

**EXHIBIT A**  
**Proposed Amendments**  
**Case File CDCA-001-24 Climate Friendly and Equitable Communities – Parking Regulations**

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Language proposed to be added shown in *italic* typeface.

Language proposed to be deleted shown in ~~striketrough~~ typeface.

Explanatory comments not included in amendments shown in *[bracketed italic gray highlight]*.

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*[No changes to Sections 12.01.100 through 12.01.500 – Housing]*

**Housing Types.**

**Accessory Dwelling Unit.** An additional *dwelling unit* that is located on the same lot as, and is accessory to, a *single detached dwelling* or *townhouse*. The unit includes its own independent living facilities with provisions for sleeping, cooking, and sanitation, and is designed for residential occupancy independent of the primary dwelling unit. Also previously defined as a secondary dwelling unit. Any area dedicated to the preparation of food in an accessory dwelling unit, regardless of the type of mechanical equipment provided, shall be considered a cooking area.

**Cottage Cluster.** A grouping of no fewer than 4 detached *dwelling units* per net acre sharing a *common courtyard*. Units may be located on a single *lot* or *parcel*, or on individual *lots* or *parcels* following a *middle housing land division*.

**Duplex.** A residential *structure* containing 2 *dwelling units* attached on a *common wall*, floor or ceiling. Both units of a duplex must be built on a single *lot* or *parcel*, or attached on a *common wall* and located on 2 *child lots* created through a *middle housing land division*.

**Live-Work Dwelling.** A *dwelling unit* occupied by both residential and non-residential (commercial or light-industrial) *uses*, in which the non-residential *use* is subordinate to the residential *use*.

**Manufactured Dwelling.** A *single detached dwelling unit*, constructed to allow movement on public highways built on a permanent chassis, that is constructed consistent with applicable State law. Also referenced as a *mobile home* or manufactured home. The term “*manufactured dwelling*” does not include a “*recreational vehicle*.”

**Manufactured Dwelling Park.** See *Manufactured Dwelling Project* under *Housing Types, Projects* below.

**Multiple Dwelling Structure.** A residential *structure* containing 5 or more *dwelling units* sharing common walls or floors and ceilings, built on a single *lot* or *parcel*. Multiple-dwelling *structures* include apartments and condominiums without regard to ownership status. Development consisting of multiple dwelling *structures* is called *multi-dwelling residential*.

Residential developments of 3 to 4 units are also classified as *multi-dwelling residential* if the development cannot otherwise meet the definition of *middle housing*.

**Quadplex.** A residential structure containing 4 *dwelling units* attached on a *common wall*, floor or ceiling. All 4 units of a quadplex must be built on a single *lot* or *parcel*, or attached on a *common wall* and located on 4 *child lots* created through a *middle housing land division*.

**Single Detached Dwelling.** A detached *dwelling unit* built and intended for occupancy by 1 *household*, built on a single *lot* or *parcel*, constructed on site or elsewhere. For purposes of this Code, detached modular homes (aka prefabricated *buildings*) constructed of multiple modules constructed off site, are considered single detached dwellings. Dwelling units on individual lots that are part of a *cottage cluster* are not single detached dwellings for the purposes of this Code.

**Studio Apartment.** *An apartment consisting of a single large room serving as bedroom and living room/cooking space, with a separate private bathroom.*

**Townhouse.** A dwelling unit that is part of a row of 2 or more attached units, where each unit is located on an individual *lot* or *parcel* and shares at least 1 common wall with an adjacent unit. Development consisting of townhouses is called *single attached residential*.

**Triplex.** A residential structure containing 3 *dwelling units* attached on a *common wall*, floor or ceiling. All 3 units of a triplex must be built on a single *lot* or *parcel*, or attached on a *common wall* and located on 3 *child lots* created through a *middle housing land division*.

[No changes to Section 12.01.500 – “Housing Types, Projects” through 12.40.120]

#### **12.40.130 Bed and Breakfast Inns.**

- A. **Characteristics.** Bed and breakfast inn is defined in Section 12.01.500. Bedroom units in a bed and breakfast inn typically do not contain individual cooking facilities. The lodging price at a bed and breakfast inn typically includes the price of a morning meal available only to guests of the inn. Additional rooms or structures may be added onto the original building or site provided the total number of lodging units remains at 5 or less.
- B. **Approvals Required.** Bed and breakfast inns in residential zones must be approved as conditional uses under Section 12.80.020. Bed and breakfast inns in any zone are subject to review and approval under Section 12.80.040.
- C. **Standards.** Bed and breakfast inns permitted as conditional uses in residential zones must comply with the following standards:
  1. The site to be used as a bed and breakfast inn must contain a dwelling unit having been occupied as a residence for at least 5 years prior to the date of conditional use application submittal;
  2. The site of the bed and breakfast inn must contain a dwelling unit occupied as the primary residence of the person or persons identified as the bed and breakfast operator(s). Primary residence is defined as the operator’s permanent residence of record as substantiated by official documents such as driver’s license or tax forms;

3. Commercial assembly events, such as weddings, meetings, receptions, or other gatherings for direct or indirect compensation, shall not be held at the inn;
4. No more than an average of 5 customer vehicles may access the premises on a daily basis;
5. No more than an average of 2 business related deliveries per day is allowed. Business deliveries shall not restrict pedestrian or vehicular circulation on adjoining public streets and sidewalks;
6. No more than 1 person who is not a principal resident of the site containing the bed and breakfast inn can be engaged in the operation of the bed and breakfast inn at any one time;
7. A parking plan with the following elements shall be included in the Conditional Use application or the Development Review application:
  - a. ~~On-site parking including the minimum required off-street parking for the residential use and 1 off-street parking space for each inn bedroom;~~
  - b. Location of all provided parking on ~~an all-weather surface~~pavement or pavers within site boundaries, including the driveway leading to the garage/carport vehicle entrance. One parking space may be allowed adjacent to the driveway, in front of the side yard adjacent to the garage/carport, with evidence of written permission from the owner of the property adjacent to the additional space. If no garage/carport is present, then parking shall be designed to minimize its appearance from the street and its impact to adjacent residents, and to maintain a residential appearance for the site; and
  - c. Provision of a solid fence or wall, together with landscaping, to buffer surrounding residents from the adverse effects of headlights and noise from guest or employee vehicles. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019)

*[No changes to Section 12.40.140]*

#### **12.40.150 Day Care Facilities.**

- A. Characteristics. Day care facilities provide care to children or adults. Child care facilities are defined in Section 12.01.500. As used in this Code, day care facilities applies to the total child or adult care operation and includes the physical setting, administration, staff, equipment, program, and care of children or adults.
- B. Approval Process. Day care facilities may be allowed as either permitted or conditional uses, dependent on the applicable base zone standards.
- C. Exemptions from Standards. Pursuant to ORS 329A, certified or registered family child care homes serving 16 or fewer children, or licensed adult day care services facilities serving 5 or fewer adults, are exempt from the standards in this section.
- D. Standards.
  1. All day care facilities shall provide ~~site on-site circulation and parking~~ plans with adequate capacity to accommodate drop-off and pick-up activities without impeding traffic or safety on the adjacent public streets.
  2. Child day care facilities shall conform to the following standards:

- a. A sight-obscuring fence at least 4 feet but not more than 6 feet in height shall be provided separating any outdoor play area from abutting lots.
- b. Child care facilities in residential zones shall be located at the intersection of 2 neighborhood route streets or on a collector street. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019; Ord. 6294 § 1, 2019; Ord. 6120 § 1, 2015)

*[No changes to Sections 12.40.160 through 12.40.170]*

#### **12.40.180 Manufactured Dwelling Projects.**

- A. Characteristics. Manufactured dwelling projects (also known as “Manufactured Dwelling Parks”) are defined in Section 12.01.500. In manufactured dwelling projects, separate water and sanitary sewer connections are provided for each manufactured dwelling. Individual parking spaces, community buildings and/or open space may also be provided. Access to individual units is provided by privately owned and maintained streets.
- B. Approval Process. Where permitted under the base zone standards of Subchapters 12.21 through 12.26, manufactured dwelling projects shall be reviewed as a Conditional Use under a Type III procedure pursuant to Section 12.70.050, except that the Review Authority shall be the Planning Commission.
- C. Standards. Development of new manufactured dwelling projects shall be reviewed for compliance with the following standards:
  1. Zoning and Density. Manufactured dwelling projects may be approved in the MR-1 Multi-Dwelling Residential zone.
  2. Location Outside Floodplain. All new manufactured dwellings in projects shall be placed above the elevation of the Base Flood on the property, as referenced in Section 12.27.100.
  3. Age. All dwellings placed in new manufactured dwelling projects shall have been constructed after June 15, 1976. All dwellings shall bear an “Insignia of Compliance” indicating compliance with the Federal Manufactured Dwelling Construction and Safety Standards and bear a date of manufacture, except if the dwelling is being relocated due to the closure or partial closure of another manufactured dwelling project pursuant to paragraph 4 below.
  4. Age Exception in Older Projects. Manufactured dwellings constructed before June 15, 1976 may be relocated to an existing project from another project. Dwellings relocated shall be replacements of dwellings previously in the project: placement of additional dwellings increasing the total number is not permitted except under Subchapter 12.30.
  5. Project Design Requirements.
    - a. Design Team. All manufactured dwelling projects shall be designed by a team including an architect (or a landscape architect) and a civil engineer, all licensed by the State of Oregon.
    - b. Minimum Lot Size: 1.00 acres.

- c. Minimum Lot Frontage: 100 feet on a public street.
- d. Maximum Lot Coverage: 50% of the gross lot area.
- e. Minimum Common Recreation Area: 5% of the site area.
- f. Minimum Perimeter Setback Requirements:
  - i. Front Yard: 30 feet minimum, measured on each yard abutting a public street.
  - ii. Side and Rear Yards: 20 feet minimum.
- g. Minimum Interior Setback Requirements.
  - i. Front Yard: 10 feet from the closest edge of the curb or sidewalk.
  - ii. Structure Separation: 10 feet between structures.
- h. Street Standards. All interior streets within the manufactured dwelling project shall be privately owned and maintained. Interior streets shall be improved to the widths shown in Table 12.40.180-1:

**Table 12.40.180-1:  
Manufactured Dwelling Project Street Improvements**

Number of Dwellings Served	Street Type			
	Entry Street	Loop Street	Cul-de-sac < 300 feet long	Cul-de-sac > 300 feet long
1-120	32 feet	28 feet	24 feet	28 feet
121+	36 feet	32 feet	24 feet	28 feet

- i. Maximum Cul-de-Sac Length: 500 feet.
- ii. Cul-de-Sac Terminus Configuration. Turnaround configuration and dimensions for cul-de-sacs are subject to approval by City Engineer and Fire Marshal, based on Oregon Fire Code requirements.
- iii. Street Cross Section and Materials. Interior streets shall be constructed to the public street cross-section and materials standards pursuant to the Public Works Design and Construction (D&C) Standards.
- iv. Curbs. Interior streets shall have a continuous concrete curb on both sides of the street, compliant with the D & C Standards for public street improvements.
- i. Sidewalks. Interior streets 36 feet wide shall have a sidewalk on both sides of the street. Interior streets less than 36 feet wide shall have a sidewalk on 1 side of the street. Such sidewalks shall be compliant with the D & C Standards for public street improvements. Mailboxes, light poles, or other obstructions that may be located a sidewalk shall be placed to leave at least 5 feet of unobstructed width.
- j. Utilities.

- i. Plans. Plans for water, sanitary sewer and storm drainage lines shall be subject to review and approval by the City Engineer. All on-site systems shall be public systems, compliant with the D & C Standards for public utility improvements.
- ii. Storm Drainage. All storm drainage shall be compliant with the D & C Standards for public utility improvements. If a public storm drain line is not available, the developer may be required to construct an off-site storm drainage system acceptable to the City Engineer and compliant with the D & C Standards for public utility improvements.
- iii. Electricity and Telecommunications Cable. All electrical and telecommunications cable lines shall be located underground.
- k. ~~Minimum Resident Parking. Two off-street parking spaces per dwelling unit. Provided spaces~~ may be in a tandem configuration, but shall not be located in a perimeter yard. Driveways and off-street parking areas shall be paved with asphaltic concrete or Portland cement concrete.
- ~~l. Minimum Guest Parking. One space per 5 dwelling units. Guest parking may be located on-street where on-street parking is permitted pursuant to Table 12.40.180-2.~~

**Table 12.40.180-2:  
Parking on Manufactured Dwelling Project Private Streets**

Street Width	Parking Permitted
36 feet	Both sides
32 feet	Both sides
28 feet	One side
24 feet	No parking

- ~~l.m.~~ Landscaping. All areas not occupied by parking, streets, or structures shall be landscaped consistent with Section 12.50.220 including removal of dead plants and irrigation.
- ~~m.n.~~ Perimeter Fencing. A uniform perimeter fence between 4 and 6 feet high shall be installed to separate the project from the adjacent properties.
- ~~n.o.~~ Street Names & Addresses. Private street names and individual dwelling addresses shall conform to the City street name and address grid. Street identification signs shall be standard City street signs unless other similar street identification signs are approved during the Development Review process under Section 12.80.040. Street identification signs shall be installed prior to the placement of any manufactured dwelling in the project and shall be maintained by the project owner.
- ~~o.p.~~ Recreational Vehicle Storage. Storage areas for recreational and similar vehicles or equipment shall not be located within 100 feet of the perimeter lot lines of the site, and shall have a 10 foot setback to the nearest structure inside the project. Storage areas shall be screened by a sight-obscuring fence and landscaping.

~~2.4.~~ Manufactured Dwelling Design. All manufactured dwellings within a project shall comply with the following design standards:

- i. Removal of Towing Equipment. All towing hitches, wheels, running lights and other towing related equipment shall be removed within 30 days after installation.
- ii. Foundations. Foundations shall conform to the construction specification of the Oregon Manufactured Dwelling Installation Specialty Code.
- iii. Siding. All dwellings shall have vinyl, wood or aluminum lap siding or pretreated simulated wood siding and composition shingle roofing.
- iv. Roofs. Roof slope shall have a minimum 2:12 pitch with a minimum 6-inch overhang. All roof areas shall have gutters with runoff draining through piped connections to the adjacent street gutter or to the project storm drainage system.
- v. Skirting. Dwellings and decks shall be skirted with vinyl, wood or aluminum lap siding, pretreated simulated wood siding or masonry to blend with the color and texture of the dwelling exterior. Skirting shall be installed within 30 days of setup.
- vi. Awnings, Decks & Carports. All manufactured dwellings shall have a deck or patio with a minimum size of 120 square feet ~~and an attached or detached garage or covered carport~~. Garages or carports shall be constructed and finished to blend with the exterior materials of the manufactured dwelling.
- vii. Storage Sheds. One storage shed is allowed for each dwelling. Storage sheds shall be 200 square feet or smaller, located adjacent to the dwelling or deck, and painted or finished to match the exterior color of the dwelling. If required, the storage shed shall conform to the structural requirements of the Oregon Residential Specialty Code or other applicable codes.
- viii. Antennas. Telecommunication antennas larger than 3 feet diameter are not permitted unless the antenna serves a centralized signal distribution system in the project. Home dish antennas smaller than 3 feet in diameter shall be installed only at the rear of the dwelling, 5 feet or less above the roof peak. Antennas shall not be located in a perimeter yard. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019)

*[No changes to Sections 12.40.190 through 12.50.210]*

#### **12.50.220 Landscaping.**

- A. Purpose. Landscaping in new and existing developments accomplishes the following community purposes:
  1. Enhancing aesthetic and economic value in new developments and the community as a whole;
  2. Unifying new developments with existing neighborhoods and establishing a more pleasant community character;
  3. Softening and buffering large-scale structures and parking lots, and buffering or screening unsightly features;

4. Providing privacy and creating buffers between residential and non-residential uses;
  5. Aiding in energy conservation by providing shade from the sun and shelter from the wind;  
and
  6. Reducing stormwater runoff by providing permeable surfaces.
- B. Applicability. The standards of this section shall apply to all Type II and Type III development projects, except for single detached dwellings and middle housing, on properties for which base zone standards require landscaping.
- C. Exemptions. Landscaping within stormwater management facilities are exempt from the standards of this section, and shall be landscaped in compliance with the applicable provisions of the CWS Design and Construction Standards Chapter 3 Sensitive Areas and Vegetated Corridors and Chapter 4 Runoff Treatment and Control, as amended.
- D. Area and Maintenance Standards.
1. Type II and III development applications submitted after September 4, 2014 shall provide landscaping which meets or exceeds the area percentages specified in the applicable base zone standards, unless a Variance or Adjustment has been granted by the Review Authority pursuant to Section 12.80.150.
  2. The standard in paragraph 1 above may be satisfied by providing vegetated landscaping only or vegetated landscaping in combination with other areas as follows:
    - a. Natural vegetation compliant with paragraph E.10 below;
    - b. Low Impact Development Approach (LIDA) stormwater facilities compliant with Section 12.64.750; or
    - c. Hardscaped plazas or required usable open space compliant with Subsection 12.50.210.H.1.
  3. On development sites in zones having a minimum landscaping percentage standard, required landscaping areas shall be located preferentially as follows: first, within front yard setbacks adjacent to streets; and second, within side or rear yard setbacks between residential and non-residential uses.
  4. All areas of the site not occupied by buildings, parking and loading, storage, landscaping, required usable open space, or protected natural resources shall be improved with a layer of medium or medium-fine bark mulch 2 to 4 inches deep. The bark mulch shall be kept at least 2 inches away from the trunk of any tree and be kept free of weeds.
  5. All required plantings shall be maintained to the following standards:
    - a. Each planting shall receive regular weekly watering as needed to ensure the plants are not stressed during the hotter portions of the growing season (from April 15th through October 15th). Water shall be provided in a manner that allows penetration into the soil around the tree.
    - b. Stakes and ties shall be maintained and repaired as needed. Stakes and ties shall be removed if the trees are well rooted into the native soil and are able to withstand local wind conditions.



- c. A minimum 3-foot diameter planting area around each tree shall be maintained with a layer of medium or medium-fine bark mulch 2 to 4 inches deep. The bark mulch shall be kept at least 2 inches away from the trunk of the tree and be kept free of weeds.
- d. Any planting falling into one of the following conditions shall be replaced.
  - i. Dead Plant. Any plant that has no live growth originating in all or a portion of the scaffolding branches.
  - ii. Stressed Plant. Any plant that has lost 50% or more of its total foliage or has a reduction of 50% of normal leaf size for that species.

E. Improvement Standards.

1. Minimum Sizes and Spacing for Landscaping Materials. Table 12.50.220-1 shows the minimum sizes and spacing for landscaping materials at planting:

**Table 12.50.220-1:  
Minimum Sizes and Spacing for Landscaping Materials**

Species	Minimum size at planting	Maximum spacing at planting
Deciduous trees	Single stem: 2-inch caliper Multi-stem: 8 feet height	Mature canopy width apart
Coniferous trees	6 feet height	15 feet on center; 10 feet on center if planted as a screening buffer
Large shrubs (6+ feet mature height)	5 gallon pot	5 feet on center
Medium shrubs (3 to 6 feet mature height)	3 gallon pot	4 feet on center
Small shrubs (1 to 3 feet mature height)	1 gallon pot	3 feet on center
Ground covers and annuals	1 gallon pots	2 feet on center
	4-inch pots	18 inches on center
	2¼-inch pots	12 inches on center

2. Installation of plant materials shall be in accordance with the American Nursery and Landscaping Association standards and the following standards:
  - a. Plant materials shall be nursery stock or the equivalent quality and installed to industry standards or better; and
  - b. Plant materials shall be staked to current industry standards or better. Stakes and guy wires shall not interfere with vehicular or pedestrian traffic.
3. For nonresidential development, required landscaping shall be located, selected and installed as an integral part of the site, building and streetscape design of the development site.

4. Where practicable, landscaping species shall be selected to correspond in scale with the structures in the project, including selection of taller-height species adjacent to taller buildings, if not designated as not permitted by overhead utility lines or reduced setbacks.
5. Vegetated landscaping shall include a mixture of vertical and horizontal elements such as ground cover, shrubs and trees. Trees shall be incorporated in landscaped areas that are at least 10 feet in depth and abut a public street.
6. Nuisance plants as defined in Section 12.01.500 are not permitted for use in any landscaping.
7. Use of drought-tolerant plant species is encouraged in required landscaping, and may be required when irrigation is not available. Drought-tolerant grasses, shrubs or trees may also be used outside the required landscaping areas specified in paragraphs C.3 and C.4 above. Irrigation shall be provided in required landscaping areas for plants that are not drought-tolerant.
8. Natural existing vegetation may be counted toward the landscaping requirement, provided that the natural vegetation is maintained continuously to remove nuisance plants and to keep the natural vegetation alive.
9. Required landscaping in surface parking lots is subject to the standards in Section 12.50.360.F in addition to the standards in this section.
10. Approved landscaping in common open space areas, parking strips, and in all yards adjacent to a public or private street shall be installed prior to issuance of certificates of occupancy or final building inspections. With City approval, financial assurance acceptable to the Planning Director may be provided to ensure installation of required landscaping not more than 6 months following acceptance of public infrastructure or final certificates of occupancy.
11. Landscaping provision and maintenance are continuing obligations of the property owner. If plantings die, the property owner shall replace each planting with an equivalent type (i.e., evergreen shrub replaces evergreen shrub, deciduous tree replaces deciduous tree, etc.). All man-made landscaping features required as part of a development approval shall be maintained in good condition or replaced with substantially similar features.
12. Landscaping plans for development projects (excluding subdivisions) 1.0 gross acre or larger shall be prepared by a licensed landscape architect or other landscaping professional as accepted by the Review Authority.
13. Development of landscape plans should be completed in coordination with the local electric utility including pre-design, building, and maintenance phases.

F. Design Guidelines. In addition to the standards in subsections D and E above, developments are encouraged to meet the following guidelines:

1. Landscaping should be used to enhance pedestrian orientation by creating a sense of enclosure and to reduce the scale of large buildings and paved areas, especially in higher density areas surrounding light rail stations and in designated town centers and regional centers.

2. Arbors or trellises supporting landscape materials should be considered for ornamentation of exterior walls.
3. Landscaping shall be selected, located, and installed to reduce adverse impacts on surrounding properties from root or canopy systems which may extend across property lines.
4. Plant materials identified by the Review Authority as having potential to damage or disrupt existing underground utilities, curbs, sidewalks, or gutters through invasive root structures should not be used in any landscaping. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019; Ord. 6178 § 1, 2016)

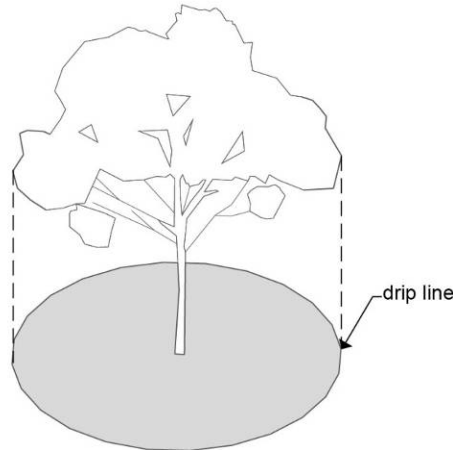
5. *Where feasible, tree planting should be consistent with or in excess of the standards of the 2021 American National Standards Institute A300 standards.*

#### **12.50.230 Tree Preservation.**

- A. Purpose. Tree preservation establishes character and livability in new neighborhoods and preserves the existing character in both residential and non-residential neighborhoods. Mature and specimen trees provide shade and temperature moderation, store and maintain carbon levels, and reduce air-borne pollutants. To encourage preservation of mature and specimen trees the City provides the option in Subsection 12.50.120.C.3 to reduce net acreage on project sites, for purposes of calculating residential densities and floor area ratios, where existing trees are preserved.
- B. Applicability. The standards of this section shall apply to all Type II and Type III development applications.
- C. Standards for Mature Tree Preservation. These standards apply to deciduous trees 8 inches or greater in diameter measured 4.5 feet above native grade, or coniferous trees 30 feet or taller in height.
  1. Development shall be sited and constructed to avoid removing or damaging mature trees. The burden of proof is on the applicant to demonstrate the necessity of tree removal.
  2. Applications for development of sites with stands of 5 or more overlapping mature tree canopies shall include a tree preservation plan prepared by a Certified Arborist. The plan shall identify trees which can be retained and which must be removed to accommodate the development or promote public safety. The plan shall also identify areas where potential wind throw may occur as a result of partially removing a stand of trees and recommend measures to prevent wind throw.
  3. The Review Authority may condition a land use approval to avoid disturbing tree roots by grading activities and to protect trees and other significant vegetation to be retained from construction activity impacts. Such conditions may include the retention of a qualified consulting arborist or horticulturist during and/or after site grading, and a tree maintenance and management program to provide protection to the trees as recommended by the arborist.
  4. Trees shown as protected or preserved on the tree protection plan shall be marked and protected on site by a construction fence placed at least 5 feet outside the drip line(s) illustrated in Figure 12.50.230-A. No soil compaction, material or spoils storage shall be

allowed within the drip line(s). This provision shall be enforced as a requirement of any Building and Engineering Permits for the project.

**Figure 12.50.230-A:  
Tree Dripline Location**



5. Where the Review Authority determines that mature trees meet the criteria above, removal of the trees shall be mitigated by 1 of the following alternatives:
  - a. Trees replaced on-site in accordance with an approved landscape plan including new plantings of similar character at least 2½" in caliper;
  - b. A fee in-lieu-of replacement may be paid by the developer to the City. The amount of the in lieu of payment shall be approximately equal to the market value of the replacement trees cited in subparagraph a, above; or
  - c. Replacement trees to be planted off-site in a public open space or park.
6. Under Section 12.80.150, the applicant may seek an adjustment or variance for reduced setbacks ~~or a reduction in the number of parking spaces~~ to avoid removal of mature trees, provided measures are also taken to preserve the health of the trees. If approved, reduced setbacks or numbers of parking spaces must remain in compliance with Building Division requirements.
7. The Planning Director may request that the Building Official or the Public Works Director issue a Stop Work order to halt construction if site or building construction violates the standards of this section either intentionally or through negligence. If construction is halted, a legally binding mitigation plan and agreement shall be executed prior to resumption.

D. Standards for Specimen Tree Preservation. In addition to the standards in subsection C above, the standards in subsection D apply to the Specimen Trees described in Table 12.50.230-1.

**Table 12.50.230-1:  
Specimen Tree Sizes**

Tree species	Diameter defining Specimen status (measured at 4.5 feet above native grade)
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single Douglas Fir	greater than 24 inches
single Grand Fir, Ponderosa Pine, Western Hemlock, or Western Red Cedar	greater than 12 inches;
any other single conifer	greater than 20 inches
single Red Alder, Big Leaf Maple, or Oregon White Oak	greater than 12 inches; or
any other single deciduous tree	greater than 20 inches

1. No specimen tree shall be removed or damaged during development construction unless 1 or more of the following criteria are met:
  - a. A Certified Arborist determines that the tree:
    - i. Is a safety hazard to persons or property due to its location or condition; or
    - ii. Is a dangerous tree as defined in Section 12.01.500; or
    - iii. Was diseased, weakened, or dying before construction began and no practicable means is available to preserve it;
  - b. A Registered Engineer determines that removal of the tree is necessary:
    - i. To accommodate construction equipment access where there is no practicable alternative route; or
    - ii. To accommodate grading necessary for required storm water management or structural building integrity, and there is no practicable grading alternative to meet those requirements; or
    - iii. To accommodate proposed buildings or other permanent improvements, and there is no practicable alternative location or design option for the improvements at the same scale within the lot.
2. Under Section 12.80.150, the applicant may seek an adjustment or variance for reduced setbacks or a reduction in the number of parking spaces to avoid removal of specimen trees, provided measures are also taken to preserve the health of the trees. If approved, reduced setbacks or numbers of parking spaces must remain in compliance with Building Division requirements. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019)

*[No changes to Sections 12.50.240 through 12.50.270]*

**12.50.300 Vehicle Parking.** Vehicle parking standards include the following sections:

- 12.50.310 Purpose, Applicability and Maintenance Responsibilities
- 12.50.320 Number of Spaces Required
- 12.50.330 Exempt Parking
- ~~12.50.335 Exceptions to Required Parking Standards~~
- 12.50.340 Credit for On-Street Parking
- 12.50.350 Vehicle Parking and Loading: Location
- 12.50.360 Vehicle Parking and Loading: Design and Improvements

(Ord. 6401 § 1, 2022)

**12.50.310 Purpose, Applicability and Maintenance Responsibilities.**

A. Purpose.

- ~~1. Minimum off-street parking standards are intended to accommodate vehicular parking for residents, customers and employees primarily on-site, allowing more efficient use of the street system for multi-modal transportation, including bicycle and freight movement.~~
- ~~2. Lower minimum off-street parking standards in light rail and mixed-use zones reflect the higher intensity, closer proximity of land uses, the increased availability of alternative travel modes, and the reduced land area available for parking.~~
- ~~1.3.~~ Maximum off-street parking standards are intended to accommodate the majority of parking needs for residents, customers and employees, encourage use of alternative travel modes such as transit, bicycling and walking, and reduce impervious surface area which receives only sporadic parking use.
- 2. The City of Hillsboro does not have standards which require mandate the provision of parking. This is intended to promote density, housing affordability, and sustainable transportation; encourage market-driven development; enhance urban design and livability; stimulate economic growth; and create more flexible, efficient land patterns. This also implements the requirements of OAR 660-012-0400.

B. Applicability.

- 1. The standards of this section shall apply to all development, including change of use, which includes or is required to include parking, including carpool, vanpool, loading and bicycle parking except for development which meets the general exemptions in Subsection 12.50.030.C.
- 2. The ~~number of spaces~~, location and improvements for ~~required~~ vehicle parking shall be constructed under any of the following circumstances:
  - a. Construction of a new building;
  - b. Expansion of an existing building by either 50% of its existing floor area or 3000 sq. ft., whichever is less; or
  - c. Change in Oregon Residential Specialty Code or Oregon Structural Specialty Code occupancy classification of an existing building.

3. No provision of this section shall be construed to require the removal of pre-existing parking spaces in excess of the maximum number required or allowed.

C. Maintenance.

1. The provision and maintenance of off-street vehicle parking and loading spaces are continuing obligations of the property owner. ~~If the use of a building changes and the number of required parking spaces increases, the increased number must be provided before the new use begins.~~
2. ~~Required p~~Parking spaces shall be available for parking operable vehicles of residents, customers, patrons, and employees, and shall not be used for vehicle or materials storage or for fleet parking. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019; Ord. 6120 § 1, 2015)

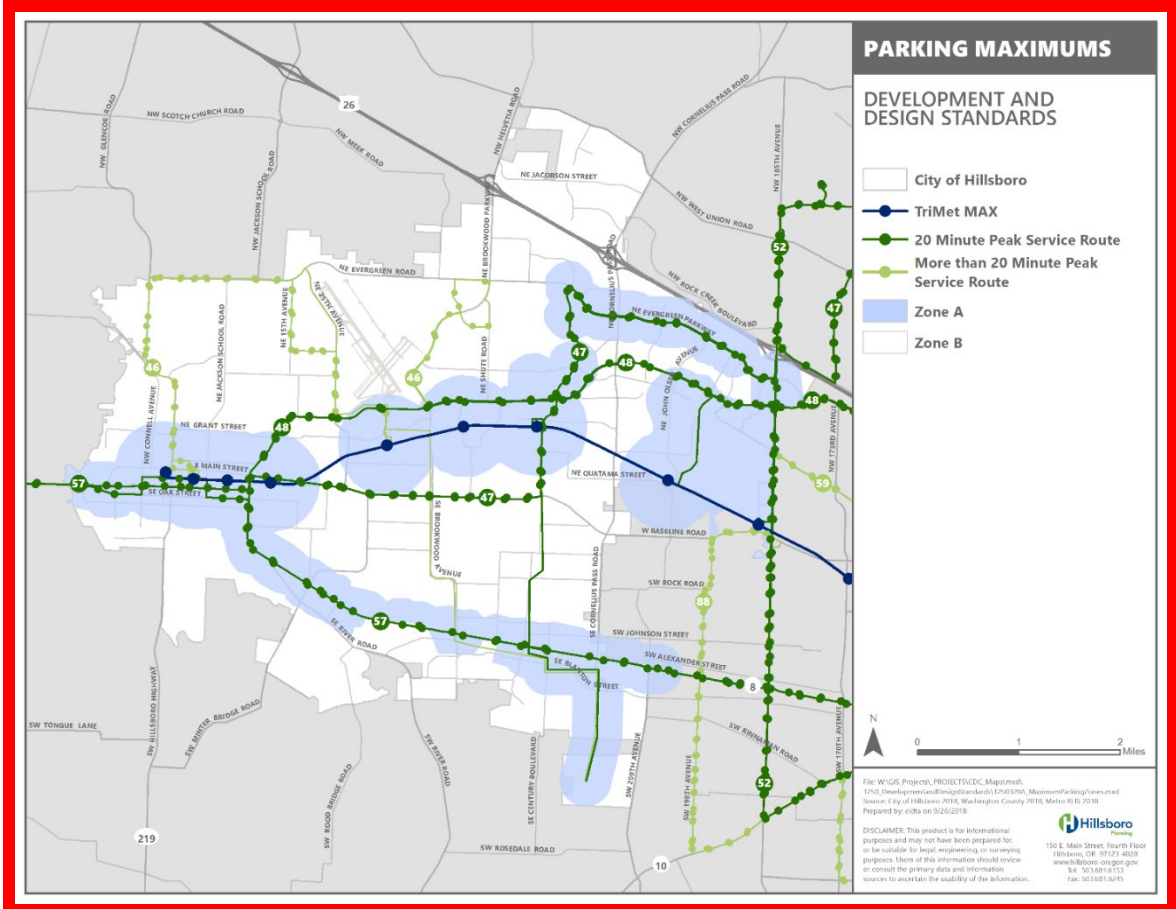
**12.50.320 Number of Spaces ~~Required.~~**

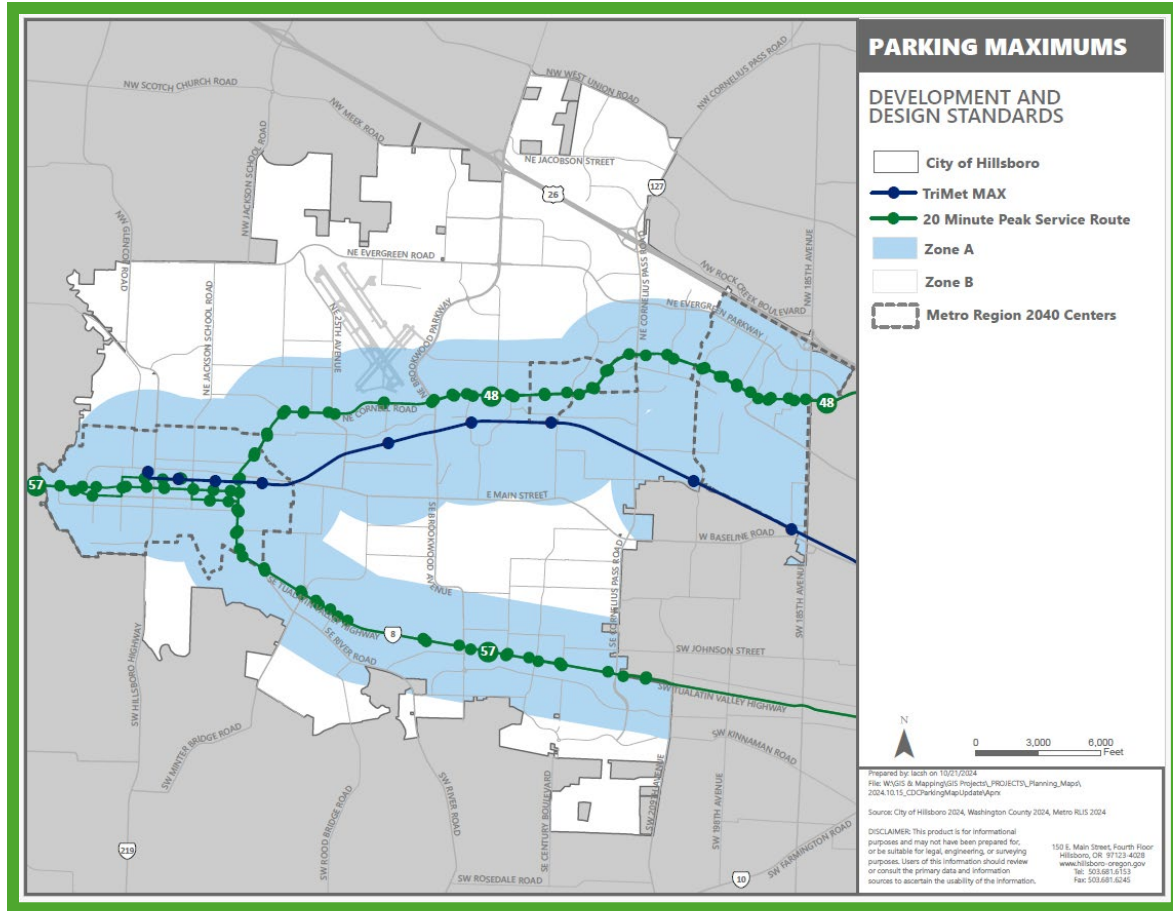
- A. All development shall include not less than one Americans with Disabilities Act compliant accessible parking space if the context or use of the site meets any of the following:
  1. The structure or use requires accessible parking per the Oregon Structural Specialty Code or Oregon Residential Specialty Code;
  2. The adjacent street does not have designated on-street parking; or
  3. The use is not an accessory dwelling unit.
- B. If provided off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance.
- C. Nonwithstanding 12.50.320(A), the Review Authority may determine through a Type II procedure that the accessible space is not required under Oregon Revised Statute 447.233 and not necessary or feasible.
- D. Maximum parking requirements are calculated based on the location of a site in Zone A or Zone B shown on Figure 12.50.320-A. If any portion of a lot or parcel is within Zone A, the entire site shall be construed to be within Zone A.
- E. For land uses located in Zone A with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.
  1. Non-surface parking such as tuck-under parking, parking underground, and subsurface parking, and parking structures are exempted from this calculation.
  2. Surface parking shall be measured inclusive of all surface area on which a vehicle is designed to maneuver including all parking stalls, driveways and drive-through lanes within the property regardless of length, and all maneuvering areas regardless of depth.
  3. Paved areas not for use by passenger vehicles, such as loading areas or outdoor storage of goods or materials, are not counted as surface parking area.
- E. Uses may share off-site parking if the shared parking is located within 800 feet of the uses. Shared parking located off-site shall be signed for use by the remote development.

- ~~C. For uses not specifically listed in Tables 12.50.320-1 through 12.50.320-5, the number of required vehicle parking spaces shall be determined by the Planning Director pursuant to Section 12.80.050.~~
- ~~D. In residential developments where garages are accessed by driveways, a single car garage and driveway shall be counted as a single parking space. A 2-car garage and double-width driveway shall be counted as 2 parking spaces.~~
- ~~E. Where several uses occupy a single structure or lot, total required vehicle parking shall be the sum of the requirements of the several uses computed separately, unless an adjustment for either shift or shared parking is approved pursuant to Subsection 12.80.158.G or H.~~
- ~~F. Existing parking spaces shall not be removed if removal would result in the provision of fewer spaces than required.~~
- ~~G. Required parking shall be provided off-street and on-site unless located on-street in compliance with Section 12.50.340 or off-site in compliance with Subsection 12.50.350.A.~~
- ~~H. Except as provided under subsection J, below, the Review Authority may require additional parking in a development project in excess of the minimum required in Tables 12.50.320-1 through 12.50.320-5 if the Review Authority finds that such additional parking is necessary to mitigate impacts of a use on the street system.~~
- ~~I. In applying Table 12.50.320-1, multi-dwelling units with 4 or more bedrooms shall provide twice the number of parking spaces per unit shown in the table.~~
- ~~J. Pursuant to ORS 197.312(5), the Review Authority may not require the construction of off-street parking for accessory dwelling units. However, nothing in this provision shall prevent the regulation of parking for vacation occupancies, including bed and breakfast inns.~~

**Figure 12.50.320-A:  
Maximum Parking Zones Map**







**Table 12.50.320-1:  
 Required Vehicle Parking Spaces for Residential Uses  
 (required spaces are per dwelling unit unless specified otherwise)  
 (see Section 12.50.335 for exceptions)**

Use Type	Minimum	Maximum*	
		Zone A	Zone B
<b>Household Living</b>			
Single Detached Dwelling (includes manufactured dwellings and residential homes)	±	1 per bedroom, <i>not to exceed 2 per dwelling unit</i>	None
Accessory Dwelling Unit	None	1	2
Duplex	±	1 per bedroom, <i>not to exceed 2 per dwelling unit</i>	None
Townhouse	±	2	None
Triplex	±*	2	None
Quadplex	±*	2	
Cottage Cluster	±	2	None

Use Type	Minimum	Maximum*	
		Zone A	Zone B
Multiple Dwelling Structure	1.5	2	None
<i>Studio Dwelling</i>		1.2	<i>None</i>
Dwelling in a Mixed-Use Building or Live-Work Dwelling	1.0	0.9 per bedroom, <i>not to exceed 2 per dwelling unit</i>	None
Regulated Affordable Housing	1	1 per bedroom, <i>not to exceed 2 per dwelling unit</i>	None
<b>Group Living</b>			
Group Living *(includes student housing)	0.5/resident	1.0/resident	1.0/resident
<b>Residential Services</b>			
Independent Living Units (senior)	0.25	1	2
Other Residential Services Facilities (includes assisted living and convalescent care)	0.25 per resident +1 per staff	0.50 per resident +1/staff	0.50/resident +1/staff
<b>Residential Business (calculated for residential portion only)</b>			
Residential Business (includes Live-Work)	1	2	None

\* For triplexes or quadplexes on lots less than 3,000 square feet in area: minimum 1 space per lot.

— For triplexes or quadplexes on lots greater than 3,000 square feet but less than 5,000 square feet in area: minimum 2 spaces per lot.

— For quadplexes on lots greater than 5,000 square feet but less than 7,000 square feet: minimum 3 spaces per lot.

**Table 12.50.320-2:  
Required Vehicle Parking Spaces for Commercial Uses  
(required spaces are per 1,000 sq. ft. Net Floor Area (NFA) unless otherwise specified)  
(See Section 12.50.335 for exceptions)**

Use Type	Minimum	Maximum	
		Zone A	Zone B
<b>Commercial Lodging</b>			
All uses	0.5/room	1/room	None
<b>Commercial Recreation</b>			
Indoor facilities	3	5	6
Court sports	2/court	5/court	6/court
Outdoor facilities (with bleachers)	1/4 ft. of bench length	None	None
Outdoor facilities (without bleachers)	20/field	40/field	None
<b>Durable Goods Sales</b>			
All uses	2	3	4
<b>Eating and Drinking Establishments</b>			
Fast food	5	10	None

Use Type	Minimum	Maximum	
		Zone A	Zone B
Casual dining	6	12	None
Fine dining	8	15	None
<b>Educational Services</b>			
All uses (parking calculated per FTE student or employee)	0.15	0.30	None
<b>Office</b>			
General office	2	4	4
Medical office	4	5	6
Customer Service Communications Center	4.1	6.75, 5	8
<b>Retail Products and Services</b>			
Minor Assembly Facilities	2	5	6
All other uses	4	5	6
<b>Self-Service Storage</b>			
All uses	1/5000 sq. ft. up to 20,000 sq. ft.; 1/20,000 sq. ft. thereafter	1/4000 sq. ft. up to 20,000 sq. ft.; 1/20,000 sq. ft. thereafter	None
<b>Vehicle Service and Repair</b>			
All types	3	4	None

**Table 12.50.320-3:  
Required Vehicle Parking Spaces for Industrial Uses  
(required spaces are per 1,000 sq. ft. Net Floor Area (NFA)  
or per student/employee on the largest shift, unless otherwise specified)**

Use Type	Minimum	Maximum	
		Zone A	Zone B
<b>Industrial Services</b>			
All uses	2	None	None
<b>Manufacturing and Production</b>			
All uses	1.6	2.5	None
<b>Solid Waste Treatment and Recycling</b>			
All uses	2	None	None
<b>Vehicle Storage</b>			
All Uses	0.5/employee	1.0/employee	None
<b>Warehouse and Freight Movement</b>			

Use Type	Minimum	Maximum	
		Zone A	Zone B
All uses	0.3	0.4	0.5
<b>Wholesale Sales</b>			
All Uses	3	3	None

**Table 12.50.320-4:  
Required Vehicle Parking Spaces for Institutional Uses  
(required spaces are per 1,000 sq. ft. Net Floor Area (NFA)  
or per student/employee on the largest shift, unless otherwise specified)**

Use Type	Minimum	Maximum	
		Zone A	Zone B
<b>Colleges and Universities (measured per FTE student and employee)</b>			
All uses	0.15	0.3	0.3
<b>Community Services</b>			
All uses	2	4	5
<b>Detention Facilities (measured per bed)</b>			
All uses	0.2	0.4	None
<b>Hospitals (measured per bed)</b>			
All uses	2	3	None
<b>Assembly Facilities (measured by seating type / maximum occupancy* in largest assembly room)</b>			
Per fixed seat where provided	1/4 seats	1/3 seats	1/2 seats
Per foot of bench / pew length where provided	0.25	0.5	0.8
Per person where fixed seating not provided	0.3	0.6	1.0
<b>Schools (measured either per classroom or per student and employee)</b>			
Elementary school (grades K-5)	2/classroom	4/classroom	None
Middle school (grades 6-8)	1/classroom	2/classroom	2/classroom
High School (grades 9-12)	0.2/student and FTE employee	0.2/student and FTE employee	0.2/student and FTE employee

\* As determined by the Building Official.

**Table 12.50.320-5:  
Required Vehicle Parking Spaces for Infrastructure and Utilities Facilities Uses  
(required spaces are per 1,000 sq. ft. Net Floor Area (NFA)  
or per employee on the largest shift, unless otherwise specified)**

Use Type	Minimum	Maximum	
		Zone A	Zone B
<b>Aviation Uses</b>			
Hangars (measured per aircraft space)	1	2	None

Use Type	Minimum	Maximum	
		Zone A	Zone B
All other aviation uses	per commercial or industrial requirements		
<b>Parks and Open Areas</b>			
Indoor facilities	3	5	6
Court sports	2/court	5/court	6/court
Outdoor facilities (with bleachers)	1/4 ft. of bench length	None	None
Outdoor facilities (without bleachers)	20/field	40/field	None
Playgrounds	To be determined during land use approval process.		
Nature parks; natural open space	To be determined during land use approval process.		
<b>Public Safety Facilities (measured per FTE employee)</b>			
All uses	1	2	2
<b>Surface Alternative Transportation Facilities</b>			
Maintenance yards	Per either vehicle service and repair or vehicle storage requirements		
All other uses	None	None	None
<b>Telecommunication Facilities</b>			
All uses	None		
<b>Utility Facilities (measured per FTE employee if facility has personnel; otherwise none)</b>			
All uses	0.55		

(Ord. 6401 § 1, 2022; Ord. 6323 § 1, 2019; Ord. 6322 § 1, 2019; Ord. 6294 § 1, 2019; Ord. 6275 § 1, 2018; Ord. 6149 § 1, 2015; Ord. 6110 § 7, 2015)

**12.50.330 Exempt Parking.** The following types of parking are exempt from the maximum requirements specified in Tables 12.50.320-1 through 12.50.320-5:

- A. Employee car/vanpool parking spaces. As used in this section, a “carpool” is 2 or more commuters, including the driver, who share the ride to and from the destination. A “vanpool” is 5 or more commuters, including the driver, who share the ride to and from the destination on a regular basis;
- B. Dedicated valet parking spaces;
- C. Fleet parking;
- D. Commercial parking;
- E. Parking for vehicles for sale, lease or rent;
- F. Parking spaces in structures located outside Zone A; and
- G. Parking spaces reserved for customer vehicles before or after servicing, provided such spaces meet the following standards:

1. The spaces are not designated for carpool, vanpool or handicapped parking; and
2. The number of service spaces is not more than 25% of the total number of spaces on-site. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019)

#### **12.50.335 — Exceptions to Required Parking Standards.**

- ~~A. In the SCC-DT zone, there is no minimum number of parking spaces required for the commercial use types listed in Table 12.50.320-2. The minimum number of parking spaces required for residential development, or for the residential component of mixed-use development, is 0.75 spaces per dwelling unit.~~
- ~~B. The minimum number of parking spaces required for regulated affordable housing developments located partially or entirely within 1,300 feet of a high-capacity transit stop or frequent bus service stop is 0.85 spaces per dwelling unit.~~
- ~~C. See Section 12.64.320 for exceptions to required parking standards in the Amberglen Plan District. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019; Ord. 6294 § 1, 2019)~~

#### **12.50.340 Credit for On-Street Parking.**

- ~~A. If a development includes construction or reconstruction of public streets to provide additional on-street parking, off-street parking may be reduced by 1 off-street space for each constructed on-street space if the new on-street parking is configured consistent with existing on-street parking. Angled parking may be allowed where permitted by City, County and/or ODOT standards.~~
  - ~~B. To qualify for the credit in subsection A above, parallel on-street parking spaces must have at least 24 feet of uninterrupted curb adjacent to the lot containing the use. New parallel on-street parking cannot obstruct a required sight distance area or violate any applicable on-street parking standard.~~
- A.C. On-street spaces constructed with a specific development may not be used exclusively by that development, but are available for general public use at all times. Except for those placed by the City, signs, other markings, or actions limiting general public use of on-street parking spaces are not permitted. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019)

#### **12.50.350 Vehicle Parking and Loading: Location.**

- A. Parking Location: General Provisions.
  1. Except as may be allowed within middle housing land divisions or within specific plan districts, off-street parking for residential uses in all zones shall be located on the same lot with the residential use.
  2. Except as may be allowed within specific plan districts, ~~required~~ parking for non-residential uses in standard zones may be located off-site, not farther than 500 feet from the use it serves. Required parking for non-residential uses in light rail, mixed-use or urban center zones may be located off-site, not farther than 800 feet from the use it serves.

3. If ~~required~~ parking is provided off-site, the distance from the parking to the use shall be measured from the nearest parking space to the building entrance on a sidewalk or other pedestrian route. The location and terms of the off-site parking shall be specified in a written deed, lease or contract, signed and notarized by all affected property owners and filed with the Planning Department.

B. Loading Location: General Provisions.

1. Schools and Child Care Facilities. Access drives designed for continuous forward flow of passenger vehicles shall be provided at any school or child care facility with a capacity of 25 or more students.
2. Merchandise, Materials, or Supplies. Off-street truck loading docks proposed for new non-residential development shall be sited and maintained to accommodate anticipated truck sizes, numbers and movement on-site, without blocking public streets. ~~Required~~ ~~Off-street parking may be used for loading and unloading operations only during off-peak hours.~~

C. Off-Street Surface Parking Location in Standard Zones.

1. ~~Except on Off-street surface parking located either in the front or side yard setbacks of~~ single detached ~~or attached~~ residential or middle housing lots, ~~required parking shall be located on a driveway providing access to a garage or carport, or if there is no garage or carport, within a paved area that accommodates no more than two parking spaces. withispace shall not be located in a required setback.~~
2. In development projects adjacent to major pedestrian routes or transit trunk routes, the location of surface parking relative to the building(s) it serves shall comply with the building orientation and pedestrian connection requirements of Section 12.50.400.
3. If buildings, ~~required~~ parking, required landscaping and usable open space do not occupy an entire site, the ~~required~~ parking shall be sited to meet the following standards:
  - a. The location of the ~~required~~ parking permits additional development on the site; and
  - b. The ~~required~~ parking does not abut a significant natural resource area.

D. Off-Street Surface Parking Location in Light Rail Zones.

1. Parking for free-standing residential structures in the SCC-DT zone shall be incorporated within the structure.
2. Surface parking, loading docks or maneuvering areas shall not be temporarily or permanently located adjacent to, cater-cornered from, or across the street from an HCT station site. Tri-Met park-and-ride lots and joint-use parking lots are exempt from this standard.
3. Except in the SCC-MM, SCBP, SCI, or SCFI zones as provided in paragraph 4 below, non-residential surface parking or loading shall not be located between a front building plane (or a line extended there from) and a major pedestrian route or transit street unless 1 of the following 2 standards is met:
  - a. The surface parking or loading is at least 50 feet from the major pedestrian route or transit street; or



- b. The surface parking or loading is located within or behind the front plane of the building and is screened from pedestrian view by walls with decorative features such as grates, artwork, tiles, or similar elements. Windows and display area are not required on walls surrounding service docks and loading areas.
4. In the SCC-MM, SCBP, SCI, or SCFI zones, surface parking or loading may be located between a front building plane and a major pedestrian route or transit street if the following 6 standards are met:
- a. The parking or loading cannot be practicably located to the side or rear of the building or more than 50 feet from the major pedestrian route or transit street;
  - b. The parking and loading is located as far as practicable from the major pedestrian route or transit street, at least far enough that sidewalks will not be partially blocked by parked or loading vehicles;
  - c. The parking and loading consists of not more than one 2-way circulation aisle with double-loaded parking and internal landscaped islands compliant with Section 12.50.360;
  - d. Site access is provided either from a side street or an alley, or from only one 24-foot wide driveway per 150 feet of frontage on the major pedestrian route or transit street;
  - e. A direct pedestrian connection is provided from the major pedestrian route or transit street to the main building entrance, compliant with Section 12.50.400; and
  - f. A landscaped buffer at least 10 feet wide is installed between the parking or loading and the major pedestrian route or transit street. This landscaped buffer shall include the following improvements:
    - i. Trees spaced and sized, in conjunction with the trees in the planter strip, to form a continuous canopy over the public sidewalk; and
    - ii. Additional landscaping and/or pedestrian amenities in compliance with Section 12.50.360 to visually mitigate the adjacent parking and loading area.
5. If a site is adjacent on 2 or more sides to a major pedestrian route, transit street or significant natural resource area, off-street parking between the building and the route, street or resource area shall be located in the order of preference shown in Table 12.50.350-1. Where these circumstances apply, the provisions of paragraphs 3 and 4 above may be waived to allow additional parking depth between the building and the route, street, or resource area on not more than 2 sides of the building.

**Table 12.50.350-1:  
Preferred Siting for Off-Street Parking in Light Rail Zones**

Order of Preference	Location
First or Most Preferred	Behind or behind the building(s), not adjacent to a significant natural resource area
Second	Between the building(s) and the significant natural resource area
Third	Between the building(s) and a non-transit public or private street
Fourth	Between the building(s) and the transit street

Fifth or Least Preferred	Between the building(s) and the major pedestrian route, especially leading to an HCT station
--------------------------	--

E. Off-Street Surface Parking and Loading in Mixed-Use Zones.

1. In mixed-use zones where a maximum setback is required, no surface parking or maneuvering area shall be located between the front building plane (as illustrated in Section 12.01.500) and a street. Loading areas may be located between a building and a street when an anchor tenant requires the use of delivery vehicles with an overall length of 40 feet or longer and where the service docks and loading areas comply with the provisions contained in paragraph 2 below.
2. Service docks, maneuvering and loading areas shall be located interior to the site wherever practicable. Where location of these facilities adjacent to a street, driveway, or pedestrian route cannot be practicably avoided, screening walls for such facilities shall be constructed with elements such as artwork or decorative grates or tiles. Screening walls surrounding service docks and loading areas shall be at least 12 feet in height. Windows and display area are not required on screening walls surrounding service docks and loading areas.
3. On mixed-use zone sites abutting major pedestrian routes, transit streets or significant natural resources areas on 2 or more sides, off-street parking between the building and the route, street or resource area shall be located in the preferred order shown in Table 12.50.350-1.

F. Parking Structures and Structured Parking: Location.

1. Parking structures or structured parking may be sited adjacent to a High Capacity Transit (HCT) station, a major pedestrian route or a transit street only if 1 or more of the following 3 standards are met:
  - a. The parking structure is constructed to accommodate ground floor retail goods and service uses, educational service uses, or office or community service uses; or
  - b. The parking structure is located behind buildings fronting on such streets or station; or
  - c. The structured parking is built wholly or partially below grade. To meet this standard, the top deck of the structured parking within 50 feet of such streets or station shall not be more than 3½ feet above the adjoining sidewalk and must be functionally incorporated into the streetscape.
2. Where a proposed parking structure is adjacent to an HCT station, transit street and/or major pedestrian route on 2 or more sides, vehicle access points shall be located in the order of preference shown in Table 12.50.350-2.
3. Parking structures are subject to the design standards in Section 12.50.360.

**Table 12.50.350-2:  
Preferred Siting for Access Points to Parking Structures**

Order of Preference	Location
First or Most Preferred	On the non-transit street

Second	On the transit street
Third	On the major pedestrian route most directly leading to the HCT station
Fourth or Least Preferred	On the street leading to the HCT station

G. Carpool and Vanpool Parking. 12. Where provided, carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked “Reserved - Carpool/Vanpool Only.” (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019; Ord. 6120 § 1, 2015)

**12.50.360 Vehicle Parking and Loading: Design and Improvements.**

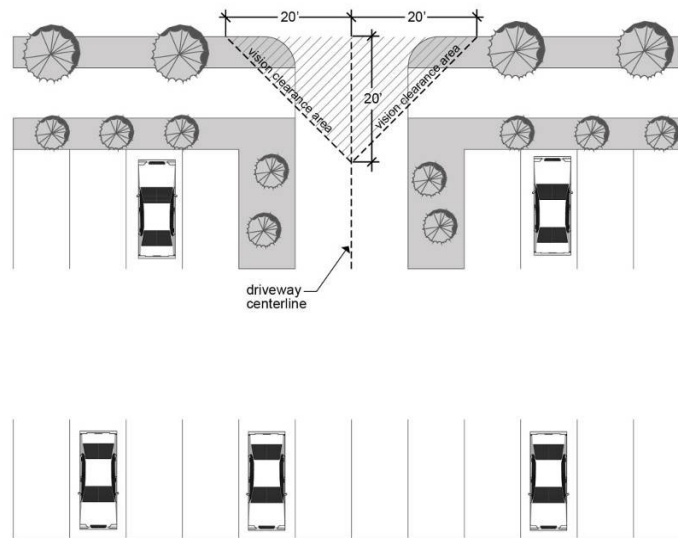
A. Purpose and Applicability. The intent of these standards is to ensure that vehicle parking is located and designed not only to facilitate its major function but also to complement and encourage easy and safe pedestrian movement to, through and around parking facilities. Driveways and access aisles should be designed and located to maintain traffic flow on public streets and alleys, pedestrian safety and efficient on-site vehicle circulation.

1. The standards of this section apply to:
  - a. All new multi-dwelling residential, commercial, industrial, and institutional development subject to Development Review under Section 12.80.040; and
  - b. Single detached residential or middle housing developments where parking is provided in common parking areas. For the purposes of this section, common parking areas are for the shared use of more than 2 dwelling units.
2. Parking that is provided to dwellings in individual garages, carports, or spaces, which are adjacent and assigned to individual units, is subject only to the standards of Subsection 12.50.360.C regarding parking space dimensions.

B. Off-Street Vehicle Surface Parking Design in General.

1. Driveway Locations and Access Aisles. Sight distance/vision clearance areas shall be provided in compliance with Section 12.50.260 at the intersections cited in that section. At all other driveways, sight distance/vision clearance areas shall be provided in compliance with Figure 12.50.360-A.

**Figure 12.50.360-A:  
Driveway Sight Distance/Vision Clearance Requirements**

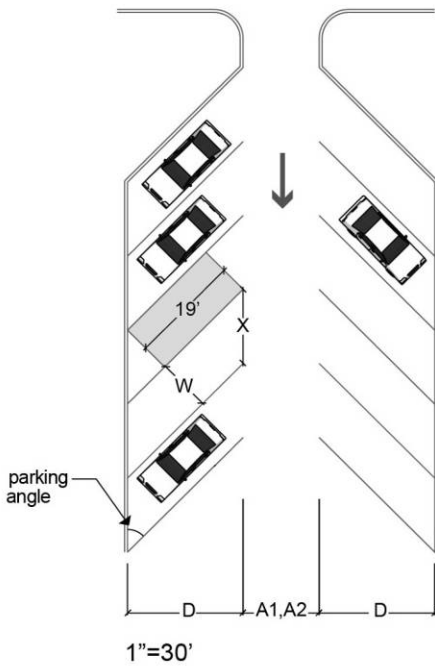


2. Backing Movements onto a Street Not Permitted. Parking lots larger than 4 spaces shall use an access driveway to prevent backing movements or other maneuvering on a street. Backing movements from larger parking lots are permitted on alleys.
  3. Alley Improvements. If a parking area would directly access an alley, the developer shall be responsible for any necessary improvements to the alley as required by Subsection 12.50.530.B.11 and the Public Works Design and Construction Standards. Required improvements shall be constructed and completed prior to issuance of final certificates of occupancy.
  4. Driveway Consolidation and Parking Area Connection. To reduce congestion on public streets, consolidation of curb cuts and/or connection of parking fields in new non-residential developments on adjacent sites may be required. To meet this standard, provision of reciprocal easements may be a condition of development approval.
- C. Dimensional Requirements for Parking Spaces, Access Aisles and Maneuvering Areas.
1. Parking areas shall conform to the Americans with Disabilities Act (ADA) standards and guidelines for parking spaces (dimensions, van accessible parking spaces, vertical clearances in parking structures, etc.).
  2. Except as provided in paragraphs 3 through 5 below, minimum dimensions and configurations for parking spaces, access aisles and maneuvering areas are shown in Figure 12.50.360-B.
  3. Up to ~~530%~~ 530% of the ~~required minimum provided~~ number of off-street vehicle parking spaces may be constructed as compact spaces, with minimum dimensions of 16 feet depth and 8 feet width. Compact parking space depths may be reduced not more than 1½ feet adjacent to landscaped strips and pedestrian walkways.

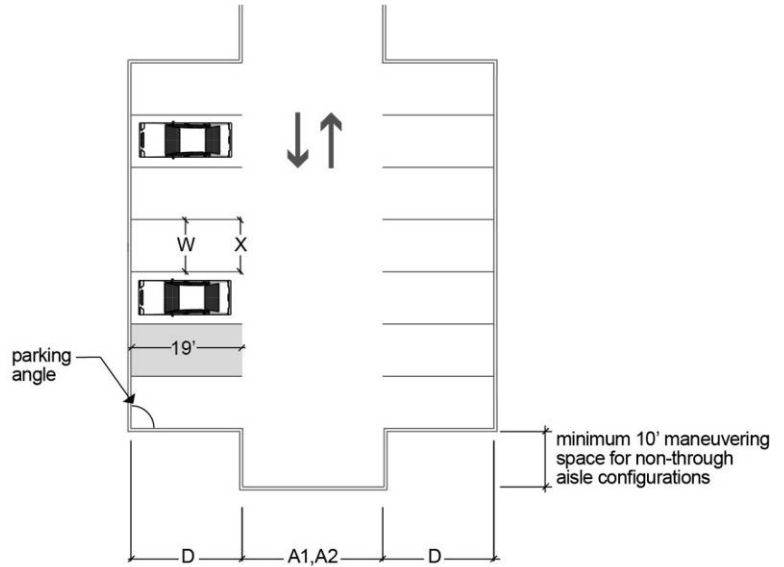
4. As an alternative to the parking space dimensions in Figure 12.50.360-B, the Review Authority may approve universal parking space dimensions. Minimum dimensions for universal parking spaces shall be 17 feet, 6 inches in depth and 8 feet, 9 inches in width, with a minimum 25-foot wide clear access aisle width. If universal parking space dimensions are approved, compact parking spaces as described in paragraph 3 above shall not be included ~~as required parking~~ unless approved by the Review Authority to accommodate physical or structural site limitations. Universal parking space depths may be reduced not more than 1½ feet adjacent to landscaped strips and pedestrian walkways.
5. As an alternative to the drive aisle widths in Figure 12.50.360-B, the Review Authority may approve ~~22~~24-foot drive aisle widths in parking structures.

**Figure 12.50.360-B:  
Minimum Dimensions for Parking Spaces, Access Aisles and Maneuvering Areas**

One-Way Circulation



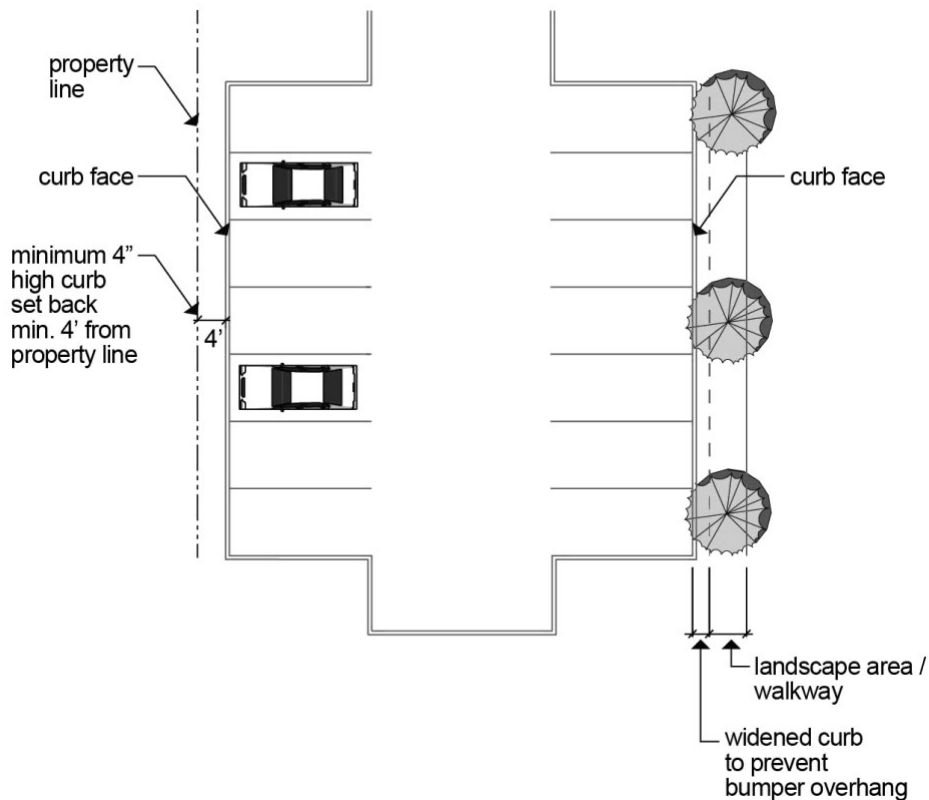
Two-Way Circulation



Parking Angle	W (stall width)	D (stall depth)	A1 (aisle width one-way)	A2 (aisle width two-way)	X (stall width at aisle)
30°	9'0"	17'4"	11'0"	24'0"	18'0"
	9'6"	17'9"	11'0"	24'0"	19'0"
	10'0"	18'2"	11'0"	24'0"	20'0"
45°	9'0"	19'9"	13'0"	24'0"	12'9"
	9'6"	20'2"	13'0"	24'0"	13'5"
	10'0"	20'6"	13'0"	24'0"	14'1"
60°	9'0"	21'0"	18'0"	24'0"	10'5"
	9'6"	21'3"	18'0"	24'0"	11'0"
	10'0"	21'6"	18'0"	24'0"	11'6"
90°	9'0"	19'0"	24'0"	24'0"	9'0"
	9'6"	19'0"	24'0"	24'0"	9'6"
	10'0"	19'0"	24'0"	24'0"	10'0"

6. Wheel Stop Requirements. To prevent vehicle overhang from angled or perpendicular parking onto adjacent landscaping or walkways, or across a property line, 1 or more of the following improvements shall be installed at the perimeter of a parking lot or common parking area as shown on Figure 12.50.360-C:
- Wheel stops within each parking space, at least 4 inches high and 6 feet long, located 18 inches from the landscaped area or walkway and placed perpendicular to the length of the space; or
  - A continuous bumper rail, wall or fence at the end of the parking spaces adjacent to the walkway or landscaped area; or
  - An additional 18 inches of walkway width adjacent to the parking spaces, to maintain a clear 5 feet of unobstructed walkway adjacent to the parking spaces.

**Figure 12.50.360-C:  
Wheel Stop Locations at Parking Lot Perimeters**



- D. Parking Structure Design in MU-C Zones. For development projects which include structured parking to increase maximum building footprint (pursuant to Subsection 12.24.250.B) or to increase building height (pursuant to Subsection 12.24.250.C and Subsection 12.50.140.E.4), the structured parking shall include the following Uses:
- For projects with street frontage on Arterial or Collector streets, the structured parking shall include ground floor residential, commercial or institutional Uses facing the street.





2. For projects with frontage on local or neighborhood route streets, the structured parking shall include residential Uses on the ground floor facing the street, or public open space areas, such as small plazas with seating areas, between the building and the street.
3. If there are multiple parking floors within the parking structure, the upper floors shall be wrapped with office and/or residential Uses or two-story eating and drinking establishments. The area of the roof of the structured parking not occupied by buildings shall provide usable courtyard space, terraces, green roofs and/or community garden plots, which are accessible by the office and residential Uses and/or eating and drinking establishments.
4. Parking structure entrances shall be constructed at the minimum practicable size and shall be visually integrated into the building elevation by continuing architectural elements such as a frieze, cornice, canopy, overhang, trellis, or decorative grilles from the adjacent façade.

E. Parking Lot Surface Improvements.

1. All vehicular parking areas, including parking spaces, access aisles and driveways shall have a durable, dust-free surfacing. Options for surfacing materials include the following, subject to approval by the Review Authority:
  - a. Asphaltic Concrete;
  - b. Portland Cement;
  - c. Pervious surfacing and other low impact development approaches (LIDA) techniques and practices as described in Section 12.64.750 where site conditions are favorable; or
  - d. Other suitable materials based on a specified need. The burden of proof is on the applicant to demonstrate the necessity for other suitable materials.
2. The uses and operations listed below may provide alternative surfacing, such as gravel or other similar semi-pervious surfaces, from the above requirements for vehicular parking or storage areas. The access aisles and driveways shall meet the surfacing requirements listed above.
  - a. Major assembly facilities.
    - i. Only allowed for spaces provided for peak demand. Parking meeting the above standards shall be provided for average daily traffic, including weekday employees and visitors.
  - b. Outdoor storage.
    - i. Allowed either as an accessory to a primary use or as a standalone primary use; and
    - ii. The vehicular circulation areas within the outdoor storage area may also be semi-pervious. Recreational vehicle and boat storage shall still be required to provide paved drive aisles as described in Section 12.40.220.

- c. Telecommunication facilities
  - d. Utility facilities
3. Parking fields shall be graded toward the site interior, to prevent storm water drainage across or over public sidewalks or onto any abutting public or private property.

F. Parking Lot Screening and Landscaping.

- 1. Applicability. These standards apply to parking lots serving nonresidential uses and common parking areas serving 3 or more dwelling units. In addition to the standards of this section, parking lot landscaping is also subject to the general landscaping requirements of Subsection 12.50.220.B.
- 2. General Parking Lot Landscaping Standards.
  - a. Coverage. A minimum of 70% of all required parking lot landscaped areas, including required planting strips and planting bays, shall be planted with trees or shrubs and continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen ground cover. The percentage measurement in this standard shall be calculated at plant maturity.
  - b. Plant Sizes. The minimum planting size for all required trees, shrubs and ground covers in parking lot landscaping shall comply with the standards in Table 12.50.220-1.
- 3. Perimeter Landscape/Screening.
  - a. Perimeter landscaping or screening shall be provided to meet 1 or more of the following standards:
    - i. Planter strips at the width specified in Table 12.50.360-1, planted with large-scale, high canopy, horizontally-branching street tree species. Adjacent to public rights-of-way, tree species in perimeter planter strips shall be selected and planted to be compatible with trees and above- and below-ground utilities in the planter strips or in the public right-of-way. Individual trees shall be spaced between parking spaces to reduce damage from automobiles; and/or
    - ii. Planter strips at the width specified in Table 12.50.360-1, planted with an evergreen hedge. Hedges adjacent to public rights-of-way shall be between 30 inches and 42 inches in height; and/or
    - iii. A decorative wall or fence 30 to 42 inches in height parallel to and at least 2 feet from the right-of-way line, with landscaping between the wall or fence and the sidewalk consistent with paragraph 2 above.

**Table 12.50.360-1:  
Parking Area Perimeter Planter Strip Minimum Widths**

Location	Minimum Width
Along an arterial street right-of-way	6 feet
Along any other street right-of-way	5 feet

Location	Minimum Width
At any other perimeter location	4 feet

- b. Perimeter landscaping or screening shall be selected, installed and maintained to preserve sidewalk access and adequate sight distance for vehicles exiting the parking area.
- c. Perimeter landscaping is not required between parking lots sharing common driveways and/or circulation aisles or other traffic areas. Perimeter landscaping may also be reduced or eliminated adjacent to landscaped open space, to transition the open space landscaping into the parking area and afford better access between the parking and the open space.
- d. Non-residential parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed and constructed to reduce impacts on residential uses through installation of a sight obscuring fence at the property line. The fence shall be between 5 and 6 feet in height, except where vision clearance/sight distance triangles are required.

4. Interior Landscaping.

- a. Surface parking areas shall include interior landscaping meeting the following standards:
  - i. Planting Islands. At least one 2½" caliper street tree shall be planted in protected islands at the end of each parking row, and at intervals 100 feet or less within the parking rows. Planting islands shall be at least 5 feet wide, with a minimum area of 190 sq. ft. in a double loaded parking row or 95 sq. ft. in a single loaded parking row. The remaining area of each island shall be landscaped consistently with the general standards in paragraph 2 above.
  - ii. All Other Areas. Interior landscaping consistent with the general standards in paragraph 2 above shall be installed wherever parking spaces, access aisles, driveways, or pedestrian movements would not be impeded by landscaping.
- b. Maximum Landscaping Percentage Allowed. If compliance with the standard of this section would require that the area of interior parking lot landscaping exceed 10% of the total area of the surface parking lot, the area of required landscaping shall be limited to 10% unless *necessary to meet canopy coverage requirements or* otherwise requested by the applicant.
- c. Applicable to Other Requirements. All landscaping required under the provisions of this subsection may be applied towards compliance with other applicable landscaping requirements.

5. Additional Parking Lot Design Requirements

*a. Parking lots greater than one-half acre of new off-street surface parking, as measured based on the perimeter of all new off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles shall provide the following:*

- i. Tree Canopy. Developments shall provide either trees along driveways or a minimum of 30 percent tree canopy coverage over new parking areas at tree maturity but no more than 15 years after planting. (Developments are not required to provide trees along drive aisles); and one of the following:
- ii. Climate Action Elements.
  - 1. Tree canopy covering at least 40 percent of the new parking lot area at maturity but no more than 15 years after planting; or
  - 2. Installation of solar panels with a generation capacity of at least one-half kilowatt per new off-street parking space. Panels may be located anywhere on the property; or
  - 3. Payment of at least \$1,500 per new off-street parking space into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose; or
  - 4. A mixture of these actions the city deems to meet the purpose of this requirement.
- iii. The tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations
- iv. Development of a tree canopy plan under shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases

**G. Parking Lot Construction: Timing and Deferral.**

- 1. **Completion Time for Parking Lot Construction.** Except as provided under paragraph 2 below, parking lot improvements, including required landscaping and paving, shall be completed and the area available for use prior to issuance of final Certificate(s) of Occupancy.
- 2. **Postponement of Parking Lot Construction.** A temporary Certificate of Occupancy may be granted by the Building Official if the developer posts a performance bond or equivalent equal to the cost to complete the improvements as estimated by the Building Official. Postponement of parking lot construction under a temporary Certificate of Occupancy shall not exceed 6 months' duration. No extensions of the 6-month postponement shall be approved. (Ord. 6401 § 1, 2022; Ord. 6393 § 1, 2021; Ord. 6322 § 1, 2019; Ord. 6149 § 1, 2015)

**H. Electric Vehicle Infrastructure Requirements**

- 1. New commercial development shall provide electrical service capacity, as defined in ORS 455.417, to serve not less than 20 percent of all provided vehicle parking spaces.
- 2. New multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide of electrical service capacity, as defined in ORS 455.417, to serve 40 percent of all provided vehicle parking spaces.



**12.50.400 Bicycle Parking/Bicycle and Pedestrian Circulation and Connectivity.** Bicycle parking and bicycle and pedestrian circulation and connectivity include the following sections:

- 12.50.410 Bicycle Parking
- 12.50.420 Pedestrian and Bicycle Circulation
- 12.50.430 Connectivity and Design Standards at or Near Transit Stops

(Ord. 6401 § 1, 2022)

**12.50.410 Bicycle Parking.**

- A. Purpose. Standards for bicycle parking encourage bicycle use, help to reduce principal reliance on the automobile, and increase bicyclists’ safety and security.
- B. Applicability. Bicycle parking shall be provided in conjunction with all new developments, expansions of existing development or changes of use, except those exempt housing types and uses listed in subsection C below.
- C. Exemptions.
  - 1. The following housing types are exempt from bicycle parking requirements:
    - a. Detached single dwellings, including manufactured dwellings;
    - b. Accessory dwelling units;
    - c. Live-work dwellings;
    - d. Middle housing; and
    - e. Any housing units constructed with individual assigned and enclosed garage or carport spaces or storage spaces 80 sq. ft. or larger.
  - 2. The following uses are exempt from bicycle parking requirements:
    - a. Home occupations;
    - b. Mobile and/or temporary businesses as defined in Municipal Code Chapter 5.08; and
    - c. Expansions of pre-existing commercial, industrial or institutional uses which are less than 50% of the existing net floor area or 3,000 sq. ft., whichever is less.
- D. Number of Bicycle Parking Spaces Required.
  - 1. Except as listed in subsection C above, all new development or expansions of existing development shall provide the minimum number of bicycle parking spaces specified in Tables 12.50.410-1 through 12.50.410-5. New free-standing commercial, industrial or institutional Uses requiring vehicle parking shall provide at least 2 bicycle parking spaces. Multiple tenant buildings or developments may consolidate bicycle parking based on the aggregated net square footage, pursuant to Subsection 12.50.410.G.8.
  - 2. For expansions of existing commercial, industrial or institutional uses larger than 50% of the current net floor area or 3,000 sq. ft. (whichever is less), bicycle parking shall be calculated based on total net square footage rather than the expansion area.

3. Bicycle parking for changes in use shall be calculated based upon the requirements for the new use.
  4. For any use not specifically mentioned in Tables 12.50.410-1 through 12.50.410-5, bicycle parking requirements shall be the same as for the use which is most similar to the use not specifically mentioned, as determined by the Planning Director pursuant to Section 12.80.050.
- E. Adjustments to Number of Bicycle Parking Spaces. The Review Authority may adjust minimum bicycle parking provided for changes of Use or expansions of an existing use under Subsection 12.80.156.D.8.

**Table 12.50.410-1:  
Required Bicycle Parking Spaces for Housing Types or Residential Uses  
(spaces are per dwelling unit unless otherwise specified)**

Use Category	Number of Spaces Required
<b>Household Living</b>	
Multiple Dwelling Structure	None if exempt under Subsection 12.50.410.C.1; otherwise 0.25
<b>Group Living</b>	0.25/resident
<b>Residential Services</b>	None
<b>Residential Business</b> (for residential portion only)	1 in Zone A; none in Zone B

**Table 12.50.410-2:  
Required Bicycle Parking Spaces for Commercial Uses  
(required spaces are per 1000 sq. ft. Net Floor Area unless otherwise specified)**

Use Type	Number of Spaces Required
<b>Commercial Lodging</b>	
All Uses	0.1 <del>325</del> /room
<b>Commercial Parking</b>	
Surface Parking Lots	None
Structured Parking	1/20 vehicle spaces provided
<b>Commercial Recreation</b>	
Indoor facilities	1.5
Court sports	<del>1/15 vehicle spaces provided</del> <u>1/court</u>
Outdoor facilities (with bleachers)	<del>1/15 vehicle spaces provided</del> <u>1/60 ft of bench length</u>
Outdoor facilities (without bleachers)	<del>1/20 vehicle spaces provided</del> <u>1/field</u>
<b>Durable Goods Sales</b>	
All Uses	<del>1/40 vehicle spaces provided</del> <u>0.05</u>
<b>Eating and Drinking Establishments</b>	
Fast food	2

Use Type	Number of Spaces Required
Casual dining	0.25
Fine dining	0.1 <del>325</del>
<b>Educational Services (parking calculated per FTE student or employee)</b>	
All Uses	<del>1/25 vehicle spaces provided</del> <u>0.01</u>
<b>Office</b>	
General office	<del>1/20 vehicle spaces provided</del> <u>0.1</u>
Medical office	<del>1/20 vehicle spaces provided</del> <u>0.2</u>
<b>Retail Products and Services</b>	
Minor Assembly Facilities	<del>1/20 vehicle spaces provided</del> <u>0.1</u>
All other Uses	1/2500 sq. ft. up to 50,000 sq. ft.; plus 1/5000 sq. ft. thereafter
<b>Self-Service Storage</b>	
All Uses	None
<b>Vehicle Service and Repair</b>	
All Uses	<del>1/40 vehicle spaces provided</del> <u>0.075</u>

Note: minimum 2 spaces required for all free-standing Uses: See Subsection 12.50.410.D.1.

**Table 12.50.410-3:  
Required Bicycle Parking Spaces for Industrial Uses**

(spaces are per ~~vehicle spaces provided~~ 1000 sq. ft. Net Floor Area unless otherwise specified)

Use Type	Number of Spaces Required
<b>Industrial Services</b>	
All Uses	<del>1/20</del> <u>0.1</u>
<b>Manufacturing and Production</b> <sup>1/20</sup>	
All Uses	<del>1/20</del> <u>0.08</u>
<b>Solid Waste Treatment and Recycling</b>	
All Uses	<del>1/40</del> <u>0.05</u>
<b>Vehicle Storage</b>	
All Uses	<del>1/40</del> <u>0.01/employee</u>
<b>Warehouse and Freight Movement</b>	
All Uses	<del>1/40</del> <u>0.01</u>
<b>Wholesale Sales</b>	
All Uses	<del>1/40</del> <u>0.08</u>

Note: minimum 2 spaces required for all free-standing Uses: See Subsection 12.50.410.D.1.

**Table 12.50.410-4:  
Required Bicycle Parking Spaces for Institutional Uses**

(spaces are per ~~vehicle spaces provided~~ 1000 sq. ft. Net Floor Area unless otherwise specified)

Use Type	Number of Spaces Required
<b>Colleges and Universities (measured per classroom)</b>	



Use Type	Number of Spaces Required
All Uses	4
<b>Community Services</b>	
All Uses	<del>1/10</del> <u>0.2</u>
<b>Detention Facilities (measured per bed)</b>	
All Uses	<del>1/40</del> <u>0.01</u>
<b>Hospitals (<u>measured per bed</u>)</b>	
All Uses	<del>1/20</del> <u>0.1</u>
<b>Assembly Facilities (<u>measured by maximum occupancy* in largest room</u>)</b>	
All Uses	<del>1/20</del> <u>0.02</u>
<b>Schools (measured per classroom)</b>	
Elementary school (grades K-5)	3
Middle school (grades 6-8)	2
High School (grades 9-12)	2

*\* As determined by the Building Official.*

Note: minimum 2 spaces required for all free-standing Uses: See Subsection 12.50.410.D.1.

**Table 12.50.410-5:  
Required Bicycle Parking Spaces for Infrastructure and Utility Facilities Uses  
(required spaces are ~~in a ratio to vehicle spaces provided~~ per 1000 sq. ft. Net Floor Area unless  
otherwise specified)**

Use Category	Number of Spaces Required
<b>Aviation Uses</b>	
Hangars (measured per aircraft space)	None
All other aviation uses	<del>1/20 of provided spaces</del> <u>per commercial or industrial requirements</u>
<b>Parks and Open Areas</b>	
Indoor facilities	<del>1.5</del> <u>2</u>
Court sports	<del>1/15</del> <u>0.15/court</u>
Outdoor facilities (with bleachers)	<del>1/15</del> <u>1/60 ft. of bench length</u>
Outdoor facilities (without bleachers)	<del>1/20</del> <u>1/field</u>
Playgrounds	<u>To be determined during land use approval process.</u>
Nature parks; natural open space	
<b>Public Safety Facilities (measured per FTE employee)</b>	
All uses	
<b>Surface Alternative Transportation Facilities</b>	
Park and ride facilities	<u>1/20 of provided spaces</u>
Maintenance yards	None
All other uses	None

Use Category	Number of Spaces Required
Telecommunication Facilities	
All uses	None
Utility Facilities	
All uses	None

F. Bicycle Parking Location.

1. Bicycle parking shall be located on site in secure and accessible locations near a main building entrance.
2. Outdoor bicycle parking shall be visible from on-site buildings or the street. Indoor bicycle parking for non-residential uses shall be located on the first floor. Indoor bicycle parking may be allowed on any floor in multi-story residential structures.
3. If required, bicycle parking location(s) shall be shown on the off-street vehicle parking and loading plans submitted to the Review Authority.

G. Bicycle Parking: Improvements.

1. Space Size. Spaces shall be at least 6 feet long and 2½ feet wide. An access aisle at least 5 feet wide shall be provided and maintained beside or between each row of parking. Each required space shall be accessible without moving another bicycle.
2. Security. Secure parking shall be provided as either a lockable storage enclosure or a stationary rack to which bicycles can be locked. All racks, lockers or other facilities shall be securely anchored to the ground or to a structure. Racks shall be designed so that every bicycle can be locked by the frame and secured to prevent falling or wheel damage.
3. Separation Required. Bicycle parking shall be separated from motor vehicle parking and maneuvering areas by a barrier or a distance of at least 5 feet.
4. Connectivity Required. Outside bicycle parking shall be connected to each building's main building entrance by pedestrian accessible walkways. Outside bicycle parking also shall have reasonably direct hard-surfaced connections to public rights-of-way and to existing and proposed pedestrian/bicycle accessways.
5. Signage. Required parking shall be signed and reserved for bicycle parking only. If a bicycle parking area is not plainly visible from the main building entrance, a directional sign shall be posted at the building entrance indicating the location of the bicycle parking area.
6. Sidewalk Obstruction Not Permitted. Bicycle parking shall not obstruct required minimum widths of sidewalks or pedestrian connections. As part of a Type II or III review, the Review Authority may allow bicycle parking on the public sidewalk only in locations where it would not obstruct required minimum widths or conflict with access to doorways.
7. Landscaping or Usable Open Space Occupancy Not Permitted. Bicycle parking shall not occupy curbside landscape strips, landscape buffers or required usable open space.
8. Distribution between Buildings. Bicycle parking may be distributed as the Review Authority determines appropriate as part of a Type II or III review to serve multiple buildings

in a development. If a building has 2 or more main building entrances, the Review Authority may require bicycle parking to be located to serve all main building entrances.

9. Coverage Required/Encouraged. Coverage or shelter is encouraged for all required bicycle parking. If more than 20 bicycle parking spaces are required, at least 25% of the spaces shall be covered or enclosed. If covered, the overhead clearance shall be at least 7 feet. Coverage can be provided through roof extensions, overhangs, awnings, arcades, carports or enclosures. Similar means of coverage can be approved through a Type II or III review. Covered parking can also be provided within a parking structure, garage, or bicycle locker, under a separate roof, or in a designated area within a building or residential complex.
10. Security at Transit Stations. At transit transfer stations and park-and-ride lots, at least 20% of the required spaces shall be lockers and at least 50% of the remaining required spaces shall be covered or enclosed. (Ord. 6401 § 1, 2022; Ord. 6323 § 1, 2019; Ord. 6322 § 1, 2019; Ord. 6294 § 1, 2019)

#### **12.50.420 Pedestrian and Bicycle Circulation.**

- A. Purpose. On-site and off-site pedestrian and bicycle circulation standards are intended to provide connections which minimize out-of-direction travel between buildings and existing public rights-of-way, pedestrian/bicycle accessways and other on-site pedestrian facilities.
- B. Applicability. Except as provided in subsection C below, the standards of this section shall apply to all Type II, ~~and~~ Type III, *and new* development projects *that include more than one-half acre of new off-street surface parking on a lot or parcel* ~~projects~~.
- C. Exceptions and Exemptions.
  1. Certain Land Use Applications Exempt. The following land use applications are exempt from the requirements of this section:
    - a. Development Review or land division applications for single detached or middle housing developments;
    - b. Floodplain Activities;
    - c. Significant Natural Resource Permits; and
    - d. Cultural Resource Alterations.
  2. Certain Land Uses Exempt. The following land Uses are exempt from the requirements of this section:
    - a. Car washes
    - b. Commercial parking facilities, except commercial parking structures within 400 feet of a proposed or existing transit station
    - c. Golf courses
    - d. Greenhouses
    - e. Heavy equipment sales

- f. Manufactured home sales
- g. Vehicle service and repair Uses without associated convenience stores, except retail or wholesale Uses selling parts and accessories without on-site installation
- h. Vehicle sales, leasing, rental or storage
- i. Solid waste transfer stations
- j. Truck stops

D. Standards – On-Site Facilities.

1. Connections Required. New development shall provide on-site pedestrian and bicycle circulation systems as follows:
  - a. Connecting the new development to abutting residential uses, neighborhood activity centers, usable open space, parking lots, and transit stops;
  - b. Connecting the main building entrance of each building to the nearest public sidewalk or walkway leading to a public sidewalk; and
  - c. Stubbing accessways to abutting vacant land or to developed land without pedestrian/bicycle connections.
2. Direct Routing. Pedestrian and bicycle accessways shall be reasonably direct.
3. Clustering. Where practicable, new commercial, Mixed-Use and office developments shall facilitate on-site pedestrian circulation by clustering buildings and creating separate accessways through the site and parking areas.
4. ADA Access. On-site pedestrian circulation systems shall include accessways and facilities for handicapped persons, consistent with applicable federal and state requirements, and with emphasis wherever practicable on providing continuous, uninterrupted routes.
5. Improvements. On-site accessways shall be improved to the following standards:
  - a. Accessways shall be hard surfaced, which includes pervious surfacing techniques, well-drained, and at least 5 feet in unobstructed width, except as provided in paragraph b, below.
  - b. Accessway width shall be increased to 7 feet if the walkway abuts perpendicular or angled parking spaces unless the spaces are equipped with wheel stops pursuant to Subsection 12.50.360.C.3.
  - c. Accessway surface material shall contrast visually with adjoining surfaces.
  - d. Where accessways are parallel to and abut a vehicular access aisle, the accessway shall be raised or separated from the access aisle by a raised curb, bollards, landscaping or other physical barriers. Where raised accessways are used, the ends shall be equipped with curb ramps.
6. On-site pedestrian and bicycle circulation shall minimize pedestrian/vehicle conflicts through any or all of the following measures or their equivalents:
  - a. Separating pedestrian accessways through the site and parking areas;

- b. Minimizing accessway crossings of driveways; or
  - c. Marking pedestrian crossings with changes in elevation, paving texture, color, or material. Crossing markings shall contrast and clearly delineate the crossing or walkway at any time of day or night and shall be improved consistent with ADA and the Oregon Structural Specialty Code.
- E. Standards – Off-Site Facilities. Off-site pedestrian and bicycle circulation is only required in South Hillsboro per Subsection 12.65.420.B. (Ord. 6401 § 1, 2022)

**12.50.430      Connectivity and Design Standards at or Near Transit Stops.**

- A. Purpose. Major and minor transit stops are defined in Section 12.01.500. Pedestrian improvements at transit stops encourage use of transit, which reduces carbon emissions, improves traffic efficiency on public streets, and provides transportation options for transportation disadvantaged persons. In this section “at a major or minor transit stop” means a property line of the building site is not more than 200 feet from the transit stop. “Near a major or minor transit stop” means a property line of the building site is on an intersecting street not more than 300 feet from the transit stop. Both distances in this section are measured as walked by a pedestrian.
- B. Applicability. The standards of this section shall apply to all Type II and Type III development projects located at or near a transit stop and along a transit street that meet 1 or more of the following:
- 1. New multiple dwelling structure; or
  - 2. New non-residential development; or
  - 3. Non-residential development that includes more than 1,000 square feet of reconstructed retail, commercial, office, or institutional floor area. ~~;~~
  - 4. ~~A complete change of use and the new use has a higher minimum parking requirement than the previous use.~~
- C. Exceptions. The following land uses are exempt from the standards of this section.
- 1. Car washes;
  - 2. Commercial parking facilities, excluding commercial parking structures within 400 feet of a transit station;
  - 3. Golf courses;
  - 4. Greenhouses;
  - 5. Durable goods sales;
  - 6. Vehicle service and repair, excluding associated convenience stores and vehicle parts and accessories sales without on-site installation;
  - 7. Vehicle storage;
  - 8. Solid waste transfer stations;
  - 9. Truck stops; and

10. Any other use located at or near a minor or major transit stop, where access to the transit stop would require crossing a collector street or an arterial street and a pedestrian crossing is not available.

D. Standards Applicable to Development at or Near Minor Transit Stops.

1. Applicable development projects at or near a minor transit stop shall provide either a transit stop on-site or a pedestrian connection from the development to the nearest transit stop along the transit street.
2. Transit stop improvements shall include at least 1 of the following improvements:
  - a. A dedicated area within the public right-of-way, or an easement within the site, for a passenger shelter;
  - b. An accessible passenger area, compliant with Chapter 11 of the Oregon Structural Specialty Code as adopted by the City;
  - c. Lighting;
  - d. Passenger seating for at least 3 people; and/or
  - e. A passenger shelter as approved by the Transit Agency.
3. To meet the requirement in paragraph D.1, above, the pedestrian connection must be a continuous, unobstructed, reasonably-direct route between the 2 points that is intended and suitable for pedestrian use. On developed parcels, pedestrian connections shall be hard-surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways.
4. Required transit stop or connection improvements shall be installed concurrent with development construction.

E. Standards Applicable to Development at or Near Major Transit Stops. Applicable development projects at or near a major transit stop shall meet the following standards:

1. Main building entrances for new retail commercial, office and institutional buildings located at or near a major transit stop shall be oriented towards the transit street or the street intersecting the transit street. A building meets this standard if the entrance directly faces the transit street or the intersecting street, or if the entrance is linked to the transit street or the intersecting street by an on-site pedestrian connection.
  - a. If the site fronts on more than 1 transit street, or on both a transit street and an intersecting street, the building shall have a main entrance oriented to either:
    - i. One of the transit streets;
    - ii. The intersecting street; or
    - iii. The corner where the 2 transit streets or the transit and the non-transit street intersect.
  - b. If the building façade length on the transit street is 300 feet or more, the building shall have 2 or more building entrances facing the transit street. The Review Authority may

approve a Minor or Major Adjustment to this standard under Section 12.80.154 or 12.80.156.

2. Building entrances at or near a major transit stop or facing on a plaza shall have weather protection features to protect pedestrians, including, but not limited to, arcades, roofs, porches, alcoves, porticos and/or awnings. The use of continuous, on-site weather protection features or structures between building entrances and adjacent transit streets, streets intersecting transit streets, or transit stops is encouraged.
  3. New retail, commercial or office buildings located within 30 feet of a transit street, a street intersecting a transit street, or a major transit stop, shall include changes in relief on 35% of their façades facing such a street or transit stop. Such changes in relief may include windows, lobbies, covered pedestrian entrances, display windows, cornices, bases, fluted masonry, combinations of such treatments, or other pedestrian-friendly treatments.
  4. New retail, commercial, office or institutional buildings located at a major transit stop shall provide all of the following transit-supportive improvements:
    - a. A plaza at either the major transit stop or at the intersection of the adjacent transit street and an intersecting street;
    - b. Locate buildings within 20 feet of the front property line closest to the major transit stop, the transit street or a street intersecting the transit street;
    - c. An accessible passenger area, compliant with Chapter 11 of the Oregon Structural Specialty Code as adopted by the City;
    - d. A dedicated area within the public right-of-way, or an easement within the site, for a passenger shelter if requested by the transit agency, to the degree which the requested easement has a clear nexus with and is proportional to the scale, intensity and reasonably expected level of transit ridership generated from the building;
    - e. Passenger seating or a passenger shelter as approved by the Transit Agency; and
    - f. Lighting at the transit stop.
  5. All development shall provide a pedestrian connection between the transit stop and the main building entrance(s) on the site that is continuous, unobstructed, reasonably-direct route between the 2 points that is intended and suitable for pedestrian use. On developed parcels, pedestrian connections shall be hard-surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways.
  6. Pursuant to subparagraph 4.b, above, if a building is set within 20 feet of the front property line, no off-street parking will be allowed in the front setback. A single vehicle circulation lane may be permitted in the front setback only if no practicable alternative is available and if driveway crossings are provided for pedestrian safety consistent with Subsection 12.50.420.D.5.
  7. Vehicle parking on corner lots at or near a major transit stop shall not be located adjacent to street intersections.
- F. Redevelopment of ~~Excess~~-Parking. Applications for development at or near major transit stops which include surface parking fields larger than 50 spaces, ~~with more than 10 spaces~~

~~exceeding the minimum requirements in Section 12.50.320~~, shall include a conceptual redevelopment plan indicating how the excess spaces could be redeveloped in the future. Omission of specific redevelopment plans for the excess parking spaces shall not be the basis for denying the application. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019; Ord. 6250 § 1, 2017; Ord. 6149 § 1, 2015; Ord. 6120 § 1, 2015)

*[No changes to Sections 12.01.100 through 12.50.920]*

#### **12.50.930 Sustainable Development Practices.**

- A. Habitat Friendly Development Practices. Use of habitat friendly development practices, including Low Impact-Development Approach (LIDA) techniques are a key element of the adopted Tualatin Basin Fish & Wildlife Habitat Program. LID techniques are encouraged to reduce the environmental impacts of new development, and to provide flexibility to encourage the protection of qualified Habitat Benefit Areas. The following recommended habitat-friendly development practices should be considered where technically feasible and appropriate.
1. Design and Construction Practices to Reduce Hydrologic Impacts.
    - a. Amending disturbed soils to original or higher levels of porosity to regain infiltration and stormwater storage capacity.
    - b. Using pervious paving materials for residential driveways, parking lots, walkways, and within centers of cul-de-sacs.
    - c. Incorporating stormwater management in street rights-of-ways, subject to the approval of the City Engineer.
    - d. Landscaping with rain gardens to provide on-lot detention and filtering and groundwater recharge.
    - e. Using green roofs to reduce runoff and energy costs, improve air quality, and enhance aesthetics.
    - f. Disconnecting downspouts from roofs and direct rainwater to vegetated infiltration / filtration areas.
    - g. Retaining rooftop runoff in rain barrels for future on-site irrigation.
    - h. Using multi-functional open drainage systems in lieu of conventional curb-and-gutter systems.
    - i. Using bioretention cells in parking lot islands to reduce runoff volume and filter pollutants.
    - j. Applying a site-specific combination of storm water systems (a “treatment train”) to provide multiple opportunities for treatment and to reduce the possibility of system failure.
    - k. Reducing sidewalk widths and slope grades to drain into front yards or retention areas.



- l. Reducing impervious surface areas of residential driveways by narrowing widths or using shared driveways.
  - m. Reducing widths of residential streets, depending on traffic and parking needs.
  - n. Reducing street length, primarily in residential areas, by encouraging clustering and using curvilinear designs.
  - o. Reducing cul-de-sac radii and use pervious vegetated islands in center to minimize impervious effects, and allow them to be utilized for truck maneuvering/loading to reduce need for wide loading areas on site.
  - p. Eliminating redundant non-ADA sidewalks within a site (i.e., sidewalk to all entryways and/or to truck loading areas may be unnecessary for industrial developments).
  - q. Minimizing car spaces and stall dimensions, ~~reducing parking ratios~~, and using shared parking facilities and structured parking.
  - r. Minimizing the number of stream crossings and place crossings perpendicular to the stream channel if possible.
  - s. Allowing narrower street right-of-ways through stream corridors whenever possible to reduce adverse impacts of transportation corridors.
2. Design and Construction Practices to Minimize Impacts on Wildlife Corridors and Fish Passage.
- a. Integrating fencing into site vegetation to guide animals toward crossings under, over, or around streets and roads.
  - b. Using bridge crossings rather than culverts wherever possible.
  - c. If culverts are utilized, installing slab, arch or box culverts, preferably using bottomless designs that more closely mimic stream bottom habitat.
  - d. Designing stream crossings for fish passage and other design features to facilitate terrestrial wildlife passage, as illustrated in Figure 12.50.930-A.

**Figure 12.50.930-A:  
Examples of Stream Crossings with Fish and Terrestrial Wildlife Passage Provided**



- e. Extending vegetative cover through the wildlife crossing in the migratory route, along with sheltering areas.

3. Miscellaneous other Habitat-Friendly Design and Construction Practices.

- a. Using native plants throughout the development, not only in Habitat Benefit Areas.
- b. Locating required landscaping adjacent to Habitat Benefit Areas.
- c. Reducing light-spill off into Habitat Benefit Areas from development.
- d. Preserving and maintaining existing trees and tree canopy coverage, and plant trees where appropriate to increase future tree canopy coverage.

B. Water Usage Efficiency and Reduction.

1. Collecting and storing rainwater and/or graywater with sediment filtration and using for irrigation, especially during summer. Where installed, above-ground cisterns for rainwater or graywater collection must meet the following standards:
  - a. Individual cisterns or racks of cisterns larger than 80 gallon capacity may not be attached to the front façade of the primary structure; and
  - b. Cisterns must either be painted to match the color of the adjacent building wall, the trim, or the rain gutter; or be screened from the street by structures, plantings, or fences.
2. Using efficient irrigation including high efficiency drip irrigation.
3. Using native and drought-tolerant vegetation for landscaping; limit lawn to play and recreational areas.
4. Using water-conserving plumbing fixtures.
5. Installing water conserving or energy efficient appliances.

C. Energy Usage Efficiency and Reduction.

1. Designing and site buildings to maximize natural ventilation and solar access for heating and lighting.
2. Installing operable windows with energy-efficient glazing.
3. Using energy-efficient outdoor lighting with low temperature ballasts; fixtures with automatic controls; and solar lighting for walkways or outdoor areas.
4. Centrally locating heating/cooling systems to reduce the extent of the distribution system.
5. Increasing insulation to at least 10% above IBC requirements.
6. Flashing and sealing all penetration points for ducting, wiring, plumbing, lights and fans.
7. Using cool roofs wherever practicable.
8. Using alternative heating systems, such as ground-source heat pumps; radiant heating; on-demand water heaters; solar heating or others.
9. Using alternative electric generation systems, such as solar photovoltaic or wind energy.

- a. Where installed, solar electric systems must meet the following standards:
    - i. On a flat roof, the panels must be mounted flush or on racks. Panels or racks cannot extend more than 5 feet above the top of the highest point of the roof, not including the parapet wall, and must be set back at least 5 feet from the edge of the roof.
    - ii. On a pitched roof, the plane of the panels must be set back at least 3 feet from both the eave and the ridgeline.
    - iii. Photovoltaic roofing shingles or tiles may be directly applied to the roof surface.
    - iv. Photovoltaic glazing may be integrated into windows or skylights.
  - b. Where installed, roof-mounted wind turbine systems must meet the following standards:
    - i. Wind turbines may be proposed only on buildings meeting the minimum setbacks of the applicable zone.
    - ii. The height of a roof-mounted wind turbine may exceed the base zone height by up to 50%, or 25 feet above the height of the building on which it is mounted, whichever is less.
    - iii. Turbines must have an AWEA-rated sound level of 45dBA or less. The noise standards of the Hillsboro Municipal Code also apply to wind turbine operation.
- D. Storm Water Management. The following methods should be used to reduce contaminants from hard surfaces, improve infiltration improvement, and reduce or eliminate water quality treatment or detention facilities.
- 1. Minimizing impervious surfaces at and above grade.
  - 2. Using eco roofs and roof gardens wherever practicable.
  - 3. Using pervious paving for parking areas and walkways.
  - 4. Using infiltration or flow-through planters, bio-retention cells, and/or rain gardens.
- E. Green Building Materials. The following methods should be used to improve indoor air quality.
- 1. Using recycled-content building materials where practicable.
  - 2. Using locally made or harvested materials and products.
  - 3. Using certified or recycled wood.
  - 4. Using low- or no-VOC (Volatile Organic Compounds), low-toxic interior paint and water-based finishes and stains.
  - 5. Using formaldehyde-free carpet, cabinets and insulation.
  - 6. Using low-VOC, low-toxic, water-based, solvent-free adhesives, caulks, grouts, mortars, and sealants on building interiors.
  - 7. Using longer life-cycle and/or recyclable exterior materials (roofing and siding).

8. Limiting use of carpet; use low pile or less allergen-attracting brands; and install by tacking (without glue).
- F. Noise and Privacy. The following methods should be used to reduce external and internal noise and enhance privacy.
1. Using enhanced landscaping or water features to buffer or mask sound.
  2. Providing internal streets and sidewalks to buffer activity and noise.
  3. Locating bedrooms and quiet rooms away from noise sources.
  4. Insulating activity rooms.
  5. Providing sound-rated walls, floors and sound-absorbing materials on the building exterior.
  6. Locating shared community and/or commercial spaces on the first floor.
  7. Defining edges through building locations, elevations or changes in materials, vegetation, fencing, elevated entries or other features.
- G. Accessibility and Visitability.
1. Providing “zero-rise” residential entries without steps or thresholds.
  2. Providing paths of travel from the street, sidewalk or driveway which have no steps, are at least 36-inches wide and are no steeper than 1:20 (5% grade) for walkways or 1:12 for ramps.
  3. Providing ground floor residential entries with 32-inch clear opening doorways and 36-inch clear width hallways.
  4. In dwellings, providing at least a half bath on the ground floor, with adequate dimensions to allow a person in a wheelchair to enter and close the door.
- H. Third Places.
1. Designing residential developments to include multi-purpose indoor or outdoor spaces. Interior multi-purpose rooms should accommodate both passive and active assembly Uses (such as community meetings and exercise classes). Outdoor multi-purpose spaces should accommodate both passive Uses (such as wetland viewing areas) and active Uses (such as sport courts or community gardens).
  2. Designing Mixed-Use and non-residential developments to include outdoor hardscaped plazas or courtyards which could accommodate both private Uses (such as sidewalk seating for restaurants) and public Uses (such as farmers markets and street vendors). (Ord. 6401 § 1, 2022)

*[No changes to Sections 12.50.940 through 12.61.440.H]*

- I. Location and Design of Off-Street Parking.

1. On-site vehicular circulation (including surface parking, maneuvering areas, service docks and loading areas) are allowed only beside or behind new buildings. If located on the side, the on-site vehicular circulation area shall meet the following standards:
  - a. Vehicular circulation shall not occupy more than 50% of the site frontage; and
  - b. The circulation area shall be screened by a planting strip at least 6 feet wide, behind the sidewalk. Improvements shall be installed in the planting strip consistent with Section 12.50.360.
2. To accommodate transit-supportive development and provide adequate off-street parking for Mixed-Use development, ~~required~~ parking may be located up to 800 feet from the development. ~~Such parking shall be designated and signed as assigned to the remote development. Confirmation of the parking assignment shall be required prior to occupancy of the development.~~
- ~~3. Off street parking requirements for high volume off peak Uses such as movie theaters and restaurants may be met in total or in part by assignment of off site parking pursuant to paragraph 2 above, in either surface lots or structured parking.~~

*[No changes to Sections 12.61.440.J through 12.63.200]*

#### **12.63.300 Development and Design Standards.**

- A. Permitted, Restricted and Specially Regulated Uses. Medical and dental offices, outpatient and clinical facilities are considered a permitted Use in the SCBP zone. However, this Use shall be limited in size to not more than 15,000 square feet per tax lot. Parking for this type of use shall be ~~provided~~ allowed at the ratios specified for Medical Offices as shown in Table 12.50.320-2.

*[No changes to Sections 12.63.300.B through 12.64.300]*

#### **12.64.310 Applicability.**

- A. The standards in this section apply to:
  1. All new construction in the Amberglen Plan District; and
  2. All redevelopment or expansions of existing structures that increase the Gross Floor Area (GFA) of the existing structure by more than 20%.
- B. Compliance with this section is not required for change of occupancy of an existing building: this provision supersedes the requirement of Subsection 12.50.410.B regarding provision of bicycle parking with changes of use.
- C. Unless otherwise provided in Section 12.64.340, all ~~required~~ parking shall be located on-site on the same property as the use it serves, or in the adjacent public right-of-way. (Ord. 6401 § 1, 2022; Ord. 6322 § 1, 2019)

**12.64.320 Number of Spaces Required.** Development and redevelopment shall comply with the ~~minimum and~~ maximum vehicle parking and minimum bicycle parking requirements in Table 12.64.320-1. Maximum parking includes short-term and guest parking but does not include parking designed and restricted to shared cars, vanpools, handicapped or fleet vehicles.

**Table 12.64.320-1:**

**Minimum, Maximum, and Bicycle Parking Requirements in the Amberglen Plan District  
(required spaces per 1000 sq. ft. are GFA unless specified otherwise)**

Use	<del>Vehicle Minimum</del>	Vehicle Maximum	Bicycle Minimum
<b>Residential Use Categories</b>			
Single detached dwellings and duplexes	<del>0.75 per unit</del>	2 per unit	None
Townhouses	<del>0.75 per unit</del>	2 per unit	1 per unit
Triplexes and quadplexes	<del>0.75 per unit</del>	2 per unit	1 per unit
Multiple-dwelling structure	<del>0.75 per unit</del>	2 per unit	1 per unit
Live-work dwelling	<del>.5 per unit</del>	2 per unit	1 per unit
Group Living	<del>2 per facility</del>	1 per bedroom	1 per unit
Residential Services	<del>.25 per resident plus 1 per caregiver</del>	.75 per resident	1 per unit
Residential Business	<del>2 per unit</del>	3 per unit	1 per unit
<b>Commercial Use Categories</b>			
Commercial Lodging	<del>.5 per guest room + .3 per FTE employee</del>	1 per guest room + .6 per FTE employee	.125 per 1,000 sq. ft. GFA
Commercial Recreation	<del>NA</del>	6.5 per 1,000 sq. ft.	1.5 per 1,000 sq. ft.
Commercial Parking	<del>NA</del>	NA	1 per 20 auto spaces
Durable Goods Sales		3.2 per 1,000 sq. ft.	.125 per 1,000 sq. ft., minimum 2 spaces
<b><i>Eating and Drinking Establishments (see below)</i></b>			
Fast food	<del>NA</del>	7 per 1,000 sq. ft.	2 per 1,000 sq. ft., minimum 2 spaces
Casual dining	<del>NA</del>	12 per 1,000 sq. ft.	.25 per 1,000 sq. ft., minimum 2 spaces
Fine dining	<del>NA</del>	10 per 1000 sq. ft.	.125 per 1,000 sq. ft., minimum 2 spaces
Educational Services	<del>.15 space per FTE student and employee</del>	.3 space per FTE student and employee	Spaces equal to 5% of FTE student and employee
<b><i>Office (see below)</i></b>			
General	<del>NA</del>	3.4 per 1,000 sq. ft.	.125 per 1,000 sq. ft., minimum 2 spaces
Medical, Dental, Veterinary	<del>NA</del>	4.9 per 1,000 sq. ft.	.25 per 1,000 sq. ft., minimum 2 spaces

Use	<del>Vehicle Minimum</del>	Vehicle Maximum	Bicycle Minimum
Retail Products and Services	<del>NA</del>	5 per 1,000 sq. ft.	.25 per 1,000 sq. ft., minimum. 2 spaces
Self-Service Storage	<del>NA</del>	1 per 20 storage units	1 per 20 storage units
Vehicle Service and Repair	<del>NA</del>	2 per 1,000 sq. ft. in primary building	1 per 1,000 sq. ft. in primary building
<b>Industrial Use Categories</b>			
Industrial Services	<del>NA</del>	2 per 1,000 sq. ft.	.125 per 1,000 sq. ft., minimum 2 spaces
Manufacturing and Production	<del>NA</del>	2 per 1,000 sq. ft.	.125 per 1,000 sq. ft., minimum 2 spaces
Solid Waste Recycling	<del>NA</del>	NA	NA
Vehicle Storage	<del>NA</del>	NA	NA
Warehouse and Freight Movement	<del>NA</del>	NA	NA
Wholesale Sales	<del>NA</del>	NA	NA
<b>Institutional Use Categories</b>			
Colleges and Universities	<del>1.5 per 1,000 sq. ft.</del>	3.0 per 1,000 sq. ft.	5% of FTE students and employees
Community Services	<del>NA</del>	6.5 per 1,000 sq. ft.	1.5 per 1,000 sq. ft., minimum 2 spaces
Detention Facilities	<del>1 per 1,000 sq. ft.</del>	1.5 per 1,000 sq. ft.	
Hospitals	<del>1.5 per 1,000 sq. ft.</del>	3.0 per 1,000 sq. ft.	.125 per 1,000 sq. ft.
Major Assembly Facilities	<del>NA</del>	.5 per seat	1 space per 20 seats
Schools	<del>0.4 per FTE employee</del>	0.8 per FTE employee	Spaces equal to 10% of FTE, non-bussed day students
<b>Infrastructure and Utilities Use Categories</b>			
Aviation Uses	<del>NA</del>	NA	NA
Parks and Open Space	<del>NA</del>	NA	NA
Public Safety Facilities	<del>NA</del>	.8 per FTE employee	.25 per 1,000 sq. ft. GFA
Surface Alternative Transportation Facilities	<del>NA</del>	NA	NA
Telecommunication Facilities	<del>NA</del>	NA	NA
Utility Facilities	<del>NA</del>	NA	NA

(Ord. 6401 § 1, 2022; Ord. 6294 § 1, 2019)

### 12.64.330 Adjustments ~~to~~for Reduced or Increased Parking.

A. Adjustments in General. The parking ~~standards~~requirements in Table 12.64.320-1 may be adjusted as indicated in subsections B ~~and C~~through I, below, with the following exceptions:

~~the combined effect of any Adjustments shall not reduce required vehicle parking by more than 50%; reductions below minimum parking requirements shall not reduce maximum parking permitted; and additional off-street parking may be required if the City Engineer finds that more parking is necessary to avoid adverse impacts to traffic flow on surrounding streets. Requests for Adjustments shall be processed under a Type II or Type III process as specified in Section 12.80.154 or 12.80.156, except that the criteria in this section supersede the criteria in Subsections 12.80.158.F and G.~~

~~B. Adjustments for Joint Use Parking. Where 2 land Uses in separate use categories share a parking lot or structure, the total off-site parking required for those Uses may be reduced by the factors shown in Table 12.64.330-1. Total off-street parking required shall be the sum of the 2 parking requirements for the 2 Uses divided by the factors for that combination of Uses shown in Table 12.64.330-1. If 3 or more Uses share a parking lot or structure, required parking shall be calculated by applying Table 12.64.330-1 to the 2 Uses with the largest parking requirements, then adding the required parking for the additional Uses.~~

**Table 12.64.330-1:  
Joint Use Parking Reduction Factors in the Amberglen Plan District**

<b>Property Use</b>	<b>Residential</b>	<b>Institutional</b>	<b>Commercial Lodging, Eating and Drinking, or Major Assembly</b>	<b>Retail Products and Services</b>	<b>Office</b>
Residential					
Institutional	1.1				
Commercial Lodging, Eating & Drinking, or Major Assembly	1.1	1.2			
Retail Products and Services	1.2	1.3	1.3		
Office	1.3	1.5	1.7	1.2	

~~C. Credit for On-Street Parking. Minimum required off-street parking shall be reduced by 1 space for each on-street parking space located immediately in front of the development site as described in paragraphs 1 and 2, below. Credit for on-street parking applies to parking for the primary structure as a whole, and not to any specific use on the parcel.~~

- ~~1. On Interior Lots. On-street spaces include only those on the same street side as the development, where more than half the length of the parking space is located between the 2 extended side lot lines of the site.~~
- ~~2. On Corner Lots. On-street spaces include only those on the same street side as the development, where more than half the length of the parking space is located between the extended side lot line of the site and the street intersection.~~

~~D. Age-Restricted Housing. Minimum required off-street parking for multi-dwelling residential or group living Uses shall be reduced by 50% for each structure in which at least 80% of the~~



~~units are restricted to occupancy by persons over 60 years of age or where at least 80% of the units are restricted to occupancy by persons meeting the Federal Housing Administration definition of “handicapped” individuals.~~

~~E. Shared Car and Van Pool Spaces. Minimum required off-street parking for all Uses shall be reduced by 4 spaces for each automobile parking space signed and reserved for use by shared car services and by 8 spaces for each automobile space signed and reserved for use by a vanpool service. If this credit is used, the property owner shall be responsible for ensuring that the shared car and van pool spaces are not occupied by other vehicles.~~

~~F. Transit Proximity. Minimum required parking for all Uses shall be reduced by 25% for all properties located partially or entirely within 1,300 ft. of a light rail station or a high capacity transit stop.~~

~~G. Shared Parking Structure. At the applicant’s option, minimum required vehicle parking may be reduced by up to 25%, or maximum permitted vehicle parking may be increased by not more than 25%, if at least 80% of the required vehicle parking for 2 or more adjacent properties in separate ownership is provided in a single parking structure.~~

~~B.H. Bicycle Parking. Except for schools, if a use requires more than 50 bicycle parking spaces to be provided, the amount of bicycle parking required above 50 spaces may be reduced by up to 75%.~~

~~C.I. Parking Impact Study. The ~~minimum and~~ maximum vehicle parking and minimum bicycle parking standards in Table 12.64.320-1 may be adjusted if the applicant submits a parking impact study supporting the request for Adjustment, and the Planning Director finds that the study reflects the parking needs of the property more accurately than Table 12.64.320-1. To qualify for parking Adjustments based on a parking study, the applicant must consult with the City prior to preparing the parking impact study, and the City may require that the applicant use specific assumptions or data sources in the preparation of the study. The Planning Director is not required to accept the results of the parking impact study or to approve the requested parking Adjustment. (Ord. 6401 § 1, 2022)~~

**12.64.340 Off-Site Parking.** If an applicant chooses to demonstrate that ~~required~~ vehicle parking cannot be practicably located on-site, it may be located not farther than 600 feet from the use it serves, in a parking structure or surface parking lot. The 600 foot distance shall be measured on a sidewalk or other pedestrian route from the nearest point of the parking structure or parking lot to a pedestrian entrance of the served use.

A. To provide ~~required~~ parking off-site, documentation shall be provided to the City that the use has the right to construct or use the required number of spaces in the off-site location for at least 10 years, ~~and that those spaces are not required to meet the minimum parking requirements of any other use.~~

B. Approval to use off-site ~~required~~ parking shall be formalized in an agreement between the applicant and the owner of the off-site location, in a form acceptable to the City. The agreement shall stipulate that if the off-site parking becomes unavailable for any reason during the minimum 10-year period, replacement parking will be provided no further from the property than the original parking for the remainder of the 10-year period.

- C. Wherever off-site parking is used, the property owner shall require on-site employees to park in the off-site parking to preserve as many on-site parking spaces as possible for patrons and residents. (Ord. 6401 § 1, 2022)

**12.64.350 Vehicle Loading.** Loading spaces meeting the number and dimensional standards in Table 12.64.350-1 shall be provided for primary structures containing at least 25,000 sq. ft. of gross floor area, if the structures are occupied by land Uses requiring regular or periodic receipt or distribution of materials or merchandise by vehicles with a gross weight over 25,000 pounds.

**Table 12.64.350-1:  
Minimum Number and Dimensions of Loading Spaces Where Required**

<b>Primary Structure Size</b>	<b>Minimum Spaces Required</b>	<b>Minimum Space Dimensions</b>
25,001-50,000 sq. ft. GFA	1 space	20 ft. x 12 ft. x 15 tall
50,001-100,000 sq. ft. GFA	2 spaces	1st space: 20 ft. x. 12 ft. x 15 tall 2nd space: 40 ft. x. 12 ft. x 15 tall
> 100,001 sq. ft. GFA	3 spaces	1st space: 20 ft. x. 12 ft. x 15 tall 2nd and 3rd spaces: 40 ft. x. 12 ft. x 15 tall

(Ord. 6401 § 1, 2022)

**12.64.360 On-Site Parking and Loading: Location, Design and Improvements.**

A. Location.

1. Where provided, surface parking shall be located either:
  - a. Behind the primary building, such that the primary building is located between the surface parking area and the street; or
  - b. Beside the primary building. Where surface parking is provided beside the primary building, the following standards shall be met:
    - i. The closest edge of the surface parking area or driving aisle is located at least 50 feet from any street as measured from back of the curb; and
    - ii. Access to the surface parking area is not provided from the primary street frontage unless no other access point is available.
2. Surface parking is Not Permitted between the street-facing façade line and the street.

B. Area of New Surface Parking Lots. New surface parking lots constructed after July 5, 2012 for new primary structures containing 200,000 sq. ft. or more GFA, shall occupy no more than 25% of the gross area of the subject property. This percentage limitation shall apply to internal drive aisles but not to access driveways to or from the parking lot.

C. Compliance with Improvement Standards. Surface parking and parking structure design, and lighting shall comply with the requirements of Section 12.50.360.

D. Compliance with Parking Space and Aisle Dimensions Standards.

1. Except as provided in paragraph 2, below, all parking shall comply with the standards of Subsection 12.50.360.C regarding space and drive aisle dimensions and layout.
2. In surface parking lots, parking space dimensions may be reduced to 16 feet x 8.5 feet for 90-degree parking. Parking aisle widths may be reduced to 20 feet to reduce surface runoff and to accommodate Habitat-Friendly Design and Construction or other Low Impact Development Approaches (LIDA).

- E. Electric Car Charging. In parking facilities larger than 100 vehicle parking spaces, at least 1 publicly-accessible electric car charging point within a rated capacity of at least 240 volts shall be provided per 100 spaces or portion thereof.

F. Electric Vehicle Infrastructure Requirements

1. New commercial development shall provide electrical service capacity, as defined in ORS 455.417, to serve not less than 20 percent of all provided vehicle parking spaces.
2. New multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide of electrical service capacity, as defined in ORS 455.417, to serve 40 percent of all provided vehicle parking spaces.

- ~~GF~~. Accessible Parking Requirements. Accessible parking spaces shall be located and improved in compliance with Subsection 12.50.360.C.

HG. Parking Lot Screening and Landscaping.

1. Perimeter Landscaping and Screening. Perimeter landscaping and screening shall comply with Subsection 12.50.360.F.3 with the following exceptions:
  - a. The minimum width for a parking lot perimeter planting strip along an Arterial right-of-way, as specified in Table 12.50.360-1, shall be increased from 6 feet to 10 feet.
  - b. Perimeter planting strips at the required widths may incorporate LIDAs that comply with Section 12.64.750, as approved by the Review Authority.
2. Interior Landscaping. Interior landscaping and screening shall comply with Subsection 12.50.360.F.4 with the following exceptions:
  - a. If the total area of the interior parking lot landscaping required in Subsection 12.50.360.F.4 would exceed 10% of the parking lot area under this standard, the area of required landscaping shall be limited to 10% except where requested by the applicant.
  - b. Where practicable, planting islands shall incorporate LIDA to manage parking lot runoff within landscaped areas that comply with Section 12.64.750.
  - c. Lawn is Not Permitted as a ground cover in parking lot islands.
3. Parking Lot Landscaping Maintenance.
  - a. Maintenance shall be provided for all required parking lot landscaped areas. All landscape plantings and man-made features shall be maintained in good condition, or otherwise replaced by the owner.
  - b. Sustainable maintenance practices shall be used to care for required landscaping. Such practices may include, but are not limited to: drip (rather than spray) irrigation; integrated pest management; and organic natural controls.

- c. Dead plantings shall be promptly replaced by the property owner with an equivalent type (i.e., evergreen shrub replaces evergreen shrub; deciduous tree replaces deciduous tree, etc.). (Ord. 6401 § 1, 2022; Ord. 6149 § 1, 2015)

*[No changes to Sections 12.64.370 through 12.64.870]*

**12.64.900 Application of Public Benefit Standards.** Public benefit standards for the Amberglen Plan District include the following sections:

- 12.64.910 Purpose
- 12.64.920 General Provisions
- 12.64.930 Vertical Mixed-Use Public Benefits
- 12.64.940 Mixed Income Housing
- 12.64.950 Green Buildings
- 12.64.960 Public Art

(Ord. 6401 § 1, 2022)

**12.64.910 Purpose.** To encourage development and redevelopment which will achieve the densities necessary to support efficient transit development, the UC zone standards in Subchapter 12.24 and the Amberglen Plan District standards in Subchapter 12.64 allow relatively high densities and a wide range and mix of urban Uses, ~~and waiver or reduction of minimum parking requirements.~~ In some cases, however, proposed development may not be able to meet minimum density requirements or may need to exceed maximum parking limits because of the nature of the proposed use or its distance from transit facilities. The standards of this section provide for Adjustments to the development and parking standards in the UC zones and in Section 12.64.300 in return for the applicant’s provision of other benefits consistent with the goals and vision of the Community Plan for the plan area. The provision of vertical Mixed-Use development, mixed income housing, green buildings, and public art pursuant to this section is hereby determined to be a public benefit.

- A. Purpose of Vertical Mixed-Use Benefit. Development or redevelopment below minimum density or intensity requirements reduces support for the new transit facility, which in turn delays achievement of reduced VMT/ emissions and increased transit use. Vertical Mixed-Use offsets those impacts by providing opportunity for residents to live and work in the same facility, and by allowing more efficient joint use of parking spaces in return for a higher total amount of parking provided.
- B. Purpose of Affordable Housing Benefit. Development or redevelopment below minimum residential density requirements reduces support for the new transit facility, and delays opportunities for lower income households to reduce their combined housing transportation costs by obtaining housing near transit facilities. Providing affordable housing can offset these impacts by making affordable housing available in close proximity to transit even if residential density standards have not been achieved. Although allowing increased parking consumes land that could otherwise accommodate additional housing that would increase the supply and reduce the cost of individual units providing affordable housing can offset these impacts even though potential housing land has been used for parking.

- C. Purpose of Green Buildings Benefit. Development or redevelopment below minimum base zone intensity standards reduces support for the new transit facility, which in turn delays achievement of reduced VMT/ emissions and increased transit use. Development of parking above maximum parking limits accommodates more auto travel with associated VMT/emissions. More efficient “green” buildings can offset those impacts by reducing building energy consumption and emissions.
- D. Public Art Benefit. Development or redevelopment below minimum base zone intensity standards or development of parking above maximum parking limits reduces the dense, walkable urban character which is a goal of the Amberglen Community Plan. The provision of public art encourages walking (as opposed to driving) within the Urban Center zones by increasing areas and destinations of pedestrian interest. (Ord. 6401 § 1, 2022)

*[No changes to Sections 12.64.920 through 12.65.310]*

~~**12.65.320 — Number of Spaces Required.** The standards of 12.50.320 apply within the South Hillsboro Plan District. In addition, the following adjustments to reduce the number of required parking spaces are also applicable.~~

~~A. Adjustments for Joint Use Parking.~~

- ~~1. Where 2 land uses in separate use categories share a parking lot or structure, the total off-street parking required for those uses may be reduced by the factors shown in Table 12.65.320-1. Total off-street parking required shall be the sum of the 2 parking requirements for the 2 uses divided by the factors for that combination of uses shown in Table 12.65.320-1.~~
- ~~2. If 3 or more uses share a parking lot or structure, required parking shall be calculated by applying Table 12.65.320-1 to the 2 uses with the largest parking requirements, then adding the required parking for the additional uses.~~
- ~~3. Within the Town Center and Village Core Areas, when 3 or more uses are sharing a parking lot or structure, the additional uses (over 2) may be permitted to reduce their required spaces by up to 20% subject to the Review Authority determining that the parking needs of these uses is consistent with the proposed reduction.~~

**Table 12.65.320-1  
Joint-Use Parking Reduction Factors in the South Hillsboro Plan District**

<b>Property Use</b>	<b>Residential</b>	<b>Institutional</b>	<b>Commercial Lodging, Eating and Drinking, or Major Assembly</b>	<b>Retail Products and Services</b>	<b>Office</b>
<b>Residential</b>					
<b>Institutional</b>	1.1				
<b>Commercial Lodging, Eating &amp; Drinking, or Major Assembly</b>	1.1	1.2			
<b>Retail Products and Services</b>	1.2	1.3	1.3		
<b>Office</b>	1.3	1.5	1.7	1.2	

~~B. **Adjustments for Age-Restricted Housing.** Minimum required off-street parking for multi-dwelling residential, residential services, or group living uses may be reduced by 50% for each structure in which at least 80% of the units are restricted to occupancy by persons over 55 years of age or where at least 80% of the units are restricted to occupancy by persons meeting the Federal Housing Administration definition of “handicapped” individuals. (Ord. 6401 § 1, 2022; Ord. 6110 § 8, 2015)~~

**12.65.330 Exempt Parking.** The standards of 12.50.330 shall apply within the South Hillsboro Plan District. (Ord. 6401 § 1, 2022; Ord. 6110 § 8, 2015)

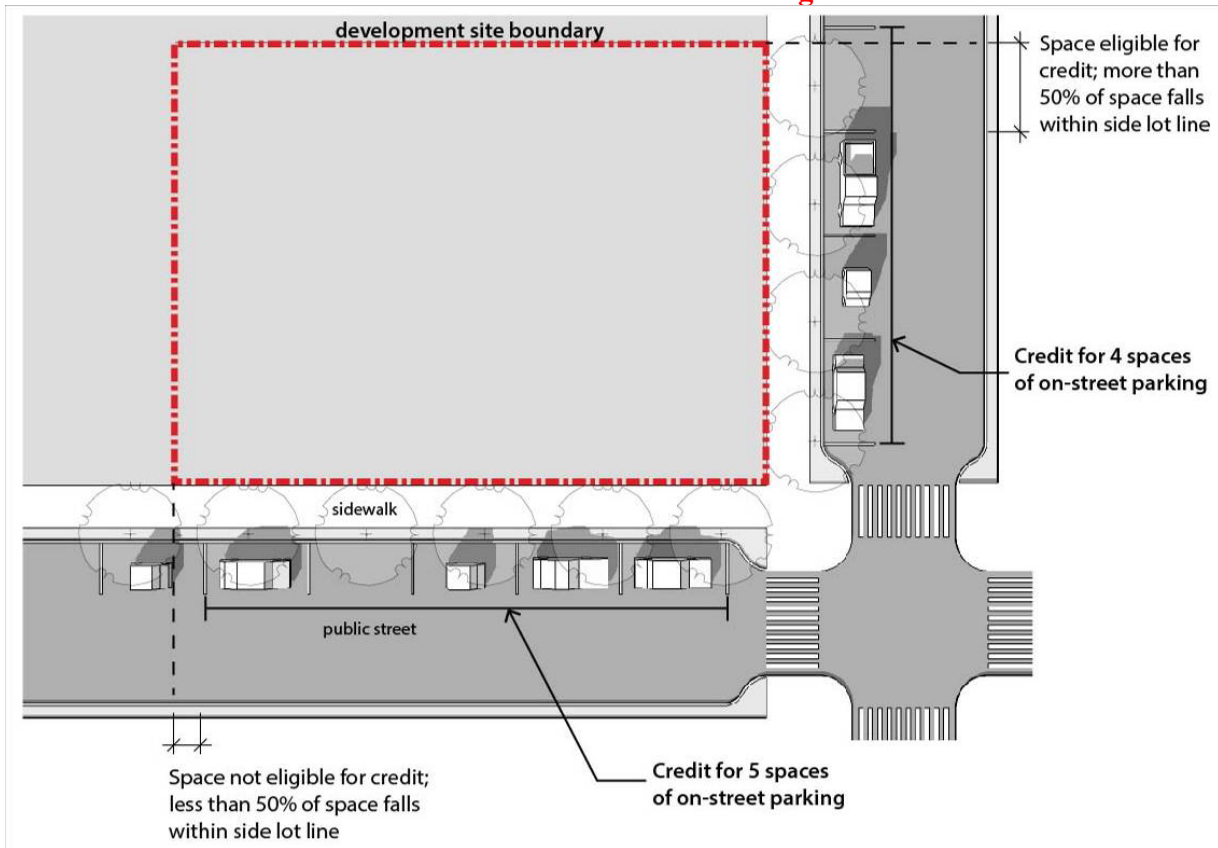
~~**12.65.340 Credit for On-Street Parking.** The standards of 12.50.340 do not apply in the South Hillsboro Plan District. They are superseded by standards below.~~

~~A. **Credit for On-Street Parking.** Minimum required off-street parking shall be reduced by 1 space for each on-street parking space that is on a public street and located immediately in front of the development site as described in paragraphs 1 through 3, below.~~

- ~~1. **On Interior Lots.** Creditable on-street spaces shall include only those on the same street side as the development, where more than half the length of the parking space is located between the 2 extended side lot lines of the site.~~
- ~~2. **On Corner Lots.** Creditable on-street spaces shall include only those on the same street side as the development, where more than half the length of the parking space is located between the extended side lot line of the site and the street intersection.~~
- ~~3. **Compliance with Municipal Code.** Creditable on-street spaces shall include only those in compliance with Hillsboro Municipal Code Subchapter 8.12 regarding on-street parking.~~

**Figure 12.65.340-A:**

### Credit for On-Street Parking



(Ord. 6401 § 1, 2022; Ord. 6110 § 8, 2015)

**12.65.350 Vehicle Parking and Loading: Location.** The standards of 12.50.350 do not apply within the South Hillsboro Plan District. They are superseded by the standards below.

A. Parking Location: General Provisions.

1. Off-street parking for residential uses in the MU-VTC zone may be located off site, not farther than 400 feet from the use it serves. For residential uses in all other zones, **required parking** shall be located on the same lot with the residential use.
2. **Required-p**arking for non-residential uses may be located off site, not farther than 1,000 feet from the use it serves.
3. If **required**-parking is provided off site, the distance from the parking to the use shall be measured from the nearest parking space to the building entrance on a sidewalk or other pedestrian route.
4. The location and terms of the off-site parking shall be specified in a written deed, lease or contract, signed and notarized by all affected property owners, recorded with Washington County and filed with the Planning Department.

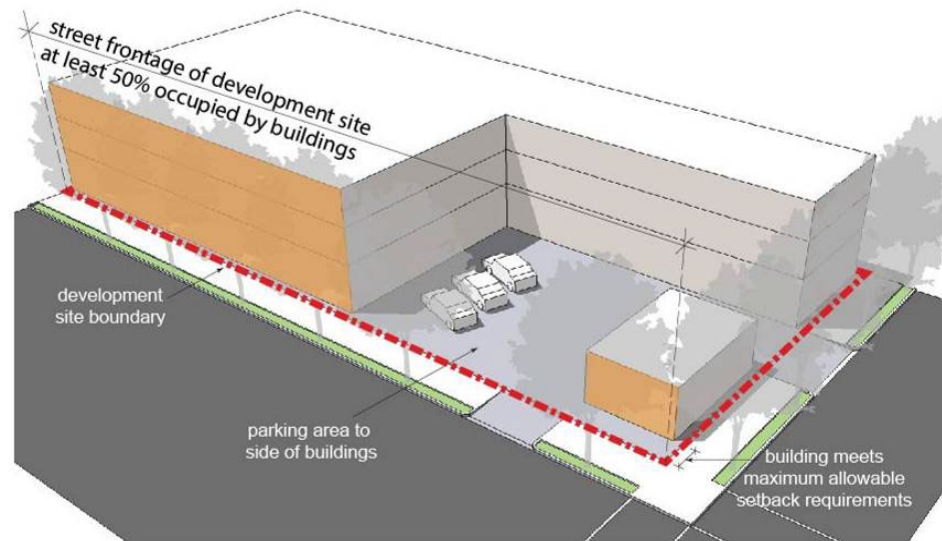


B. Loading Location: General Provisions.

1. Service docks, maneuvering and loading areas shall be located interior to the site. Where location of these facilities adjacent to a street, driveway, or pedestrian route cannot be practicably avoided, screening walls for such facilities shall be constructed with elements such as artwork or decorative grates or tiles. Screening walls surrounding service docks and loading areas shall be at least 12 feet in height. Windows and display area are not required on screening walls surrounding service docks and loading areas.
2. Off-street truck loading docks proposed for new non-residential development shall be sited and maintained to accommodate anticipated truck sizes, numbers and movement on-site, without blocking public streets. ~~Required~~ Off-street parking may be used for loading and unloading operations only during off-peak hours.
3. Schools and Child Care Facilities. Access drives designed for continuous forward flow of passenger vehicles shall be provided at any school or child care facility with a capacity of 25 or more students.

- C. Parking Location: Multi-Dwelling, Non-Residential and Mixed-Use Developments. Surface parking and vehicular circulation facilities, such as driveways and access aisles shall be located behind or beside the building(s). If located beside the building(s), surface parking areas shall not be located forward of the front façade(s) of the building closest to the street and shall occupy no more than 50% of each street frontage of the development site. In zones, other than MU-VTC, frontages that provide a significant landscape feature such as a plaza or enhanced and activated usable open space may be granted an increase of up to 10% of this requirement (allowing surface parking to occupy up to 60% of the street frontage), if requested by the applicant per the processes in Sections 12.80.150, 12.80.154 and 12.80.156.

**Figure 12.65.350-A: Parking Location for Multi-Dwelling Non-Residential and Mixed-Use Developments**



- D. Carpool and Vanpool Parking. Carpool and vanpool parking is required within new commercial, industrial and institutional developments with 50 or more required parking spaces. Where provided, carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked “Reserved - Carpool/Vanpool Only.”
- E. Electric Car Charging Stations. In parking lots with 100 vehicle spaces or more, at least 1 electric car charging point within a rated capacity of at least 240 volts shall be provided per 100 vehicle parking spaces or portion thereof. (Ord. 6401 § 1, 2022; Ord. 6110 § 8, 2015)

F. Electric Vehicle Infrastructure Requirements

- 1. New commercial development shall provide electrical service capacity, as defined in ORS 455.417, to serve not less than 20 percent of all provided vehicle parking spaces.
- 2. New multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide of electrical service capacity, as defined in ORS 455.417, to serve 40 percent of all provided vehicle parking spaces.

[No changes to Sections 12.65.360 through 12.80.140]

**12.80.150 Variances and Adjustments.**

- A. Purpose. Variance applications and Adjustment processes allow flexibility in applying the standards in this Code if a proposed development meets the intended purpose of those standards. As part of a discretionary review process, Variances and Adjustments may provide opportunities for provision of public benefits (pursuant to Section 12.50.900) to mitigate impacts of the Variances and Adjustments.
- B. Applicability of Provisions; Exemptions.
  - 1. The Variance application (VAR) shall be used if pre-existing conditions on a lot or parcel create a hardship in developing the lot or parcel consistent with the standards of this Code.
  - 2. The Minor Adjustment process shall be used only under the following circumstances:
    - a. As part of a Type II Development Review, Partition, or Minor Subdivision application; or
    - b. As part of a Type III Development Review, Major Subdivision, or Planned Unit Development application.
  - 3. The Major Adjustment process shall be used only as part of a Type III Development Review application or a Type III Planned Unit Development application.
  - 4. With the exception of the standards listed in subsection C below, Minor Adjustments, and Major Adjustments may be submitted to request flexibility in the application of standards as shown in Table 12.80.150-1.

5. The lot dimension variations specified in Section 12.50.110 are permitted without the approval of a Variance or Adjustment, subject to compliance with the standards of that section.
6. Applications for land divisions to divide duplexes or townhouses into separate lots are exempt from the variance and adjustment processes, provided that the parent parcel meets the minimum lot dimension standards of the applicable underlying zone.

**Table 12.80.150-1:  
Applicability of Variance and Adjustment Processes**

Standard from which flexibility is requested:	Variance	Minor Adjustment w/Type II Application	Major Adjustment w/Type III Application
To reduce lot size or dimensions below the base zone minimum standards (adjustments not available beyond optional variations in Section 12.50.110 unless approved as part of a PUD)	X	X	X
To reduce residential density less than 10% below the base zone minimum standard		X	X
To reduce residential density more than 10% below the base zone minimum standard			X
To increase residential density above the base zone maximum standard*			X
To reduce minimum Floor Area Ratio less than 10% below the minimum base zone standard		X	X
To reduce setbacks below the base zone minimum standards*	X	X	X
To increase setbacks above the base zone maximum standards		X	X
To increase building heights above the base zone maximum standard* (adjustment not available in Residential Compatibility Areas)		X	X
To increase lot coverage above the base zone maximum standard		X	X
To decrease Usable Open Space areas below the minimum standard for the use type*			X
To decrease landscaping coverage below the minimum standard for the use type		X	X
To reduce the number of parking spaces below the minimum standard for the use type*		✗	✗
To increase the number of parking spaces above the maximum standard for the use type*		X	X
To adjust requirements for undergrounding overhead utilities*		X	X
To adjust bicycle/pedestrian access way requirements*		X	X

<b>Standard from which flexibility is requested:</b>	<b>Variance</b>	<b>Minor Adjustment w/Type II Application</b>	<b>Major Adjustment w/Type III Application</b>
To adjust building entrance requirements *		X	X
To adjust ground floor window transparency requirements*		X	X
To adjust other numeric design standards		X	X
To adjust non-numeric design standards		X	X

\* Indicates certain criteria applicable as specified in Section 12.80.158.

**C. Limitations on Cumulative Adjustments.**

1. The cumulative number of requests for Minor Adjustments in a Partition application shall not affect more than 1 parcel. The cumulative number of requests for Minor Adjustments in a Subdivision application shall not affect more than 25% of the lots. If requests for adjustments are proposed on a larger number of lots, the application shall be processed as a Planned Unit Development pursuant to Section 12.80.120.
2. Requests for Minor Adjustments in a Development Review, Partition, or Subdivision, application may be submitted for not more than 4 of the following 7 categories:
  - a. Lot dimensions (area, width, or height);
  - b. Setbacks;
  - c. Building height;
  - d. Lot coverage;
  - e. Parking;
  - f. Usable open space;
  - g. Landscaping; or
  - h. Building design standards.
3. Not more than 3 Minor Adjustment requests shall be submitted per lot or building. In calculating the number of Minor Adjustments under this provision, each adjustment on each lot shall be counted as one request. For example, a front yard and side yard adjustment on one lot equals 2 requests; requests for adjustments in front yard setback, building height, and parking equals 3 requests.
4. If requests for more than 3 Minor Adjustments are proposed on a single lot or building, the requests shall be processed as a Major Adjustment with a PUD or Type III Development Review application.

**D. Standards not Subject to Variance or Adjustment.**

1. Variance or Adjustment applications may address any regulation in this Code except the following:

- a. To change a definition or use category classification;
  - b. To allow a use or development type cited as “prohibited” or “not permitted”;
  - c. To modify or remove a threshold for review, such as a standard which requires a particular application for review of a certain project;
  - d. To change the steps of a procedure type or to change assigned procedures;
  - e. To modify the numeric standards in Section 12.40.194, Marijuana Facilities; or
  - f. To modify the numeric standards in Section 12.40.215, Psilocybin Facilities.
2. Adjustment applications may address any regulation in this Code regarding light rail zones except the following:
- a. To reduce residential density below 90% of the base zone minimum standard;
  - b. To increase residential density above the base zone maximum standard;
  - c. To reduce floor area ratio below 90% of the base zone minimum standard;
  - d. To reduce Usable Open Space below 85% of the base zone minimum standard;
  - e. To reduce lot frontage below the base zone minimum standard;
  - f. To adjust street or alley performance standards in Section 12.50.530;
  - g. To allow surface parking or loading between a building and a major pedestrian route;
  - h. To allow parking cater-cornered from a Light Rail Station site at an intersection;
  - i. To requirements for pedestrian-oriented commercial uses wrapping the ground floor of a parking structure; or
  - j. To increase building height in residential compatibility areas in the SCC-DT Station Community Commercial - Downtown zone, as shown in Figure 12.61.400-D. (Ord. 6417 § 1, 2022; Ord. 6401 § 1, 2022; Ord. 6294 § 1, 2019; Ord. 6178 § 1, 2016; Ord. 6149 § 1, 2015; Ord. 6120 § 1, 2015; Ord. 6110 § 12, 2015)

*[No changes to Sections 12.80.152 through 12.80.156]*

**12.80.158 Standard-Specific Approval Criteria for Variances and Adjustments.** In addition to the criteria listed in Subsection 12.80.154.C or 12.80.156.C, applications for Variances or Adjustments from the standards listed below shall comply with standard-specific criteria listed below as applicable:

- A. Criteria for Adjustments to Increase Residential Density. An increase up to 120% of the maximum density of the underlying base zone may be allowed if all of the following criteria are met:
  - 1. The proposed increase in residential density is requested in conjunction with a Planned Unit Development concept plan application submitted pursuant to Section 12.80.120 or Type III Development Review application submitted pursuant to Section 12.80.040;

2. Existing and proposed streets and pedestrian/bicycle accessways within and connecting to the development will support the proposed density;
  3. Existing and proposed water, sanitary sewer and storm drainage systems within and connecting to the development will support the proposed density;
  4. The development demonstrates innovative site design, outstanding architectural variety, and quality of construction which will mitigate the increased density;
  5. The additional density will be located to minimize the visual impact on adjacent properties;
  6. The increased density does not impact significant natural resource areas or necessitate unnecessary topographic alterations;
  7. The increased density will be mitigated by providing exceptional quality or quantity of usable open space and other amenities, especially active recreational areas; and
  8. The development demonstrates a high level of compliance with the habitat friendly practices in Section 12.50.930 and the public benefit standards in Section 12.50.900.
- B. Criteria for Adjustments to Building Setback Requirements. Building setbacks may be reduced or increased below or above the minimum and maximum setbacks of the underlying base zone if the following criteria are met:
1. The requested adjustment has been verified compliant with building codes by the Building Official;
  2. The requested adjustment will not adversely affect adjoining properties in terms of light, air circulation, noise levels, privacy, and fire hazard; and
  3. The requested adjustment provides at least one of the following:
    - a. More efficient use of the site,
    - b. Preservation of Significant Natural Resource Areas or Habitat Benefit Areas which will be incorporated into site design, and/or
    - c. Safer vehicular and pedestrian access and circulation to and within the site;
  4. Building is located outside of the influence area of an intersection identified in Figure 12.65.910.E as requiring special setbacks for accommodation of future transportation growth.
- C. Criteria for Adjustments to Maximum Setbacks. In addition to the criteria in subsection B above, setbacks greater than the specified maximum of the base zone may be approved if the Review Authority finds that:
1. The increased setback and the building design were approved under either a Development Review or a Planned Unit Development process; and
  2. The increase in setback depth is the least increase practicable to achieve the intended purpose.

- D. Criteria for Adjustments to Maximum Building Height. Building height may be increased above the maximum height of the underlying base zone if the following criteria are met:
1. The transportation system can accommodate any increased traffic resulting from additional floor area created by the additional building height;
  2. Adequate public utilities are available to serve additional floor area created by the additional building height;
  3. The proposal complies with Federal Aviation Regulations Part 77; and
  4. The current level of solar access is maintained to existing solar energy devices on adjacent property.
- E. Criteria for Adjustments to Required Open Space. Usable open space area for developments other than single detached residential may be reduced below the minimum development standard if the following criteria are met:
1. The development is within one-half mile (measured in actual walking distance) of a publicly accessible active open space area such as a public park or elementary school; or
  2. The Review Authority finds that usable open space compliant with the area standards of Table 12.50.210-1 cannot be located within the development consistent with the Locational standards in Subsection 12.50.210.G; or
  3. The Review Authority finds that usable open space compliant with the area standards of Table 12.50.210-1 cannot be located within the development consistent with the Maintenance and Minimum Area standards in Subsection 12.50.210.I.
- F. Criteria for Adjustments to Lighting Level Standards. Lighting level standards in Section 12.50.240 may be adjusted if the applicant demonstrates that application of the standard is inappropriate due to the specific circumstances of the development. Such circumstances may include, but are not limited to, the following:
1. The development requires enhanced lighting levels due to increased need for on-site surveillance through the night; or
  2. The development is intended to extend hours of outdoor activity in commercial or mixed-use zones.
- ~~G. Criteria for Adjustments to Reduce Number of Parking Spaces Provided. The number of parking spaces provided may be reduced below the minimum standards in Section 12.50.320, provided that the following standards are met:~~
- ~~1. Reduced Parking Adjustment for Off-set Peak Hour Uses. Parking may be shared by 2 or more uses where:~~
    - ~~a. The peak hours of parking need for 2 or more of the land uses are complementary and do not overlap;~~
    - ~~b. The shared parking field is within 500 feet of all uses sharing the parking;~~
    - ~~c. Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and~~

- ~~d. The location and terms of the shared parking are specified in a written agreement acceptable to the City, signed and notarized by all affected property owners and filed with the Planning Department.~~
- ~~2. Reduced Parking Adjustment for Concurrent Peak Hour Uses. On-site parking may be shared by 2 or more uses with concurrent peak hour usage if the following standards are met:
  - ~~a. The uses, structures or lots are located within 800 feet of a transit stop;~~
  - ~~b. The owners have provided a parking demand study which substantiates the basis for the parking reduction. The parking demand study shall be prepared by a qualified parking or traffic consultant, civil engineer, licensed architect or urban planner, and shall include, at a minimum, the following:
    - ~~i. Size and type of uses or activities on site;~~
    - ~~ii. Composition of tenancy on site;~~
    - ~~iii. Rate of parking turnover;~~
    - ~~iv. Peak traffic and parking loads to be encountered;~~
    - ~~v. Local parking habits including proximity and convenience factors;~~
    - ~~vi. Availability of public transportation; and~~
    - ~~vii. The parking study supports the finding that the off-street parking provided will be sufficient to serve the uses for which it is intended;~~~~
  - ~~c. The location and terms of the shared parking are specified in a written deed, lease or contract acceptable to the City, signed and notarized by all affected property owners and filed with the Planning Department; and~~
  - ~~d. Transportation demand management techniques will be used on the site. Such techniques may include but are not limited to, employee carpooling or vanpooling, dedicated valet parking, increased bicycle parking facilities, provision of subsidized or discounted transit passes to employees, and rideshare promotions.~~~~
- ~~3. Shared Off-Site Parking. Concurrent peak hour non-residential uses may share off-site parking if the shared parking is located within 800 feet of the uses. Shared parking located off-site shall be signed for exclusive use by the remote development and shall be a legal requirement for occupancy of the development.~~
- ~~4. Reductions for Bicycle Parking. Applications for change of use or expansion of existing uses which include 20 or more existing off-street vehicle parking spaces may convert up to 5% of the existing vehicle spaces to bicycle parking to accommodate required bicycle parking.~~
- ~~5. Reductions for Certain Industrial Uses. Minimum parking for high profile industrial buildings or information technology centers as defined in Section 12.01.500 may be reduced by up to 50% if the applicant provides documentation of actual reduced parking demand at similar facilities. This documentation shall be provided to the Planning Director during Development Review.~~



- ~~6. Reductions for Shared Carpool and Vanpool Spaces. Minimum parking for non-residential uses may be reduced by 4 spaces for each automobile space signed and reserved for use by shared cars and by 8 spaces for each automobile space signed and reserved for use by vanpool services. If this reduction is used, the property owner is responsible for ensuring that the shared car and van pool spaces are not occupied by other vehicles.~~
- ~~7. Other Reductions. Off-street parking for other uses may be reduced up to 30% below the required minimum standard during the Development Review process if an applicant provides a parking study prepared by a traffic engineer licensed in Oregon, which demonstrates that transit use and/or special characteristics of the customers, clients, employees or residents of the development will:
  - ~~a. Reduce expected vehicle use as compared to standard ITE trip generation rates; and~~
  - ~~b. Reduce expected parking demand below the minimum parking requirements.~~~~

GH. Criteria for Adjustments to Increase Number of Parking Spaces Provided. The number of off-street parking spaces provided may be increased above the maximum standards in Section 12.50.320 if the site is not located in Zone A and the following criteria are met:

- ~~1. Within Structured Parking. Within Zone A, off-street parking may be increased by up to 150% of the maximum standards in Tables 12.50.320-1 through 12.50.320-5 if the additional spaces are provided in structured parking and will be used by 2 or more uses. One hundred percent of the required bicycle parking shall be located at ground level or on the ground floor of the structure.~~

1.2. For High Intensity Uses.

- a. Within a light rail or mixed-use zone, off-street parking may be increased above the maximum standards allowed in Tables 12.50.320-1 through 12.50.320-5 if the land use application includes documentation that the proposed use will be more intense than the “target densities” specified in Comprehensive Plan Section 24. These target densities are:
  - i. SCC-DT zone or urban center zones: 60 persons/net acre.
  - ii. All other light rail or mixed-use zones: 45 persons/net acre.
- b. If the documentation verifies that the proposed use will be more intense than the “target” densities pursuant to paragraph i above, additional parking may be provided above the maximum standard at the same numeric ratio as the proposed density to the target density.

2.3. For Industrial Uses on Shifts. Maximum parking for industrial developments may be exceeded by up to 50% for process uses with equal numbers of employees on 2 or more shifts.

3.4. For Nearby Secondary Uses. Surface parking lots or structures may provide off-site parking in excess of the maximum required, if the Planning Director finds, based on documentation provided by the applicant, that the following 2 conditions are satisfied:

- a. The surplus parking has been assigned to or is available for other uses in the vicinity; and

- b. The total amount of off-site parking provided for all uses does not exceed the combined maximum number required for the uses.

~~4.5.~~ As Required by the City Engineer. The City Engineer may require additional off-street parking above the maximum specified in Tables 12.50.320-1 through 12.50.320-5 if the City Engineer determines it necessary to avoid adverse impacts to traffic flow on surrounding streets.

HH. Criteria for Adjustments to Number of Bicycle Parking Spaces. The number of bicycle parking spaces provided may be adjusted from the standards in Section 12.50.410 if the following criteria are met:

1. Existing development patterns preclude safe and convenient bicycle access to the proposed development; or
2. Application of the standards is not reasonably related to the scale and intensity of the development.

IJ. Criteria for Adjustments to Pedestrian/Bicycle Accessway Requirements. The pedestrian and bicycle accessway standards in Subsection 12.50.430.B may be adjusted if the following criteria are met:

1. Federal, state or other agency requirements prevent construction of the required accessway;
2. Physical or topographic conditions (such as steep slopes, wetlands or other bodies of water, freeways, or railroads) make the required accessway connection impracticable;
3. The accessway would cross an area affected by an overlay district in a manner incompatible with the purposes of the overlay district;
4. Buildings or other existing development on adjacent properties physically preclude a connection at present or in the future upon redevelopment of the adjacent property;
5. The accessway would terminate at the urban growth boundary; and/or
6. The accessway would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required accessway connection.

JK. Criteria for Adjustments to Utility Undergrounding Requirements. The requirements for undergrounding public utilities in Subsection 12.50.620.C may be adjusted, and aerial utility services (electricity, telephone, cable, etc.) may be used in new construction only where the following criteria are met:

1. The development is an in-fill building or dwelling within an existing neighborhood where existing utility service is provided aerially rather than underground;
2. The project is located between other utility users on the same block face;
3. It would not be practicable to serve the new project underground without also serving the neighboring uses; and

4. The neighboring uses on the same block face and the utility company are unwilling to relocate their services underground.

**KL.** Criterion for Adjustments to Building Entrance Requirements. Where the standards in Subparagraph 12.50.430.E.1.b or Section 12.50.820 require more than 1 building entrance to be oriented to the street, an adjustment may be granted to allow a single secured entrance to a building upon a finding that the internal security measures which are standard operating procedures of the building would be irreparably harmed by this requirement.

**LM.** Criteria for Adjustments to Ground Floor Window Transparency Requirements. Where the Ground Floor Windows standards in Section 12.50.830 require ground floor window transparency, an adjustment may be granted to allow opaque windows if the following criteria are met:

1. Opaque windows or walls are necessary to avoid compromising necessary personal privacy or security within the building (i.e., privacy in a medical examination room or security in a pharmacy storeroom);
2. Structural designs or other demonstrable restrictions or constraints preclude alternative means of providing the required personal privacy or security; and
3. The reduced ground floor transparent window area cannot be replaced elsewhere on the façade.

**MN.** Criteria for Adjustments to Block Length and Orientation Requirements. The block length and orientation standards in Section 12.65.520 may be adjusted if the following criteria are met:

1. Federal, state or other agency requirements prevent compliance with the block length and orientation requirements;
2. Arterial or collector street alignment and spacing requirements necessitate adjustment from the block orientation and length standards;
3. Physical or topographic conditions (such as steep slopes, wetlands or other bodies of water, aerial transmission lines, or railroads) make the required block length and orientation requirements impracticable;
4. Location of parks, schools or other major public facilities necessitate adjustment from the block orientation and length standards; or
5. The block length and orientation requirements would affect an overlay zone in a manner incompatible with the purposes of the overlay zone; and
6. If the adjustment requested under paragraphs 1 through 5 above would decrease solar access or orientation, the applicant shall demonstrate that the adjustment improves block/grid pattern continuity and connectivity.

**NO.** Criteria for Adjustments to Solar Access and Lot Orientation Requirements within South Hillsboro. The lot orientation standards in Section 12.65.270 may be adjusted if the following criteria are met:

1. The Review Authority approves an alternative design proposal that demonstrates passive or active solar access and better achieves the policy intent for solar access;
2. Federal, State or other agency requirements prevent compliance with the lot orientation requirements; or
3. Physical or topographic conditions (such as steep slopes, wetlands or other bodies of water, aerial transmission lines, or railroads) make the required lot orientation requirements impracticable; or
4. Location of parks, schools or other major public facilities necessitate adjustment from the lot orientation standards; or
5. The lot orientation requirements would affect an overlay zone in a manner incompatible with the purposes of the overlay zone; or
6. Arterial or collector street alignment and spacing requirements necessitate adjustment from the lot orientation requirements; and
7. If the adjustment requested under paragraphs 1 through 6 above would decrease solar access or orientation, the applicant shall demonstrate that the adjustment retains overall block/grid pattern continuity and connectivity. (Ord. 6401 § 1, 2022; Ord. 6393 § 1, 2021; Ord. 6322 § 1, 2019; Ord. 6250 § 1, 2017; Ord. 6193 § 1, 2016; Ord. 6110 § 12, 2015)

*[No changes to Sections 12.80.160 through end of code]*