed parking environment that prioritizes short-term, followed by carpool, and lastly long-term parking and encourages multiple-use off-street parking. The plan also set forth specific parking policies for new and existing developments, surface parking, and area permit parking programs.[1]

Several other important documents have laid out parking policies in the Central City. The Downtown Plan (1972), the Downtown Parking and Circulation Policy (1975), and the Central City Plan (1988) all contributed to the formation of the Central City Transportation Management Plan (CCTMP) parking policies in 1995. Since that time, The Parking Meter District Policy (1996), the Transportation System Plan (2002, 2007), and acts of Council have continued to shape parking policy.

The City's off-street parking policies have been shaped by many of the same plans as the on-street policies. Key policies have also been incorporated into the Central City Plan District of the Zoning Code (Title 33.566). The Downtown Parking and Circulation Policy (DPCP), first adopted in 1975 and subsequently updated and amended several times, first laid out specific policies on the downtown parking lid, maximum parking ratios for new development, and restriction on surface parking lots. The CCTMP included and updated these policies for managing off-street parking for the Central City.

A major component of the CCTMP is increasing the use of alternative transportation modes, in large part through parking management policies. These policies have been incorporated into the Zoning Code for regulating parking in the Central City Plan District. The general policy directive was to "pinch" the supply of parking to provide the necessary incentive to encourage the use of alternative transportation modes.

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[1] CCTMP 1995

Mechanics

An Overview of Central City Parking Regulations

The Central City Plan District (33.510.261) identifies six different types of motor vehicle parking: Growth Parking, Preservation Parking, Residential/Hotel Parking, Visitor Parking, RX Zones Parking, and Undedicated General Parking. Regulations differ for each parking category, regarding both the number of spaces that may be constructed, and how those spaces may be used.

Growth Parking describes new parking stalls associated with new development, or additions to existing developments, except parking spaces associated with hotel or residential development. Hotel/Residential parking is a separate category.

Growth Parking in the Core Area (see map in Appendix) may operate as either accessory (reserved for a particular development) or commercial parking at all times. Generally, Growth Parking created in conjunction with an office use can be either accessory or commercial, whereas spaces created in conjunction with other uses, such as schools or medical facilities, must be accessory on weekdays between 7 a.m. and 6 p.m. An exception to this is in the South Waterfront, where spaces created in conjunction with office, school, and medical facilities may be accessory or commercial at all times. Growth Parking associated with other uses in the South Waterfront must be accessory on weekdays between 7 a.m. and 6 p.m.

Preservation Parking describes new parking stalls created to serve existing, older buildings in nonresidential/non-hotel uses. Preservation Parking built to serve buildings listed on the National Register of Historic Places are generally given higher ratios than buildings that are not.

Preservation Parking can generally be operated as either accessory or commercial, with some restrictions based on the time of day and the subdistrict. Monthly permits may only be sold to residents of the Central City, or to tenants buildings pre-approved on the Preservation Parking Eligibility List. "Early bird" discounts for daily parking are prohibited. In the Lloyd District, Preservation Parking created within or beneath an existing structure may be accessory or commercial. There are several other restrictions based on ownership that are determined through individual agreements with the city Parking Manager.

In the case of new development, a permit for Growth Parking must be requested by the time the building foundation is complete. If the parking is requested after the foundation is complete, it will be Preservation Parking. In the case of additions to existing development, a permit for Growth Parking must be requested by the time the building permit for the new floor area is issued. If it is requested after the building permit for the new floor area is issued, it will be Preservation Parking.

The Preservation Parking Pool is comprised of all surface parking stalls in the Central City. Whenever a surface parking lot is redeveloped, regardless of parking type, the spaces go into the Parking Reserve. Spaces in the Parking Reserve are available for use as Preservation Parking. There must be spaces in the Parking Reserve for Preservation Parking to be approved. The most recent Preservation Parking case was the Ladd Tower at SW Jefferson and SW Broadway. Upon approval of that request, the Preservation Parking Pool contained 2,442 stalls, and the Preservation Parking Reserve contained 309 stalls.

Residential/Hotel Parking describes new parking stalls created in conjunction with dwelling units or hotel rooms. Residential/Hotel Parking must be accessory. One exception is in the Core Area, where

stalls created as part of a mixed-use/residential development with more than 25,000 ft^2 of non-residential use may be operated as commercial on weekdays between 7 a.m. and 6 p.m.

Visitor Parking describes new parking stalls created to serve shoppers, tourists, and other such visitors who make occasional trips to the area. It is not associated with particular development. Visitor Parking is intended for short-term parking. This is generally implemented through the price structure: the hourly rate increases sharply after 4 hours in Visitor Parking spaces. "Early bird" discounts are prohibited.

RX Zone Parking is a special category applied to surface parking spaces in the RX zone (Central Residential) that existed as an accessory to nonresidential uses on December 16, 1994. RX Zone Parking must operate as accessory to uses in the portion of the Core Area zoned RX, on weekdays between 7 a.m. and 6 p.m. Creation of new RX Zone Parking is prohibited.

Undedicated General Parking (UG) describes all other parking that is not associated with particular development. UG Parking is free to operate in any way the owner chooses. Creation of new UG Parking spaces is prohibited in the Central City, although under limited circumstances UG Parking may be retained into new parking structures.

Central City Parking Review

In some cases, developments are subject to Central City Parking Review (CCPR) by the Office of Transportation. Approximately 40% of all parking stalls constructed in the Central City since 1997 were approved through CCPR. Growth and Residential/Hotel Parking do not go through CCPR if they are associated with an allowed use, expansion of a nonconforming use, or a conditional use, and are below certain thresholds. CCPR is required under the following instances:

- All Visitor and Preservation Parking requests are subject to CCPR.

Core Area:
- Growth Parking or Residential/Hotel Parking on a surface lot that has more than 20 spaces, or when the parking is not adjacent to the building
- Growth Parking of more than 20 spaces in a structure (Note: CCPR is not required if 5% of the total stalls are reserved for carpools on weekdays before 9 a.m.).

South Waterfront:
- Growth Parking of more than 60 spaces for uses other than office, college or medical center;
- Supplemental Growth Parking for developments more than 0.25 miles from streetcar or bus, or 0.5 miles from light rail.

Other subdistricts:
- Growth Parking of more than 60 spaces for non-office uses.

CCTMP Administrative Rules

Within the CCTMP, there are numerous parking policies designed to help manage the supply of surface and structured parking facilities, to implement and maintain air quality measures, and to oversee programs to encourage non-vehicle transportation modes. The Administration section describes the general responsibilities and procedures for dealing with transportation issues and projects within the Central City Plan District.

The Parking Manager

Administration of parking resources is assigned to the Parking Manager (PM). The PM's primary responsibilities include:

- Coordinate activities of relevant city, county, and state agencies related top CCTMP Parking Policies
- Regularly meet with stakeholders to assemble information on current and future parking proposals
- Prepare and maintain a parking inventory (on street and off street)
- Develop an improved parking data system
- Make recommendations to the CCTMP as needed
- Develop and refine parking strategies in specific subareas of the Central City
- Prepare recommendations on future parking facilities
- Review street signage for opportunities of improvement
- Update parking ratios
- Monitor rate structures for short-term parking
- Monitor and evaluation applications for Preservation Parking

Administration of Off-Street Parking

<u>Surface lots</u> – In general, surface lots are discouraged in favor of better/more intensive use of the land. Although existing surface lots are permitted to continue operating due to the parking they provide for nearby areas, particularly for older buildings with no off-street parking, new standalone surface lots are not allowed. Surface lots may be built with up to 20 stalls if they are accessory to a new development.

<u>New Off-Street Parking</u> – prior to approval, new off-street parking must submit a Transportation Impact Analysis (to determine if the transportation system can support the proposed facility) and a Hot Spot Analysis (to ensure compliance with the State Implementation Plan for limiting the impact of carbon monoxide). If approved, the facility must supply a detailed parking facility layout, as well as regular Parking Operation Reports. If the parking requires a CCPR, the facility must also provide a Parking Management Plan. For off-street growth parking that requires a CCPR and will also generate more than 100 peak hour vehicle trips, a Transportation Management Plan must also be developed.

Parking Ratios

There are no minimum parking ratios in the Central City. In certain parking sectors, maximum parking ratios apply to Growth Parking (by use category), to Preservation Parking, and to Residential/Hotel Parking (See Appendix for details). Ratios are per 1,000 square feet of net building area, or per number of dwelling units/hotel rooms. Adjustments through CCPR are allowed, in certain circumstances.

Generally, Growth, Preservation, and Residential/Hotel Parking are allocated based on net building area of buildings or the number of dwelling units/hotel rooms. Visitor Parking is allocated through a demand analysis. Preservation Parking for buildings listed on the National Register of Historic Places is subject to the same maximum ratios as Growth Parking. For buildings not on the National Register of Historic Places, the ratio is 0.7 per 1,000 square feet of net building area. In the Core Area, Preservation Parking is only available for the Office, Retail Sales and Service, Medical Centers, Schools/Colleges, and Industrial use categories. RX Zone and Undedicated General Parking cover some existing parking, but are not permitted as new spaces.

Inventory Tracking

Within the Central City, on-street parking stalls are tracked through a detailed GIS database. The GIS database gives the exact location of the parking stall, as well as the type of parking allowed, and the time limit allowed. This GIS database does not exist outside of the Central City, and is very limited outside of the Core Area. The database also does not keep track of off-street parking. For information related to off-street parking (whether through parking garages or commercial/residential accessory parking), the information must be accessed through the land use tracking system called TRACS. For each new development, there are three attributes related to parking "parking proposed", "parking added", and "parking removed". The TRACS database system is not very functional though, and making reports is difficult and sometimes impossible. Along with that, TRACS does not always have the most up to date information for development locations, and often the parking information is completely missing. When this occurs, staff has to go through the Land Use Development Review documentation to determine how many parking stalls were added, and even these documents sometimes do not always make the information clear.

Quadrant Plans

Portland is currently in the process of creating their new Central City 2035 (CC2035) plan, which, as part of the Comprehensive Plan, will create new guiding policies, land use, and urban design plans for the Central City. At all levels and scales, the CC2035 plan will focus on the long-term sustainability of the Central City. Consistent with recently adopted Portland Plan, CC2035 aims to enhance equity, prosperity, and human and environmental health in a manner that extends these benefits throughout Portland and the metropolitan region.

The CC2035 plan is broken up into eight subdistricts, grouped into three quadrants

North/Northeast Quadrant
- Lloyd District
- Lower Albina

West Quadrant
- Southwest Quadrant
  - Downtown
  - Goose Hollow
  - South Waterfront
  - University
- Northwest Quadrant
  - River District (includes Pearl District and parts of Old Town/Chinatown)

Southeast Quadrant
- Central Eastside Industrial District
- Clinton Station Area

N/NE Quadrant

N/NE Quadrant Plan logistics that deal with off-street parking are summarized below

- Strengthen the role of off-street parking management to leverage high-density mixed-use development, enhance livability and reduce reliance on single occupancy automobile trips, while supporting development of more parking options for retail-focused streets.
- Discourage new automobile-oriented uses and encourage the eventual redevelopment of drive-throughs and large surface parking lots with development that is oriented to the street and enhances the pedestrian environment.
- Create and promote a strategy to activate public open space, rights-of-way and surface parking lots during off hours to bring in new people, interests and energy to the district.
- Encourage business creation, growth, and innovation through strategic public and private partnership investments in multi-modal transportation and parking infrastructure.
- Parking policy is a key component of a successful high density urban area. In the Central City, parking policy serves many purposes. It includes managing the supply of parking to encourage non-auto trips, managing congestion, supporting retail uses, protecting livability, addressing air quality issues, supporting growth in the Central City and protecting historic buildings from underuse and demolition. As the Central City parking policy is updated as part of Central City 2035, the City will address the following in relation (though not exclusively) to the Lloyd District:
  - Incentivizing mixed use development through the provision of shared parking facilities.
  - Promoting the use of transit and active transportation modes by reducing the amount of parking spaces per capita in the district over time.
  - Maintaining and enhancing parking to serve retail focused areas and streets.
  - Addressing event parking issues through flexible options such as the use of variable pricing and event parking management. An example of this is the current parking plan for Providence Park during Portland Timbers games.

West Quadrant (Proposed)

West Quadrant Plan logistics that deal with off-street parking are summarized below

- Update policies and zoning regulations related to parking in the Central City to better support the needs of the quadrant, particularly retail, employment and residential growth, as well as access to major attractions such as universities and event venues. Continue to limit the growth of the overall parking supply, and encourage the increase in use and sharing of existing stalls to manage parking in a more efficient and dynamic manner, lower the costs of construction and meet mode split and climate action goals for the quadrant and city.
- Recognize that parking is an important asset for Downtown to support regional activity and growth, while encouraging alternative modes and controlling traffic, design, and environmental impacts. Continue to limit the growth of parking as redevelopment occurs and better utilize parking resources among existing and future uses.
- Encourage new development on surface parking lots and vacant lots.
- Meet existing and future parking needs in a way that limits the growth of parking as redevelopment occurs, encourages the use of alternative modes and the sharing and efficient use of parking stalls within the district's existing and future uses, and leads to the redevelopment of existing surface parking lots.
- Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.

- Develop a long-term parking strategy for PSU including on- and off-street parking resources.
- Most of the buildings in Old Town/Chinatown were built before or during the streetcar era and rely on the area's existing surface parking lots and on-street parking. At the same time, stakeholders have consistently expressed the desire for infill development on the district's surface lots to bring additional activity and vitality to the area. However, future development on surface lots could potentially further reduce the supply of parking to serve the district's historic buildings. A comprehensive strategy is needed to both encourage infill development and maintain a supply of parking that meets the needs of existing buildings and future development. A number of approaches have been suggested for further exploration as part of a parking strategy for Old Town/Chinatown. Some, but not all of the tools that could potentially be used include:
    o Allow and promote the sharing of existing and future parking stalls between multiple buildings and uses
    o Develop one or more publicly-owned parking structures to serve the district
    o Provide public subsidies to support construction of parking facilities in new development that could serve nearby buildings
    o Allow and encourage the use of existing underutilized or new parking facilities just outside the district by businesses and buildings within the district

SE Quadrant

The SE Quadrant plan is currently under development, but will likely have similar policy goals as the other quadrant plans, including development of surface parking lots, managing parking to increase non-vehicle trips, investing in efficient use of current parking supply, and increasing the use of shared parking.

Centers & Corridors

Title 33

Off-street parking is regulated by the Zoning Code. Base zone requirements for off-street parking are found in Title 33.266. The Zoning Code establishes minimum parking requirements, maximum parking entitlements, design standards and regulations related to use and operation of off-street parking.

History

In 1991, Portland began adopting zoning regulations that removed the requirement for new developments to provide off-street parking. These zones, the Storefront Commercial (CS) and Mixed Use Commercial (CM) were first applied to properties along several commercial streets in close-in areas. Subsequently, that requirement was eliminated for any site within 1,500 feet of a transit station or 500 feet of a street with 20-minute transit service during morning and evening commute hours. Between 2006 and 2012 there were approximately 55 buildings and about 1,270 dwelling units built without dedicated off-street parking under this provision. As these buildings began to proliferate, neighborhoods throughout the City expressed concerns about the impact the lack of off-street parking could have on surrounding single-family residential areas. In response, in 2013 Portland City Council adopted new minimum parking requirements for apartment buildings located on frequent transit lines. Those requirements are summarized in Table 1 below. Non-residential uses are still exempt from minimum parking requirements if they meet the transit proximity provisions.

Table 1: Required residential parking for sites within 500 feet of frequent transit

Number of dwelling units	Minimum required parking stalls per dwelling unit
30 or fewer	No parking required
31-40	0.2
41-50	0.25
More than 50	0.33

Exceptions

In all cases, minimum parking requirements can be reduced by up to 50%, using combinations of the following provisions:

- One space reduction for every 12-inch diameter tree that is preserved (reduction of up to 2 spaces, or 10% of the total required parking);
- One space reduction for every 5 non-required bicycle parking spaces (reduction of up to 25% of the total required parking);
- Transit-supportive plazas may replace up to 10% of required parking, provided that at least 20 parking spaces are required and certain design standards are met;
- One space for every 4 motorcycle spaces provided (reduction of up to 5 spaces or 5% of the total required parking)
- Two spaces for every car sharing (e.g., Zipcar) space provided (reduction of up to 25% of the total required parking); and
- Three spaces for every 15-dock bike sharing station, with a further one-space reduction for each additional 4 docks (reduction of up to 25% of the total required parking – *this provision is not currently available due to the lack of a bike sharing operator*).

Joint Use Parking

For residential developments, required parking spaces must be provided on-site or within a shared courtyard under common ownership. Non-residential development may provide required parking off-site, provided that:

- The parking is within 500 feet of the site for which the parking is required;
- The peak parking demand on the 2 properties occurs at different times, and the parking area is large enough to accommodate demand from both uses;
- The uses for which the parking is required are allowed in the zone where the parking is located;
- A deed restriction or easement is provided guaranteeing access to the parking.

Plan Districts

Plan Districts consist of regulations that have been tailored to a specific area of the City. The provisions may apply additional requirements or allow exceptions to general regulations. Plan Districts are applied in conjunction with a base zone; when there is a conflict the Plan District regulations supersede the base zones. Parking is among the issues often addressed in Plan Districts. Certain Plan Districts have different minimum parking requirements, maximum parking ratios, and restrictions on operation of off-street parking, summarized in Table 2.

Table 2: Plan District Parking Regulations

Plan District (City Code Chapter)	Minimum parking required	Maximum parking entitlement	Other regulations
Cascade Station/Portland International Center (33.508.260)	None	Per the base zone if in a structure; varies depending on location and land use type if on a surface lot	None
Central City (33.510.261 - 267)	None	Maximums apply to office uses in all 26 Parking Sectors. In the Core Area only, maximums apply to 8 additional land use types, including residential.	Generally, office parking can be commercial, while residential must be accessory. Special regulations exist for Visitor Parking, parking for old buildings (Preservation Parking) and existing surface parking lots (Undedicated General).
East Corridor (33.521.290)	None	For residential: 150% of the base zone entitlement. For all other land use types: per the base zone. Park-and-ride facilities are exempt.	Location of parking facilities and access driveways is limited based on proximity to E Burnside St. light rail line.
Gateway (33.526.340)	None	For residential, medical, and office uses: per the base zone. For all other uses: 150% of the base zone. Park-and-ride facilities are exempt.	Location of parking facilities and access driveways is limited based on proximity to light rail lines.
Hollywood (33.536.290)	Per the base zone	Maximums vary depending on land use type in RX, CS, and CX zones	None
Marquam Hill (33.555.280)	Per the base zone	1 stall per 600 ft^2 of net building area added; there are also caps on the total amount of parking allowed in 5 subareas within the Plan District.	Parking is only permitted when new floor area is created.
Northwest (33.562.280)	None	Per the base zone; also no site may have more than 20,000 ft^2 of surface parking.	Accessory parking may be rented on a monthly basis to residents and employees of the Northwest Plan District, provided that the parking arrangements are licensed and monitored by a local transportation management association.
Powell Boulevard (33.567.040)	None	Per the base zone	Per the base zone

Bicycle Parking

Bicycle parking requirements vary widely, and are determined by the primary use of a building and its floor area. Specific requirements are found in 33.266, *Parking and Loading.* Generally, long-term spaces are required in some amount for all developments, whereas short-term space requirements are less stringent. Residential developments are required to provide 1.5 stalls per unit in the Central City, and 1.1 per unit outside of the Central City. Details are found in the Appendix.

Other Guiding Policies

Statewide

The Transportation Planning Rule (TPR) implements statewide planning Goal 12: Transportation. The TPR requires State, regional, and local jurisdictions to develop Transportation System Plans (TSPs) that comply with TPR provisions. These provisions include reducing vehicle miles traveled (VMT) per capita by 10 percent over the next 20 years, reducing parking spaces per capita, and improving opportunities for alternatives to the automobile.

Regional

Metro adopted the Urban Growth Management Functional Plan (UGMFP) in 1996 to provide for early implementation of the 2040 Growth Concept. It serves as a regional functional plan that implements the policies of the Regional Framework Plan. The UGMFP addresses the accommodation of regional population and job growth, as well as regional parking management. Its requirements are binding on cities and counties.

Indirect Policies & Regulations

There are multiple state, regional, and citywide plans, goals, and objectives that's Portland must align itself with. Many of these plans involve aspects of transportation and climate/pollution, which may directly or indirectly effect parking management in Portland. The following is a list of documents that may have an effect on parking:

- *Statewide Planning Goals*
- *Regional Urban Growth Goals and Objectives*
- *Regional Framework Plan*
- *Transportation Element of the Comprehensive Plan*

Table 266-1 Minimum Required and Maximum Allowed Parking Spaces By Zone [1]	
Zone	**Requirement**
OS, RF - RH, IR, CN2, CO2, CG, EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
EX	Minimum – None, except: Household Living: minimum of 0 for1 to 3 units, 1 per 2 units for four+ units, and SROs exempt... Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of floor area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of floor area. 3) General office – Maximum is 1 per 400 sq. ft. of floor area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of floor area.
CN1	Minimum – None. Maximum of 1 space per 2,500 sq. ft. of site area.
CM, CS, RX, CX, CO1	Minimum – None, except:: Household Living: minimum of 0 for 1 to 30 units, 0.2 per unit for 31-40 units, 0.25 per unit for 41-50 units, and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.

Base Zone Minimums and Maximums

Table 266-2 Parking Spaces by Use (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of floor area	1 per 196 sq. ft. of floor area
	Restaurants and bars	1 per 250 sq. ft. of floor area	1 per 63 sq. ft. of floor area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of floor area	1 per 185 sq. ft. of floor area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
Office	General office	1 per 500 sq. ft. of floor area	1 per 294 sq. ft. of floor area
	Medical/Dental office	1 per 500 sq. ft. of floor area	1 per 204 sq. ft. of floor area
Quick Vehicle Servicing		1 per 500 sq. ft. of floor area	1 per 196 sq. ft. of floor area
Vehicle Repair		1 per 750 sq. ft. of floor area [1]	1 per 500 sq. ft. of floor area
Commercial Parking		Not applicable	None
Self-Service Storage		[2]	[2]
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Major Event Entertainment		1 per 8 seats or per CU review	1 per 5 seats or per CU review
Industrial Categories			
Manufacturing And Production		1 per 750 sq. ft. of floor area [1]	1 per 500 sq. ft. of floor area
Warehouse And Freight Movement		1 per 750 sq. ft. of floor area for the first 3,000 sq. ft. of floor area and then 1 per 3,500 sq. ft. of floor area thereafter [1]	1 per 500 sq. ft. of floor area for the first 3,000 sq. ft. of floor area and then 1 per 2,500 sq. ft. of floor area thereafter
Wholesale Sales, Industrial Service, Railroad Yards		1 per 750 sq. ft. of floor area [1]	1 per 500 sq. ft. of floor area
Waste-Related		Per CU review	Per CU review

Base Zone Minimums and Maximums

Use Categories	Specific Uses	Standard A	Standard B
Institutional Categories			
Basic Utilities		None	None
Community Service		1 per 500 sq. ft. of floor area	1 per 196 sq. ft. of floor area
Parks And Open Areas		Per CU review for active areas	Per CU review for active areas
Schools	Grade, elementary, middle, junior high	1 per classroom, or per CU or Impact Mitigation Plan approval	1.5 per classroom, or per CU or Impact Mitigation Plan approval
	High school	7 per classroom, or per CU or Impact Mitigation Plan approval	10.5 per classroom, or per CU or Impact Mitigation Plan approval
Medical Centers		1 per 500 sq. ft. of floor area; or per CU review or Impact Mitigation Plan approval	1 per 204 sq. ft. of floor area; or per CU review or Impact Mitigation Plan
Colleges		1 per 600 sq. ft. of floor area exclusive of dormitories, plus 1 per 4 dorm rooms; or per CU review or Impact Mitigation Plan approval	1 per 400 sq. ft. of floor area exclusive of dormitories, plus 1 per 2.6 dorm rooms; or per CU review or Impact Mitigation Plan approval
Religious Institutions		1 per 100 sq. ft. of main assembly area; or per CU review	1 per 67 sq. ft. of main assembly area; or per CU review
Daycare		1 per 500 sq. ft. of floor area	1 per 330 sq. ft. of floor area
Other Categories			
Agriculture		None, or per CU review	None, or per CU review
Aviation		Per CU review	Per CU review
Detention Facilities		Per CU review	Per CU review
Aggregate Extraction		Per CU review	Per CU review
Radio Frequency Transmission Facilities	Unmanned facilities operating at or below 1000 watts ERP	None	None
	All Other Facilities	2 per site	None
Rail Lines & Utility Corridors		None	None

Notes:

[1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
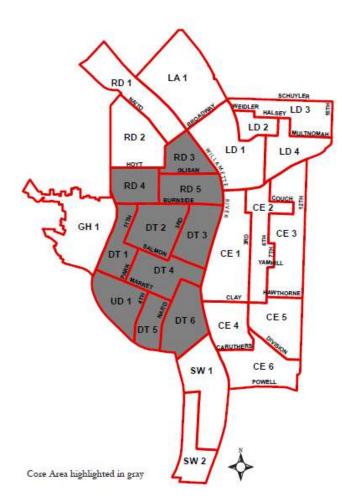
[2] Minimum of 1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings. Maximum of 2 per resident manager's facility, 5 per leasing office, 1 per 67 leasable storage spaces in multi-story buildings.

Bicycle Parking Requirements

Table 266-6 Minimum Required Bicycle Parking Spaces			
Use Categories	**Specific Uses**	**Long-term Spaces**	**Short-term Spaces**
Residential Categories			
Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units
Group Living		2, or 1 per 20 residents	None
	Dormitory	1 per 8 residents	None
Commercial Categories			
Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area
	Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area
Commercial Parking		10, or 1 per 20 auto spaces	None
Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None
Major Event Entertainment		10, or 1 per 40 seats or per CU review	None
Industrial Categories			
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None
Institutional Categories			
Basic Utilities	Light rail stations, transit centers	8	None
Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per10,000 sq. ft. of net building area
	Park and ride	10, or 5 per acre	None
Parks And Open Areas		Per CU review	Per CU review
Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None
	Grades 6 through 12	4 per classroom, or per CU or IMP review	None
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review
Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None
Other Categories			
Aviation And Surface Passenger Terminals, Detention Facilities		Per CU Review	Per CU Review

Note: Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area," the larger number applies.

Central City Parking Sectors and Ratios

Core Area highlighted in gray

Parking Sector	Growth Parking						Residential/Hotel Parking		
	Office	Retail Sales/ Service	Medical Center	Schools/ Colleges	Industrial	Religious/ Theater	Residential	Hotel (existing)	Hotel (New)
CE 1	3.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CE 2	2.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CE 3	2.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CE 4	3.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CE 5	3.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CE 6	3.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DT 1	**1.0**	**1.0**	**1.5**	**1.0**	**0.7**	**0.25**	**1.35**	**0.7**	**1.0**
DT 2	**0.7**	**1.0**	**1.5**	**1.0**	**0.7**	**0.25**	**1.35**	**0.7**	**1.0**
DT 3	**0.7**	**1.0**	**1.5**	**1.0**	**0.7**	**0.25**	**1.35**	**0.7**	**1.0**
DT 4	**0.8**	**1.0**	**1.5**	**1.0**	**0.7**	**0.25**	**1.35**	**0.7**	**1.0**
DT 5	**1.0**	**1.0**	**1.5**	**1.0**	**0.7**	**0.25**	**1.35**	**0.7**	**1.0**
DT 6	**2.0**	**2.0**	**2.0**	**2.0**	**0.7**	**0.25**	**1.7**	**0.7**	**1.0**
GH 1	2.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LA 1	2.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LD 1	2.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LD 2	2.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LD 3	2.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LD 4	2.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
RD 1	2.0	N/A	N/A	N/A	N/A	N/A	1.7	N/A	N/A
RD 2	2.0	N/A	N/A	N/A	N/A	N/A	1.7	N/A	N/A
RD 3	**2.0**	**2.0**	**2.0**	**2.0**	**0.7**	**0.25**	**1.7**	**0.7**	**1.0**
RD 4	**2.0**	**2.0**	**2.0**	**2.0**	**0.7**	**0.25**	**1.7**	**0.7**	**1.0**
RD 5	**1.5**	**1.5**	**1.5**	**1.5**	**0.7**	**0.25**	**1.5**	**0.7**	**1.0**
SW 1	2.4	N/A	2.4	2.4	N/A	N/A	1.7	0.7	1.0
SW 2	2.4	N/A	2.4	2.4	N/A	N/A	1.7	0.7	1.0
UD 1	**1.0**	**1.0**	**1.5**	**1.0**	**0.7**	**0.25**	**1.35**	**0.7**	**1.0**

NOTES:

Core Area sectors in **bold.**
NA: When there is no Plan District regulation, the base zone applies