



CITY OF MILWAUKIE

AGENDA

February 27, 2024

PLANNING COMMISSION

milwaukieoregon.gov

Hybrid Meeting Format: The Planning Commission will hold this meeting both in person at City Hall and through Zoom video. The public is invited to watch the meeting in person at City Hall, online through the City of Milwaukie YouTube page (https://www.youtube.com/channel/UCRFbfg3OnDWLQKSB_m9cAw), or on Comcast Channel 30 within city limits.

If you wish to provide comments, the city encourages written comments via email at planning@milwaukieoregon.gov. Written comments should be submitted before the Planning Commission meeting begins to ensure that they can be provided to the Planning Commissioners ahead of time. To speak during the meeting, visit the meeting webpage (<https://www.milwaukieoregon.gov/planning/planning-commission-2>) and follow the Zoom webinar login instructions.

1.0 Call to Order – Procedural Matters — 6:30 PM

1.1 Native Lands Acknowledgment

2.0 Planning Commission Minutes – Motion Needed

2.1 January 9, 2024

2.2 January 23, 2024

3.0 Information Items

4.0 **Audience Participation** — This is an opportunity for the public to comment on any item not on the agenda

5.0 Community Involvement Advisory Committee (CIAC)

6.0 Work Session Items

6.1 Transportation System Plan update

Summary: Project overview, update and timeline

Staff: Planning Manager Laura Weigel

6.2 Climate Friendly Equitable Communities update

Summary: Review the proposed updates to the MMC to conform with Climate Friendly Equitable Communities rules

Staff: Assistant Planner Ryan Dyar

7.0 Planning Department Other Business/Updates

8.0 Forecast for Future Meetings

March 12, 2024 1. Hearing Item: Hubs Code Amendments
CFEC code amendments

March 26, 2024 1. Hearing Item: Title 17 code amendments

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan.

1. **PROCEDURAL MATTERS.** If you wish to register to provide spoken comment at this meeting or for background information on agenda items please send an email to planning@milwaukieoregon.gov.
2. **PLANNING COMMISSION and CITY COUNCIL MINUTES.** City Council and Planning Commission minutes can be found on the City website at www.milwaukieoregon.gov/meetings.
3. **FORECAST FOR FUTURE MEETINGS.** These items are tentatively scheduled but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.
4. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue an agenda item to a future date or finish the item.

Public Hearing Procedure

Those who wish to testify should attend the Zoom meeting posted on the city website, state their name and city of residence for the record, and remain available until the Chairperson has asked if there are any questions from the Commissioners. Speakers are asked to submit their contact information to staff via email so they may establish standing.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY.** Comments or questions from interested persons and testimony from those in support or opposition of the application.
5. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
6. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.
7. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience but may ask questions of anyone who has testified.
8. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.
9. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, any person may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at ocr@milwaukieoregon.gov or phone at 503-786-7502. To request Spanish language translation services email espanol@milwaukieoregon.gov at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the city's YouTube channel and Comcast Channel 30 in city limits.

Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el canal de YouTube de la ciudad y el Canal 30 de Comcast dentro de los límites de la ciudad.

Milwaukie Planning Commission:

Jacob Sherman, Chair
Joshua Freeman, Vice Chair
Aaron Carpenter
Joseph Edge
Amy Erdt
Lauren Loosveldt
Will Mulhern

Planning Department Staff:

Laura Weigel, Planning Manager
Brett Kever, Senior Planner
Vera Koliass, Senior Planner
Adam Heroux, Associate Planner
Ryan Dyar, Assistant Planner
Petra Johnson, Administrative Specialist II



CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Council Chambers
10501 SE Main Street
www.milwaukieoregon.gov

January 9, 2024

Present: Jacob Sherman, Chair
Joshua Freeman, Vice Chair
Aaron Carpenter
Amy Erdt

Staff: Brett Kelter, Senior Planner
Laura Weigel, Planning Manager

Absent: Joseph Edge
Lauren Loosveldt
Will Mulhern

(00:11:13)

1.0 Call to Order — Procedural Matters*

Chair Sherman called the meeting to order at 6:30 p.m., read the conduct of meeting format into the record, and Native Lands Acknowledgment.

Note: *The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.milwaukieoregon.gov/meetings>.*

(00:13:14)

2.0 Planning Commission Minutes

The October 10, 2023, and November 14, 2023 minutes were approved as presented.

(00:14:01)

3.0 Information Items

Planning Manager, Laura Weigel let the commission know that councilor Nicodemus has resigned from the city council.

(00:15:18)

4.0 Audience Participation

No information was presented for this portion of the meeting.

(00:15:44)

5.0 Community Involvement Advisory Committee (CIAC)

Chair Sherman thanked staff for their hard work on the neighborhood hubs project.

(00:17:25)

6.0 Hearing Items

(00:17:29)

6.1 NCU-2023-001-Alteration of Nonconforming Use (Johnson Creek Mini-Storage)

Senior Planner, Brett Kelder, announced the applicable sections of the Milwaukie Municipal Code (MMC): MMC 19.309, MMC 19.600, MMC 19.700, MMC 19.804, and MMC 19.1006. **Kelder** presented the staff report via a power point presentation; both are included in the meeting packet.

Todd Iselin, the architect from the applicant team, noted that the project was a positive one with a positive staff recommendation, that there had been no adverse comments received, and that he was available to answer any questions.

Commissioner Aaron Carpenter asked about traffic flow and vehicle turnaround capacity if the gate to the property is closed. **Iselin** explained that the ADA loading area could be used as a turnaround and that the project would be creating a better situation than what is currently there.

There was no one waiting to testify. **Chair Sherman** closed the public testimony portion of the hearing.

Commission Discussion:

The Commissioners' discussion unanimously indicated readiness to approve the application. **Carpenter** motioned to approve NCU-2023-001 as presented. **Vice Chair Freeman** seconded the motion. The motion passed with a 4-0 vote.

(00:33:34)

7.0 Planning Department/Planning Commission Other Business/Updates

Weigel shared that there has been progress with cottage cluster development within the city and gave an update on the Hillside project. **Weigel** also let the commission know about an upcoming planner network training. **Chair Sherman** reminded the commission that the chair and vice chair positions are up for re-election.

(00:38:23)

8.0 Forecast for Future Meetings

No information was presented for this portion of the meeting.

Meeting adjourned at approximately 7:00 p.m.

Respectfully submitted,

Petra Johnson, Administrative Specialist II



CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Council Chambers
10501 SE Main Street
www.milwaukieoregon.gov

January 23, 2024

Present: Jacob Sherman, Chair
Joshua Freeman, Vice Chair
Aaron Carpenter
Will Mulhern

Staff: Joseph Briglio, Community
Development Director
Ryan Dyar, Assistant Planner
Adam Heroux, Associate Planner
Vera Koliass, Senior Planner
Laura Weigel, Planning Manager

Absent: Joseph Edge
Amy Erdt
Lauren Loosveldt

(00:11:29)

1.0 Call to Order — Procedural Matters*

Chair Sherman called the meeting to order at 6:30 p.m., read the conduct of meeting format into the record, and Native Lands Acknowledgment.

Note: *The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.milwaukieoregon.gov/meetings>.*

(00:13:54)

2.0 Planning Commission Minutes

No information was presented for this portion of the meeting.

(00:13:59)

3.0 Information Items

Planning Manager, Laura Weigel let the public know about the Harvey St improvement project open house scheduled on January 31, 2024.

(00:14:48)

4.0 Audience Participation

No information was presented for this portion of the meeting.

(00:15:25)

5.0 Community Involvement Advisory Committee (CIAC)

No information was presented for this portion of the meeting.

(00:15:55)

6.0 Hearing Items

(00:16:02)

6.1 CU-2023-003-Vacation Rental at 8821 SE 29th Ave.

Assistant Planner, Ryan Dyar, announced the applicable sections of the Milwaukie Municipal Code (MMC): MMC 19.301, MMC 19.905, MMC 19.1006. **Dyar** presented the staff report via a power point presentation. Both are included in the meeting packet.

Vice Chair Freeman asked if there are ratios of housing types & assessments for vacation rentals. **Dyar** explained that it would be possible but requires a process to collect data to identify the entry level and affordability of the properties. **Vice Chair Freeman** asked if there are mandated response times regarding complaints. **Dyar** replied that the code does not include a response time for complaints. **Vice Chair Freeman** asked about the distance of the local contacts for the property. **Dyar** believes that one contact is in Portland and the other one is in McMinnville.

The applicants testified that they are out of state but have extensive experience managing properties remotely and confirmed the location of their local contacts.

Chair Sherman closed the public testimony.

Commission Discussion:

Vice Chair Freeman asked the commission to be thoughtful of preserving affordable housing for entry level homes and local residents. **Commissioner Aaron Carpenter** noted that recent home sales in the area have been slow. **Carpenter** motioned to approve CU-2023-003 as presented. **Commissioner Will Mulhern** seconded the motion. The motion was passed with a 4-0 vote.

(00:46:29)

7.0 Work Session Items

(00:46:47)

7.1 Neighborhood Hubs Project Update and Code Discussion

Senior Planner, Vera Kalias and Associate Planner, Adam Heroux presented a project update and explained the proposed code amendments. **Community Development Director, Joseph Briglio**, explained economic development ideas to support the hubs project. **Chair Sherman** spoke about linking transportation infrastructure with the city's long-term projects and incorporating a height bonus to the NMU. **Carpenter** spoke about rezoning and making sure that the development code is clear and non-conflicting. **Briglio** asked the commission if there is any interest in discussing incentives within the Hubs projects. Staff suggested adding that discussion to phase three if favorable. **Mulhern** asked if there were any other zoning amendments that were considered. **Kalias** explained that the proposed rezoning amendments simply aligned with what the public favored throughout the outreach process and that no other

amendments were seriously considered. The commission continued to discuss the key questions presented in the staff report.

(02:11:47)

8.0 Planning Department/Planning Commission Other Business/Updates

Weigel reminded the public that applications are currently open to anyone wanting to join the Planning Commission. **Chair Sherman** reminded the public that applications to join the City Council will be due by February 15th.

(02:13:55)

9.0 Forecast for Future Meetings

February 13, 2024, Hearing Item: No items at this time

February 27, 2024, Work Session: TSP Update
CFEC Amendments

Meeting adjourned at approximately 8:45 p.m.

Respectfully submitted,

Petra Johnson, Administrative Specialist II



CITY OF MILWAUKIE

To: Planning Commission

From: Laura Weigel, Planning Manager
Jen Garbely, City Engineer

Date: February 15, 2024, for February 27, 2024, Work Session

Subject: Transportation System Plan Project Update

ACTION REQUESTED

No action required. Staff briefing includes an overview of the Transportation System Plan (TSP) update project including an updated project timeline (see Attachment 1), draft deliverables that have been reviewed by the Advisory (AC) and Technical Committees (TC) (see links below), and the upcoming community event on March 21.

BACKGROUND INFORMATION

[June 15, 2021](#): Council adopted a resolution requesting funding assistance from ODOT to update the city's TSP.

[September 24, 2021](#): The city was notified of an award for ODOT funding assistance for the TSP update.

[February 7, 2023](#): Council approved the appointment of the TSPAC, including a Planning Commission representative, Joseph Edge.

[June 20, 2023](#): Council authorized an intergovernmental agreement (IGA) with the Oregon Department of Transportation (ODOT) to update the city's Transportation System Plan (TSP) through an in-kind grant award from the transportation and growth management program.

ANALYSIS

As of February 15 there have been two [Advisory](#) and two [Technical](#) Committee meetings (October 2023, January 2024). The meetings materials for both groups were the same and each had only minor revisions:

- [Plan and Policy Framework](#)
- [Community Profile](#)
- [Engagement Plan](#)
- [Financial Forecast](#)

The third meeting AC meeting was held on the evening of February 15 after this staff report was due. The AC discussed the draft goals and policies. The TC is meeting on February 21. Again the meeting materials are same and both groups discussed/will discuss the [draft goals and policies](#).

Next Steps

A community wide event is scheduled on March 21 at City Hall from 6:00-7:15 to provide an overview of the TSP and to receive feedback on the draft goals and policies.

Staff will be reviewing the draft goals and policies with the Commission on May 14, 2024.

QUESTIONS

Does the Commission have any questions regarding the above materials?

ATTACHMENTS

1. Project Timeline



CITY OF MILWAUKIE

To: Planning Commission

Through: Laura Weigel, Planning Manager

From: Ryan Dyar, Assistant Planner

Date: February 13, 2024, for February 27, 2024, Work Session

Subject: Proposed Code Amendments: Climate Friendly Equitable Community (CFEC), Parking Amendments

ACTION REQUESTED

No action. Review the proposed code amendments related to compliance with the new Oregon Administrative Rules (OARs) which were written through the Climate Friendly Equitable Communities (CFEC) rulemaking process. Provide direction about implementing the changes under consideration. This is a briefing for discussion only in advance of a public hearing scheduled for March 12, 2024.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[July 25, 2023:](#) Staff provided Planning Commission with an overview of bicycle parking code amendments that would update quantity standards and add new development standards to address longstanding code issues and new issues resulting from CFEC.

[June 12, 2023:](#) The Department of Land Conservation and Development approved an alternative date of June 30, 2024, for the city to comply with Oregon Administrative Rules (OAR) 660-012-0415 through OAR 660-012-0450.

[March 7, 2023:](#) Staff updated City Council on the recommendation from Planning Commission and provided an overview of the code amendments.

[February 14, 2023:](#) Planning Commission recommended that City Council approve the code amendments and Findings in Support of Approval without modification for ZA-2022-005.

[January 10, 2023:](#) Staff updated Planning Commission on the code amendment process and discussed the decision to delay updating the city's requirements for bicycle parking. Staff also presented the updated code language for large parking lots.

[November 8, 2022:](#) Staff updated Planning Commission on the code amendment process and asked for direction on updating the city's requirements for bicycle parking.

[September 13, 2022](#): Staff provided Planning Commission with an overview of the new administrative rules and reported on the direction provided by City Council at their August 16th meeting. Planning Commission concurred with the majority City Council response and expressed a desire to eliminate parking mandates citywide in response to the new rules.

[August 16, 2022](#): Staff provided City Council with an overview of the new administrative rules and asked for direction on implementing the new rules related to parking. Most of the City Council expressed a desire to eliminate parking mandates citywide considering the requirements in OAR 660-012-0440, Parking Reform Near Transit Corridors.

[September 21, 2021](#): Council adopts Council Goals for 2021-2022 of climate change mitigation and resilience action, and equity, justice, and inclusion.

[August 18, 2020](#): Council adopts the Milwaukie Comprehensive Plan, which includes several policies aimed at reducing GHG emissions.

[October 2, 2018](#): Council adopts the Climate Action Plan to achieve carbon neutrality by reducing greenhouse gas (GHG) emissions and offsetting or capturing as much carbon as the Milwaukie community emits.

ANALYSIS

Recap of CFEC and Parking Regulation Requirements

The CFEC rulemaking process was initiated by [Executive Order 20-04](#) on March 10, 2020. It directed state agencies and commissions to take action to reduce greenhouse gas emissions. In response, the Department of Land Conservation and Development (DLCD) initiated the CFEC rulemaking process, which amended three sections of the OARs regulating land-use and transportation planning in metropolitan areas. For a detailed overview of the rule changes, please refer to the [staff report](#) from September 13, 2022.

As outlined in the report, many of the changes to administrative rules will be addressed through Milwaukie's ongoing [Transportation System Plan \(TSP\) update](#). Other changes, particularly regarding off-street parking regulations, needed to be implemented before June 30th, 2023. However, the city was granted a one-year extension to comply with the new parking rules, setting the new deadline for compliance to June 30, 2024. Under these parking rules, jurisdictions have the option to either eliminate minimum parking quantity requirements from their zoning codes or adopt more nuanced regulations that allow for some minimum quantity requirements but restrict their application to certain land uses and areas of the city.

On February 14, 2023, the Planning Commission recommended, without modification, a set of code amendments to the City Council to comply with the new off-street parking requirements. These amendments removed off-street parking mandates citywide and introduced other standards to mitigate the negative impact of large new parking lots. This recommendation was presented to the City Council for a work session on March 7, 2023, but the adoption process was

paused upon learning that the state was to commence a CFEC rule correction and clarification [process](#) in April 2023.

During this interim period, staff developed bicycle parking code amendments to address longstanding code issues, ensure provision of bicycle parking in new industrial, commercial, and community service developments (as these requirements historically correlated with the number of required automobile parking spaces), and comply with a new bicycle parking rule developed through the CFEC rulemaking process (OAR-660-012-0630). This process was also paused upon learning about anticipated amendments to OAR 660-012-0630 through the corrections and clarifications rulemaking process.

Proposed Amendment Summary (with changes from February 14, 2023, highlighted)

On November 2, 2023, the Land Conservation and Development Commission adopted the correction and clarification amendments. Staff reviewed these changes and made modifications to the code changes recommended by the Planning Commission on February 14, 2023, following the new requirements. Below is a summary of the amendments in Attachment #1.

Eliminate Parking Minimums

Attachment #1 would remove minimum parking quantity requirements from the zoning code, along with other references to required parking throughout the code. Nothing has been changed about this element of the proposal.

Large Parking Lot Compliance

The amendments in Attachment #1 also incorporate the provisions of OAR 660-012-0405 (refer to Attachment #2), which mandate local jurisdictions to adopt development standards mitigating the negative impacts of newly constructed large parking lots. These rules require standards such as a minimum tree canopy, pedestrian connections throughout the parking lot, and other climate mitigation actions. As proposed, the amendments provide two climate mitigation actions; applicants can provide an onsite solar installation or provide additional tree canopy.

The following changes were made through the CFEC correction and clarification rulemaking process and are reflected in 19.606.4 of Attachment #1:

1. The state increased the threshold for what constitutes a large parking lot from one-quarter to one-half acre.
2. The rule related to pedestrian connections was amended by removing some prescriptive elements (e.g., mandatory building alignment with pedestrian facilities).
3. A new requirement for a thirty percent tree canopy was added for all large parking lots—previously, tree canopy was listed only as one of many climate mitigation actions available to applicants. Developments must now meet a baseline canopy requirement of thirty percent and may choose to provide forty percent canopy coverage as a climate

mitigation action. The state also reduced the climate mitigation action canopy percentage from fifty percent to forty percent.

Bicycle Parking Quantity and Development Requirements

The proposed amendments aim to update the city's bicycle parking requirements to align with new administrative rules (refer to OAR 660-012-0630 in Attachment #2) and to tackle longstanding challenges identified by staff within the existing code. These changes were discussed with the Planning Commission during a work session on July 25, 2023, and the amendments outlined in Attachment #1 are consistent with the proposals presented during that session.

The CFEC corrections and clarifications rulemaking process restructured the requirements outlined in OAR 660-012-0630 and reduced the parking ratio requirement for multi-unit residential and mixed-use residential developments from one space per dwelling unit to one-half space per dwelling unit. Staff did not propose reducing the current one-to-one ratio, as builders have not previously expressed concerns about these requirements. Moreover, the proposed code includes a clear and straightforward modification process to address situations where the ratios might be deemed inappropriate.

The amendments outlined in Attachment #1 would have the following impacts:

1. Establishment of new minimum bicycle parking quantity standards and land-use categories based on the methodology employed by the City of Portland. This methodology considers factors such as minimum employee density, land-use visitation rates, and a target bicycle trip mode split of fifteen percent. Currently, the minimum number of bicycle parking spaces for new and redeveloping commercial, industrial, and community service uses is derived from the minimum number of required vehicle parking spaces. With the elimination of minimum vehicle parking requirements, the city requires a new approach to ensure an adequate quantity of bicycle parking spaces. New land-use categories are introduced to replace existing designations, which are outdated and overly complex.
2. Introduction of a clear distinction between short-term and long-term bicycle parking, mandating long-term bicycle parking for all land uses. Presently, long-term requirements apply only to multi-unit developments, when ten percent of vehicle parking is covered, or when ten or more bicycle spaces are required. The proposed amendments would ensure that new developments provide a minimum of two short-term and two long-term spaces.
3. Addition of new development standards for short and long-term bicycle parking. The existing space and rack standards, while simple, fail to accommodate modern rack designs that are more space-efficient and accessible to a variety of users. The proposed code amendments adopt dimensional standards—also adopted from the City of

Portland—for a range of rack configurations. These standards provide builders with multiple options to meet bicycle parking requirements while ensuring high-quality spaces. Particularly for residential development, the proposed amendments would limit the percentage of long-term bicycle parking that can be located inside a dwelling unit to fifty percent and would require residential projects without an elevator to provide all required storage on the ground floor. Developments with twelve or fewer units are exempt from the in-unit maximum requirement if an elevator is provided.

4. Introduction of a modification process to adjust the minimum number of bicycle parking spaces required by the code. The process, established under a Type I land-use application, outlines the required application materials and approval criteria.

Updating Language and Minor Non-CFEC Code Corrections

The proposed amendments encompass minor non-CFEC-related changes aimed at establishing consistent language within the MMC. This involves altering the title "Planning Director" to "Planning Manager" and replacing the term "single-family dwelling" with "single-unit dwelling."

Additionally, staff made a few code corrections to MMC 19.607 to clarify the city's interpretation of certain off-street parking standards for single-detached units and plex development. Notably, these corrections include the allowance of a fourth off-street parking space in a required front yard for quadplexes. A required front yard means the area between the property line and the required development setback. Under this proposal, single units, duplexes, and triplexes are still limited to three spaces in a required front yard. The amendment would also require boat and RV parking areas located within a required front yard or a required street-side yard to be comprised of a durable, dust-free, and hard surface. This would mirror the requirement for automobile parking and is intended to reduce gravel intrusion into the right-of-way. These changes are also unrelated to the new administrative rules.

Key Questions

1. Staff have previously provided much of this information to the Commission in greater detail through various staff reports and work sessions. At this juncture, staff would appreciate understanding any questions or concerns Commissioners may have regarding the proposed amendments.

Next Steps

- Planning Commission public hearing: March 12, 2024
- City Council work session: April 2, 2024
- City Council public hearing: May 21, 2024

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	PC Packet	Public Copies	Packet
1. Proposed code amendments and commentary (underline/strikeout format)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. OAR 660-012-0405 and OAR 660-012-0630	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Key:

PC Packet = paper materials provided to Planning Commission 7 days prior to the meeting.

Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.

E-Packet = packet materials available online at <https://www.milwaukieoregon.gov/bc-pc/planning-commission-114>.



CITY OF MILWAUKIE

Milwaukie Zoning Code Proposed Amendments for Climate- Friendly Equitable Communities Parking Compliance

**February 2024
Primary Land Use File #ZA-2022-005**

Amendments to the following code sections are proposed to comply with the parking provisions in Oregon Administrative Rules (OAR) 660-012-0400 - 660-012-0450, and OAR 660-012-0630, which were written and codified into law through the Climate Friendly and Equitable Communities (CFEC) rulemaking process.

Please contact Ryan Dyar, Assistant Planner with the City of Milwaukie Planning Department, at 503-786-7661 or dyar@milwaukieoregon.gov with questions or comments about the proposed code amendments and/or the code adoption process.

Municipal Code - Title 19 Zoning Ordinance

- Chapter 19.200 DEFINITIONS AND MEASUREMENTS
 - Section 19.201 Definitions
- Chapter 19.300 BASE ZONES
 - Section 19.303 Commercial Mixed-Use Zones
 - Section 19.304 Downtown Zones
 - Section 19.310 Business Industrial Zone
 - Section 19.312 North Milwaukie Innovation Area
- Chapter 19.500 SUPPLEMENTAL DEVELOPMENT REGULATIONS
 - Section 19.504 Site Design Standards
 - Section 19.505 Building Design Standards

- Chapter 19.600 OFF-STREET PARKING AND LOADING
 - Section 19.601 Purpose
 - Section 19.602 Application
 - Section 19.603 Review Process and Submission Requirements
 - Section 19.604 General Parking Standards
 - Section 19.605 Vehicle Parking Quantity Requirements
 - Section 19.606 Parking Area Design and Landscaping
 - Section 19.607 Off-Street Parking Standards for Residential Areas
 - Section 19.608 Loading
 - Section 19.609 Bicycle Parking
 - Section 19.610 Carpool and Vanpool Parking
 - Section 19.611 Parking Structures
- Chapter 19.900 LAND USE APPLICATIONS
 - Section 19.901 Introduction
 - Section 19.905 Conditional Uses
 - Section 19.910 Residential Dwellings

Reader Guide

Commentary

A commentary section precedes each section of code amendments. The commentary provides a non-technical summary of the proposed amendments and highlights proposed policy changes. The commentary section is labeled as commentary and presented in Comic Sans font (the same font as this sentence).

Amendments

Unless otherwise noted in the document, underlined text is the proposed text, and ~~striketrough~~ text is the existing code language proposed for deletion.

Context/Surrounding Code

The chapter, section, and subsection for the proposed code amendments are listed for reference in this document. Line breaks, like the one below, between subsequent amendments indicate that there is intervening text within the section or subsection that is not included in this document.

Please be advised that this document shows only sections of code for which amendments are proposed, along with limited surrounding sections for context. It does not include all sections of the Milwaukie Municipal Code.

ZA-2022-005 Code Commentary

Background and Summary CFEC Parking Rules

On March 10, 2020, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (LCDC) initiated the Climate Friendly Equitable Communities rulemaking process which updated Oregon's Transportation Planning administrative rules. The new rules, adopted in May 2022 and amended in November 2023, apply in Oregon's eight urban areas with populations over 50,000 people, including the Portland Metro region. The proposed amendments relate to compliance with the provisions in OAR Chapter 660, Division 12, Rules 400-450 which control how local governments regulate automobile parking. They also relate to compliance with OAR Chapter 660, Division 12, Rule 630 Bicycle Parking.

TITLE 19 ZONING

COMMENTARY

TITLE 19 ZONING

CHAPTER 19.200 DEFINITIONS AND MEASUREMENTS

SECTION 19.201 DEFINITIONS

The "carport" definition was updated to remove a reference to minimum off-street parking requirements.

CHAPTER 19.200 DEFINITIONS AND MEASUREMENTS

19.201 DEFINITIONS

As used in this title:

"Carport" means a stationary structure consisting of a roof, its supports, and not more than 1 wall (or storage cabinets substituting for a wall) used to shelter motor vehicles, recreational vehicles, or boats. ~~A structure is only considered to be a carport when it is being used to meet minimum off-street parking requirements.~~

COMMENTARY

TITLE 19 ZONING

CHAPTER 19.300 BASE ZONES

SECTION 19.303 COMMERCIAL MIXED-USE ZONES

Subsection 19.303.3

Table 19.303.3 includes development standards for development in the Commercial Mixed-Use zones. The reference to "required" parking was removed in Table 19.303.3 and replaced with the word "standards". While this proposal would no longer require new or redevelopment to provide parking, if builders choose to provide parking, the standards for off-street parking in 19.600 would still apply to the parking that is provided.

Subsection 19.303.6

For convenience, Subsection 19.303.6 lists other sections of the Milwaukie Municipal Code that might apply to development in the Commercial Mixed-Use zones. The reference to required spaces has been replaced with a reference to the maximum number of spaces and

language has been added to indicate that parking is subject to the standards in 19.600 when it is provided.

CHAPTER 19.300 BASE ZONES

19.303 COMMERCIAL MIXED-USE ZONES

19.303.3 Development Standards

These development standards are intended to ensure that new development in the commercial mixed-use zones is appropriate for a mixed-use district in terms of building mass and scale, how the building addresses the street, and where buildings are located on a site.

Table 19.303.3 summarizes some of the development standards that apply in the commercial mixed-use zones. Development standards are presented in detail in Subsection 19.303.4.

Table 19.303.3 Commercial Mixed Use Zones—Summary of Development Standards			
Standard	GMU	NMU	Standards/ Additional Provisions
A. Lot Standards			
1. Minimum lot size (sq ft)	1,500	1,500	
2. Minimum street frontage (ft)	25	25	
B. Development Standards			
1. Minimum floor area ratio	0.5:1	0.5:1	Subsection 19.303.4.A Floor Area Ratio
2. Building height (ft)			Subsection 19.303.4.B Building Height
a. Base maximum	45	45	Section 19.510 Green Building Standards Subsection 19.911.7 Building Height Variance in the General Mixed Use Zone
b. Maximum with height bonus	57–69	Height bonus not available	
3. Street setbacks (ft)			Subsection 19.303.4.C Street Setbacks
a. Minimum street setback	0–15 ¹	None	Section 19.501.2 Yard Exceptions
b. Maximum street setback	10–20 ²	10	
c. Side and rear setbacks	None	None	
4. Frontage occupancy	50%	None	Subsection 19.303.4.D Frontage Occupancy Requirements Figure 19.303.4.D Frontage Occupancy Requirements
5. Maximum lot coverage	85%	85%	
6. Minimum vegetation	15%	15%	Subsection 19.504.6 Minimum Vegetation

7. Primary building entrances	Yes	Yes	Subsection 19.303.4.E Primary Building Entrances
8. Off-street parking <u>standards required</u>	Yes	Yes	Chapter 19.600 Off-Street Parking and Loading
9. Transit street	Yes	Yes	Subsection 19.505.8 Building Orientation to Transit
10. Transition measures	Yes	Yes	Subsection 19.504.5 Transition Area Measures
C. Other Standards			
1. Residential density requirements (dwelling units per acre)			Subsection 19.202.4 Density Calculations
a. Stand-alone residential			Subsection 19.303.4.F Residential Density
(1) Minimum	25	11.6	Subsection 19.501.4 Density Exceptions
(2) Maximum	50	14.5	
b. Mixed-use buildings	None	None	
2. Signs	Yes	Yes	Subsection 14.16.040 Commercial Zone

1. Residential edge treatments apply to properties as shown in Figure 19.303.5.
2. Commercial edge treatments apply to properties as shown in Figure 19.303.4.C.2.b.

19.303.6 Additional Provisions

Depending upon the type of use and development proposed, the following sections of the Milwaukie Municipal Code may apply. These sections are referenced for convenience, and do not limit or determine the applicability of other sections within the Milwaukie Municipal Code.

B. Section 19.600 Off-Street Parking and Loading

Contains standards for vehicle and bicycle parking, including ~~required~~ maximum number of spaces and design standards for parking and loading areas where provided.

COMMENTARY

TITLE 19 ZONING

CHAPTER 19.300 BASE ZONES

SECTION 19.304 DOWNTOWN ZONES

Subsection 19.304.4

Table 19.304.4 includes development standards for development in the Downtown Zones. The reference to "required" parking was removed in Table 19.304.4 and replaced with the

word “standards”. This proposal would no longer require new or redevelopment to provide parking. If builders choose to provide parking, the design and development standards for off-street parking in 19.600 would apply.

Subsection 19.304.5

Table 19.304.5 includes detailed development standards for the Downtown Zones, including off-street parking standards. The reference to minimum required parking ratios is removed, leaving only a reference to off-street parking maximums and other standards in 19.600.

19.304 DOWNTOWN ZONES

MMC 19.304.4 Development Standards

Table 19.304.4 CONTINUED Downtown Zones—Summary of Development Standards			
Standard	DMU	OS	Standards/ Additional Provisions
B. Development Standards CONTINUED			
3. Street setbacks (ft) a. Minimum street setback b. Side and rear setbacks	0 None	0 None	Subsection 19.304.5.C Street Setbacks Subsection 19.501.2 Yard Exceptions
4. Off-street parking <u>standards</u> <u>required</u>	Yes, where applicable	Yes, where applicable	Subsection 19.304.5.D Off-Street Parking Chapter 19.600 Off-Street Parking and Loading

MMC 19.304.5 Detailed Development Standards

The following detailed development standards describe additional allowances, restrictions, and exemptions related to the development standards of Table 19.304.4.

D. Off-Street Parking

1. Intent

The desired character for the DMU Zone, particularly along Main Street, is defined by a continuous façade of buildings close to the street, with adjacent on-street parking.

2. Standards

~~a. Off-street parking for residential uses is required at the ratios established in Table 19.605.1. All other applicable standards of Chapter 19.600 apply.~~

ab. No off-street parking is required for nonresidential uses. If off-street parking is provided for residential or nonresidential uses, the parking maximums in Table 19.605.1 will apply. All other applicable standards of Chapter 19.600 will also apply.

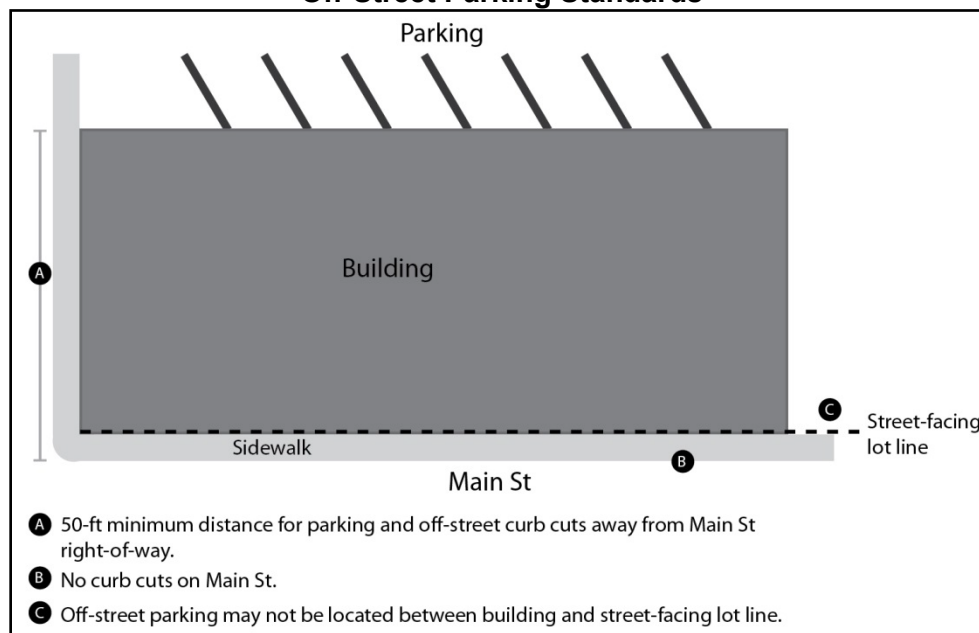
- be. Off-street surface parking lots (including curb cuts) must not be located within 50 ft of the Main Street right-of-way. Off-street surface parking lots approved prior to October 31, 2015, the effective date of Ordinance #2106, are exempt from this prohibition. This exemption applies only to the property owner on file with the Clackamas County Assessor as of October 31, 2015, the effective date of Ordinance #2106, and is dissolved upon transfer of ownership.

The Planning Commission may permit off-street parking lots and curb cuts within 50 ft of the Main Street right-of-way only upon finding, through Type III Variance review pursuant to Section 19.911, that:

- (1) The overall project meets the intent of providing a continuous façade of buildings close to Main Street.
- (2) The off-street parking area or curb cut is visually screened from view from Main Street.
- (3) The community need for the off-street parking area or curb cut within 50 ft of Main Street outweighs the need to provide a continuous façade of buildings in that area.

- cd. Off-street parking must not be located between a building and the street-facing lot line.

**Figure 19.304.5.D.2
Off-Street Parking Standards**



COMMENTARY

TITLE 19 ZONING

CHAPTER 19.300 BASE ZONES

SECTION 19.310 BUSINESS INDUSTRIAL ZONE BI

Subsection 19.310.5

This subsection includes specific approval criteria to establish a conditional use in the Business Industrial Zone. These criteria apply in addition to the conditional use approval criteria in 19.905. Parking has been removed from the list of considerations. If parking is provided, it will still be required to meet the standards in 19.600.

Subsection 19.310.6

This subsection includes standards for development in the Business Industrial Zone. A standard is included requiring that street trees be provided in required off-street parking lots. The reference to required parking is removed. Instead, street trees will be required whenever off-street parking is provided.

19.310 BUSINESS INDUSTRIAL ZONE BI

19.310.5 Conditional Uses

- A. Conditional uses may be established in a business industrial district subject to review and action on the specific proposal, pursuant to Section 19.905 Conditional Uses. Approval shall not be granted unless the proposal satisfies the criteria in Section 19.905; and, in addition, the proposed use:
1. Will have minimal adverse impact on the appropriate development of uses permitted outright on abutting properties and the surrounding area considering location, size, design, and operating characteristics of the use;
 2. Is compatible with the character and scale of uses allowed within the district and on a site no larger than necessary for the use and operational requirements of the use;
 3. Will provide vehicular and pedestrian access, circulation, ~~parking,~~ and loading areas which are compatible with uses on the same site or adjacent sites; and
 4. Is a needed service/product in the district, considering the mix of potential clientele and the need to maintain high-quality development in a highly visible area.

19.310.6 Standards

In the BI district, the following standards shall apply to all uses:

H. Landscaping

15% of the site must be landscaped, except for sites adjacent to Hwy. 224, which shall provide landscaping to 20% of the site. This should consist of a variety of lawn, trees, shrubbery, and ground cover. Street trees must be provided along street frontages and within ~~required~~ off-street parking lots to help delineate entrances, provide shade, and permeable areas for stormwater runoff. A bond or financial guarantee for landscape completion shall be required.

COMMENTARY
TITLE 19 ZONING
CHAPTER 19.300 BASE ZONES

SECTION 19.312 NORTH MILWAUKIE INNOVATION AREA

Subsection 19.312.5

Table 19.312.5 includes development standards for development in the North Milwaukie Innovation Area zones. The reference to "required" parking was removed in Table 19.304.4 and replaced with the word "standards". This proposal would no longer require new or redevelopment to provide parking. If builders choose to provide parking, the design and development standards for off-street parking in 19.600 would apply.

19.312 NORTH MILWAUKIE INNOVATION AREA

19.312.5 Development Standards

These development standards are intended to ensure that new development is appropriate in terms of building mass and scale, how the building addresses the street, and where buildings are located on a site.

Table 19.312.5 summarizes some of the development standards that apply in the NMIA. Development standards are presented in detail in Subsection 19.312.6.

Table 19.312.5			
North Milwaukie Innovation Area — Summary of Development Standards			
Standard	NME	MUTSA	Standards/Additional Provisions
A. Lot Standards			
1. Minimum lot size (sq ft)	None	None	
2. Minimum street frontage (ft)	None	None	
B. Development Standards			
1. Floor area ratio (min/max)	0.5:1/3:1	0.5:1/3:1	
2. Building height (ft) a. Minimum b. Maximum (Height bonus available)	25 45-90	25 45-90	Subsection 19.312.6.A Building height bonus Subsection 19.510 Green Building Standards
3. Setbacks (ft) a. Minimum front yard setback b. Maximum front yard setback c. Side and rear setbacks	None 10-30 ¹ None ²	None 10-30 ¹ None ²	Subsection 19.501.2 Yard Exceptions
4. Maximum lot coverage	85%	85%	
5. Minimum landscaping	15%	15%	Subsection 19.312.6.G Landscaping
6. Flexible ground-floor space	Yes, where applicable	Yes, where applicable	Subsection 19.312.7.A.6 Flexible ground-floor space
7. Off-street parking <u>standards required</u>	Yes	Yes	Subsection 19.312.6.C Loading and Unloading Areas Subsection 19.312.7.C Parking, Loading and Unloading Areas Chapter 19.600 Off-Street Parking and Loading
8. Frontage occupancy	50%	50%	Subsection 19.312.7.A.7 Frontage occupancy

COMMENTARY

TITLE 19 ZONING

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

SECTION 19.504 SITE DESIGN STANDARDS

Subsection 19.504.7

This subsection includes on-site walkway and circulation standards that apply to non-residential development, change, or intensification of use that is subject to MMC Section 19.700. Middle housing has been added to the list of exclusions for clarity purposes. This is non-CFEC-related and reflects the city's interpretation of the code. Middle housing is subject to on-site walkway and circulation standards in MMC Section 19.505.

SECTION 19.505 BUILDING DESIGN STANDARDS

Subsection 19.505.3

Table 19.505.3.D lists design guidelines and standards for multi-unit development. The standards represent the city's clear and objective pathway for multi-unit development. Language has been added to ensure that new multi-unit development provides pedestrian connections to any transit facilities that abut the site to ensure consistency with the requirements in OAR 660-012-0405. Additionally, the bicycle parking standards have been removed.

Subsection 19.505.4

This subsection lists development standards for cottage cluster developments. The off-street parking requirements have been removed from Table 19.505.4.C.1. The ratio was also repeated and has been removed from Subsection 19.505.4.E.4. This bullet explained how off-street parking should be developed. If builders choose to provide parking, the remaining standards must still be met.

A few non-CFEC-related changes were also made. A minor grammatical error is fixed. A bullet that seemed to suggest that attached garages were permitted on individual cottages was removed, as it conflicted with another standard in the subsection that clearly prohibits attached garages on individual cottages.

CHAPTER 19.500 SUPPLEMENTARY DEVELOPMENT REGULATIONS

19.504 SITE DESIGN STANDARDS

19.504.7 On-Site Walkways and Circulation

A. Requirement

All development subject to Chapter 19.700 (excluding single detached, middle housing, and multi-unit residential development) shall provide a system of walkways that encourages safe and convenient pedestrian movement within and through the development site.

Redevelopment projects that involve remodeling or changes in use must be brought closer into conformance with this requirement to the greatest extent practicable. On-site walkways

shall link the site with the public street sidewalk system, where sidewalks exist, or to the edge of the paved public street, where sidewalks do not exist. Walkways are required between parts of a site where the public is invited to walk. Walkways are not required between buildings or portions of a site that are not intended or likely to be used by pedestrians, such as truck loading docks and warehouses.

19.505 BUILDING DESIGN STANDARDS

19.505.3 Multi-Unit Housing

D. Design Guidelines and Standards

Applicable guidelines and standards for multi-unit and residential care facilities are located in Table 19.505.3.D. These standards should not be interpreted as requiring a specific architectural style.

Table 19.505.3.D		
Multi-Unit Design Guidelines and Standards		
Design Element	Design Guideline (Discretionary Process)	Design Standard (Objective Process)
3. Pedestrian Circulation	Site design should promote safe, direct, and usable pedestrian facilities and connections throughout the development. Ground-floor units should provide a clear transition from the public realm to the private dwellings.	<p>The on-site pedestrian circulation system shall include the following:</p> <ul style="list-style-type: none"> a. Continuous connections between the primary buildings, streets abutting the site, ground level entrances, common buildings, common open space, and vehicle and bicycle parking areas, <u>and transit facilities abutting the site.</u> b. At least 1 pedestrian connection to an abutting street frontage for each 200 linear ft of street frontage. c. Pedestrian walkways shall be separated from vehicle parking and maneuvering areas by physical barriers such as planter strips, raised curbs, or bollards. d. Walkways shall be constructed with a hard surface material, shall be permeable for stormwater, and shall be no less than 5 ft wide. If adjacent to a parking area where vehicles will overhang the walkway, a 7-ft-wide walkway shall be provided. The walkways shall be separated from parking areas and internal driveways using curbing, landscaping, or distinctive paving materials.

Table 19.505.3.D CONTINUED

Multi-Unit Design Guidelines and Standards

Design Element	Design Guideline (Discretionary Process)	Design Standard (Objective Process)
		<p>e. On-site walkways shall be lighted to an average 5/10-footcandle level. Stairs or ramps shall be provided where necessary to provide a direct route.</p>
<p>4. Vehicle and Bicycle Parking</p>	<p>Vehicle parking should be integrated into the site in a manner that does not detract from the design of the building, the street frontage, or the site. Bicycle parking should be secure, sheltered, and conveniently located.</p>	<p>Parking for the development shall comply with the following:</p> <ul style="list-style-type: none"> a. On-site surface parking areas, garages, and vehicle maneuvering areas shall not be located directly between the façade of a primary building(s) and an abutting street right-of-way. b. Parking located to the side of a dwelling structure shall be limited to 50% of the linear frontage of that side. Drive aisles without adjacent parking spaces do not count as parking areas for purposes of this standard. c. All garages that are part of the same structure that contains dwelling units shall be located at least 4 ft behind the front building façade. d. See Section 19.609 for bicycle parking requirements. For developments with more than 20 units, the covered bicycle parking required by Subsection 19.609.2.B shall meet the following standards. These standards apply instead of, and not in addition to, the standards in Subsections 19.609.3 and 4. <ul style="list-style-type: none"> (1) The parking area shall be inside a building or sheltered to provide complete, year-round protection from precipitation. (2) Entrance to the parking area shall be secured by lock so that only residents have access to the area. (3) The area shall have permanently mounted bicycle racks or hangers that allow the bicycle frame to be locked to the rack or hanger. (4) Spaces and aisles within the parking area shall allow for storage and movement of a bicycle width of 2.5 ft and length of 6.5 ft. (5) The parking area shall have an average illumination of at least 1.0 foot candle. (6) Parking areas not located within a dwelling structure or structured parking shall be located no further than 30 ft from the main entrance of a dwelling structure.

19.505.4 Cottage Cluster Housing

C. Development Standards

The standards listed below in Table 19.505.4.C.1 are the applicable development and design standards for cottage cluster housing. Additional design standards are provided in Subsection 19.505.1.

Table 19.505.4.C.1 Cottage Cluster Development Standards		
Standards	R-MD	R-HD, GMU, NMU
A. Home Types		
1. Building types allowed, minimum and maximum number per cluster	Detached cottages 3 minimum 12 maximum dwelling units	Detached and Attached 3 minimum 12 maximum dwelling units
B. Home Size		
1. Max building footprint per home	900 sf	
2. Max average floor area per dwelling unit	1,400 sf	
C. Height		
1. Max height	25 ft or 2 stories, whichever is greater	
2. Max structure height between 5 & 10 ft of rear lot line	15 ft	
3. Max height to eaves facing common green	1.618 times the narrowest average width between two closest buildings	
D. Setbacks, Separations, and Encroachments		
1. Separation between structures (minimum)	6 ft	
2. Side and rear site setbacks	5 ft	
3. Front site setback (minimum)	10 ft	
Table 19.505.4.C.1 CONTINUED Cottage Cluster Development Standards		
Standards	R-MD	R-HD, GMU, NMU
4. Front site setback (maximum)	20 ft	
5. Separation between clusters (minimum)	10 ft	
E. Impervious Area, Vegetated Area		
1. Impervious area (maximum)	60%	65%
2. Vegetated site area (minimum)	35%	35%
F. Community and Common Space		
1. Community building footprint (maximum) ¹	1,000 sf	1,000 sf
2. Common Space	19.505.4.E.2	19.505.4.E.2
G. Parking (see also 19.505.4.E.4)		
1. Automobile parking spaces per dwelling unit primary home (minimum) (maximum)	0.5 <u>See MMC Section 19.605</u>	0.5 <u>See MMC Section 19.605</u>
2. Dry, secure bicycle parking spaces per home Bicycle Parking spaces	1.5 <u>See MMC Section 19.609</u>	

per dwelling unit (minimum)	
3. Guest/short term bicycle parking spaces per home (minimum)	0.5

E. Site Design and Other Standards

4. Off-Street Parking

- a. ~~There must be at least 0.5 off-street parking spaces per dwelling unit per Table 19.505.4.B.1. When off-street parking is provided, The parking spaces~~ must be located together with parking spaces for other cottages in a common area, and not located on the same lot as an individual cottage unit.
- b. A cottage cluster parking area must be set back from the street. The distance of the setback is dependent on the orientation of the structure or lot. If the axis of the longest dimension of the parking area has an angle of 45 degrees or more to the lot line, the narrow dimension may be within 5 ft of the street. If the angle is less than 45 degrees, the parking area must be at least 20 ft from the street.
- c. If there are more than 8 units in a cottage cluster and off-street parking is provided, there must be at least 2 separate parking areas with a minimum of 4 parking spaces in each area. A drive aisle connecting the 2 areas is permitted if a separate driveway access for each area is not permitted per Chapter 12.16 Access Management.
- d. Parking spaces may be located within a garage or a carport. Garages or carports in a cottage cluster may not contain more than 4 parking spaces, must be at least 10 ft from any cottage dwelling; and must match the materials, trim, and roof pitch of the cottages. The interior height of a garage or carport shall not exceed 8 ft high, unless a modification is requested for cases that would use space saving parking technology (e.g., interior car stacking) that might require additional interior height. This modification would be requested per Section 19.911 Variances.
- e. Parking spaces that are not in a garage or carport must be screened from common open space, public streets, and adjacent residential uses by landscaping and/or screen, such as a fence. Chain-link fencing with slats ~~are~~ is not allowed as a screen.
- f. Off-street parking may be arranged in clusters, subject to the following standards:
 - (1) Cottage cluster projects with fewer than 16 cottages are permitted parking clusters of not more than 5 contiguous spaces.
 - (2) Cottage cluster projects with 16 cottages or more are permitted parking clusters of not more than 8 contiguous spaces.
 - (3) Parking clusters must be separated from all other areas by at least 4 ft of landscaping.
 - (4) Clustered parking areas may be covered.
- g. Off-street parking spaces and vehicle maneuvering areas must not be located:
 - (1) Within 20 ft of any street property line, except alley property lines;

- (2) Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys;
- (3) Off-street parking spaces must not be located within 10 ft of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 ft of other property lines.
- h. Landscaping, fencing, or walls at least 3 ft tall must separate clustered parking areas and parking structures from common courtyards and public streets.
- i. Garages and carports (whether shared or individual) must not abut common courtyards.
- ~~j. Individual attached garages up to 200 sq ft must be exempted from the calculation of maximum building footprint for cottages.~~
- j.k. Individual detached garages must not exceed 400 sq ft in floor area and are exempted from the calculation of maximum building footprint for cottages.
- k.l. Garage doors for attached and detached individual garages must not exceed 20 ft in width.

COMMENTARY

TITLE 19 ZONING

CHAPTER 19.600 OFF-STREET PARKING AND LOADING

SECTION 19.601 PURPOSE

The purpose statement for 19.600 Off Street Parking and Loading has been amended to reflect the new policy of no longer requiring off-street parking.

SECTION 19.602 APPLICABILITY

Subsection 19.602.1 General applicability

This subsection previously made clear that the standards in 19.600 applied to parking that was required by the City and parking that was voluntarily installed by a builder. This language has been removed. It now reads that the standards in Chapter 19.600 apply to all off-street parking.

Subsection 19.602.3 Applicability for Development and Change in Use Activity

Subsection 19.602.3 establishes thresholds for when the standards in Chapter 600 apply to new development, redevelopment, and change of use activities. Language has been added to establish a threshold (50% or more material excavated) for when the redevelopment of an existing large parking lot (1/2 acre or larger) must comply with the newly proposed climate mitigation standards in 19.606.4.

Subsection 19.602.4 Applicability Not Associated with Development or Change in Use

This subsection establishes thresholds for compliance with 19.600 when no development or change of use activity is proposed. A reference to the electric vehicle (EV) parking subsection was renumbered to reflect its new location in Section 19.605.

Subsection 19.602.5 Improvements to Existing Off-Street Parking and Loading Areas

For new development, builders must meet all the requirements in 19.600. When redevelopment occurs, builders must improve parking areas that do not conform to the requirements in 19.600 in a way that is considered proportional to the other on-site improvements being made. This subsection includes a prioritization list for improvements. This list has been altered to remove a requirement to provide the minimum number of vehicle parking spaces required in 19.605.

The title Planning Manager has also replaced Planning Director. This is a non-CFEC-related change to establish consistent language within the MMC.

SECTION 19.603 REVIEW PROCESS AND SUBMITTAL REQUIREMENTS

Subsection 19.603.1 Review Process

The title Planning Manager has also replaced Planning Director. This is a non-CFEC-related change to establish consistent language within the MMC.

Subsection 19.603.2 Submittal Requirements

This subsection tells applicants when a parking plan is required to be submitted to the City. It has been amended to clarify that a parking plan is only required if parking is being provided.

The term single family dwelling has been replaced with single detached dwelling and the title Planning Manager has replaced Planning Director. As noted elsewhere, these are non-CFEC-related changes to establish consistent language within the MMC.

SECTION 19.604 GENERAL PARKING STANDARDS

Subsection 19.604.1 Parking Provided with Development Activity

This subsection states that required parking must be provided when development is occurring and that all standards in 19.600 must be met before a certificate of occupancy is issued for the development. The required parking language has been removed from the paragraph; however, if a builder chooses to provide parking, the standards of 19.600 still apply and must be met prior to occupancy.

Subsection 19.604.2 Parking Area Location

The location of accessory parking is regulated in this subsection. The proposal removes a reference to shared parking. While shared parking is encouraged by the City, the function of shared parking in the MMC has been to satisfy minimum parking mandates. Without parking mandates, the City no longer sees a need to regulate shared parking.

Subsection 19.604.3 Use of Parking Areas

Historically, vehicle parking spaces that were required were not allowed to be sold, leased, rented, or otherwise used for an activity other than parking for the primary or accessory use on the site. This requirement has been removed. The subsection has been replaced with language from OAR 660-012-0405, which requires that jurisdictions allow underutilized parking areas to be converted to other uses; when conversions occur, the rules require that jurisdictions preserve access for emergency vehicles and when necessary, truck-loading areas. Language has been added to reflect these considerations.

Subsection 19.604.4 Storage Prohibited

Similar to 19.604, this subsection prohibited the use of required off-street parking for storing equipment or materials. The proposal eliminates this subsection.

SECTION 19.605 VEHICLE PARKING QUANTITY REQUIREMENTS

The purpose statement has been amended to reflect that the City will no longer require a minimum number of parking spaces. A reference to the electric vehicle (EV) parking subsection was renumbered to reflect its new location in Section 19.605.

Subsection 19.605.1 Minimum and Maximum Requirements

This subsection includes minimum parking requirements by land use. It also includes other standards for required parking. Amendments are proposed to reflect that the City will no longer require a minimum number of parking spaces for any use. Minor edits are made to make clear that voluntarily provided parking must meet the standards in 19.600; this includes not exceeding the maximum number of spaces allowed. The parking maximums have not been altered.

The title Planning Manager has also been replaced by Planning Director. As noted elsewhere, this is a non-CFEC-related change to establish consistent language within the MMC.

Subsection 19.605.2 Quantity Modifications and Required Parking Determinations

Applicants can make applications to modify parking quantity requirements using this subsection. Amendments are proposed to reflect that the City will no longer require a minimum number of parking spaces for any use. The subsection will still be used to regulate proposed modifications to maximum allowances. This is reflected in the amended subsection title.

A list of factors is included that an applicant must discuss in an application to modify the minimum required or maximum allowed number of parking spaces. The preservation of priority trees is proposed to be removed from this list of factors, as it was included as a reason to provide fewer parking spaces, not as a justification to exceed the maximum allowance. Approval criteria for a parking modification are also listed in the subsection; the specific approval criteria for modifications to decrease the amount of required parking have been removed.

Subsection 19.605.3 Exemptions and By-Right Reductions to Quantity Requirements

This subsection provides a process that applicants can utilize to either provide fewer parking spaces than required or more parking spaces than allowed under Table 19.605.1. These reductions or allowances are by-right, meaning, they are based on clear and objective criteria and are not discretionary. The exemptions and by-right reductions related to minimum parking have been removed.

Subsection 19.605.4 Shared Parking

The code section is eliminated. As mentioned above, the role of shared parking in the MCC has been to accommodate required parking off-site. While the City will still encourage the development of shared parking agreements, with the elimination of minimum parking mandates, this code section no longer serves a function.

Subsection 19.605.5 Electric Vehicle (EV) Charging Requirements

No changes were made to this subsection which was recently added to the code through land use file number ZA-2022-006. The subsection was renumbered, as the preceding subsection was removed entirely.

SECTION 19.606 PARKING AREA DESIGN AND LANDSCAPING

New language was added to the purpose statement for this section to indicate that the new provisions in 19.606.4 only apply when a new half-acre parking lot is provided.

The term residential home has been replaced with adult foster/care homes. This is a non-CFEC-related change to establish consistent language within the MMC.

Subsection 19.606.1 Parking Space and Aisle Dimensions

A reference to required parking has been removed to reflect the new policy of no longer mandating minimum parking quantities be provided.

Subsection 19.606.2 Landscaping

The title Planning Manager has also been replaced by Planning Director. As noted elsewhere, this is a non-CFEC-related change to establish consistent language within the MMC.

Subsection 19.606.3 Additional Design Standards

The current reference to the subsection that deals with on-site pedestrian walkway and circulation standards is incorrect. The reference to 19.504.9 has been replaced with a reference to 19.504.7. This amendment corrects a scrivener's error.

The term Planning Manager has replaced Planning Director. As mentioned elsewhere, this is a non-CFEC-related change to establish consistent language within the MMC.

Subsection 19.606.4 Surface Parking Areas Over One-Quarter Acre (NEW)

The proposed amendments implement the provisions of OAR 660-012-0405(4), which intends to mitigate the negative impacts of large surface parking lots. This rule requires that builders provide either on-site renewable energy or meet a 40% tree canopy threshold when establishing new surface parking that is a half-acre or larger. They also require that at a minimum, a 30% tree canopy is provided. The standards proposed provide those options and include clear and objective measurement processes both for measuring the parking area and for measuring the tree canopy. The standards also reference tree protection, soil volume, and tree plan submittal requirements in Title 16 that builders must comply with if choosing to provide a tree canopy under this subsection. The fee-in-lieu option for equitable solar and wind energy development in OAR 660-012-405(4) is excluded from the proposed code amendments because there is currently no city or state fund set up to accept the fee-in-lieu payment. The rules also require that enhanced street-like pedestrian facilities are provided when large parking lots are developed or redeveloped. A standard has been added under 19.606.4.C to comply with that requirement.

SECTION 19.607 OFF-STREET PARKING STANDARDS FOR RESIDENTIAL AREAS

Subsection 19.607.1 Residential Driveways and Vehicle Parking Areas

References to required parking have been removed to reflect the new policy of no longer mandating minimum parking quantities be provided.

Multiple non-CFEC-related changes are also proposed. Figure 19.607.1.B.2 is removed, as it no longer serves a purpose. Language is added to clarify that all off-street parking areas in required street-side yards must be comprised of a durable, dust-free, hard surface. A new requirement has been added to indicate that RV and boat storage located in required front and street-side yards must also be made of a durable and dust-free hard surface.

Language is added to permit quadplex developments a fourth parking space in the required front yard; the section otherwise limits the total number of vehicle parking spaces located

within the required front yard to three. Language is updated to reflect consistent usage within the MMC.

Subsection 19.607.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking

The term Planning Manager has replaced Planning Director, and the term residential home has been replaced with adult foster/care homes. As mentioned elsewhere, these are non-CFEC-related changes to establish consistent language within the MMC.

SECTION 19.608 LOADING

Subsection 19.608.2 Number of Loading Spaces

The term Planning Manager has replaced Planning Director. As mentioned elsewhere, this is a non-CFEC-related change to establish consistent language within the MMC.

SECTION 19.609 BICYCLE PARKING

Subsection 19.609.1 Applicability

The applicability section has been amended to clarify that bicycle parking is required for commercial, industrial, community-service-use (institutional), cottage clusters, and multi-unit development. It is not required for single-unit dwellings, plex developments, single-room occupancy housing, or adult foster/care homes. Language is also added that explains the distinction between short and long-term parking requirements.

Subsection 19.609.2 Quantity of Spaces

The standards in this subsection were updated. Currently, the number of bicycle parking spaces that must be provided for new and redeveloping commercial, industrial, and community service uses is derived from the minimum number of required vehicle parking spaces. With the elimination of minimum vehicle parking requirements and the proposed requirement for development to provide both short-term and long-term bicycle parking, the city sought a new approach to establish quantity ratios. The city has adopted a methodology that employs various data points—average number of employees per sq ft, visitation rates, and mode-split targets—to calculate the amount of short- and long-term bicycle parking required for different types of development. A minimum of two short-term and two long-term spaces is proposed for almost all development types (with some variation for schools, parks, and transit centers).

New language was added to clarify that for bicycle parking, the calculation of minimum bicycle parking spaces does not result in a whole number, the result shall be rounded up to the next whole number. New language was also added to indicate that the Planning Manager has the discretion to make similar use and quantity determination when a use is not identified in proposed Table 19.609.2.

Subsection 19.609.3 Bicycle Parking Quantity Modification and Required Parking Determinations

This new subsection establishes a process for bicycle parking quantity modifications and required bicycle parking determinations. The Planning Manager may elect to use this process if a similar use cannot be identified in Table 19.609.2. Applicants may elect to use this process if they wish to reduce the ratio that has been applied. The subsection also establishes a land-use review type, application submittal materials, and approval criteria that must be met for the reduction of required parking to be approved.

Subsection 19.609.4 Bicycle Parking Development Standards

New general standards have been added for all bicycle parking. This includes surface standards, rack dimensional standards, security standards, and standards requiring the rack to support the bicycle at two points to avoid tipping and maximize storage space on the rack. New figures have been added to illustrate dimensional requirements and various configurations. Standards have been established for bicycle lockers. Submittal requirements are enumerated that detail what bicycle parking information must be provided when applicants submit building permits and land-use applications. New standards are also listed for long-term and short-term bicycle parking, including locational standards, security standards, accessibility standards, and additional development standards that accommodate larger bicycle parking and electric assist bicycle charging.

SECTION 19.610 CARPOOL AND VANPOOL PARKING

Subsection 19.610.2 Number of Spaces

Historically, the vanpool/carpool parking space requirements previously were linked to the minimum number of vehicle parking spaces required. The section has been amended to tie the requirement to the number of vehicle parking spaces provided.

SECTION 19.611 PARKING STRUCTURES

Subsection 19.611.1 Permitted Zones and Review Procedures

The term moderate density has been replaced with Moderate Density Residential Zone.

Subsection 19.611.2 Compliance with Other Sections of Chapter 19.600

A reference to required parking has been removed to reflect the new policy of no longer mandating minimum parking quantities be provided.

CHAPTER 19.600 Off-Street Parking and Loading

19.601 PURPOSE

Chapter 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of Chapter 19.600 is to: ~~provide adequate, but not excessive, off-street parking;~~ support efficient streets; avoid unnecessary conflicts between vehicles, bicycles, and pedestrians; encourage bicycling, transit, and carpooling; minimize parking impacts to adjacent properties; improve the appearance of parking areas; and minimize environmental impacts of parking areas.

Regulations governing the provision of on-street parking within the right-of-way are contained in Chapter 19.700. The management of on-street parking is governed by Chapter 10.20. Chapter 19.600 does not enforce compliance with the Americans with Disabilities Act (ADA). ADA compliance on private property is reviewed and enforced by the Building Official. (Ord. 2218 § 2 (Exh. B), 2022; Ord. 2106 § 2 (Exh. F), 2015; Ord. 2025 § 2, 2011)

19.602 APPLICABILITY

19.602.1 General Applicability

The regulations of Chapter 19.600 apply to all off-street parking areas and off-street loading areas, ~~whether required by the City as part of development or a change in use, per Subsection 19.602.3, or voluntarily installed for the convenience of users, per Subsection 19.602.4.~~ Activity that is not described by Subsections 19.602.3 or 4 is exempt from compliance with the provisions of Chapter 19.600. Changes to nonconforming off-street parking and loading are addressed through Chapter 19.600 and not through the provisions of Chapter 19.800.

19.602.3 Applicability for Development and Change in Use Activity

The provisions of Chapter 19.600 apply to development and changes of use as described in Subsection 19.602.3.

A. Development of a vacant site shall have off-street parking and off-street loading areas that conform to the requirements of Chapter 19.600. Development of a site that results in an increase of 100% or more of the existing floor area and/or structure footprint on a site shall also conform to the requirements of Chapter 19.600. The construction of new off-street parking spaces may be subject to the electric vehicle charging requirements of Subsection 19.605.5. The floor area and/or footprint of structures demolished prior to development or redevelopment on the site shall not be considered when calculating the increase in floor area and/or structural footprints.

B. Existing off-street parking and loading areas shall be brought closer into conformance with the standards of Chapter 19.600, per Subsection 19.602.5, when the following types of development or change in use occur:

1. Development that results in an increase of less than 100% of the existing floor area and/or structure footprint.
2. Changes of use, as defined in Section 19.201.
3. For existing parking lots 1/2-acre or greater in size, Subsection 19.606.4 is applicable when 50% or more of the existing asphalt or pavement is excavated. Required

improvements for parking lots subject to the provisions of Subsection 19.606.4 are not limited by Subsection 19.602.5.

19.602.4 Applicability Not Associated With Development or Change in Use

- A. Any parking or loading area developed to serve an existing use(s) that is not associated with development activity or a change in use described in Subsection 19.602.3 shall conform to the requirements of Sections 19.604 and 19.606-19.611, as well as to the electric vehicle (EV) charging requirements of Subsection 19.605.45 as applicable. The total number of spaces in the existing parking area and new parking area shall not exceed the maximum allowed quantity of parking as established in Section 19.605.

19.602.5 Improvements to Existing Off-Street Parking and Loading Areas

A. Purpose

The purpose of Subsection 19.602.5 is to improve nonconforming off-street parking and loading areas as redevelopment occurs. These improvements should occur in conjunction with a development or change in use.

B. Limitations on Required Improvements

The cost of materials for any required improvements shall not exceed 10% of the development permit value of the associated development, redevelopment, and/or tenant improvements associated with a change in use. The cost of capital equipment such as manufacturing or operational equipment is exempt from the building permit value for purposes of this regulation. This exemption does not include building infrastructure such as electrical, plumbing, heating, venting, or air conditioning equipment.

C. Areas of Required Improvement

The Planning Director will evaluate the applicant's parking plan and use the prioritized list below when determining what improvements will be required.

1. Paving and striping of parking areas, per Subsection 19.606.3.A.
- ~~2. Minimum required vehicle parking spaces, per Section 19.605.~~
- ~~2.3.~~ Minimum required bicycle parking spaces, per Section 19.609.
- ~~3.4.~~ Landscaping of existing buffers, islands, and medians, per Subsection 19.606.2.D.
- ~~4.5.~~ New perimeter landscape buffers, islands, and medians, as applicable, per Subsection 19.606.2.
- ~~5.6.~~ Other applicable standards within Chapter 19.600, as determined by the Planning Director Manager.

19.603 REVIEW PROCESS AND SUBMITTAL REQUIREMENTS

19.603.1 Review Process

The Planning Manager ~~Director~~ shall apply the provisions of Chapter 19.600 in reviewing all land use and development permit applications, except when an application is subject to a quasi-judicial land use review or appeal, in which case the body reviewing the application or appeal has the authority to implement and interpret the provisions of Chapter 19.600.

19.603.2 Submittal Requirements

Except for ~~single-family~~ single detached dwellings or development situations where no off-street parking is being provided, a development or change in use subject to Chapter 19.600 as per Section 19.602 shall submit a parking plan, drawn to scale. The parking plan shall show that all applicable standards are met, and shall include but not be limited to the items listed below, unless waived by the Planning ~~Director~~ Manager.

- A. Delineation of individual spaces and wheel stops.
- B. Drive aisles necessary to serve spaces.
- C. Accessways, including driveways and driveway approaches, to streets, alleys, and properties to be served.
- D. Pedestrian pathways and circulation.
- E. Bicycle parking areas and rack specifications.
- F. Fencing.
- G. Abutting land uses.
- H. Grading, drainage, surfacing, and subgrading details.
- I. Location and design of lighting fixtures and levels of illumination.
- J. Delineation of existing and proposed structures.
- K. Parking and loading area signage.
- L. Landscaping, including the following information.
 - 1. The location and area of existing and proposed trees, vegetation, and plant materials, including details about the number, size, and species of such items.
 - 2. Notation of the trees, plants, and vegetation to be removed, and protection measures for existing trees and plants to be preserved.

(Ord. 2025 § 2, 2011)

19.604 GENERAL PARKING STANDARDS

19.604.1 Parking Provided with Development Activity

~~All required off-street parking areas shall be provided at the time the structure is built; at the time a structure or site is enlarged; or when there is change in use or an increase in density or intensity.~~ All required off-street parking areas shall be provided in conformance with the standards of Chapter 19.600 prior to issuance of a certificate of occupancy, or final development permit approval, or as otherwise specified in any applicable land use decision.

19.604.2 Parking Area Location

Accessory parking shall be located in one or more of the following areas:

- A. On the same site as the primary use for which the parking is accessory.
- B. On a site owned by the same entity as the site containing the primary use that meets the standards of Subsection 19.605.4.B.2. Accessory parking that is located in this manner shall not be considered a parking facility for purposes of the base zones in Chapter 19.300.

- C. Where parking is approved in conformance with Subsection 19.605.2.
- D. On a site serving a separate primary use when a shared parking agreement has been procured. ~~Where shared parking is approved in conformance with Subsection 19.605.4.~~

19.604.3 Use of Parking Areas Converting Off-Street Parking Areas

~~All required off-street parking areas shall continually be available for the parking of operable vehicles of intended users of the site. Required parking shall not be rented, leased, sold, or otherwise used for parking that is unrelated to the primary or accessory use of the site, except where a shared parking agreement per Subsection 19.605.4 has been recorded. Subsection 19.604.3 does not prohibit charging fees for parking when the parking serves the primary or accessory uses on site.~~

When converting an automobile parking area to another use, access for emergency vehicles must be maintained, and adequate parking for truck loading should be considered.

~~19.604.4 Storage Prohibited~~

~~No required off-street parking area shall be used for storage of equipment or materials, except as specifically authorized by Subsection 19.607.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking. (Ord. 2218 § 2 (Exh. B), 2022; Ord. 2025 § 2, 2011)~~

19.605 VEHICLE PARKING QUANTITY REQUIREMENTS

The purpose of Section 19.605 is to ensure that development ~~provides adequate, but not excessive,~~ does not provide excessive vehicle parking based on their estimated parking demand. Subsection 19.605.1 establishes parking ratios for common land uses, and Subsection 19.605.3 allows certain exemptions and reductions to these ratios based on location or on-site amenities. Subsection 19.605.4~~5~~ details requirements for installing electric vehicle (EV) charging infrastructure in new multi-unit, mixed-use, commercial, and industrial developments. Modifications to the established parking ratios and determinations of parking requirements for unique land uses are allowed with discretionary review per Subsection 19.605.2.

19.605.1 ~~Minimum and Maximum Requirements~~ Parking Maximums

- A. ~~Development shall provide at least the minimum and not~~ When off-street parking is provided with development, the number of spaces shall not be more than the maximum number of parking spaces as listed in Table 19.605.1. Modifications to the standards in Table 19.605.1 may be made as per Section 19.605. Where multiple ratios are listed, the ~~Planning Manager~~ Director shall determine which ratio to apply to the proposed development or use.
- B. When a specific use has not been proposed or identified at the time of permit review, the ~~Planning Manager~~ Director may elect to assign a use category from Table 19.605.1 to determine the ~~minimum required and~~ maximum allowed parking. Future tenants or property owners are responsible for compliance with Chapter 19.600 per the applicability provisions of Section 19.602.
- C. If a proposed use is not listed in Table 19.605.1, the ~~Planning Manager~~ Director has the discretion to apply the ~~quantity~~ maximum requirements of a similar use listed in the table upon finding that the listed use and unlisted use have similar parking demands. If a similar use is not listed, the ~~quantity~~ maximum allowance requirements will be determined per Subsection 19.605.2.

- D. ~~Where the calculation of minimum parking spaces does not result in a whole number, the result shall be rounded down to the next whole number.~~ Where the calculation of maximum parking spaces does not result in a whole number, the result shall be rounded to the nearest whole number.
- E. Parking spaces for disabled persons, and other improvements related to parking, loading, and maneuvering for disabled persons, shall conform to the Americans with Disabilities Act and shall be subject to review and approval by the Building Official. Spaces reserved for disabled persons are included in the ~~minimum required~~ and maximum allowed number of off-street parking spaces.
- F. Uses that have legally established parking areas that exceed the maximum number of spaces allowed by Section 19.605 prior to June 17, 2010, the effective date of Ordinance #2015, shall be considered nonconforming with respect to the quantity requirements. Such uses shall not be considered parking facilities as defined in Section 19.201.

Table 19.605.1 Minimum To Maximum Off-Street Parking Standards Requirements		
Use	Minimum Required	Maximum Allowed
A. Residential Uses		
1. Single detached dwellings, including manufactured homes.	1 space per primary dwelling unit.	No maximum.
2. Multi-Unit Dwellings	1 space per dwelling unit.	2 spaces per dwelling unit.
3. Middle Housing ¹ a. Duplexes b. Triplexes c. Quadplexes d. Townhouses ² e. Cottage Clusters	0 0 0 0 0.5 spaces per dwelling unit	1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit 1 space per dwelling unit
4. Residential homes and similar facilities allowed by right in residential zones.	1 space per dwelling unit plus 1 space per employee on the largest shift.	Minimum required parking 1 space per employee on the largest shift plus 1 space per bedroom.
5. Accessory dwelling units (ADU).	No additional space required unless used as a vacation rental, which requires 1 space per rental unit.	No maximum.

Table 19.605.1 CONTINUED Minimum To Maximum Off-Street Parking Standards Requirements		
Use	Minimum Required	Maximum Allowed
B. Community Service and Other Public Uses		
1. Religious institutions.	1 space per 4 seats.	1 space per 2 seats.
2. Day-care center ("family day-care" as defined in Section 19.201 has no parking requirements).	2 spaces per 1,000 sq ft of floor area.	3.5 spaces per 1,000 sq ft of floor area.

3. School—elementary or junior high.	1 space per classroom.	2 spaces per classroom.
4. School—senior high.	0.25 spaces per student, plus 1 space per staff.	0.33 spaces per student, plus 1 space per staff.
5. Meeting room, club, lodge, or association.	5 spaces per 1,000 sq ft of floor area, or 1 space per 4 seats if seats are permanently installed.	16.66 spaces per 1,000 sq ft of floor area, or 1 space per 3 seats if seats are permanently installed.
6. Library, museum, art gallery.	1 space per 1,000 sq ft of floor area.	1.2 spaces per 1,000 sq ft of floor area.
7. Nursing, convalescent, and extended-care facilities.	1 space per 4 beds.	1 space per 3 beds.
C. Lodging Places		
1. Motel, hotel, boarding house.	1 space per lodging unit.	1.5 spaces per lodging unit.
2. Bed and breakfast establishments.	1 space per lodging unit, plus 1 space for the permanent residence.	1.5 spaces per lodging unit, plus 2 spaces for the permanent residence.
D. Commercial Uses—Recreational		
1. Indoor recreation, such as a health club, gym, bowling alley, arcade, etc.	3 spaces for each 1,000 sq ft of floor area.	5.5 spaces per 1,000 sq ft of floor area.
2. Theater, auditorium, or stadium.	1 space per 4 seats.	1 space per 3 seats.
E. Commercial Uses—Retail Goods		
1. Eating and drinking establishments.	4 spaces per 1,000 sq ft floor area.	15 spaces per 1,000 sq ft of floor area.
2. General retail—grocery stores, convenience stores, specialty retail and shops.	2 spaces per 1,000 sq ft of floor area.	5 spaces per 1,000 sq ft of floor area.
3. Bulk retail—furniture and home furnishings, appliances, vehicles, building materials, and similar large items.	1 space per 1,000 sq ft of floor area.	3 spaces per 1,000 sq ft of floor area.
4. Gas stations.	No minimum.	1.25 spaces per 4 pumps.
F. Commercial Uses—Services		
1. General office, including banks.	2 spaces per 1,000 sq ft of floor area.	3.4 spaces per 1,000 sq ft of floor area.
2. Medical/dental office (non-hospital), veterinary clinic.	3.9 spaces per 1,000 sq ft of floor area.	4.9 spaces per 1,000 sq ft of floor area.
Table 19.605.1 CONTINUED		
Minimum To Maximum Off-Street Parking Standards Requirements		
Use	Minimum Required	Maximum Allowed
F. Commercial Uses—Services CONTINUED		
3. Personal services, such as a barbershop, beauty parlor, etc.	4 spaces per 1,000 square floor area.	5.4 spaces per 1,000 sq ft of floor area.

4. Commercial services, such as dry cleaners and repair shops (does not include vehicle repair).	2.8 spaces per 1,000 sq ft of floor area.	5.1 spaces per 1,000 sq ft of floor area.
5. Vehicle repair.	2 spaces per 1,000 sq ft of floor area.	2.5 spaces per 1,000 sq ft of floor area.
6. Quick vehicle repair and servicing, such as oil change and tire shops.	2 spaces per service bay.	3 spaces per service bay.
7. Mortuary/funeral home.	1 space per 5 chapel or parlor seats.	1 space per 3 chapel or parlor seats.
8. Car wash.	No minimum.	2 spaces per wash bay for self-service washes, or 2 spaces per 1,000 sq ft of floor area for full-service washes.
G. Industrial Uses		
1. Manufacturing.	1 space per 1,000 sq ft of floor area.	2 spaces per 1,000 sq ft of floor area.
2. Storage, warehouse, wholesale establishment less than 150,000 sq ft.	0.5 spaces per 1,000 sq ft of floor area.	1 space per 1,000 sq ft of floor area.
3. Storage, warehouse, wholesale establishment 150,000 sq ft or greater.	0.3 spaces per 1,000 sq ft of floor area.	0.4 spaces per 1,000 sq ft of floor area.
4. Mini-warehouse; self-service storage.	1 space per 45 storage units, plus 1 space per employee of the largest shift.	1 space per 20 storage units, plus 1 space per employee of the largest shift.

- 1 ~~For middle housing developments located on streets classified as Arterials or Collectors in the Transportation System Plan, 0.5 off-street parking spaces per dwelling unit are required.~~
- 2 ~~For townhouse developments of 8 or more townhouses, 0.5 off-street parking spaces per dwelling unit are required. Successive or phased townhouse developments to avoid this requirement are not permitted.~~

19.605.2 Maximum Quantity Modifications and Required Parking Determinations

Subsection 19.605.2 allows for the modification of ~~minimum and~~ maximum parking ratios from Table 19.605.1 as well as the determination of ~~minimum and~~ maximum parking requirements. Parking determinations shall be made when the proposed use is not listed in Table 19.605.1 and for developments with parking demands that are ~~either lower than the minimum required or~~ higher than the maximum allowed.

A. Applicability

The procedures of Subsection 19.605.2 shall apply in the following situations:

1. If the proposed use is not listed in Table 19.605.1 and the ~~quantity requirements~~ maximum allowed quantity for a similar listed use cannot be applied.
2. If the applicant seeks a modification from the ~~minimum required or~~ maximum allowed quantities as calculated per Table 19.605.1.

B. Application

Determination of parking ratios in situations listed above shall be reviewed as a Type II land use decision, per Section 19.1005 Type II Review. The application for a determination must include the following:

1. Describe the proposed uses of the site, including information about the size and types of the uses on site, and information about site users (employees, customers, residents, etc.).
2. Identify factors specific to the proposed use and/or site, such as the proximity of transit, parking demand management programs, availability of shared parking, and/or special characteristics of the customer, client, employee or resident population that affect parking demand.
3. Provide data and analysis specified in Subsection 19.605.2.B.3 to support the determination request. The Planning Manager may waive requirements of Subsection 19.605.2.B.3 if the information is not readily available or relevant, so long as sufficient documentation is provided to support the determination request.
 - a. Analyze parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, or other similar organizations.
 - b. Review parking standards for the proposed use or similar uses found in parking regulations from other jurisdictions.
 - c. Present parking quantity and parking use data from existing developments that are similar to the proposed development. The information about the existing development and its parking demand shall include enough detail to evaluate similarities and differences between the existing development and the proposed development.
 - d. For middle housing, provide occupancy and use data quantifying conditions of the on-street parking system within one block of the middle housing development.
 - e. ~~Identify factors specific to the site, such as the preservation of a priority tree or trees, or planting of new trees to achieve 40% canopy, as identified in Chapter 16.32.~~
4. Propose a ~~minimum and maximum~~ parking ratio. For phased projects, and for projects where the tenant mix is unknown or subject to change, the applicant may propose a maximum range (low and high number of parking spaces) for each development phase ~~and both a minimum and maximum number of parking spaces to be provided at buildout of the project.~~
5. Address the approval criteria in Subsection 19.605.2.C.

C. Approval Criteria

The Planning Manager shall consider the following criteria in deciding whether to approve the determination or modification. The Planning Manager, based on the applicant's materials and other data the Planning Manager deems relevant, shall set the ~~minimum parking requirement and~~ maximum parking allowed. Conditions of approval may be placed on the decision to ensure compliance with the parking determination.

1. All modifications and determinations must demonstrate that the proposed parking quantities are reasonable based on existing parking demand for similar use in other

locations; parking quantity ~~allowances~~ requirements for the use in other jurisdictions; and professional literature about the parking demands of the proposed use.

- ~~2.~~ In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to decrease the amount of minimum required parking shall meet the following criteria:
- ~~a.~~ The use, frequency, and proximity of transit, parking demand management programs, and/or special characteristics of the site users will reduce expected vehicle use and parking space demand for the proposed use or development, as compared with the standards in Table 19.605.1.
 - ~~b.~~ The reduction of off-street parking will not adversely affect available on-street parking.
 - ~~c.~~ The requested reduction is the smallest reduction needed based on the specific circumstances of the use and/or site, or is otherwise consistent with city or comprehensive plan policy.
- ~~23.~~ In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to increase the amount of maximum allowed parking shall meet the following criteria:
- a. The proposed development has unique or unusual characteristics that create a higher-than-typical parking demand.
 - b. The parking demand cannot be accommodated by shared or joint parking arrangements or by increasing the supply of spaces that are exempt from the maximum amount of parking allowed under Subsection 19.605.3.A.
 - c. The requested increase is the smallest increase needed based on the specific circumstances of the use and/or site.

19.605.3 Exemptions and By-Right Reductions to Quantity Allowances Requirements

The following exemptions and by-right reductions cannot be used to further modify any parking modification or determination granted under Subsection 19.605.2.

A. Exemptions to Maximum Quantity Allowance

The following types of parking do not count toward the maximum amount of parking allowed on a site. This exemption applies only to the quantity requirements of Section 19.605 and not to the other requirements of Chapter 19.600. The City may impose conditions to ensure that parking spaces associated with these parking types are appropriately identified and used for the intended purpose.

- 1. Spaces for a parking facility.
- 2. Spaces for a transit facility or park and ride facility.
- 3. Storage or display areas for vehicle sales.
- 4. Employee carpool parking, when spaces are dedicated or reserved for that use.
- 5. Fleet parking.
- 6. Truck loading areas.

~~B. Reductions to Minimum Parking Requirements~~

~~Applicants are allowed to utilize multiple reductions from Subsections 19.605.3.B.2-7, provided that the total reduction in required parking does not exceed 25% of the minimum quantity requirement listed in Table 19.605.1. The total reduction in required parking is~~

increased to 30% in the Downtown Mixed Use Zone DMU. The total reduction in required parking is increased to 50% for affordable housing units as defined in Subsection 19.605.3.B.8. Applicants may not utilize the reduction in Subsection 19.605.3.B.1 in conjunction with any other reduction in Subsection 19.605.3.B.

1. ~~Reductions for Neighborhood Commercial Areas~~

~~The minimum parking requirements of Table 19.605.1 shall be reduced by 50% for the properties described below:~~

- ~~a. Properties zoned Commercial Limited (C-L).~~
- ~~b. Properties zoned Commercial Neighborhood (C-N).~~
- ~~c. Properties in the Neighborhood Mixed Use (NMU) Zone in the area bounded by 40th Ave, King Rd, 44th Ave, and Jackson St.~~

2. ~~Proximity to Public Transit~~

- ~~a. Parking for commercial and industrial uses may be reduced by up to 10% if the development is within 500 ft walking distance, as defined in Subsection 19.605.3.B.2.d, of a transit stop with a peak hour service frequency of 30 minutes or less.~~
- ~~b. Parking for multi-unit developments and middle housing may be reduced by up to 20% if the development is within 500 ft walking distance, as defined in Subsection 19.605.3.B.2.d, of a transit stop with a peak hour service frequency of 30 minutes or less.~~
- ~~c. Parking for all uses except single detached dwellings may be reduced by 25% if the development is within 1,000 ft walking distance, as defined in Subsection 19.605.3.B.2.d, of a light rail transit stop, or if it is located in the Downtown Mixed Use Zone DMU.~~
- ~~d. In determining walking distance, the applicant shall measure the shortest route along sidewalks, improved pedestrian ways, or streets if sidewalks or improved pedestrian ways are not present. Walking distance shall be measured along the shortest course from the point on the development site that is nearest to the transit stop.~~

3. ~~Multitenant Commercial Sites~~

~~Where multiple commercial uses occur on the same site, minimum parking requirements shall be calculated as described below. The Planning Manager shall have the authority to determine when multiple uses exist on a site.~~

- ~~a. Use with highest parking requirement. The use that has the largest total number of minimum parking spaces required shall be required to provide 100% of the minimum number of parking spaces.~~
- ~~b. All other uses. All other uses on the site shall be required to provide 80% of the minimum number of parking spaces.~~

4. ~~Carpool/Vanpool~~

~~Commercial and industrial developments that provide at least 2 carpool/vanpool parking spaces may reduce the required number of parking spaces by up to 10%. This reduction may be taken whether the carpool/vanpool space is required pursuant to Section 19.610 or voluntarily provided.~~

5. ~~Bicycle Parking~~

~~The minimum amount of required parking for all non-single detached residential uses, other than middle housing, may be reduced by up to 10% for the provision of covered and secured bicycle parking in addition to what is required by Section 19.609. A reduction of one vehicle parking space is allowed for every 6 additional bicycle parking spaces installed. The bicycle spaces shall meet all other standards of Section 19.609. If a reduction of 5 or more stalls is granted, then on-site changing facilities for bicyclists, including showers and lockers, are required. The area of an existing parking space in an off-street parking area may be converted to bicycle parking to utilize this reduction.~~

6. ~~Car Sharing~~

~~Required parking may be reduced by up to 5% if at least one off-street parking space is reserved for a vehicle that is part of a car sharing program. The car sharing program shall be sufficiently large enough, as determined by the Planning Manager, to be accessible to persons throughout Milwaukie and its vicinity. The applicant must provide documentation from the car sharing program that the program will utilize the space provided.~~

7. ~~Provision of Transit Facility Improvements~~

~~The number of existing required parking spaces may be reduced by up to 10% for developments that provide facilities such as bus stops and pull-outs, bus shelters, or other transit-related facilities. A reduction of one parking space is allowed for each 100 sq ft of transit facility provided on the site.~~

8. ~~Affordable Housing~~

~~Parking minimums in Table 19.605.1 may be reduced for the following:~~

- ~~a. For any multi-unit dwelling unit or middle housing dwelling unit that meets the exemption standards as defined in Section 3.60.050, the minimum parking requirement for that unit may be reduced by 25%.~~

19.605.4 Shared Parking

~~Some or all of a use's required parking spaces may be accommodated off-premises on the parking area of a different site through shared parking, pursuant to the standards of Subsection 19.605.4. The standards of Subsection 19.605.4 do not apply to voluntary shared parking agreements that are not created in order to conform to the quantity requirements of Section 19.605.~~

A. Review

~~The Planning Director shall determine, in accordance with Section 19.1004 Type I Review, whether the shared parking standards are met. The Planning Director may require a nonconforming parking area be brought into conformance, or closer to conformance as per Subsection 19.602.5, before it may be used for shared parking.~~

B. Standards

- ~~1. The applicant must demonstrate that the shared parking area has a sufficient quantity of spaces for the uses that will share the parking area. The Planning Director may require the applicant to provide data substantiating the claim that the proposed parking is sufficient for multiple uses during peak hours of demand for each use.~~

- ~~2. The nearest parking spaces shall be no further than 1,000 ft from the principal structure(s) or use(s). The measurement shall be along a route that is adequately illuminated; has vertical or horizontal separation from travel lanes within the right-of-way; uses legal crosswalks for right-of-way crossing; and has an asphalt, concrete, or similar surface material. The applicant may propose to construct new facilities or modify existing facilities to comply with Subsection 19.605.4.B.2.~~
- ~~3. Legal documentation between the property owners that guarantees access to the shared parking shall be recorded with the County. The documentation shall be reviewed and approved by the Planning Director prior to being recorded. The agreement shall run with the land and not be tied to property ownership. The agreement shall not be terminated without City approval. The request for terminating the agreement must demonstrate that the properties in the agreement and their uses will comply with the quantity requirements of Section 19.605 after dissolution of the agreement. A copy of the recorded documentation shall be provided to the City prior to obtaining a building permit. (Ord. 2218 § 2 (Exh. B), 2022; Ord. 2186 § 2, 2019; Ord. 2161 § 2, 2018; Ord. 2112 § 2 (Exh. B), 2015; Ord. 2106 § 2 (Exh. F), 2015; Ord. 2051 § 2, 2012; Ord. 2025 § 2, 2011)~~

19.605.54 Electric Vehicle (EV) Charging Requirements

Required EV charging spaces. All new buildings that are commercial, industrial, multi-unit with 5 or more dwelling units, or mixed-use with 5 or more dwelling units and that provide new off-street parking must include sufficient space for electrical service capacity to support at least a Level 2 EV charger at required EV charging spaces as outlined below. For terms not defined elsewhere in Title 19, see applicable sections of the state building code and/or OAR 918-460-0200.

A. Commercial and Industrial Buildings.

For new commercial and industrial buildings where new off-street parking spaces are constructed, choose one of the following:

1. At least 50% of the total number of newly constructed parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 EV charger; or
2. At least 20% of the total number of newly constructed parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 EV charger. At least 5% of newly constructed parking spaces must include an installed Level 2 or Level 3 EV charger. Parking spaces with installed chargers count toward the 20% minimum requirement.

B. Multi-Unit and Mixed-Use Residential Buildings.

For new multi-unit and mixed-use buildings with 5 or more dwelling units, where new off-street parking spaces are constructed, choose one of the following:

1. All (100%) of the newly constructed parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 EV charger; or
2. At least 40% of the total number of newly constructed parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 EV charger. At least 10% of newly constructed parking spaces must include an installed Level 2 or Level 3 EV charger. Parking spaces with installed chargers count toward the 40% minimum requirement.

C. Structured Parking Facilities.

For new structured parking facilities, where new off-street parking spaces are constructed, choose one of the following:

1. At least 50% of the total number of newly constructed parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 EV charger; or
2. At least 20% of the total number of newly constructed parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 EV charger. At least 5% of newly constructed parking spaces must include an installed Level 2 or Level 3 EV charger. Parking spaces with installed chargers count toward the 20% minimum requirement.

(Ord. 2236 § 2, 2023; Ord. 2224 § 2, 2022; Ord. 2221 § 2 (Exh. B), 2022; Ord. 2218 § 2 (Exh. B), 2022; Ord. 2186 § 2, 2019; Ord. 2161 § 2, 2018; Ord. 2112 § 2 (Exh. B), 2015; Ord. 2106 § 2 (Exh. F), 2015; Ord. 2051 § 2, 2012; Ord. 2025 § 2, 2011)

19.606 PARKING AREA DESIGN AND LANDSCAPING

The purpose of Section 19.606 is to ensure that off-street parking areas are safe, environmentally sound, aesthetically pleasing, and that they have efficient circulation. The requirements in Subsection 19.606.4 apply to all types of development where a new half-acre parking lot or larger is provided. All other ~~These standards apply to all types of development where parking is provided, except for middle housing, single detached dwellings, and adult foster/care homes. residential homes.~~

19.606.1 Parking Space and Aisle Dimensions

- A. The dimensions for ~~required~~ off-street parking spaces and abutting drive aisles, where provided ~~required~~, shall be no less than in Table 19.606.1. The minimum dimensions listed in Table 19.606.1 are illustrated in Figure 19.606.1.

Table 19.606.1 Minimum Parking Space And Aisle Dimensions					
Angle (A)	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Depth (E)
0° (Parallel)	8.5'	22'	12'	19'	8.5'
30°	9'	17'	12'	19'	16.5'
45°	9'	12'	13'	19'	18.5'
60°	9'	10'	17'	19'	19'
90°	9'	9'	22'	22'	18'

19.606.2 Landscaping

- C. Perimeter Landscaping

The perimeter landscaping of parking areas shall meet the following standards which are illustrated in Figure 19.606.2.C.

1. Dimensions

The minimum width of perimeter landscape areas are shown in Table 19.606.2.C.1. Where a curb provides the border for a perimeter landscape area, the dimension shall be measured from the inside of the curb(s). The Planning ~~Director~~ Manager may reduce the required minimum width of a perimeter landscaping area where existing development or site constraints make it infeasible to provide drive aisles, parking spaces, and the perimeter landscaping buffer width listed in Table 19.606.2.C.1.

19.606.3 Additional Design Standards

A. Paving and Striping

Paving and striping are required for all ~~required~~ maneuvering and standing areas. Off-street parking areas shall have a durable and dust-free hard surface, shall be maintained for all-weather use, and shall be striped to show delineation of parking spaces and directional markings for driveways and accessways. Permeable paving surfaces may be used to reduce surface water runoff and protect water quality.

D. Pedestrian Access and Circulation

Subsection 19.504.97 establishes standards that are applicable to an entire property for on-site walkways and circulation. The purpose of Subsection 19.606.3.D is to provide safe and convenient pedestrian access routes specifically through off-street parking areas.

Walkways required by Subsection 19.606.3.D are considered part of the on-site walkway and circulation system required by Subsection 19.504.97.

1. Pedestrian access shall be provided for off-street parking areas so that no parking space is further than 100 ft away, measured along vehicle drive aisles, from a building entrance, or a walkway that meets the standards of Subsection 19.606.3.D.2.
2. Walkways through off-street parking areas must be continuous, must lead to a building entrance, and meet the design standards of Subsection 19.504.97.E.

E. Internal Circulation

1. General Circulation

The Planning ~~Director~~ Manager has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modifying drive aisle dimensions.

2. Connections to Adjacent Parking Areas

Where feasible, parking areas shall be designed to connect with parking areas on adjacent sites to eliminate the use of the street for cross movements.

3. Drive-Through Uses and Queuing Areas

The following standards apply to uses with drive-through services and uses such as gas stations and quick vehicle service facilities where vehicles queue rather than park on the site. The Planning ~~Director~~ Manager has the authority to determine when the standards apply to a proposed use.

F. Lighting

Lighting is required for parking areas with more than 10 spaces. The Planning ~~Director~~ Manager may require lighting for parking areas of less than 10 spaces if the parking area would not be safe due to the lack of lighting. Lighting shall be designed to enhance safe access for vehicles and pedestrians on the site, and shall meet the following standards:

19.606.4 Surface Parking Areas Over One-Half Acre

A. Purpose and Applicability

To comply with OAR 660-012-0405 and to mitigate the negative impacts of large surface parking lots such as increased ambient temperatures, increased stormwater run-off, and diminished pedestrian connectivity, all newly proposed surface parking areas that are greater than one-half acre in size must comply with the standards in Subsection 19.606.4.

For existing parking lots 1/2-acre or greater in size, Subsection 19.606.4 is applicable when 50% or more of the existing asphalt or pavement is excavated. Required improvements for parking lots subject to the provisions of Subsection 19.606.4 are not limited by Subsection 19.602.5.

B. Measurement

Calculating the one-half acre threshold (21,780 sq ft) is based on the cumulative area measured around the perimeter of all new off-street parking spaces, vehicle maneuvering lanes, vehicle maneuvering areas, interior walkways, and interior landscaping areas. The calculation must include all new off-street parking areas, even when parking areas are scattered throughout a property or span multiple lots but serve a common use or uses.

C. General Requirements

Parking areas that are over one-half-acre in size must comply with all the standards below.

1. Development standards. These standards apply in addition to those in Subsections 19.606.3.D, 19.504.7, and Section 19.505. Where there is a conflict with those standards, the standards in Subsection 19.606.4 take precedence.

a. Walkway crossings at intersections with drive aisles and driveways must be provided. Crossing facilities must be demarcated by either a raised surface or by utilizing a separate surface material. Demarcation with the use of paint alone is not permitted.

b. Development must provide trees along driveways or a minimum of 30% tree canopy coverage over new parking areas. Developments providing 40% tree canopy under Subsection 19.606.4.C.2.b comply with this standard. Tree plantings must be consistent with the planting requirements in 19.606.4.D.

2. Climate Mitigation Actions. Developments not required to comply with OAR 330-135-0010 must provide one of the following:

a. Installation of solar panels with a generation capacity of at least 0.5 kilowatts per parking space on the property. Panels may be located anywhere on the property so long as their placement complies with other development standards in the Milwaukie Municipal Code.

b. Tree canopy covering at least 40 percent of the parking lot at maturity but no more than 15 years after planting, as measured per Subsection 19.606.4.D.

D. Tree Canopy Coverage Standards

The following standards apply when providing tree canopy coverage under Subsection 19.606.4.C.2.c.

1. Calculating Parking Lot Area to be Covered by Tree Canopy

When calculating the area required to be covered by a tree canopy for the purposes of this Subsection, the following rules must be followed:

- a. All surface areas on which a vehicle is designed to maneuver, such as drives, drive-through lanes, drive aisles, and parking stalls, must be included.
- b. Areas not used for passenger vehicles, such as loading areas, interior landscaped areas, interior walkways not designed to be used by a passenger vehicle, and areas that are permanently used for outdoor storage, can be excluded when calculating this area.

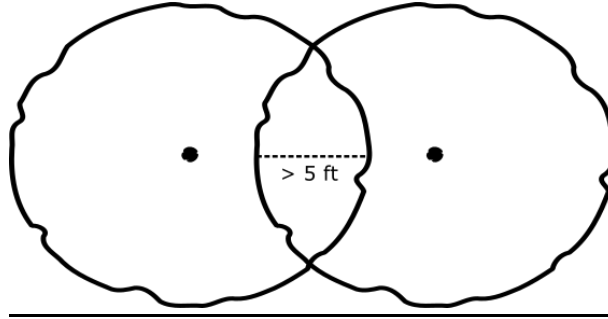
2. Calculating Tree Canopy Coverage

When calculating tree canopy coverage to comply with this Subsection, the following rules must be followed:

- a. The expected diameter of the tree crown at 15 years must be used to calculate tree canopy coverage, regardless of if the tree is mature at that time.
- b. The area under the expected canopy at 15 years that is either paved surface, including parking stalls and maneuvering areas, loading areas, walkways that are interior to the parking area, and interior and perimeter parking area landscaping will count towards meeting the required canopy coverage standard.
- c. The existing canopy of trees preserved on-site and providing coverage of the subject parking area can be counted towards the canopy coverage standard. The current diameter of a preserved tree's crown must be used to calculate tree canopy coverage. Or, if the tree was newly planted, the expected diameter of the tree crown area at 15 years can be used. Preserved trees used to meet this standard must be at least 2 in diameter at breast height if deciduous and at least 5 ft tall if coniferous.
- d. Trees located off-site, including those in the public right-of-way, do not count towards the canopy coverage standard.
- e. Newly planted trees that are isolated in disconnected individual planters are permitted but do not count towards the canopy coverage standard. The canopy of preserved trees that are isolated and at least 12 in diameter at breast height can count toward the canopy coverage standard.
- f. Canopy that covers structures does not count towards the canopy coverage standard unless covering a roofed but unenclosed structure that is used for protecting an automobile, bicycle, garbage/recycling area, or similar area from the elements.
- g. Canopy area of significant overlap does not count towards the canopy coverage standard. Significant overlap is defined as any overlap greater than 5 ft. The overlap measurement is the length of a line segment within the overlap area of a line between tree canopy trucks/centers. See Figure 19.606.4 for an example of this measurement.

Figure 19.606.4

Significant Canopy Overlap Measurement



3. Tree Plan Submittal Requirements

The following must be submitted to demonstrate compliance with this standard at the time development permits are submitted or with any land-use application subject to this Subsection and Subsection 19.906.

- a. A tree plan must be submitted to the Urban Forester or designee per the submittal requirements in Subsection 16.32.042.H
- b. The tree plan shall be prepared by an ISA-certified arborist in coordination with local utility providers. The final tree plan must be reviewed and approved by the Urban Forester.

4. General Tree Planting and Maintenance Requirements

In providing trees under Subsection 19.606.4, plantings shall comply with the following standards.

- a. Trees must be planted in continuous trenches in perimeter and interior landscaping areas and spaced to maintain a continuous canopy 15 years after planting. Canopy spacing will be measured based on the expected diameter of the tree crown 15 years after planting. Sections of the canopy are considered continuous when there is no space greater than 3 ft between two or more projected crown areas. Gaps in the canopy are permitted to accommodate other features of the parking area, such as drive aisles.
- b. Applicants must submit a soil volume and protection plan for approval by the Urban Forester or designee as outlined in Subsection 16.32.042.G Soil Volume Standards.
- c. Applicants must submit a tree protection plan for approval by the Urban Forester or designee as outlined in Subsection 16.32.042.F Tree Protection Standards.
- d. Trees must be maintained to ensure their survival and long-term health. Inspection of tree health will occur at the time of site development and, to ensure tree survival, three to five years after planting.

19.607 OFF-STREET PARKING STANDARDS FOR RESIDENTIAL AREAS

19.607.1 Residential Driveways and Vehicle Parking Areas

Subsection 19.607.1 is intended to preserve residential neighborhood character by establishing off-street parking standards. The provisions of Subsection 19.607.1 apply to passenger vehicles and off-street parking areas for single detached dwellings, duplexes, triplexes, quadplexes,

townhouses, cottage clusters, and residential homes in all zones, unless specifically stated otherwise.

A. Dimensions

Off-street parking space dimensions for required parking spaces are 9 ft wide x 18 ft deep.

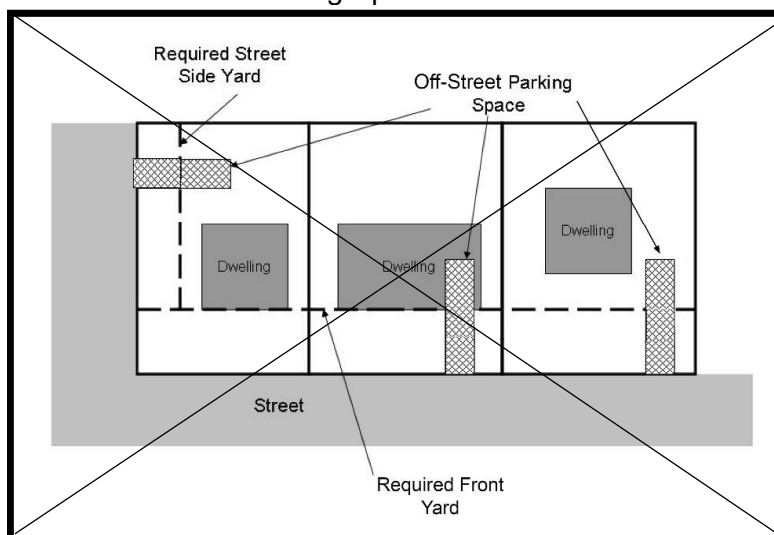
B. Location

~~1. Off-street vehicle parking shall be located on the same lot as the associated dwelling, unless shared parking is approved per Subsection 19.605.4. Tandem (end-to-end) parking is allowed for individual units.~~

12. No portion of an off-street parking space ~~the required parking space~~ is allowed within the following areas. See ~~Figure 19.607.1.B.2~~. These standards do not apply to off-street parking for cottage clusters, which are subject to the standards in Subsection 19.505.4.

- a. Within an adjacent public street right-of-way or access easement.
- b. Over a public sidewalk.

Figure 19.607.1.B.2
Parking Space Location



C. Parking Surface Materials

Parking of vehicles shall only be allowed on surfaces described in Subsection 19.607.1.C.

1. The following areas are required to have a durable and dust-free hard surface, and shall be maintained for all-weather use. The use of pervious concrete, pervious paving, driveway strips, or an in-ground grid or lattice surface is encouraged to reduce stormwater runoff.

~~a. Required parking space(s).~~

a. ~~b.~~ All vehicle parking spaces and maneuvering areas located within a required front ~~or, street-side, or~~ side yard. Areas for boat or RV parking outside of required front or street-side yards are exempt from this requirement and may be graveled.

b.e. All off-street parking and maneuvering areas for an adult foster/care home. ~~residential home.~~

2. Maneuvering areas and ~~unrequired~~ parking areas that are outside of a required front or side yard are allowed to have a gravel surface.

D. Parking Area Limitations

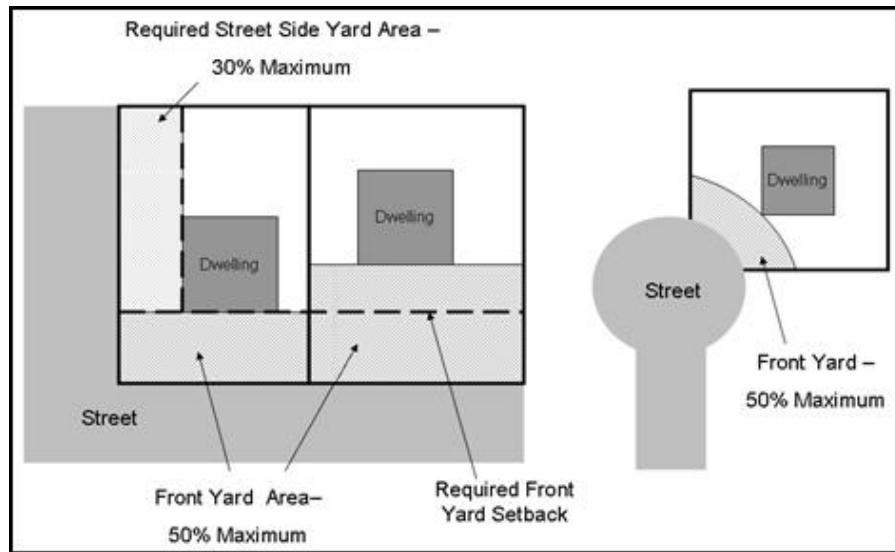
Uncovered parking spaces and maneuvering areas for vehicles, and for recreational vehicles and pleasure craft as described in Subsection 19.607.2.B, have the following area limitations. See Figure 19.607.1.D. The pole portion of a flag lot is not included in these area limitations.

These standards do not apply to off-street parking for cottage clusters, which are subject to the standards in Subsection 19.505.4; nor to townhouses, which are subject to the standards in Subsection 19.505.5.

1. Uncovered parking spaces and maneuvering areas cannot exceed 50% of the front yard area.
2. Uncovered parking spaces and maneuvering areas cannot exceed 30% of the required street side yard area.
3. No more than 3 residential parking spaces are allowed within the required front yard. A residential parking space in the required front yard is any 9- x 18-ft rectangle that is entirely within the required front yard that does not overlap with another 9- x 18-ft rectangle within the required front yard. Quadplexes are permitted a fourth parking space within the required front yard.

Figure 19.607.1.D

Front and Street Side Yard Parking Area Limits



19.607.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking

Subsection 19.607.2 is intended to preserve residential neighborhood character by minimizing the impacts created by the parking and storing of commercial vehicles, pleasure crafts, and recreational vehicles. The standards of Subsection 19.607.2 apply to off-street parking areas for cottage clusters, rowhouses, duplexes, triplexes, quadplexes, single-family ~~single-family~~ single detached dwellings, and adult foster/care homes ~~residential homes~~ in all zones.

- A. Commercial vehicles shall not be permitted to be parked or stored in the front yard or required street side yard on cottage cluster, rowhouse, duplex, ~~single-family~~ single detached dwelling, or residential home properties. Commercial vehicles may be present anywhere on these properties for up to 12 hours in 1 day if the vehicle is engaged in loading or unloading materials for a residence(s).
- B. Recreational vehicles and pleasure crafts on middle housing, ~~cottage cluster, rowhouse, duplex, single-family~~ single detached, or adult foster/care home residential home properties must comply with the following regulations:
 - 1. On residential lots less than 1 acre, only 1 recreational vehicle or private pleasure craft that is not located in an enclosed structure such as a garage shall be allowed. Canoes and other crafts less than 12 ft long shall be exempt from this requirement. On lots larger than 1 acre, 1 additional recreational vehicle or private pleasure craft that is not located in an enclosed structure is allowed for each 1/2 acre of area over 1 acre.
 - 2. No vehicle or pleasure craft shall be lived in, have housekeeping maintained, or have hook-up to utilities while parked or stored on, or otherwise attached or moored to, a lot used for middle housing, ~~a cottage cluster, rowhouse, duplex, single-family~~ single detached dwelling, or adult foster/care home residential home.

19.608 LOADING

19.608.2. Number of Loading Spaces

The Planning ~~Director~~ Manager shall determine whether to require off-street loading for commercial, industrial, public, and semipublic uses. The ratios listed below should be the minimum required unless the Planning Director finds that a different number of loading spaces are needed upon reviewing the loading needs of a proposed use.

A. Residential Buildings

Buildings where all of the floor area is in residential use should meet the following standards:

- 1. Fewer than 50 dwelling units on a site that abuts a local street: no loading spaces required.
- 2. All other buildings: 1 loading space.

B. Nonresidential and Mixed-Use Buildings

Buildings where any floor area is in nonresidential uses should meet the following standards:

- 1. Less than 20,000 sq ft of total floor area: no loading spaces required.
- 2. 20,000 to 50,000 sq ft of total floor area: 1 loading space.
- 3. More than 50,000 sq ft of total floor area: 2 loading spaces.

19.609 BICYCLE PARKING

19.609.1 Applicability

~~Bicycle parking shall be provided for all new commercial, industrial, community service use, middle housing, and multi-unit residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands) and storage units are exempt from Section 19.609. Bicycle parking shall be provided in the Downtown Mixed Use Zone and at transit centers.~~

Bicycle parking must be provided for all new commercial, industrial, community service use, cottage-cluster, mixed-use, and multi-unit residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands), single-detached dwellings, plex developments, single-room occupancy housing, townhouses, and adult foster/care homes are exempt from Section 19.609.

This section includes requirements for both short and long-term bicycle parking. Short-term parking facilities include bicycle parking that is convenient, easily accessible, visible to site visitors and occupants, and generally intended for bicycles parked for two hours or less in one location. Long-term bicycle parking facilities are generally only accessible to the users of the parking, are in a secure location, provide protection from the elements, and are intended for bicycles parked for longer than two hours.

19.609.2 Quantity of Spaces

- ~~A. The quantity of required bicycle parking spaces shall be as described in this subsection. In no case shall less than 2 spaces be provided.~~
- ~~1. Unless otherwise specified, the number of bicycle parking spaces shall be at least 10% of the minimum required vehicle parking for the use.~~
 - ~~2. The number of bicycle parking spaces at transit centers shall be provided at the ratio of at least 1 space per 100 daily boardings.~~
 - ~~3. Multi-unit residential and middle housing development with 4 or more units must provide one space per unit. Parking for cottage cluster developments is specified in Table 19.505.4.C.1.~~
- ~~B. Covered or enclosed bicycle parking. A minimum of 50% of the bicycle spaces shall be covered and/or enclosed (in lockers or a secure room) in any of the following situations:~~
- ~~1. When 10% or more of vehicle parking is covered.~~
 - ~~2. If more than 10 bicycle parking spaces are required.~~
 - ~~3. Multifamily residential development with 4 or more units.~~
- A. Development must provide the number of bicycle parking spaces as listed in Table 19.609.2. In no case shall less than 2 short-term and 2 long-term spaces be provided, unless specifically stated otherwise. Modifications to the standards in Table 19.609.2 may be made as per Section 19.609.3.
- B. When a specific use has not been proposed or identified at the time of permit review, the Planning Manager may elect to assign a use category from Table 19.609.2 to determine the bicycle parking required. Future tenants or property owners are responsible for compliance with Chapter 19.600 per the applicability provisions of Section 19.602.
- C. If a proposed use is not listed in Table 19.609.2, the Planning Manager has the discretion to apply the quantity requirements of a similar use listed in the table upon finding that the listed use and unlisted use have similar parking demands.
- D. Where the calculation of minimum bicycle parking spaces does not result in a whole number, the result shall be rounded up to the next whole number.

Table 19.609.2: Minimum Required Bicycle Spaces		
Use	Long-term Spaces	Short-term Spaces
A. Residential Uses		
<u>Multi-Unit Residential Development (5 or more units on site)</u>	<u>1.0 per unit</u>	<u>2 or one per 20 units</u>
<u>Cottage Cluster Development</u>	<u>1.5 per unit</u>	<u>0.5 per unit</u>
B. Commercial Uses		
<u>Retail Sales and Services</u>	<u>0.20 per 1000 sq ft of floor area</u>	<u>0.23 per 1000 sq ft of floor area</u>
<u>Retail Restaurants and Bars</u>	<u>0.27 per 1000 sq ft of floor area</u>	<u>0.63 per 1000 sq ft of floor area</u>
<u>Temporary Lodging</u>	<u>0.10 per 1000 sq ft of floor area</u>	<u>0.01 per 1000 sq ft of floor area</u>
<u>Office</u>	<u>0.43 per 1000 sq ft of floor area</u>	<u>0.03 per 1000 sq ft of floor area</u>
<u>Major Event Entertainment</u>	<u>0.07 per 1000 sq ft of floor area</u>	<u>0.20 per 1000 sq ft of floor area</u>
<u>Medical Office (non-hospital)</u>	<u>0.28 per 1000 sq ft of floor area</u>	<u>0.29 per 1000 sq ft of floor area</u>
C. Industrial Uses		
<u>Manufacturing and Production</u>	<u>0.16 per 1000 sq ft of floor area</u>	<u>0.01 per 1,000 sq ft of floor area</u>
<u>Warehouse and Freight Movement</u>	<u>0.08 per 1000 sq ft of floor area</u>	<u>0.003 per 1000 sq ft of floor area</u>
<u>Self-storage or Mini Warehouse</u>	<u>0.005 per 1000 sq ft of floor area</u>	<u>0.018 per 1000 sq ft of floor area</u>
D. Institutional Uses		
<u>Religious Institution</u>	<u>0.07 per 1000 sq ft of floor area</u>	<u>0.44 per 1,000 sq ft of floor area</u>
<u>Daycare</u>	<u>0.26 per 1000 sq ft of floor area</u>	<u>0.03 per 1,000 sq ft of floor area</u>
<u>Elementary or Middle School</u>	<u>2 per classroom</u>	<u>1 per 100,000 sq ft of floor area</u>
<u>High School</u>	<u>4 per classroom</u>	<u>1 per 100,000 sq ft of floor area</u>
<u>College (excluding dormitories)</u>	<u>0.07 per 1000 sq ft of floor area</u>	<u>0.06 per 1000 sq ft of floor area</u>
<u>Library, Museum, Community Center, Performance Theater</u>	<u>0.25 per 1000 sq ft of floor area</u>	<u>0.10 per 1,000 sq ft of floor area</u>
<u>Medical Center or Hospital</u>	<u>0.27 per 1000 sq ft of floor area</u>	<u>0.01 per 1000 sq ft of floor area</u>
<u>Parks and Open Area</u>	<u>None</u>	<u>Neighborhood Parks: 4 per park</u> <u>Community Parks or Natural Areas: 8 per park/area</u>
<u>Transit Center</u>	<u>None</u>	<u>1 space per 100 daily boardings</u>

19.609.3 ~~Space Standards and Racks~~ Bicycle Parking Quantity Modification and Required Parking Determinations

A. ~~The dimension of each bicycle parking space shall be a minimum of 2 x 6 ft. A 5-ft wide access aisle must be provided. If spaces are covered, 7 ft of overhead clearance must be provided. Bicycle racks must be securely anchored and designed to allow the frame and 1 wheel to be locked to a rack using a high security, U-shaped, shackle lock.~~

B. ~~Lighting shall conform to the standards of Subsection 19.606.3.F.~~

Subsection 19.609.3 allows for the modification of minimum bicycle parking quantities from Table 19.609.2 as well as the determination of minimum bicycle parking requirements when a proposed use is not listed in Table 19.609.2.

A. Applicability

The procedures of Subsection 19.609.3 will apply in the following situations:

1. If the proposed use is not listed in Table 19.609.2 and the quantity requirements for a similar use, as determined by the Planning Manager, cannot be applied.
2. If the applicant seeks a modification from the minimum required quantities as calculated per Table 19.609.2.

B. Application

Determination or modification of bicycle parking ratios in situations listed above shall be reviewed as a Type I land use decision, per Section 19.1004 Type I Review. The application for a determination or modification must include the following:

1. Describe the proposed uses of the site, including information about the size and types of the uses on-site, and information about site users (employees, customers, residents, etc.).
2. Identify factors specific to the proposed use and/or site, such as the proximity of bicycle infrastructure, availability of shared bicycle parking, and/or special characteristics of the customer, client, employee, or resident population that affect bicycle parking demand.
3. Provide data and analysis specified in Subsection 19.609.3.B.3 to support the determination or modification request. The Planning Manager may waive requirements of Subsection 19.609.2.B.3 if the information is not readily available or relevant.
 - a. Analyze bicycle parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from cycling organizations, transportation planning associations, or other relevant sources.
 - b. Present bicycle parking quantity and utilization data from existing developments that are similar to the proposed development. The information about the existing development and its bicycle parking demand must include enough detail to evaluate similarities and differences between the existing development and the proposed development.
 - c. Identify factors specific to the site, such as the availability of secure bicycle parking facilities or the integration of bicycle infrastructure in the vicinity.
4. Propose a minimum bicycle parking ratio. For phased projects or projects where the tenant mix is unknown or subject to change, the applicant may propose a range (low and high number of bicycle parking spaces) for each development phase and a minimum number of bicycle parking spaces to be provided at the completion of the project.
5. Address the approval criteria in Subsection 19.609.3.C.

C. Approval Criteria

The Planning Manager will consider the following criteria in deciding whether to approve the determination or modification. The Planning Manager, based on the applicant's materials and other data the Planning Manager deems relevant, will set the minimum bicycle parking requirement. Conditions of approval may be placed on the decision to ensure compliance with the bicycle parking determination.

1. All modifications and determinations must demonstrate that the proposed bicycle parking quantities are reasonable based on existing bicycle parking demand for similar uses in other locations, bicycle parking requirements for the use in other Portland metropolitan area jurisdictions, and professional literature about the bicycle parking demands of the proposed use.
2. The requested reduction is the smallest reduction needed based on the specific circumstances of the use and/or site or is otherwise consistent with City or Comprehensive Plan policy.
3. In addition to the criteria in Subsection 19.609.2.C.1 and Subsection 19.609.2.C.2, requests for modifications to decrease the amount of minimum required bicycle parking must meet one or more of the following criteria:
 - a. Alternative and Climate-Friendly Transportation Amenities: The development includes other amenities that promote alternative transportation methods, such as secure bicycle sharing programs, on-site electric vehicle charging stations, or carpooling initiatives.
 - b. Specific Demographic Considerations: The targeted demographic for the development has inherent characteristics that make them unlikely to cycle or start cycling. For example, if the development is primarily frequented by or developed for older residents or individuals with disabilities, who may have limited mobility options, the need for extensive bicycle parking could be reduced.
 - c. Comprehensive Bicycle Infrastructure Plan: The applicant can propose a comprehensive bicycle infrastructure plan that outlines future measures to enhance bicycle accessibility and promote cycling within the development or the surrounding area. This plan could include commitments to improve signage, create bike-sharing programs, or establish connections to existing cycling networks. By demonstrating a long-term commitment to bicycle infrastructure, the applicant may be granted a reduction in current parking requirements.
 - d. Availability of Future Expansion Space: If the applicant can demonstrate that there is available space within the development that can be easily converted to additional bicycle parking in the future, they could be allowed a reduction in the current requirement.
 - e. Proximity to Existing Bicycle Infrastructure: The development is located in close proximity to well-established bicycle parking, such as ample existing short-term bicycle parking, or previously established shared long-term parking in a multi-tenant space/development. This assumes that users of the new facility can easily access existing parking and may not need additional on-site parking.

19.609.4 Location-Bicycle Parking Development Standards

A.—Bicycle parking facilities shall meet the following requirements:

1. ~~Located within 50 ft of the main building entrance.~~
2. ~~Closer to the entrance than the nearest non-ADA designated vehicle parking space.~~
3. ~~Designed to provide direct access to a public right-of-way.~~
4. ~~Dispersed for multiple entrances.~~
5. ~~In a location that is visible to building occupants or from the main parking lot.~~
6. ~~Designed not to impede pedestrians along sidewalks or public rights-of-way.~~
7. ~~Separated from vehicle parking areas by curbing or other similar physical barriers.~~

A. General Development Standards for Bicycle Parking

Long-term and short-term bicycle parking must be provided in lockers or racks that meet the following standards:

1. The area devoted to bicycle parking must be hard-surfaced.
2. Where bicycle parking is provided in racks, the racks must meet the following standards:
 - a. The rack must be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock when both wheels are left on the bicycle.
 - b. If the rack is a horizontal rack, it must support the bicycle at two points, including the frame.
 - c. The rack must be securely anchored with tamper-resistant hardware.
3. Bicycle parking spaces, aisles, and clearances must meet the minimum dimensional standards contained in Table 19.609.4. See examples of bicycle parking spacing options in Figures 19.609.4.A.3.a-g.

<u>Table 19.609.4.A.3</u>					
<u>Minimum Bicycle Parking Space Dimensions</u>					
	<u>Length</u>	<u>Width</u>	<u>Height</u>	<u>Maneuvering Area Width</u>	<u>Clearance to rack from walls</u>
<u>Standard Spacing</u>	<u>6 ft</u>	<u>2 ft</u>	<u>3 ft 4 in</u>	<u>5 ft</u>	<u>2 ft 6 in</u>
<u>Horizontal Side by Side</u>	<u>6 ft</u>	<u>1 ft 6 in</u>	<u>3 ft 4 in</u>	<u>5 ft</u>	<u>2 ft 6 in</u>
<u>Horizontal Wall Attached</u>	<u>6 ft</u>	<u>2 ft</u>	<u>3 ft 4 in</u>	<u>5 ft</u>	<u>1 ft</u>
<u>Horizontal Diagonal (45-60 degrees)</u>	<u>6 ft</u>	<u>1 ft 6 in</u>	<u>3 ft 4 in</u>	<u>5 ft</u>	<u>3 ft</u>
<u>Vertical Spaces [1]</u>	<u>3 ft 4 in</u>	<u>1 ft 5 in</u>	<u>6 ft</u>	<u>5 ft</u>	<u>-</u>
<u>Stacked Spaces [2]</u>	<u>-</u>	<u>1 ft 5 in</u>	<u>-</u>	<u>8 ft</u>	<u>-</u>
<u>Larger Bicycle Space</u>	<u>8 ft</u>	<u>3 ft</u>	<u>3 ft 4 in</u>	<u>5 ft</u>	<u>3 ft</u>

1. The spacing allowed for vertical bicycle parking spaces requires a minimum vertical stagger of 8 inches between each space.
2. The spacing for stacked bicycle parking requires a vertical stagger to be included in the manufacturer's design.

Figure 19.609.4.A.3.a
Standard Bicycle Parking

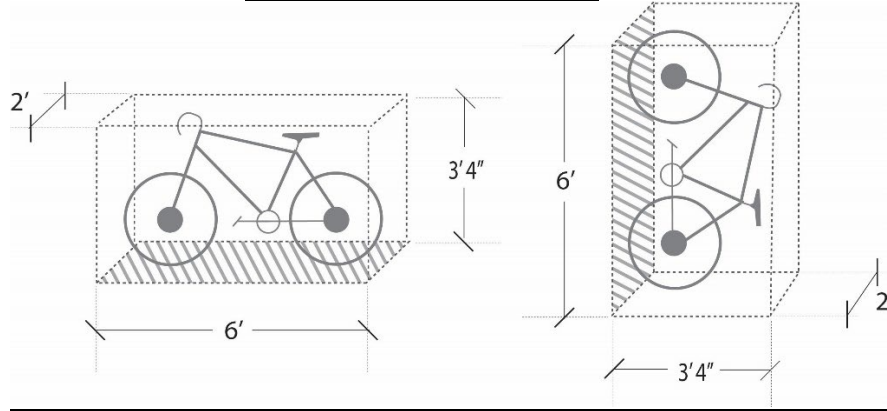


Figure 19.609.4.A.3.b
Horizontal Side-by-Side Bicycle Parking

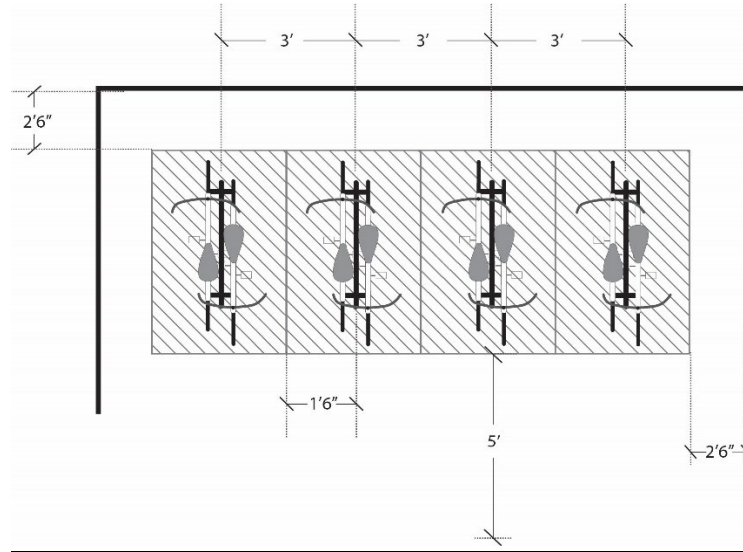


Figure 19.609.4.A.3.c
Horizontal Wall Attached Bicycle Parking

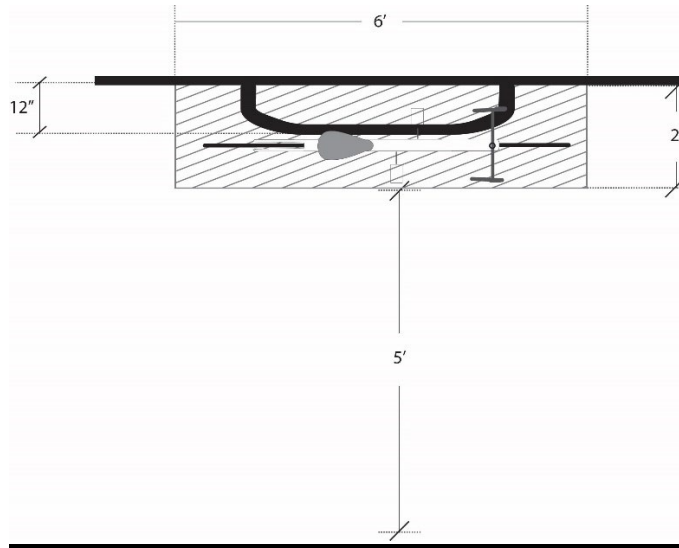


Figure 19.609.4.A.3.d

Horizontal Diagonal (45-60 degree) Bicycle Parking

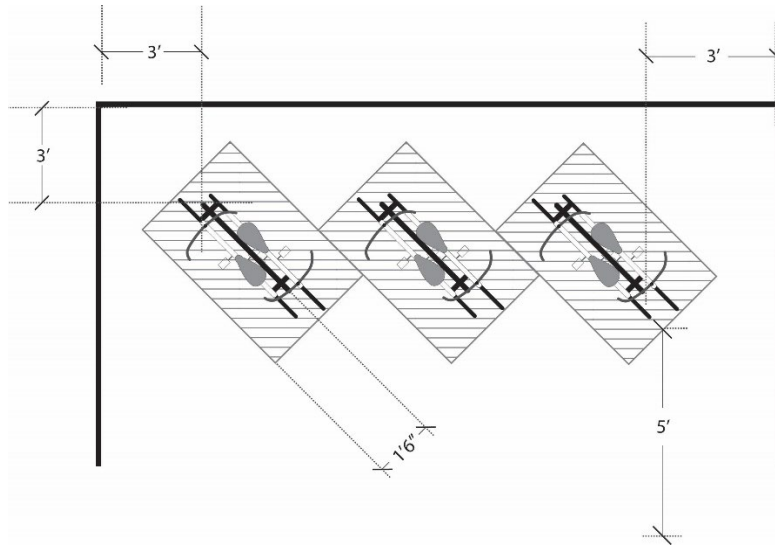


Figure 19.609.4.A.3.e
Vertical Bicycle Parking

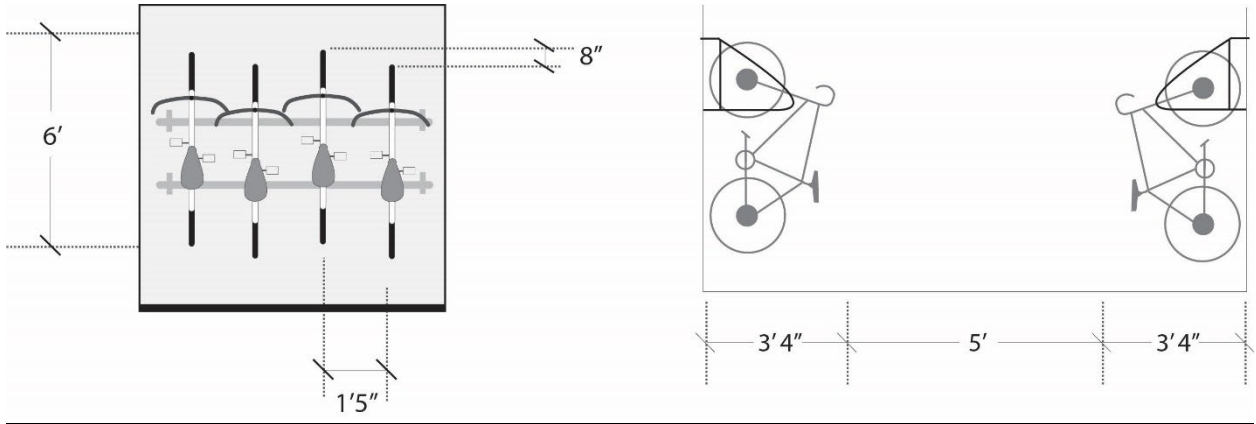


Figure 19.609.4.A.3.f
Stacked Bicycle Parking

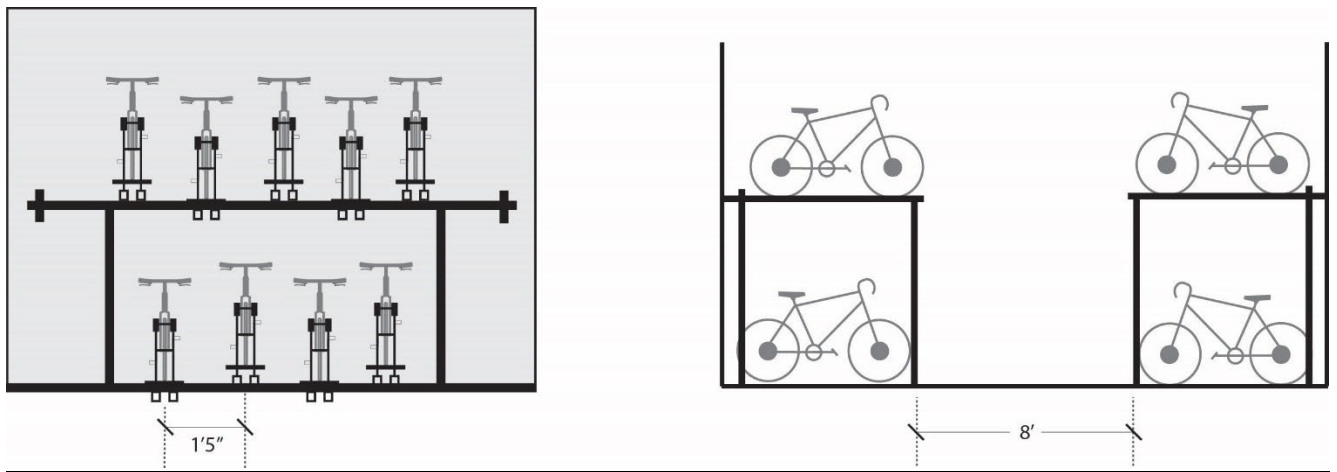
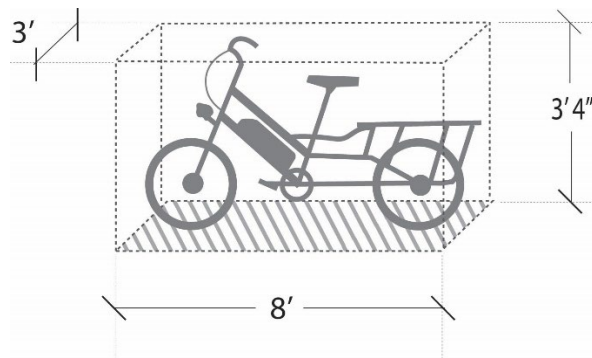


Figure 19.609.4.A.3.g
Large Bicycle Parking Space



4. Bicycle lockers are fully enclosed and secure bicycle parking spaces that meet the following standards:

- a. The locker must be securely anchored to the ground.
 - b. Locker spaces must have a minimum depth of 6 ft and an access door that is at least 2 ft wide. If providing more than one bicycle parking space through a triangle locker layout, a 2 ft wide door must be provided on each side of the locker.
5. The following bicycle parking information must be submitted with applications for a building permit or land-use review:
- a. Location and number of bicycle parking spaces for short- and long-term bicycle parking along with the access route to long-term bicycle parking.
 - b. The model or design of the bicycle parking facilities to be installed.
 - c. Dimensions of all aisles and maneuvering areas.

B. Standards for Long-Term Bicycle Parking

In addition to the general standards established in Subsection 19.609.4.A, long-term bicycle parking must be provided in lockers or racks that meet the following standards:

1. Locational Standards. Long-term bicycle parking must be provided in one or more of the following locations:
 - a. Within a building, including on individual building floors.
 - b. On-site, including in parking areas and structured parking.
 - c. Within a residential dwelling unit. Up to 50% of long-term bicycle parking spaces may be provided within a residential dwelling unit if they meet the following requirements:
 - (1) Parking space must include a rack that meets the dimensional requirements for a standard bicycle rack per Table 19.609.4.
 - (2) For multifamily and mixed-use developments without an elevator, in-unit long-term bicycle parking can only be located on the ground floor.
 - d. Exceptions. Sites containing residential development with 12 or fewer dwelling units may provide up to 100% of required long-term bicycle parking spaces in dwelling units. All other applicable standards in MMC Subsection 19.609.4.B must still be met, including the prohibition of in-unit bicycle parking on upper floors unless the building has an elevator.
 - e. For schools, all long-term bicycle parking must be placed within the building on the ground floor, within 100 ft of a main entrance, or some combination of the two.
 - f. For sites with multiple primary uses, long-term bicycle parking must be provided in an area that can be accessed from each use. If bicycle parking is provided in a common area on the site, the area must be accessible to all tenants.
 - g. All long-term bicycle parking must be covered. Where covered bicycle parking is not within a building or locker, the cover must be permanent, impervious to precipitation, and project a minimum of 2 ft beyond the bicycle parking spaces on the portion of the structure that is not enclosed by a wall.
2. Security Standards. Long-term bicycle parking must meet the following security standards:
 - a. Long-term bicycle parking for residential uses must be provided within one of the following:

(1) A restricted access, lockable room or enclosure, designated primarily for bicycle parking.

(2) A bicycle locker.

(3) A residential dwelling unit, subject to the limitations in MMC Subsection 19.906.4.B.1.c.

b. Long-term bicycle parking for all other uses must be located in one of the following locations.

(1) A restricted access, lockable room or enclosure.

(2) A bicycle locker.

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

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

b. Parking for larger bicycles. At least 5% of spaces must accommodate a larger bicycle space, placed in a horizontal rack. These spaces may be included to meet the minimum percentage requirements for Subparagraph B.3.a. See Figure 19.609.4.A.7.

c. Electrical outlet requirement. At least 5% of spaces must be located within 10 ft of an electrical socket. Each electrical socket must be accessible to horizontal bicycle parking spaces.

C. Standards for Short-Term Bicycle Parking

In addition to the general standards established in Subsection 19.609.4.A, short-term bicycle parking must meet the following standards:

1. Short-term bicycle parking must meet the following locational requirements:

a. Be located on-site, outside of a building.

b. Must be at the same grade as the sidewalk or at a location that can be reached by an accessible route.

c. Be located within 50 ft of the main entrance, or for buildings with multiple main entrances, must be dispersed and located within 50 ft of the main entrance on each façade. For sites with multiple primary buildings, short-term parking must be dispersed and located within 50 ft of the main entrance for each primary building.

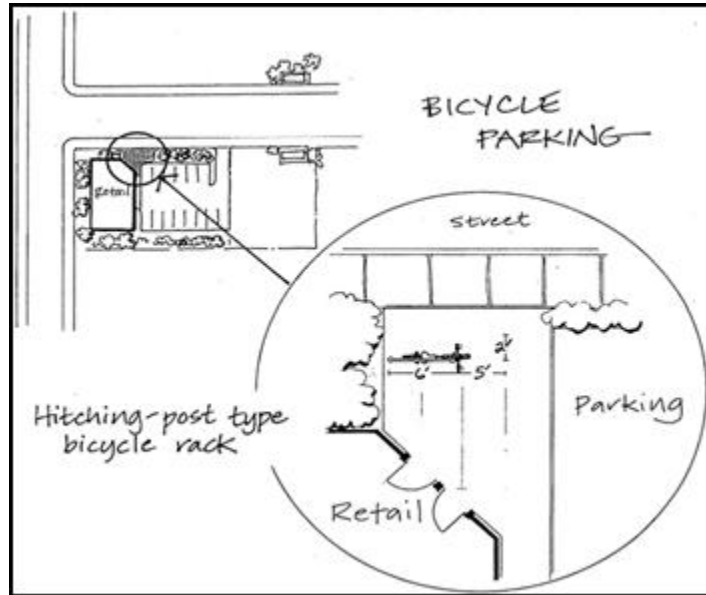
d. Must be visible to building occupants.

e. Must be designed not to impede pedestrians along sidewalks or public rights-of-way.

f. If located adjacent to automobile parking, must be separated from vehicle parking areas by curbing or other similar physical barriers.

B- 2. The public right-of-way may be utilized for bicycle parking when parking cannot be reasonably accommodated on the site and the location is convenient to the building's front entrance. The bicycle parking area in the right-of-way must leave a clear, unobstructed width of sidewalk that meets the Engineering Department's Public Works Standards for sidewalk passage. See Figure 19.609 for illustration of space and locational standards. A right-of-way permit is required.

Figure 19.609.4.C.2
Bicycle Parking in the Public Right-of-Way



19.610 CARPOOL AND VANPOOL PARKING

19.610.2 Number of Spaces

The number of carpool/vanpool parking spaces shall be at least 10% of the minimum amount of required parking spaces provided. The minimum amount of required parking spaces shall take into account the reduction allowed by Subsection 19.605.3.B.4.

19.611 PARKING STRUCTURES

The purpose of Section 19.611 is to regulate the design and location of structured parking, and to provide appropriate incentives for the provision of structured parking. Structured parking is allowed to accommodate parking that is required for a specific use, or as a parking facility that is a use by itself.

19.611.1 Permitted Zones and Review Procedures

- A. Parking structures, including underground parking, are allowed in all zoning districts except the moderate density Moderate Density Residential and Open Space Zones. A parking structure can be permitted through approval of a Community Service Use application in all zones except the Open Space Zone. A parking structure to be used for commercial parking in the Downtown Mixed Use Zone must be permitted through approval of a conditional use application.

19.611.2 Compliance with Other Sections of Chapter 19.600

- A. ~~Spaces in parking structures can be used to satisfy the minimum quantity requirements of Section 19.605.~~ Spaces in parking structures are exempt from counting against maximum parking allowances if the spaces are utilized for types of parking listed in Subsection 19.605.3.A.

COMMENTARY

TITLE 19 ZONING

CHAPTER 19.900 OFF-STREET PARKING AND LOADING

SECTION 19.901 INTRODUCTION

Table 19.901 contains a list of the various land-use applications, code sections related to those applications, and the review type. Shared parking has been removed from the table. As noted above, the shared parking land-use process was required to meet minimum parking requirements and is therefore no longer needed.

SECTION 19.905 CONDITIONAL USES

Subsection 19.905.5 Conditions of Approval

This subsection lists potential conditions of approval that the Planning Commission or Planning Manager may impose as part of a conditional use application. Required off-street parking has been removed from this list.

The title Planning Director has been replaced with Planning Manager.

SECTION 19.910 RESIDENTIAL DWELLINGS

Subsection 19.910.3 Manufactured Dwelling Parks

Minimum parking requirements have been removed from this subsection for manufactured homes. New language was added to indicate that when off-street parking is provided, it must conform to the development standards of 19.600.

CHAPTER 19.900 LAND USE APPLICATIONS

19.901 INTRODUCTION

Uses or development that are regulated by Titles 14, 17, and 19 of the Milwaukie Municipal Code shall submit and obtain approval for all required land use applications prior to establishment or construction. Table 19.901 below contains a complete list of the City's land use applications and the location of the provisions that govern their submittal, review, and approval. It also identifies the review type(s) associated with each application type. The review type determines who is given notice about land use and development proposals, when the City has to make a decision on a land use application, and who makes the final decision. Descriptions of the different review types and the procedures associated with them are located in Chapter 19.1000. Decision makers for each review type are listed in Table 19.1001.5.

**Table 19.901
Land Use Applications**

Application Type	Municipal Code Location	Review Types
Parking:	Chapter 19.600	
Quantity Determination	Subsection 19.605.2	II
Quantity Modification	Subsection 19.605.2	II
Shared Parking	Subsection 19.605.4	I
Structured Parking	Section 19.611	II, III

19.905 CONDITIONAL USES

19.905.5 Conditions of Approval

The Planning Commission, or Planning ~~Manager~~ Director in the case of minor modifications, may impose conditions of approval that are suitable and necessary to assure compatibility of the proposed use with other uses in the area and minimize and mitigate potential adverse impacts caused by the proposed use.

Conditions of approval may include, but are not limited to, the following aspects of the proposed use:

- A. Limiting the hours, days, place, and manner of operation.
- B. Requiring structure and site design features that minimize environmental impacts such as those caused by noise, vibration, air pollution, glare, odor, carbon emissions, and dust.
- C. Requiring additional front, rear, or side yard width.
- D. Limiting building height, size, or location or limiting lot coverage.
- E. Limiting or otherwise designating the size, number, or location of vehicle access points from the street.
- F. Requiring additional landscaping or screening of off-street parking and loading areas.
- G. Limiting or otherwise designating the location, intensity, and shielding of outdoor lighting.
- H. Requiring screening or landscaping for the protection of surrounding properties.
- I. Requiring and designating the size, height, location, and materials for fences.
- J. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, and drainage areas.
- K. Requiring adequate public transportation facilities and public utilities prior to occupancy.
- ~~L. Requiring off-street parking.~~

19.910 RESIDENTIAL DWELLINGS

19.910.3 Manufactured Dwelling Parks

D. Development Requirements

All manufactured dwelling parks shall meet the following minimum requirements:

- 7. ~~When provided, off-street parking and recreational vehicle parking shall be developed provided as per Chapter 19.600. If 24 ft wide streets are constructed, an additional off-~~

~~street parking space per each 2 manufactured dwelling spaces shall be provided as visitor spaces. These parking spaces shall be within 100 ft of the manufactured dwellings they serve.~~

Attachment #2

Pertinent Oregon Administrative Rules, CFEC Code Amendments

660-012-0405

Parking Regulation Improvements

(1) Cities and counties shall adopt land use regulations as provided in this section:

(a) Designated employee parking areas in new developments with more than 50 parking spaces shall provide preferential parking for carpools and vanpools;

(b) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities; and

(c) In applying subsections (a) and (b), land use regulations must allow property owners to go below existing mandated minimum parking supply, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.

(2) Cities and counties shall adopt policies for on-street parking and land use regulations for off-street parking that allow and encourage the conversion of existing underused parking areas to other uses.

(3) Cities and counties shall adopt policies and land use regulations that allow and facilitate shared parking.

(4) Cities and counties shall adopt land use regulations for any new development that includes more than one-half acre of new off-street surface parking on a lot or parcel as provided below. The new surface parking area shall be measured based on the perimeter of all new off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles.

(a) Developments not required to comply with OAR 330-135-0010 must provide a climate mitigation action. Climate mitigation actions shall include at least one of the following. Cities and counties are not required to offer all these options:

(A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property.

(B) 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;

(C) Tree canopy covering at least 40 percent of the new parking lot area at maturity but no more than 15 years after planting; or

(D) A mixture of actions under paragraphs (A) through (C) the city or county deems to meet the purpose of this section.

(b) Developments must provide tree canopy. Developments shall provide either trees along driveways or a minimum of 30 percent tree canopy coverage over new parking areas. Developments are not required to provide trees along drive aisles. 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. Developments providing 40 percent tree canopy to comply with paragraph (a)(C) comply with this subsection.

(c) Developments must provide pedestrian connections throughout the parking lot, connecting at minimum the following, except where not practical due to site-specific conditions:

(A) building entrances;

(B) existing or planned pedestrian facilities in the adjacent public rights-of-way;

(C) transit stops; and

(D) accessible parking spaces.

(d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.

(e) In providing trees under subsections (a) and (b), the following standards shall be met. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for tree planting no lower than the 2021 American National Standards Institute A300 standards.

(5) Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 9-2023, amend filed 11/07/2023, effective 11/07/2023](#)

[LCDD 5-2023, temporary amend filed 05/12/2023, effective 05/12/2023 through 11/07/2023](#)

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0630

Bicycle Parking

(1) Cities and counties shall require and plan for adequate parking to meet the increasing need for travel by bicycle and other small-scale mobility devices.

(2) Cities and counties shall require bicycle parking for the following uses:

- (a) All new multi-unit development or mixed-use development of five residential units or more as provided in section (3);
- (b) All new retail development;
- (c) All new office and institutional developments;
- (d) All major transit stops, and any park-and-ride lots that require land use approval; and
- (e) Any land use where off-street motor vehicle parking is mandated.

(3) Cities and counties shall require a minimum of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. Cities and counties may:

- (a) Allow for reductions or exemptions to the minimum parking requirement based on development-specific considerations; and
- (b) Exempt or reduce the minimum parking requirement for certain types of residential uses that are likely to have less future demand for bicycle parking.

(4) Cities and counties shall adopt development regulations requiring all required bicycle parking provided must:

- (a) Either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users;
- (b) Be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from stairs, other parked bicycles, walls, or other obstructions;
- (c) Be in a location that is convenient and well-lit; and
- (d) Include bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.

(5) Cities and counties shall provide for public bicycle parking and allow and provide for parking and ancillary facilities for shared bicycles or other small-scale mobility devices in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 9-2023, amend filed 11/07/2023, effective 11/07/2023](#)

[LCDD 5-2023, temporary amend filed 05/12/2023, effective 05/12/2023 through 11/07/2023](#)

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)