

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Public Hearing – Third Reading and Third Public Hearing
Land Use & Transportation; County Counsel (All CPOs)

Agenda Title: **CONSIDER PROPOSED A-ENGROSSED ORDINANCE NO. 827 – AN ORDINANCE AMENDING THE COMMUNITY DEVELOPMENT CODE RELATING TO PARKING AND LOADING STANDARDS**

Presented by: Andrew Singelakis, Director of Land Use & Transportation
Alan Rappleyea, County Counsel

SUMMARY:

A-Engrossed Ordinance No. 827 proposes to amend the Community Development Code relating to parking and loading regulations. A-Engrossed Ordinance No. 827 is posted on the County's land use ordinance webpage at the following link:

www.co.washington.or.us/landuseordinances

At its September 19, 2017 public hearing on Ordinance No. 827, the Board directed engrossment to make changes to the originally-filed ordinance to remove restrictions on leasing required off-street parking, cap maximum parking reductions for residential developments, and reconfigure the definition of regulated affordable housing as it applies to parking standards.

A description of those changes was included in the staff report for the October 10 hearing. The Board held its first hearing for A-Engrossed Ordinance No. 827 on October 10 and continued the hearing to October 24.

The staff report for the October 24 hearing will be provided to the Board prior to the hearing and posted on the above land use ordinance webpage. Copies of the report will also be available electronically and at the Clerk's desk prior to the hearing.

Consistent with Board policy, testimony about the ordinance is limited to two minutes for individuals and five minutes for a representative of a group.

Clerk's Desk Item: Staff Report *(click to access electronic copy)*

DEPARTMENT'S REQUESTED ACTION:

Read A-Engrossed Ordinance No. 827 by title only and conduct the second public hearing for the engrossed ordinance. At the conclusion of the hearing, adopt A-Engrossed Ordinance No. 827 and related findings.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

ADOPTED

Agenda Item No.	5.b.
Date:	10/24/17

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 827

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

The Board of County Commissioners of Washington County, Oregon (“Board”) ordains as follows:

SECTION 1

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

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

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

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

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

15 SECTION 2

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

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

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

1 4. Section 408 - Neighborhood Circulation; and

2 5. Section 413 - Parking and Loading.

3 SECTION 3

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

6 SECTION 4

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

9 SECTION 5

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

13 SECTION 6

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

19 ///

20 ///

1 SECTION 7

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

3 ENACTED this 24th day of October, 2017, being the third reading
4 and third public hearing before the Board of County Commissioners of Washington
5 County, Oregon.

6 BOARD OF COUNTY COMMISSIONERS
7 FOR WASHINGTON COUNTY, OREGON

8 **ADOPTED**

9 *Andy Ows*
10 CHAIRMAN

11 *A D Noyola*
12 RECORDING SECRETARY

13 READING

14 PUBLIC HEARING

15 First September 19, 2017
16 Second October 10, 2017
17 Third October 24, 2017
18 Fourth _____
19 Fifth _____
20 Sixth _____

21 First September 19, 2017 (Engrossment ordered)
22 Second October 10, 2017
23 Third October 24, 2017
24 Fourth _____
25 Fifth _____
26 Sixth _____

27 VOTE: Aye: Schouten, Rogers, Terry,
Malinowski, Duyck

28 Nay: NONE

29 Recording Secretary: Ana D. Noyola Date: 10/24/2017

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

1. SECTION 201 – DEVELOPMENT PERMIT

201-2 Exclusions from Permit Requirement

201-2.33 Reduction of off-street required minimum automobile parking spaces in existing development for replacement bicycle parking is subject to Section 413-8.311. Replacement bicycle parking spaces must meet the standards of Sections 429-7, 429-8 and 429-9.

2. SECTION 390 – NORTH BETHANY SUBAREA OVERLAY DISTRICT

390-17 North Bethany Planned Development Standards

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

B. Allowed Modifications

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

390-20 Building Design and Variety

390-20.3 Street-Facing Building Façades

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

(3) Garage Frontage

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

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

3. SECTION 404 – MASTER PLANNING

404-4 Planned Development

404-4.5 Allowed Modifications

- D. Parking requirements may be reduced up to one hundred (100) ~~thirty (30)~~ percent as provided in Section 413-~~8~~12;

4. SECTION 408 – NEIGHBORHOOD CIRCULATION

408-10 Internal Pedestrian Circulation

408-10.1 Number of Pedestrian Connections

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

5. SECTION 413 - PARKING AND LOADING

The following off-street parking and loading and on-street parking standards shall apply in all Districts. Requirements include minimum on-street parking (Section 413-~~5~~6), minimum and maximum off-street parking (Section 413-~~6~~7), minimum vanpool/carpool parking (Section 413-~~7~~9), ~~maximum off-street parking (Section 413-13), reductions to required off-street parking (Section 413-8), and minimum off-street drop-off and loading (Section 413-9).14).~~

413-1 Development Permit for Parking Areas

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

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

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

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

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

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

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

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

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

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

413-3 **General Requirements**

~~413-2.53-1~~ Development permits for parking shall be reviewed through a Type I procedure except as otherwise specified in this Code.

~~413-2.63-2~~ Proper maintenance of off-street parking and loading facilities shall be a continuing obligation of the property owner.

~~413-2.73-3~~ In case of enlargement of a building or use of land existing on the effective date of this Code, the number of parking and loading spaces required shall be based on floor area or capacity of the entire use.

~~413-2.83-4~~ In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the several uses computed separately or as determined by Sections 413-8.4 and 413-8.6. In the rural area, development with two (2) or more uses may use the

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

~~413-2.93-5~~ All applications for a development permit for parking and loading shall include a plot plan drawn to scale, showing the parking or loading facilities to be provided. The required plot plan shall include but not be limited to:

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

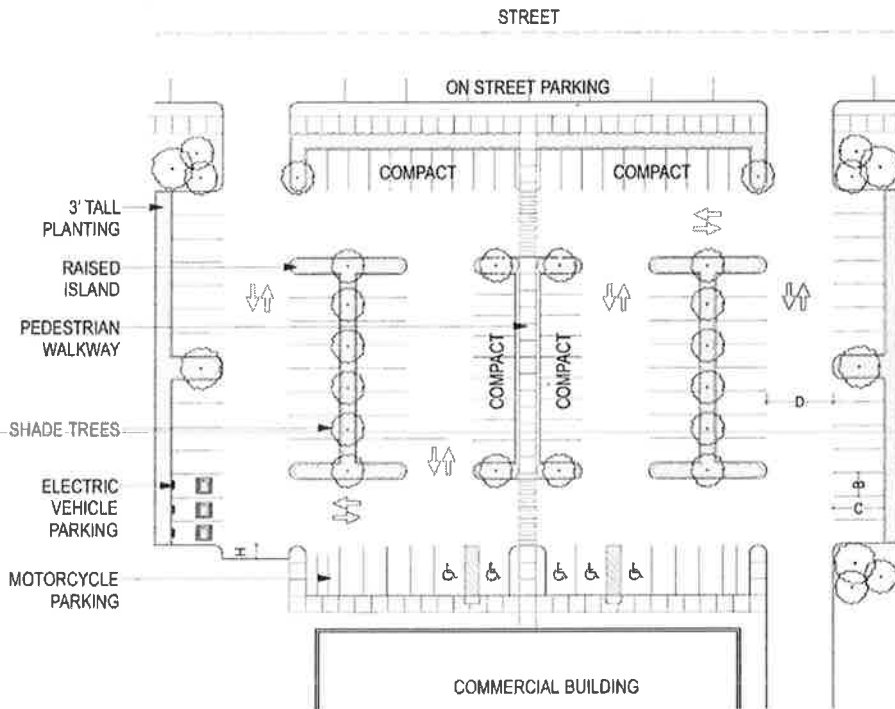
~~413-2.103-6~~ Private driveways providing access to urban attached unit residential development from a county or public street shall not be gated unless approved by the governing Fire Marshal and the Washington County Traffic Engineering Division.

413-34 Off-Street Parking Lot Design

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

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

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



abcdef Proposed additions
~~a**bedef**~~ Proposed deletions

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

*no bumper overhang

**parallel to aisle

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

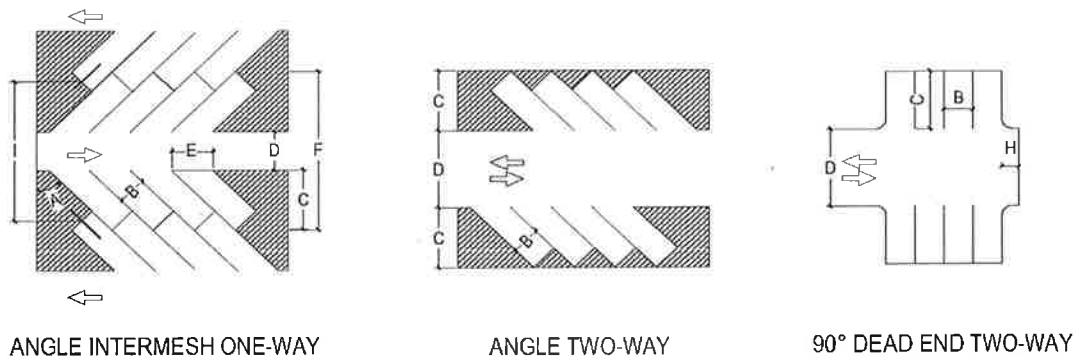
	A	B	C	D	E	F	G	H	I
	45°	8.5'	18.7'	12'	12'	49.4'	2'	5'	43.4'
	60°	8.5'	19.8'	14.5'	9.8'	54.1'	2.5'	5'	49.9'
	75°	8.5'	19.6'	23'	8.8'	62.2'	2.5'	5'	60'
	90°	8.5'	18'	24'	8.5'	59.5'	3'	5'	59.5'
Compact-car	90°	7.5'	15'	24'	7.5'	58'	2'	5'	58'

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

abcdef Proposed additions

abedef Proposed deletions

FIGURE 2



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

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

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

413-3.44.4 Parallel Parking:

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

413-3.54.5 Pedestrian Access:

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

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

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

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

413-3.7 Motorcycle Parking

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

413-45 Off-Street Parking Standards

- 413-~~45~~.1 All required off-street parking and loading areas inside the urban growth boundary shall be surfaced with concrete or asphaltic material to conform with either of the following standards:
- A. A minimum of four (4) inches of concrete for vehicles and six (6) inches for commercial vehicles or trucks; or
 - B. Two (2) inches of asphalt overlaying a six (6) inch base (compacted) of crushed stone.
 - C. In lieu of being constructed as described under A. or B. above, required off-street parking and loading areas may be constructed of pervious paving materials when the applicant's engineer provides written certification with the application that appropriate site conditions exist for the use of pervious materials and that the proposed design and construction will be equal to or superior to the structural standards specified in A. or B. above.
- 413-~~45~~.2 Off-street parking and loading areas outside the UGB may be required by the Review Authority to be surfaced to the standards of 413-5.1 where:
- A. The site is adjacent to a paved limited access highway or arterial; or
 - B. Located adjacent to a developed RR-5 Rural Community; or
 - C. Where the Review Authority finds there is an adverse impact on adjacent properties.
- 413-~~45~~.3 Minimum standards for all required parking and loading areas outside the UGB shall consist of a gravel surface with four (4) inches of base rock with two (2) inches of three-quarter (3/4) inch minus leveling course.
- 413-~~45~~.4 Based upon approval of a grading plan pursuant to Section 410, for the purpose of temporary or overflow parking, or storage of heavy equipment or vehicles in the Industrial District, a gravel surface may be approved with a minimum four (4) inches of base rock with two (2) inches of three-quarter (3/4) inch minus leveling course.
- 413-~~45~~.5 All required off-street parking areas, except for detached or two unit attached dwellings on a single lot and areas outside the UGB not required to be surfaced to

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

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

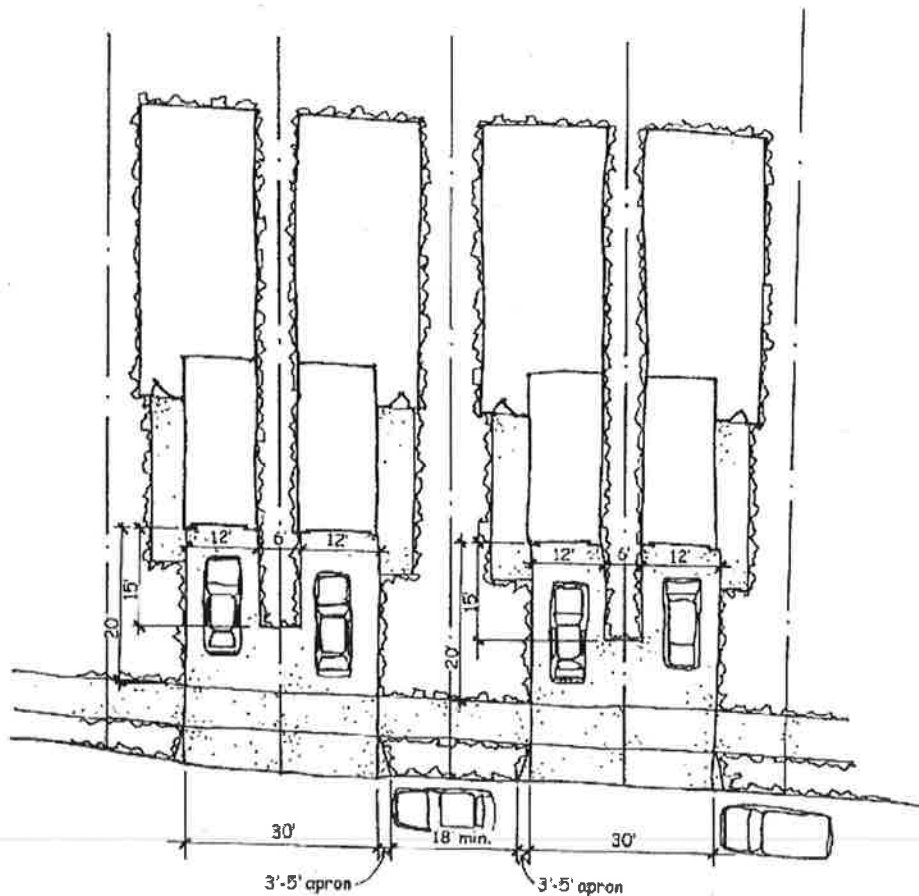


Figure 1

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

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

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

413-56.1 For single family detached dwelling units and single family attached dwelling units with individual on-site parking and individual vehicular access to a local or Neighborhood Route public or private street, the following on-street parking shall be provided:

- A. For a dwelling with one (1) off-street parking space, a minimum of two (2) on-street parking spaces shall be provided within ~~two~~ hundred (~~200~~400) feet of the subject lot, except as provided in Sections 413-56.1 D. or 413-56.3.
- B. For a dwelling with two (2) off-street parking spaces, a minimum of one (1) on-street parking space shall be provided within ~~two~~ hundred (~~200~~400) feet of the subject lot, except as provided in Sections 413-56.1 D. or 413-56.3.
- C. For dwellings with more than two (2) off-street parking spaces, a minimum of one (1) on-street parking space for every two (2) lots with more than two (2) off-street parking spaces shall be provided within ~~two~~ hundred (~~200~~400) feet of the subject lot, except as provided in Sections 413-56.1 D. or 413-56.3.
- D. The requirements for on-street parking are not applicable to flag lots or lots that are provided access from the terminus of a non-through street (e.g., cul-de-sac bulb or hammerhead).

413-56.2 Required on-street parking shall be provided within ~~two~~ hundred (~~200~~400) feet of the subject lot by parallel or angled parking in accordance with the standards of the Washington County Road Design and Construction Standards (perpendicular parking is not allowed).

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

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

413-56.3 Portions of the on-street parking required by Section 413-56.1 may be provided in parking courts that are interspersed throughout a development when the following standards are met:

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

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

413-67 Minimum and Maximum Off-Street Parking Requirements

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

413-6.1 Minimum Off-Street Parking Requirements

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

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

abcdef Proposed additions

~~abcdef~~ Proposed deletions

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

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

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

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

413-6.313 Maximum Off-Street Parking Requirements

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

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

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

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

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

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

abcdef Proposed additions

~~abedef~~ Proposed deletions

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

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

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

413-79 Vanpool/Carpool Parking

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

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

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

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

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

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

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

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

- 413-8.1 ~~Reduction of Minimum Off-Street Parking Based on Access to Transit~~ Through a Type II procedure, minimum off-street parking requirements may be reduced up to twenty (20) percent based upon the availability of transit. The following conditions (items A. and B., below) must be met in order to reduce minimum parking requirements based upon the availability of transit:
- A. ~~Minimum off-street parking requirements may be reduced up to thirty (30) percent for office, industrial or institutional uses when the following conditions are met:~~
- ~~(1) A. The property must be located within one-half quarter (0.51/4) mile of a major transit stop, or within one-quarter (0.25) mile of a regular or frequent bus service route which provides at least twenty (20) minute as defined by the Transportation System Plan; and~~
 - ~~(2) Transportation demand management strategies shall be used onsite as demonstrated through a Transportation Demand Management Plan. Such plans may include, but are not limited to, participation in a Transportation Management Association, enhanced bicycle parking and onsite showering facilities, provision of subsidized or discounted transit passes to employees, and car and/or rideshare programs.~~
- B. ~~Minimum off-street parking requirements may be reduced up to thirty (30) percent for residential uses when the following condition is met:~~
- ~~(1) Property must be located within one-half (0.5) mile of a major transit stop or within one-quarter (0.25) mile of a regular or frequent bus service route as defined by the Transportation System Plan, or more frequent service between 10:00 AM and 2:00 PM each weekday; and~~
- B. ~~The use of the property must be office, retail or institutional.~~
- C. ~~413-8.2~~ When a development provides a transit amenity associated with a ~~transit bus~~ stop (including space for a landscaped buffer, enhanced pedestrian linkages, building awnings, covered walkways, pullout, or bus shelter or other amenity the transit district determines improves the convenience or safety of transit ~~users~~ customers), parking spaces may be reduced at a ratio of one (1) parking space for each fifty (50) square feet of transit amenity space provided. ~~This provision may be combined with A. or B. above. above and beyond the minimum required by this ordinance.~~

413-8.210 Reduction of Minimum Off-Street Parking Based on Vanpool/Carpool

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

vanpool/carpool space provided. Vanpool/carpool spaces are exempt from the maximum parking requirements of Section 413-6.3. 13.

413-8.314 Reduction of Minimum Off-Street Automobile Parking Based on Bicycle Parking

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

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

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

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

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

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

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

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

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

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

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

- c. All other uses at seventy (70) percent of the vehicle parking required for that use(s).
 - (2) The uses, structures or lots are located within one-half (0.5) mile of a major transit stop or one-quarter (0.25) mile of a regular or frequent bus service route as defined by the Transportation System Plan;
 - (3) Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and
 - (4) Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.
- B. On-site parking may be reduced when the peak hours of parking demand for two (2) or more of the land uses are complementary and do not overlap (off-set peak hour uses), provided the following standards are met:
 - (1) The total combined required minimum vehicle parking may be determined using the following formula:
 - a. Primary use, i.e., that with the largest proportion of total trip generation within the development, at one hundred (100) percent of the minimum vehicle parking required for that use.
 - b. Secondary use, i.e., that with the second largest percentage of total trip generation within the development, at eighty-five (85) percent of the vehicle parking required for that use(s);
 - c. All other uses at seventy (70) percent of the vehicle parking required for that use(s).
 - (1) The shared parking is within five hundred (500) feet of all uses sharing the parking;
 - (2) Pedestrians should not be required to cross an arterial street except at a signalized intersection along the pedestrian pathway;
 - (3) Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and
 - (4) Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.
- C. Off-site parking may be shared by two (2) or more non-residential uses with concurrent peak hour parking demand if the following standards are met:
 - (1) The total combined required minimum vehicle parking may be determined using the following formula:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Location of the subject property;

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

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

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

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

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

413-914.1 Residential:

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

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET PARKING <u>DROP-OFF AND LOADING SPACES PER UNIT OF MEASURE</u>
413-914.2	Institutions:	
	A. Convalescent home; institution for children; welfare; correction institute; institutions for the aged. <u>Group Care Facilities</u>	One (1) space where the number of beds exceed twenty-five (25)
	B. Hospital - Floor Area:	
	<ul style="list-style-type: none"> • 5000 to 40,000 square feet • One (1) space • 40,000 to 100,000 square feet • Two (2) spaces • 100,000 to 150,000 square feet • Three (3) spaces 	
413-914.3	Public Safety:	
	A. Amusement park; bowling alley, dance hall or skating rink; indoor arena or theater; sports and commercial amusement; stadium or racetrack.	Minimum of one (1) space
	B. Auditorium	Minimum of one (1) space.
	C. Schools	Minimum of two (2) off-street loading spaces for school buses plus one (1) additional space for each two hundred fifty (250) bussed pupils.
413-914.4	Commercial:	
	Floor Area:	<u>Drop-off and Loading Space Required:</u>
	<ul style="list-style-type: none"> • Under 5000 square feet • 0 • 5000 to 25,000 square feet • 1 • 25,000 to 50,000 square feet • 2 • 50,000 to 100,000 square feet • 3 	
413-914.5	Industrial:	
	Floor Area:	<u>Drop-off and Loading Space Required:</u>
	<ul style="list-style-type: none"> • Under 25,000 square feet • 1 • 25,000 to 50,000 square feet • 2 • 50,000 to 100,000 square feet • 3 	

413-1045 General Drop-off and Loading Requirements

413-1045.1 It shall be unlawful to store or accumulate goods in a loading space if it renders it useless for loading and unloading operations.

413-1045.2 Drop-off and loading spaces shall be located on the site and directly accessible to main structures. The location of the drop-off and loading spaces shall comply with the requirements of Sections 403-2.3 E. (2) and 406-2.5 B.

413-1045.3 The minimum length and width of drop-off and loading spaces shall be according to the requirements in the following table:

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

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Action – Land Use & Transportation (All CPOs)

Agenda Title: ADOPT FINDINGS FOR A-ENGROSSED ORDINANCE NO. 827

Presented by: Andrew Singelakis, Director of Land Use & Transportation

SUMMARY:

A-Engrossed Ordinance No. 827 amends the Community Development Code relating to parking and loading regulations. A-Engrossed Ordinance No. 827 is posted on the County's land use ordinance webpage at the following link:

www.co.washington.or.us/landuseordinances

Post acknowledgment comprehensive plan amendments are amendments made to the County's Comprehensive Plan after it was acknowledged by the State Department of Land Conservation and Development as complying with the Statewide Planning Goals. ORS 197.615 requires that such amendments be accompanied by findings setting forth the facts and analysis showing that the amendments are consistent with the applicable Statewide Planning Goals, Oregon Revised Statutes, State Administrative Rules and the applicable provisions of Washington County's Comprehensive Plan.

Additionally, as required by Title 8 of Metro's Urban Growth Management Functional Plan (UGMFP), any amendment to a comprehensive plan or implementing ordinance shall be consistent with the requirements of the UGMFP.

Attached is the Resolution and Order to adopt the findings for A-Engrossed Ordinance No. 827. Prior to the October 24, 2017 meeting, the proposed findings will be provided to the Board, posted on the above land use ordinance webpage, and available at the Clerk's desk.

Attachment: Resolution and Order

RO Exhibit A (Ordinance Findings) is linked online.

DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for A-Engrossed Ordinance No. 827 and authorize the Chair to sign the Resolution and Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 17-107

Agenda Item No. 6.b.

Date: 10/24/17

1 IN THE BOARD OF COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Adopting) RESOLUTION AND ORDER
4 Legislative Findings in Support)
5 Of A-Engrossed Ordinance No. 827) No. 17-107

6 This matter having come before the Washington County Board of Commissioners at its
7 meeting of October 24, 2017; and

8 It appearing to the Board that the findings contained in "Exhibit A" summarize relevant facts
9 and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised
10 Statutes and Administrative Rules, Washington County's Comprehensive Plan, and titles of Metro's
11 Urban Growth Management Functional Plan relating to A-Engrossed Ordinance No. 827; and

12 It appearing to the Board that the findings attached and herein incorporated as "Exhibit A"
13 constitute appropriate legislative findings with respect to the adopted ordinance; and

14 It appearing to the Board that the Planning Commission, at the conclusion of its public hearing
15 on September 6, 2017, made a recommendation to the Board, which is in the record and has been
16 reviewed by the Board; and

17 It appearing to the Board that, in the course of its deliberations, the Board has considered the
18 record which consists of all notices, testimony, staff reports, and correspondence from interested
19 parties, together with a record of the Planning Commission's proceedings, and other items submitted
20 to the Planning Commission and Board regarding this ordinance; it is therefore,

21 RESOLVED AND ORDERED that the attached findings in "Exhibit A" in support of A-
22 Engrossed Ordinance No. 827 are hereby adopted.

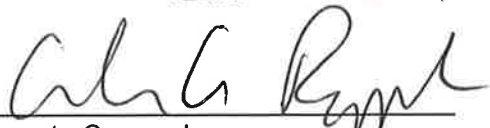
23 DATED this 24th day of October, 2017.

		AYE	NAY	ABSENT
23	DUYCK	✓	—	—
24	SCHOUTEN	✓	—	—
25	MALINOWSKI	✓	—	—
26	ROGERS	✓	—	—
27	TERRY	✓	—	—

28 APPROVED AS TO FORM:

BOARD OF COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON


Chairman


County Counsel
For Washington County, Oregon


Recording Secretary

EXHIBIT A

FINDINGS FOR A-ENGROSSED ORDINANCE NO. 827

AN ORDINANCE AMENDING THE COMMUNITY DEVELOPMENT CODE RELATED TO PARKING AND LOADING STANDARDS

October 24, 2017

Part 1 – General Findings

Part 2 – Statewide Planning Goal Findings

Part 3 - Metro's Urban Growth Management Functional Plan Findings

Part 1:

GENERAL FINDINGS

A-Engrossed Ordinance No. 827 amends the Community Development Code (CDC) to update the County's parking and loading standards.

Key Ordinance Provisions

The amendments proposed by A-Engrossed Ordinance No. 827 address the following:

- a) Revise on and off-street parking requirements to simplify and provide additional flexibility.
- b) Revise the minimum off-street parking ratios for attached residential, as well as some institutional, commercial, and office uses.
- c) Expand the provisions for reducing required off-street parking by allowing up to a 50 percent reduction for a combination of shared parking agreements and mixed-use development, increasing allowance for proximity to transit, and adding a reduction for on-street parking.
- d) Add a discretionary provision allowing an applicant to submit a parking study for up to a 100 percent reduction in required off-street parking.
- e) Add clear and objective off-street parking requirements related to regulated affordable housing.
- f) Add provisions for electric vehicle and motorcycle parking.

The Washington County Board of Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed because these resources are not located within Washington County.

The County is also required to make findings that the amendments are consistent with the requirements of Metro's Urban Growth Management Functional Plan (UGMFP). These findings are addressed in this document.

Part 2:

STATEWIDE PLANNING GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 827 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS), Oregon Administrative Rule (OAR) requirements, Metro's Urban Growth Management Functional Plan (UGMFP), and Washington County's Comprehensive Plan (Plan). The County's Plan was adopted to implement the aforementioned planning documents and was acknowledged by the State of Oregon. The County follows the post-acknowledgement plan amendment (PAPA) process to update the Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the map and text of the Plan implicate a goal compliance issue. The following precautionary findings are provided to demonstrate ongoing compliance.

Goal 1 - Citizen Involvement

Goal 1 addresses Citizen Involvement by requiring the implementation of a comprehensive program to stimulate citizen participation in the planning process. Washington County has an acknowledged citizen involvement program that provides a range of opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County's Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has followed these requirements for the adoption of A-Engrossed Ordinance No. 827.

Goal 2 - Land Use Planning

Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Plans, Community Development Code (CDC), and Transportation System Plan (TSP). Washington County utilized this process to adopt A-Engrossed Ordinance No. 827.

Notice was coordinated with all affected governmental entities and no comments were received regarding the ordinance.

Goal 3 – Agricultural Lands

Goal 3 seeks to preserve and maintain agricultural lands for farm use, consistent with existing and future needs for agricultural products, forest and open space, and with the state's agricultural

land use policies. Policy 15, Implementing Strategies (a) and (f), of the Rural/Natural Resource Plan include provisions for the preservation of agricultural lands.

A-Engrossed Ordinance No. 827 does not amend the Policy 15 provisions, therefore, plan compliance with Goal 3 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of agricultural lands.

Goal 4 – Forestlands

Goal 4 addresses the conservation of forest lands by maintaining the forest land base and protecting the state's forest economy by making possible economically efficient forest practices. Policy 16, Implementing Strategies (a) and (c) of the Rural/Natural Resource Plan include provisions for the conservation and maintenance of forest lands.

A-Engrossed Ordinance No. 827 does not amend the Policy 16 provisions, therefore, plan compliance with Goal 4 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of forestlands.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 5 addresses the protection of natural resources and the conservation of scenic, cultural, and historic areas and open spaces by requiring local programs to protect these resources in order to promote a healthy environment and natural landscape that contributes to Oregon's livability for present and future generations.

In addition, OAR 660-023-0250 requires application of current Goal 5 provisions to post-acknowledgment plan amendments (PAPAs) when the PAPA 1) creates or amends a resource list or a portion of an acknowledged plan or land use regulation that protects a significant Goal 5 resource, or 2) allows new uses that could be conflicting uses with a particular Goal 5 site.

Policies 10, 11 and 12 of the CFP, Policies 7, 9, 10, 11, 12 and 13 of the Rural/Natural Resource Plan, and various sections of the Community Plans and the CDC include provisions for the protection of Goal 5 resources.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies, Community Plans or CDC standards related to Goal 5 resources. Plan compliance with Goal 5 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for protection of Goal 5 resources.

Goal 6 - Air, Water and Land Resources Quality

Goal 6 requires the maintenance and improvement of the quality of the air, water and land resources of the state through the implementation of local plans that address waste and process discharge. Policies 4, 5, 6 and 7 of the CFP and Policies 4, 5, 6, and 7 of the Rural/Natural Resource Plan provide for the maintenance and improvement of the quality of air, water and land resources.

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. Right sizing parking is cited as one of the tools that can be used to encourage use of travel modes other than the single occupant vehicle, thus reducing total vehicle miles traveled. Reducing VMT can result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability.

Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for protection of Goal 6 resources.

Goal 7 - Areas Subject to Natural Hazards

Goal 7 requires the implementation of local land use programs that reduce the risk to people and property from natural hazards such as floods, landslides and earthquakes. Policy 8 of the CFP and Policy 8 of the Rural/Natural Resource Plan set out the County's policy to protect life and property from natural disasters and hazards.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies and strategies for natural disasters and hazards or CDC standards related to flood plain areas. Plan compliance with Goal 7 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for regulating development exposed to potential natural disasters and hazards addressed by Goal 7.

Goal 8 - Recreational Needs

Goal 8 requires local jurisdictions to satisfy the recreational needs of citizens and visitors by planning and providing for the siting of necessary recreational facilities. Policies 33, 34 and 35 of the CFP, Policy 24 of the Rural/Natural Resource Plan and the individual Community Plans address the recreational needs of Washington County's residents and visitors.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or Community Plans regarding recreational needs. Plan compliance with Goal 8 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for satisfying recreational needs as required by Goal 8.

Goal 9 – Economic Development

Goal 9 requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of citizens. Policy 20 of the CFP and Policies 15, 16, 20 and 21 of the Rural/Natural Resource Plan set out the County's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to economic development. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for strengthening the local economy as required by Goal 9.

Goal 10 - Housing

Goal 10 requires the provision of housing, including adequate numbers of units within a range of prices, types and densities that provide realistic options to meet citizen needs. Policies 21, 22, 23 and 24 of the CFP, and Policies 19 and 25 of the Rural/Natural Resource Plan address the provision of housing in the urban and rural areas of the county. The CDC contributes to the provision of adequate housing by establishing standards that facilitate development in an orderly and efficient fashion.

A-Engrossed Ordinance No. 827 amendments to CDC Section 413 (Parking and Loading) add clear and objective off-street parking requirements related to regulated affordable housing and generally reduces parking requirements for other housing. The amendments support housing by allowing a smaller amount of land dedicated to, as well as a reduced cost to construct, required parking. This may result in achieving economies of scale that make housing developments more feasible. The amendments comply with the state's "needed housing" rule, ORS 197.303 – 197.307, which requires local governments to apply only clear and objective standards to the development of needed housing. The amendments are consistent with the County's acknowledged policies and standards for the provision of housing as required by Goal 10.

Goal 11 - Public Facilities and Services

Goal 11 requires a plan for the orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Policies 15, 25, 26, 27, 28, 29, 30 and 31 of the CFP, and Policy 22 of the Rural/Natural Resource Plan address the provision of public facilities and services in the urban and rural areas of unincorporated Washington County. The CDC requires that adequate public facilities and services be available for new development.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to public facilities and services. Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and strategies for provision of public facilities and services as required by Goal 11.

Goal 12 - Transportation

Goal 12 requires the provision and encouragement of a safe, convenient, multi-modal, and economic transportation system. Policy 32 of the CFP, Policy 23 of the Rural/Natural Resource Plan, and in particular, the Washington County Transportation System Plan (TSP) describe the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the TSP, Community Plans, and the CDC.

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios that better reflect prevailing demand, and are founded on local parking analyses and available research. The amendments enable increased flexibility in how off-street parking is supplied for and increase flexibility for future development or redevelopment that is more responsive to land use and transportation context and encourage the use of travel modes other than the single occupant vehicle. The amendments have the potential to result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability.

The amendments are consistent with the County's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the Transportation Planning Rule or TPR, implemented via OAR Chapter 660, Division 12). Brief summaries of the applicable TPR provisions are followed by findings of compliance.

660-012-0045

Implementation of the Transportation System Plan

(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:

- a. Allow transit-oriented developments (TODs) on lands along transit routes;
- b. Implements a demand management program to meet the measurable standards set in the TSP in response to OAR 660-012-0035(4);
- c. Implements a parking plan which:
 - (A) Achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;
 - (B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);
 - (C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and
 - (D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.
- d. As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:
 - (A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;
 - (B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;
 - (C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;

- (D) Exempt structured parking and on-street parking from parking maximums;
 - (E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and
 - (F) Provide for designation of residential parking districts.
- e. Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.

A-Engrossed Ordinance No. 827 amends off-street parking minimum ratios for some residential, commercial, industrial, office, and institutional uses; maintains existing adopted off-street parking maximums; and allows provisions of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements.

Therefore, the amendments in A-Engrossed Ordinance No. 827 are consistent with the TPR.

Goal 13 - Energy Conservation

Goal 13 requires developed land uses to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. Policies 36, 37, 38, 39 and 40 of the CFP, and Policy 25 of the Rural/Natural Resource Plan address energy conservation in the urban and rural areas of unincorporated Washington County. The CDC implements the energy conservation policies by establishing standards that promote energy efficient development, especially in Article IV.

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. Right sizing parking is cited as one of the tools that can be used to encourage use of travel modes other than the single occupant vehicle, thus reducing total vehicle miles traveled. Reducing VMT can result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability. Amendments establish the opportunity for electric vehicle charging spaces to substitute for standard parking spaces encouraging energy efficient development.

Plan compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

Part 3
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FINDINGS

Section 3.07.810 of Title 8 of Metro’s Urban Growth Management Functional Plan (UGMFP) requires that county comprehensive plan changes be consistent with the UGMFP. The following A-Engrossed Ordinance No. 827 findings have been prepared to address Title(s) 1, 3, 4, 6, 7, 8, 11, 12, 13 and 14 of the UGMFP.

Title 1 - Housing Capacity

Title 1 requires a city or county to maintain or increase its housing capacity (except as provided in Section 3.07.120) per the Regional Framework Plan which calls for a compact urban form and a “fair share” approach to meeting housing needs.

RESPONSE

A-Engrossed Ordinance No. 827 amendments to CDC Section 413 (Parking and Loading) generally reduce parking requirements for all housing, and for regulated affordable housing in particular. These reductions support housing by reducing the amount of land required to be dedicated to parking, which may result in achieving economies of scale that make housing development more feasible. Adding clear and objective off-street parking requirements related to regulated affordable housing will reduce housing costs, and encourage housing developers to build additional new affordable housing to help meet regional targets. The amendments are intended to comply with the state’s “needed housing” rule, ORS 197.303 – 197.307, which requires local governments to apply only clear and objective standards to the development of needed housing.

The amendments will not result in a decrease in housing capacity. A-Engrossed Ordinance No. 827 is consistent with Title 1.

Title 3 - Water Quality and Flood Management

Title 3 protects beneficial water uses and functions and values of resources within Water Quality and Flood Management Areas by limiting or mitigating impacts from development activities and protecting life and property from dangers associated with flooding.

RESPONSE

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and encourage more efficient use of land. A-Engrossed Ordinance No. 827 is consistent with Title 3.

Title 4 – Industrial and Other Employment Areas

Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of “clustering” to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities.

RESPONSE

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. These apply to industrial lands as well as other land uses throughout unincorporated Washington County. The amendments in A-Engrossed Ordinance No. 827 seek to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services. Additionally, they seek to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities by encouraging the more efficient use of land and use of travel modes other than the single occupant vehicle, thus reducing VMT and congestion. A-Engrossed Ordinance No. 827 is consistent with Title 4.

Title 6 - Centers, Corridors, Station Communities and Main Streets

Title 6 calls for enhancements of Centers, Corridors, Station Communities and Main Streets as principal centers of urban life in the region via actions and investments by cities and counties, complemented by regional investments.

RESPONSE

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. Right sizing parking is cited as one of the tools that can be used to encourage use of travel modes other than the single occupant vehicle, thus reducing total vehicle miles traveled. Reducing VMT can result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability in Centers, Corridors, Main Streets and Station Communities. A-Engrossed Ordinance No. 827 is consistent with Title 6.

Title 7 - Housing Choice

To increase the supply of affordable housing opportunities, Title 7 implements policies of the Regional Framework Plan regarding establishment of voluntary affordable housing production goals to be adopted by local governments.

RESPONSE

A-Engrossed Ordinance No. 827 amendments to CDC Section 413 (Parking and Loading) generally reduce parking requirements for all housing, and for regulated affordable housing in particular. These reductions support housing by allowing a smaller amount of land to be dedicated to parking, which may result in achieving economies of scale that make housing developments feasible. Adding clear and objective off-street parking requirements related to regulated affordable housing will reduce housing costs, and encourage housing developers to build additional new affordable housing to provide more housing choices. A-Engrossed Ordinance No. 827 is consistent with Title 7.

Title 8 - Compliance Procedures

Title 8 sets forth Metro's procedures for determining compliance with the UGMFP. Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans. Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan.

RESPONSE

A copy of proposed Ordinance No. 827 was sent July 13, 2017 to Metro, 34 days prior to the first evidentiary hearing. Metro provided no comments on the ordinance prior to or subsequent to engrossment.

Findings of Compliance with Metro's Regional Transportation Functional Plan

Title 4 pertains to parking management and standards. A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). Brief summaries of the applicable RTFP provisions and findings of compliance follow.

Section A – establishes minimum and maximum parking ratios for different kinds of areas.

FINDING: A-Engrossed Ordinance No. 827 amends minimum parking ratios (CDC Section 413-6) and increases flexibility (CDC Section 413-8) for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistent with the RTFP. In no case does the parking minimum exceed the value identified in Table 3.08-03. A-Engrossed Ordinance No. 827 does not amend the parking maximum ratios.

Section B – allows for variances from minimum and maximum parking ratios if local regulations include criteria for such variances.

FINDING: A-Engrossed Ordinance No. 827 amends standards for reductions to the minimum off-street parking. The reductions allowed establish context-based adjustment process for access to transit, shared parking agreements, mixed-use development, bike parking, and availability of on-street parking consistent with Section I below. A-Engrossed Ordinance No. 827 amends the total allowed reduction in the minimum off-street parking to 50 percent. A-Engrossed Ordinance No. 827 also provides the opportunity to conduct a parking analysis that would allow the Review Authority to reduce minimum off-street parking requirements, up to a maximum of 100 percent. The parking analysis must be prepared by a qualified parking or traffic consultant or civil engineer, would need to provide substantiated evidence for the parking reduction, and must ensure that lowered requirements would satisfy the expected parking demand for each phase of development, including the full buildout.

Section C – relates to the provision of free surface parking. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking, and other high-efficiency parking management alternatives from maximum parking standards. In addition, Section C allows cities and counties to provide for blended parking rates in mixed-use development and count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

FINDING: A-Engrossed Ordinance No. 827 amends standards for reductions to the minimum off-street parking that are intended to be context-sensitive, based on access to transit, shared parking agreements, mixed-use development, bike parking, and availability of on-street parking. A-Engrossed Ordinance No. 827 amends the total allowed cumulative reduction in the minimum required off-street parking to 50 percent from 40 percent.

Section D – relates to categories other than those listed in Table 3.08-3.

FINDING: A-Engrossed Ordinance No. 827 includes additional parking standards other than those listed in Table 3.08-3. Most of these parking standards were previously adopted and acknowledged by Ordinance Nos. 373, 402, 418, 471, 481, 486, 517, 520, 526, 528, 540, 551, 588, 589, 623, 662, 683, and 725. The new standards relate to Regulated Affordable Housing and require parking minimums and maximums consistent with Table 3.08-3.

Section E – requires local jurisdictions to provide for designated residential parking districts in local comprehensive plans or implementing ordinances.

FINDING: A-Engrossed Ordinance No. 827 does not amend the Washington County Comprehensive Plan or implementing ordinances. No parking districts have been amended or established.

Section F – refers to design requirements for larger parking lots (exceeding three acres in size) such as curbs, sidewalks and landscaping; and requirements for the placement of driveways.

FINDING: A-Engrossed Ordinance No. 827 amends Section 413-3.5 reducing the minimum number of vehicle spaces necessary to trigger the requirement for building a separate walkway within off-street parking lots from 100 spaces to 50 spaces, in order to facilitate safe pedestrian access and circulation.

Section G – requires local cities and counties to provide for on-street freight loading and unloading areas at appropriate locations in centers.

FINDING: A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to on-street freight loading and unloading areas.

Section H – includes requirements for short and long-term bicycle parking in multi-family residential developments; new retail, office and institutional developments; transit centers, HCT stations, inter-city-bus and rail passenger terminals; and at transit stops and park-and-ride lots.

FINDING: A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to short and long-term bicycle parking.

Section I – requires cities and counties to adopt parking policies, management plans and regulations for Centers and Station Communities, consistent with the requirements stated in Sections A – H. Plans must include an inventory of parking supply and usage and an evaluation of bicycle parking needs. Policies, plans and regulations must consider and may include the following types of strategies:

1. By-right exemptions from minimum parking requirements;
2. Parking districts;
3. Shared parking;
4. Structured parking;
5. Bicycle parking;
6. Timed parking;
7. Differentiation between employee parking and parking for customers, visitors and patients;
8. Real-time parking information;
9. Priced parking;
10. Parking enforcement.

FINDING: A-Engrossed Ordinance No. 827 amends standards for reductions to the minimum off-street parking. The reductions allowed establish context-based adjustment process for access to transit, shared parking agreements, mixed-use development, bike parking, and availability of on-street parking. A-Engrossed Ordinance No. 827 amends the total allowed reduction in the minimum off-street parking to 50 percent. A-Engrossed Ordinance No. 827 also provides the opportunity to conduct

a parking analysis that would allow the Review Authority to reduce minimum off-street parking requirements, up to a maximum of 100 percent. The parking analysis must be prepared by a qualified parking or traffic consultant or civil engineer, would need to provide substantiated evidence for the parking reduction, and must ensure that lowered requirements would satisfy the expected parking demand for each phase of development, including the full buildout.

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