

ORDINANCE NO. 1486-24

AN ORDINANCE RELATED TO LAND USE; AMENDING THE TUALATIN COMPREHENSIVE PLAN AND TUALATIN DEVELOPMENT CODE; PTA / PMA 24-0002.

WHEREAS, on March 10, 2020, the Governor of Oregon issued Executive Order 20- 04, directing state agencies to reduce and regulate greenhouse gas emissions;

WHEREAS, the Department of Land Conservation and Development commenced a two-year rulemaking process to amend the Transportation Planning Rule to comply with the Governor's order;

WHEREAS, the Land Conservation and Development Commission adopted amendments to the Transportation Planning Rule on July 21, 2022;

WHEREAS, the Land Conservation and Development Commission adopted technical fixes to amend the Transportation Planning Rule on November 2, 2023;

WHEREAS, the City initiated Plan Text and Plan Map Amendment (PTA / PMA 24-0002) known as Climate Friendly and Equitable Communities (CFEC) Parking Reform to comply with Transportation Planning Rule 660-012-0400;

WHEREAS, the City provided notice of the proposed amendments to the Oregon Department of Land Conservation and Development, as provided in ORS 197.610;

WHEREAS, the City provided notice to government agencies and other interested parties, as required by TDC 32.250 and TDC 33.070;

WHEREAS, the Tualatin Planning Commission held a public hearing on April 17, 2024 and recommended by unanimous vote that Council approve the proposed amendments;

WHEREAS, the Tualatin City Council held a public hearing on June 10, 2024, to consider adopting the proposed amendments;

WHEREAS, the Tualatin City Council has considered the recommendation of the Planning Commission; and

WHEREAS, the Tualatin City Council has determined that the proposed amendments are consistent with the applicable review criteria as demonstrated in the City's findings.

NOW, THEREFORE, THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Comprehensive Plan Chapter 10 is amended as follows:

[...]

Manufacturing Park Planning District (MP)

The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related

uses and research facilities. Such permitted uses shall not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an esthetically attractive working environment with park or campus-like grounds, attractive buildings, ~~ample employee parking~~ and other amenities appropriate to an employee oriented activity.

[...]

Manufacturing Business Park Planning District (MBP)

[...]

The district is intended to provide for an esthetically attractive working environment with campus-like grounds, attractive buildings, ~~ample employee parking~~ and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

[...]

Section 2. Tualatin Development Code (TDC) Chapter 31 is amended as follows:

[...]

TDC 31.060. Definitions.

As used in this Code, the masculine includes the feminine and the neuter, and the singular includes the plural. For the purposes of the TDC, the following words and phrases, unless the context otherwise requires, mean:

[...]

Core Area Parking District. The Core Area Parking District as identified in Section D of the Central Urban Renewal Plan.

Core Area Parking District (CAPD) Parking Standards. Off-street motor vehicle parking requirements for development within the CAPD.

[...]

Electric vehicle charging station. A device or facility for delivering electricity for motor vehicles that use electricity for propulsion (see ORS 455.417).

[...]

Joint Use Parking. Vehicle parking where two or more separate developments are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times.

[...]

Residential Structure Types and Related (includes, but is not limited to, definitions for Housing Types in Section 39.200 and Group Living in Section 39.210).

Accessory Dwelling Unit (ADU). An interior attached or detached residential structure that is accessory to a single family dwelling. An Accessory Dwelling Unit is not a dwelling unit for density purposes.

Certified or registered family child care home. (see ORS 329A.440). See, Child Care.

Cottage Cluster. A grouping of no fewer than four cottages per acre that includes a common courtyard, subject to the provisions of Chapter 73A.

Duplex. A type of dwelling that contains two dwelling units on one lot in any configuration.

Dwelling Unit. A habitable structure designed for occupancy and only having one cooking facility.

Garden Apartments. A multi-family housing structure characterized by the emphasis of open landscaped areas.

Modular Home. A residential structure consisting of prefabricated components manufactured at a remote location and assembled on-site.

Multi-Family Dwelling. A dwelling unit within a multi-family structure.

Multi-Family Structure. A structure containing five or more dwelling units on one lot. The land underneath the structure is not divided into separate lots. Multi-Family Structure includes, but is not limited to structures commonly called apartments, condominiums, and garden apartments.

Garden Apartments. A multi-family housing structure characterized by the emphasis of open landscaped areas.

Quadplex. Four dwelling units on a lot or parcel in any configuration.

Residential Home. A residential training home or residential treatment home for five or fewer individuals exclusive of staff, as defined in ORS 443.400.

Retirement Housing Facility. Retirement housing consisting of dwelling units in a multi-family structure or complex.

Retirement Housing. Housing occupied by persons who are 55 years of age and older, including couples with one person 55 years of age or older, where a more supportive living environment than typically afforded to residents in conventional apartments or single-family residential housing is provided. Retirement housing includes "congregate care facility" and "retirement housing facility," or combinations thereof as defined by this Code. Retirement housing does not include "nursing facility" as defined below by this code.

Retirement Housing Facility. Retirement housing consisting of dwelling units in a multi-family structure or complex.

Single-Family Dwelling (detached). A detached structure on a lot or parcel that is comprised of a single dwelling unit.

Studio. A unit in a multi-family structure characterized by one combined living, sleeping, and kitchen area, although it may have a separate bathroom containing sanitary facilities.

Townhouse A dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot or parcel and shares at least one common wall with an adjacent unit.

Triplex. Three dwelling units on a lot or parcel in any configuration.

Residential Trailer. See Residential Structure Types/Manufactured Dwelling Types.

[...]

TDC 31.070. Interpretation of Code Provisions.

[...]

(2) Unless accompanied by an application, submitted under some other Development Code or Ordinance provision, a party wishing an interpretation must submit a written application to the City Manager. The application must be accompanied by a detailed description of factors related to the issue for interpretation, including, but not limited to:

- (a) The amount and type of traffic generated;
- (b) The type of manufacturing or commercial process;
- (c) The nature of any machinery used;
- (d) Noise and odor characteristics, associated with the use or activity;
- (e) Outside storage of materials or products;
- (f) Type of structures required;
- (g) Character of activity to be conducted on the site;
- (h) Amount of parking required; Determination of the maximum vehicle parking and/or minimum bicycle parking required;

[...]

Section 3. TDC Chapter 33 is amended as follows:

[...]

TDC 33.020. Architectural Review.

[...]

(2) *Applicability.*

[...]

- (b) Examples of development subject to Architectural Review, include but are not limited to the following:
 - (i) New buildings, condominiums, townhouse, single family dwellings, or manufactured dwelling park;
 - (ii) Construction, installation, or alteration of a building or other structure;
 - (iii) Landscape improvements;
 - (iv) ~~New, improved, or expanded parking lots or the addition of new impervious surface to an existing parking lot;~~

[...]

TDC 33.050. Industrial Master Plans.

[...]

(2) *Applicability.*

[...]

- (b) An Industrial Master Plan is optional for any development in the Manufacturing Park (MP) Zone or Manufacturing Business Park (MBP) Zone. An Industrial Master Plan is required to do any of the following:
 - (i) Modify the requirements for internal circulation, building location and orientation, street frontage, ~~parking~~, setbacks, building height, or lot size as provided in TDC Chapter 62 for the Manufacturing Park (MP) Zone and TDC Chapter 64 for the Manufacturing

Business Park (MBP) Zone; and
[...]

(3) *Procedure Type.* Industrial Master Plans must be processed in accordance with the Type III review procedures as specified in Chapter 32.

(4) *Specific Submittal Requirements.* In addition to the general submittal requirements in TDC 32.140 (Application Submittal), the applicant must submit the following additional information and materials:

- The printed names and signatures of all property owners within the area of the proposed Industrial Master Plan.
- A written statement describing all alternate development standards that may include the following:
 - Setbacks from each lot line to buildings, parking areas and circulation areas. Required setbacks may be exact, or minimum and maximum ranges may be specified. Required setbacks may be greater than or less than those required under TDC 62.060 or TDC 64.060;
 - Locations of shared parking and circulation areas and access improvement, including truck maneuvering and loading areas and common public or private infrastructure improvements;
 - Building heights and placement and massing of buildings with respect to parcel boundaries; and
 - Location and orientation of building elements such as pedestrian ways or accesses, main entrances, and off-street parking or truck loading facilities, including the number of off-street parking spaces and loading docks required.

[...]

(5) *Approval Criteria.*

- Public facilities and services, including transportation, existing or planned, for the area affected by the use are capable of supporting the proposed development or will be made capable by the time development is completed.
- The location, design, size, color and materials of the exterior of all structures for the proposed development and use is compatible with the character of other developments within the same general vicinity.
- The internal circulation, building location and orientation, street frontage, parking, setbacks, building height, lot size, and access are in accordance with TDC Chapter 62 for the Manufacturing Park (MP) Zone and TDC Chapter 64 for the Manufacturing Business Park (MBP) Zone unless otherwise approved through the Industrial Master Plan process.

[...]

TDC 33.090. Temporary Outdoor Sales Permit.

[...]

(5) *Approval Criteria.*

- The total number of days that a parcel of land may be used for temporary outdoor sales in a calendar year is 55 days.

- (b) The proposed outdoor sale must be located entirely within private property in a Central Commercial or General Commercial Zone and the applicant must have the written permission from the property owner to utilize the subject property.
- (c) The outdoor sale must be located on a site with Architectural Review approved access, parking and landscaping improvements.
- (d) The use is listed as a permitted use in the Central Commercial or General Commercial Zones.
- (e) The proposed outdoor sale will not result in vehicular traffic congestion, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.
- (f) ~~The applicant can make provision for adequate parking facilities.~~
- (g) ~~The outdoor sale will not result in the elimination of parking spaces required by the applicable City ordinance unless the business or businesses using such required spaces are closed for business on the day of the sale.~~
- (h) The outdoor sale will meet all state and county health rules and regulations.

[...]

Section 4. TDC Chapter 34 is amended as follows:

[...]

TDC 34.400. Congregate Care and Retirement Housing Facility Standards.

[...]

- (3) The allowable density is one and one-half times the density of the underlying Planning District.
- (4) ~~For congregate care facilities, one half of a parking space must be provided for each unit. For retirement housing facilities, one parking space per unit must be provided.~~
- (5) Landscaping/open space must be at least 30 percent of the site, unless it can be shown that other alternatives for open space are available.

TDC 34.500. Manufactured Dwelling Park Development Standards.

[...]

- (5) The manufactured dwelling park street system must include at least one direct access to a public street, containing a right-of-way width of not less than 50 feet.
- (6) ~~Each manufactured dwelling space must be designed to include at least two standard size automobile parking spaces, and may be designed either end to end or side to side. Such Provided parking spaces must be paved in accordance with City standards for residential driveways.~~
- (7) Each manufactured dwelling must have its wheels, axles, tongue, and traveling lights removed.

[...]

Section 5. TDC Chapter 36 is amended as follows:

[...]

TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

[...]

- (2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:
 - (a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;
 - (b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;
 - (c) The Landscape Standards in 73B.020, 73B.050, and 73B.0860;
 - (d) The Parking Standards in TDC 73C.010 through 73C.13090;
- [...]

TDC 36.125. Housing Clear and Objective Tentative Subdivision Plan Approval Criteria.

[...]

- (2) The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:
 - (a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;
 - (b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;
 - (c) The Landscape Standards in 73B.020, 73B.050, and 73B.0860;
 - (d) The Parking Standards in TDC 73C.010 through 73C.13090;

[...]

Section 6. TDC Chapter 40 is amended as follows:

[...]

TDC 40.320. - Additional Development Standards.

[...]

- (3) Manufactured Homes. Except for manufactured homes placed in manufactured dwelling parks, manufactured homes must meet the following standards:

[...]

~~(e) Garage Requirement. The manufactured home must have an attached or detached two-car garage constructed of materials similar to the manufactured home.~~

Section 7. TDC Chapter 53 is amended as follows:

[...]

TDC 53.300. - Development Standards.

Development standards in the CC zone are listed in Table 53-2. Additional standards may apply to some uses and situations, see TDC 53.310.

Table 53-2
Development Standards in the CC Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MINIMUM LOT SIZE		
All Uses	105,000 square feet	
[...]		

[...]

Section 8. TDC Chapter 58 is amended as follows:

[...]

TDC 58.800 Central Tualatin Overlay Development Standards.

[...]

Table 58-7
Development Standards in the Central Tualatin Overlay District

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
CENTRAL COMMERCIAL (CC)		
Density within the Residential Sub-District	16-25 dwelling units per acre	
Minimum Lot Size within Core Area-Parking District	5,000 square feet	For mixed use developments, and multi-family dwellings on separate lots, lot areas, widths and frontages are determined through the Architectural Review Process.
Minimum Lot Size outside Core Area-Parking District	25,000 square feet	
Minimum Lot Width	40 feet	
Minimum Lot Width at the Street	40 feet	

Minimum Lot Width at the Street on a Cul-De-Sac Street		35 feet	
--	--	---------	--

[...]

Section 9. TDC Chapter 62 is amended as follows:

[...]

TDC 62.100. Purpose.

The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses must not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an aesthetically attractive working environment with park or campus like grounds, attractive buildings, ~~ample employee parking~~ and other amenities appropriate to an employee oriented activity. The purpose is also to protect existing and future sites for such uses by maintaining large lot configurations or a cohesive planned development design and limiting uses to those that are of a nature so as to not conflict with other industrial uses or surrounding residential areas. The purpose is also to allow a limited amount of commercial uses and services and other support uses.

[...]

Section 10. TDC Chapter 64 is amended as follows:

[...]

TDC 64.100. Purpose.

- (1) The purpose of this zone is to provide ~~an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses must not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The zone is to provide for an aesthetically attractive working environment with park or campus like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. The purpose is also to protect existing and future sites for such uses. The purpose of this zone is to provide an environment for industrial development consistent with the Southwest Concept Plan (SWCP) and with the Metro designated Regionally Significant Industrial Area (RSIA).~~
- (2) ~~The Manufacturing Business Park (MBP) Zone will be a mix of light industrial and high-tech uses in a corporate campus setting. Permitted uses are required to be conducted within a building and uses with unmitigated hazardous or nuisance effects are restricted. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users. The remainder of the area is likely to include light to medium industrial uses with some limited, local-serving commercial services. The zone is intended to provide for an aesthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It~~

also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

[...]

Section 11. TDC Chapter 73A is amended as follows:

~~General Purpose and Objectives of Site and Building Design Standards~~

~~Residential Design Standards~~

~~Multi-Family Design Standards~~

~~Commercial Design Standards~~

~~Industrial Design Standards~~

~~Institutional Design Standards~~

~~GENERAL PURPOSE AND OBJECTIVES OF SITE AND BUILDING DESIGN STANDARDS~~

[...]

~~RESIDENTIAL DESIGN STANDARDS~~

[...]

TDC 73A.10020. Residential Design Standards Applicability; Exceptions.

[...]

TDC 73A.11030. Clear and Objective Residential (Type I) Design Standards.

Residential housing types using the Clear and Objective (Type I) standards must comply with the following:

[...]

(4) Walkways. Walkways must be provided for townhouses as follows:

- (a) Walkways must be a minimum of three feet in width;**
- (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete; and**
- (c) The walkways must meet ADA standards applicable at time of construction or alteration.**

[...]

TDC 73A.12040. Type I Residential Roof Design Elements.

[...]

TDC 73A.13050. Type I Residential Wall Design Elements.

[...]

TDC 73A.14060. Discretionary (Type II) Residential Development Design Standards.

[...]

TDC 73A.15070. Clear and Objective (Type I) Cottage Cluster Design Standards.

[...]

TDC 73A.16080. Discretionary (Type II) Cottage Cluster Design Standards.

[...]

TDC 73A.17090. Accessory Dwelling Unit Design Standards.

[...]

~~MULTI FAMILY DESIGN STANDARDS~~

TDC 73A.2100. Multi-Family Design Standards.

The following standards are the minimum standards requirements for all other residential multi-family development in all zones, except that does not meet the definition of single family dwelling, duplex, townhouse, triplex, quadplex, or cottage cluster or is 5 or more dwelling units. These standards do not apply to development in the Central Design District and Mixed Use Commercial (MUC) zones, which have separate standards and may be less than the minimums provided below.

[...]

(7) Walkways. Multi-family uses must provide walkways as follows:

- (a) Walkways for duplexes and townhouses must be a minimum of three feet in width;
- (b) All other multi-family development must have walkways of must be a minimum of six feet in width;
- (c) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable; and
- (d) Walkways must provide pedestrian connections between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way; and
- (e) Walkways through parking areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas.

[...]

(9) Carports and Garages. Multi-family uses must may provide Carports and Garage features as follows:

- (a) The form, materials, color, and construction must be compatible with the complex they serve.

[...]

(11) Service, Delivery and Screening. Multi-family uses must provide service, delivery, and screening features as follows:

- (a) Provisions for postal delivery must be made consistent with US Postal Service regulations conveniently located and efficiently designed for residents;
- (b) Pedestrian access from unit entries to postal delivery areas, shared activity areas, and parking areas ~~must be provided via accessways~~; and
- (c) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping.

~~COMMERCIAL DESIGN STANDARDS~~

TDC 73A.30110. Commercial General Design Standards.

The following standards are the minimum requirements for commercial nonresidential development in all zones, except the Mixed-Use Commercial (MCUC) and Basalt Creek Employment (BCE) zones, which ~~has its own standards~~ have separate standards.

- (1) *Walkways.* ~~Commercial d~~Development must provide walkways as follows:

- (a) Walkways must ~~be have~~ a minimum of six feet in width of:
 - (i) Six feet for commercial and institutional uses; and
 - (ii) Five feet for industrial uses.
- (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. ~~Gravel or bark chips are not acceptable;~~
- (c) Walkways must meet ADA standards applicable at time of construction or alteration;
- (d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
- (e) Walkways through parking areas, ~~drive aisles, and loading areas~~ must be visibly raised and of a different appearance than the adjacent paved vehicular areas;
- (f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and
- (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.

- (2) *Accessways.*

- (a) *When Required.* Accessways are required to be constructed when a ~~multi family~~ development is adjacent to any of the following:

[...]

- (b) *Design Standard.* Accessways must meet the following design standards:

[...]

- (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, ~~but not gravel or woody material;~~

[...]

- (3) *Drive-up Uses.* When permitted, dDrive-up uses must comply with the following:

- (a) Provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:
 - (i) Banks—Each lane must be 100 feet long;
 - (ii) Restaurants—Each lane must be 160 feet long; and
 - (iii) Other uses—Each lane must be between 80 and 160 feet long, as determined by the City.
- (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property.
- (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.
- (d) The width and turning radius of drive-up aisles must be approved by the City.
- (e) A wall or other visual or acoustic may be required by the City.

(4) *Safety and Security.* Commercial dDevelopment must provide safety and security features as follows:

[...]

(5) *Service, Delivery, and Screening.* Commercial dDevelopment must provide service, delivery, and screening features as follows:

[...]

(6) *Adjacent to Transit.* Commercial dDevelopment adjacent to transit must comply with the following:

- (a) Development on a transit street ~~designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5~~ must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
- (b) Development abutting major transit stops as ~~designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5~~ must:

[...]

TDC 73A.40120 Mixed Use Commercial Design Applicability; Exceptions.

[...]

TDC 73A.41130 Mixed Use Commercial Design Standards.

(1) Applicability. The Mixed Use Commercial (MUC) design standards apply to:

- (a) New buildings in the Mixed Use Commercial (MUC) zone.
- (b) Expansion or substantial exterior remodeling of existing development in the Mixed Use Commercial (MUC) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage by more than 50 percent.

(2) Exceptions: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:

- (a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep

slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or

(b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

~~The following are the minimum standards for development in the Mixed Use Commercial zone.~~

(43) ~~Walkways. Mixed Use Commercial zone~~ dDevelopment must provide walkways as follows:

[...]

(24) ~~Parking Location. When provided, p~~Parking for all Mixed Use Commercial zone uses must be provided within garages or parking lots as follows:

- (a) ~~Parking and loading areas are prohibited between the public street and proposed building(s);~~
- (b) ~~Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site; and~~
- (c) ~~Parking must be setback a minimum of 50 feet from the front property line; and~~
- (d) ~~Parking required for residential uses must be provided on the development site of the primary structure.~~

(35) ~~Drive-up Uses. When permitted, d~~Drive-up uses must comply with the following:

[...]

(46) ~~Adjacent to Transit. Mixed Use Commercial zone~~ dDevelopment adjacent to transit must comply with the following:

- (a) ~~Development on a transit street designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.~~
- (b) ~~Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must:~~

[...]

(57) ~~Building Location. Buildings must occupy a minimum of 50 percent of arterial and collector street frontages. Buildings must be located at public street intersections on arterials and collectors.~~

(68) ~~Building Design Standards. Mixed Use Commercial zone~~ dDevelopment must meet the following building design standards.

[...]

~~INDUSTRIAL DESIGN STANDARDS~~

~~TDC 73A.500. Industrial Design Standards.~~

~~The following standards are minimum requirements for industrial development in all zones, except the Basalt Creek Employment (BCE) zone, which has its own standards:~~

(1) Walkways. Industrial development must provide walkways as follows:

- (a) Walkways must be a minimum of five feet in width;
- (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
- (c) Walkways must meet ADA standards applicable at time of construction or alteration;
- (e) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
- (f) Walkways through parking areas, drive aisles, and loading areas must be of a different appearance than the adjacent paved vehicular areas; and
- (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.

(2) Accessways.

(a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:

- (i) Residential property;
- (ii) Commercial property;
- (iii) Areas intended for public use, such as schools and parks; and
- (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.

(b) Design Standard. Accessways must meet the following design standards:

- (i) Accessways must be a minimum of eight feet in width;
- (ii) Public accessways must be constructed in accordance with the Public Works Construction Code;
- (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;
- (iv) Accessways must meet ADA standards applicable at time of construction or alteration;
- (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;
- (vi) Accessways may be gated for security purposes;
- (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and
- (viii) Must be constructed, owned and maintained by the property owner.

(c) Exceptions. The Accessway standard does not apply to the following:

- (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and
- (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.

(3) Drive-up Uses. Drive-up uses must comply with the following:

- (a) Must provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:
 - (i) Banks—each lane must be 100 feet long;
 - (ii) Restaurants—each lane must be 160 feet long; and
 - (iii) Other uses—each lane must be between 80 and 160 feet long, as determined by the City.
- (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property;
- (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones;
- (d) The width and turning radius of drive-up aisles must be approved by the City; and
- (e) A wall or other visual or acoustic may be required by the City.

(4) Safety and Security. Industrial development must provide safety and security features as follows:

- (a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;
- (b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-of-way;
- (c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas;
- (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and
- (e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.

(5) Service, Delivery, and Screening. Industrial development must provide service, delivery, and screening features as follows:

- (a) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;
- (b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and
- (c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight obscuring fences or walls and landscaping.

(6) Adjacent to Transit. Industrial development adjacent to transit must comply with the following:

- (a) Development on a transit street illustrated on TDC Chapter 11 Comprehensive Plan Map 8-5 (Figure 11) must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street; and

(b) Development abutting major transit stops as illustrated on TDC Chapter 11 Comprehensive Plan Map 8-5 (Figure 11) must:

- (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
- (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
- (iii) Provide a transit passenger landing pad accessible to disabled persons;
- (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
- (v) Provide lighting at the major transit stop.

TDC 73A.60140. Basalt Creek Employment (BCE) Design Standards.

(1) *Applicability.* The Basalt Creek Employment (BCE) design standards apply to:

- (a) New buildings in the Basalt Creek Employment (BCE) zone.
- (b) Expansion or substantial exterior remodeling of existing non-residential development in the Basalt Creek Employment (BCE) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage or property within a residential planning district by more than 50 percent.

(2) *Exceptions:* The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:

- (a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or
- (b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

(3) *Building Design Standards.* BCE zone dDevelopment must provide building design as follows:

[...]

(4) *Walkways.* BCE zone dDevelopment must provide walkways as follows:

- (a) Walkways must be a minimum of five feet in width;
- (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;

[...]

(5) *Accessways.*

- (a) *When Required.* Accessways are required to be constructed when a BCE development is adjacent to any of the following:

[...]
- (b) *Design Standard.* Accessways must meet the following design standards:

[...]

- (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;
- [...]
- (6) *Safety and Security.* BCE zone d Development must provide safety and security features as follows:
 - [...]
- (7) *Adjacent to Transit.* BCE zone d Development adjacent to transit must comply with the following:
 - [...]

~~INSTITUTIONAL DESIGN STANDARDS~~

~~TDC 73A.700. Institutional Design Standards.~~

~~The following standards are minimum requirements for institutional development in all zones:~~

- (1) *Walkways.* Institutional development must provide walkways as follows:
 - (a) ~~Walkways must be a minimum of six feet in width;~~
 - (b) ~~Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;~~
 - (c) ~~Walkways must meet ADA standards applicable at time of construction or alteration;~~
 - (d) ~~Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;~~
 - (e) ~~Walkways through parking areas, drive aisles, and loading areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas;~~
 - (f) ~~Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and~~
 - (g) ~~Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.~~
- (2) *Accessways.*
 - (a) *When Required.* Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - (i) ~~Residential property;~~
 - (ii) ~~Commercial property;~~
 - (iii) ~~Areas intended for public use, such as schools and parks; and~~
 - (iv) ~~Collector or arterial streets where transit stops or bike lanes are provided or designated.~~
 - (b) *Design Standard.* Accessways must meet the following design standards:
 - (i) ~~Accessways must be a minimum of eight feet in width;~~
 - (ii) ~~Public accessways must be constructed in accordance with the Public Works Construction Code;~~
 - (iii) ~~Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody~~

material;

- (iv) Accessways must meet ADA standards applicable at time of construction or alteration;
- (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;
- (vi) Accessways must not be gated to prevent pedestrian or bike access;
- (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and
- (viii) Must be constructed, owned and maintained by the property owner.

(c) Exceptions. The Accessway standard does not apply to the following:

- (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and
- (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.

(3) Safety and Security. Institutional development must provide safety and security features as follows:

- (a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;
- (b) Locate windows and interior lighting to enable surveillance of interior activity from the public right of way;
- (c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right of way without shining into public rights of way or fish and wildlife habitat areas;
- (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and
- (e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.

(4) Service, Delivery, and Screening. Institutional development must provide service, delivery, and screening features as follows:

- (a) Above grade and on grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;
- (b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and
- (c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight obscuring fences or walls and landscaping.

(5) Adjacent to Transit. Institutional development adjacent to transit must comply with the following:

- (a) Development on a transit street designated in TDC Chapter 11 (Figure 11-5) must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street; and
- (b) Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

Section 12. TDC Chapter 73B is amended as follows:

[...]

TDC 73B.020. Landscape Area Standards Minimum Areas by Use and Zone.

The following are the minimum areas required to be landscaped for each use and zone:

Table 73B-1
Required Minimum Landscape Area

Zone	Minimum Area Requirement*	Minimum Area Requirement with dedication for a fish and wildlife habitat*
(1) RL, RML, RMH, RH and RH/HR zones—Permitted Uses	None	None
(2) RL, RML, RMH, RH and RH/HR zones—Conditional Uses, except Small Lot Subdivisions	25 percent of the total area to be developed	20 percent of the total area to be developed
(3) CO, CR, CC, CG, ML and MG zones except within the <u>Central Tualatin Overlay Core Area</u> <u>Parking District</u> —All uses	15 percent of the total area to be developed	12.5 percent of the total area to be developed
(4) CO, CR, CC, CG, MUC, ML and MG zones within the <u>Central Tualatin Overlay Core Area</u> <u>Parking District</u> —All uses	10 percent of the total area to be developed	7.5 percent of the total area to be developed
(5) IN, CN, CO/MR, MC and MP zones—All uses	25 percent of the total area to be developed	22.5 percent of the total area to be developed
(6) BCE zone—All uses; Industrial Business Park Overlay District and MBP—	20 percent of the total area to be developed	Not applicable

must be approved through Industrial Master Plans		
<p>* For properties within the Hedges Creek Wetland Protection District which have signed the "Wetlands Mitigation Agreement," the improved or unimproved wetland buffer area may reduce the required landscaping to 12.5 percent as long as all other landscape requirements are met.</p>		

[...]

TDC 73B.040. Additional Minimum-Landscaping Requirements for Commercial Nonresidential Uses.

(1) *General.* In addition to requirements in TDC 73B.020, nonresidential uses, except those located in the Mixed-Use Commercial (MUC) zone which has its own standards, must comply with the following:

[...]

(e) Landscape screening provisions are superseded by the vision clearance requirements of Figure 73B-4.

(2) *Manufacturing Park (MP)—Wetland Buffer.* Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:

- (a) Area counted as landscaping is limited to a maximum of two and one-half percent (of the total land area to be developed);
- (b) Area to be counted as landscape must be within the boundaries of the subject property;
- (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
- (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and the Unified Sewerage Agency Clean Water Services; and
- (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and the Unified Sewerage Agency Clean Water Services as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

[...]

TDC 73B.060. Additional Minimum Landscaping Requirements for Industrial Uses.

(1) *General.* In addition to requirements in TDC 73B.020, industrial uses must comply with the following:

- (a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.
- (i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.

(b) ~~Minimum 5 foot wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5 foot wide landscaped area requirement:~~

- (i) ~~Pedestrian amenities such as landscaped plazas and arcades; and~~
- (ii) ~~Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.~~

(c) ~~Five foot wide landscaped area requirement does not apply to:~~

- (i) ~~Leading areas,~~
- (ii) ~~Bicycle parking areas,~~
- (iii) ~~Pedestrian egress/ingress locations, and~~
- (iv) ~~Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.~~

(d) ~~Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.~~

(2) ~~MP Area Wetland Buffer.~~ Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:

- (a) ~~Area counted as landscaping is limited to a maximum of two and one half percent of the total land area to be developed;~~
- (b) ~~Area to be counted as landscape must be within the boundaries of the subject property;~~
- (c) ~~No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;~~
- (d) ~~Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and the Clean Water Services; and~~
- (e) ~~Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and Clean Water Services, as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.~~

TDC 73B.070. Additional Minimum Landscaping Requirements for Institutional Uses.

(1) ~~General.~~ In addition to the requirements in TDC 73B.020, institutional uses comply with the following:

- (a) ~~All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.~~
- (i) ~~This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.~~

(b) ~~Minimum 5 foot wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5 foot wide landscaped area requirement:~~

- (i) ~~Pedestrian amenities such as landscaped plazas and arcades; and~~
- (ii) ~~Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.~~

(c) ~~Five foot wide landscaped area requirement does not apply to:~~

- (i) ~~Leading areas,~~
- (ii) ~~Bicycle parking areas,~~
- (iii) ~~Pedestrian egress/ingress locations, and~~
- (iv) ~~Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.~~

(d) ~~Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.~~

(2) ~~MP Area Wetland Buffer.~~ Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:

- (a) ~~Area counted as landscaping is limited to a maximum of two and one half percent of the total land area to be developed;~~
- (b) ~~Area to be counted as landscape must be within the boundaries of the subject property;~~
- (c) ~~No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;~~
- (d) ~~Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and Clean Water Services; and~~
- (e) ~~Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and Clean Water Services as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.~~

TDC 73B.0860. - Minimum Landscaping Standards for All Zones.

[...]

TDC 73B.0970. - Minimum Standards Trees and Plants.

[...]

Section 13. TDC Chapter 73C is amended as follows:

In General

IN GENERAL

TDC 73C.010. Off-Street Parking and Loading Purpose and Applicability and General Requirements.

(1) Purpose. The purpose of the off-street parking and loading area standards are to promote functional and safe parking areas that are:

- (a) Limited in scale;
- (b) Designed to minimize conflicts with active transportation modes;
- (c) Designed to mitigate heat island effects or generate sustainable power.

Applicability. Off-street parking and loading is required to be provided by the owner and/or developer, in all zones, whenever the following occurs:

- (a) Establishment of a new structure or use;
- (b) Change in use; or
- (c) Change in use of an existing structure.

(2) Applicability. The off-street parking and loading provisions of this chapter apply to all new development and modifications to existing development, including changes of use, unless otherwise stated in this chapter.

General Requirements. Off-street parking spaces, off-street vanpool and carpool parking spaces, off-street bicycle parking, and off-street loading berths must be as provided as set forth in TDC 73C.100, unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process.

(a) The following apply to property and/or use with respect to the provisions of TDC 73C.100:

- (i) The requirements apply to both the existing structure and use, and enlarging a structure or use;
- (ii) The floor area is measured by gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading;
- (iii) Where employees are specified, the term applies to all persons, including proprietors, working on the premises during the peak shift;
- (iv) Calculations to determine the number of required parking spaces and loading berths must be rounded to the nearest whole number;
- (v) If the use of a property changes, thereby increasing off-street parking or loading requirements, the increased parking/loading area must be provided prior to commencement of the new use;
- (vi) Parking and loading requirements for structures not specifically listed herein must be determined by the City Manager, based upon requirements of comparable uses listed;
- (vii) When several uses occupy a single structure, the total requirements for off-street parking may be the sum of the requirements of the several uses computed separately or be computed in accordance with TDC 73.370(1)(m), Joint Use Parking;
- (viii) Off-street parking spaces for dwellings must be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the

~~building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site. The parcel upon which parking facilities are located must be in the same ownership as the structure.~~

(ix) ~~Required parking spaces must be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business;~~

(x) ~~Institution of on street parking, where none is previously provided, must not be done solely for the purpose of relieving crowded parking lots in commercial or industrial zones;~~

(xi) ~~Required vanpool and carpool parking must meet the 9 foot parking stall standards in Figure 73-1 and be identified with appropriate signage;~~

(xii) ~~Where uses are mixed in a single building, parking must be a blend of the ratio required less ten percent for the minimum number of spaces. The maximum number of spaces must be ten percent less than the total permitted maximum for each use; and~~

(xiii) ~~If the applicant demonstrates that too many or too few parking spaces are required, applicant may seek a variance from the minimum or maximum by providing evidence that the particular use needs more or less than the amount specified in this Code.~~

TDC 73C.020. Calculating Parking Lot Area.

Parking lot area shall be based on the cumulative area measured around the perimeter of all parking spaces, vehicle maneuvering areas, interior walkways, and interior landscaping areas. This requirement applies to parking areas scattered throughout a property or that span multiple lots but serve a common use or uses.

TDC 73C.0230. Parking Lot Design Standards Requirements.

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks All development where new parking is provided, must comply with the following:

- (1) *Parking Space and Aisle Dimensions.* Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1; Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1.
 - (a) Exception: Parking structures and underground parking where stall space length and width requirements for a standard size stall space must may be reduced by one-half feet and vehicular access at the entrance may be a minimum of 18 feet in width, if gated must be a minimum of 18 feet in width.
- (2) *Surface Materials.* Parking lots and parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
 - (a) Parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
 - (b) Pavers, pervious concrete, or grasscrete are encouraged for parking spaces in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor; and

- (c) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks.
- (3) Wheel Stops. Parking bumpers, wheel stops, or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways. Parking stalls must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or woody material are not an acceptable materials. Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor;
- (4) Circulation. Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;
 - (a) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site; and
 - (b) Groups of more than four parking spaces must be located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way, other than an alley.
- (5) Lighting. Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor. Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.
- (6) Screening. Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration;
 - (a) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200-230; and
 - (b) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
- (7) Accessible Parking. Accessible parking spaces must meet federal and state building code standards applicable at time of construction or alteration. Such parking spaces must be sized, signed, and marked in compliance with ORS 447. Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;
- (8) Compact Parking. Parking spaces for sub-compact vehicles must not exceed 35 percent of the total parking provided. Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;
- (9) Employee Parking. New commercial, institutional, and/or industrial developments with more than 50 parking spaces, must provide preferential parking for carpools and vanpools. The number of carpool/vanpool parking spaces shall be at least 10 percent of the amount of parking spaces provided. Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site;
- (10) Electrical Service Capacity. Electrical service capacity, as defined in ORS 455.417 must be provided to new off-street parking spaces subject to the following standards. Variance

requests to these standards are prohibited. On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic;

(a) Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.

(b) Residential or mixed-use development with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on site.

(11) *Maximum Coverage.* For developments with more than 65,000 square feet of floor area on site, the total area of surface parking must not exceed the total square footage of the floor area on that site. Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor;

(12) *Tree Canopy.* Tree canopy must be provided over parking areas in compliance with the following standards. Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and

(a) Developments with off-street parking areas less than one-half acre (21,780 square feet) in size, as measured using the method provided in TDC 73C.020, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.

(b) Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide trees along driveways.

(i) Trees must be planted an average of not more than 30 feet on center, except when interrupted by driveways, drive aisles, and other site design considerations; and

(ii) The required landscape area must be a minimum of five feet in width, as measured from the inside of any proposed curb.

(c) Development of a tree canopy plan under this section shall be done in coordination with the local utility provider.

(13) *Climate Mitigation.* Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide at least one of the following: Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.

(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, subject to Tualatin Development Code standards.

(b) Invest at least 1.5% of the project cost on green energy, in compliance with OAR 330-135-0010. This provision applies to public projects only.

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

TDC 73C.030. Shared Parking Requirements.

~~Parking facilities may be shared by users on adjacent parcels if the following standards are met:~~

- ~~(1) One of the parcels has excess parking spaces, considering the present use of the property; the other parcel lacks sufficient area for required parking spaces;~~
- ~~(2) The total number of parking spaces meets the standards for the sum of the number of spaces required for each use;~~
- ~~(3) Legal documentation, to the satisfaction of the City Attorney, must be submitted verifying permanent use of the excess parking area on one lot by patrons of the uses deficient in required parking area;~~
- ~~(4) Physical access between adjoining lots must be such that functional and reasonable access is provided to uses on the parcel deficient in parking spaces;~~
- ~~(5) Adequate directional signs must be installed specifying the joint parking arrangement; and~~
- ~~(6) Areas in the Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor would be better protected.~~

TDC 73C.040. Joint Use Parking Requirements.

- ~~(1) Joint use of parking spaces may occur where adjacent developments or multiple uses in a development are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times.~~
- ~~(2) Joint use of parking spaces may be allowed are met:~~
 - ~~(a) There must be no substantial conflict; the principal operating hours of the buildings or uses for which the joint use parking is proposed. Future change of use, such as expansion of a building or establishment of hours of operation which conflict with or affect a joint use parking agreement are prohibited, unless approval is obtained through the Architectural Review process;~~
 - ~~(b) The joint use parking spaces must be located no more than 500 feet from a building or use to be served by the joint use parking;~~
 - ~~(c) The number and location of parking spaces, hours of use and changes in operating hours of uses subject to joint use must be approved through the Architectural Review process;~~
 - ~~(d) Legal documentation, to the satisfaction of the City Attorney, must be submitted verifying the joint use parking between the separate developments. Joint use parking agreements may include provisions covering maintenance, liability, hours of use and cross easements;~~
 - ~~(e) The City Attorney approved legal documentation must be recorded by the applicant at the Washington or Clackamas County Recorder's Office and a copy of the recorded document must be submitted to the Planning Department prior to issuance of a building permit; and~~
 - ~~(f) Areas in the Natural Resource Protection Overlay District or a Clean Water Services Vegetated Corridor would be better protected.~~

TDC 73C.050. Bicycle Parking Requirements and Standards.

(1) **Requirements.** Bicycle parking facilities must include:

- (a) Long term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;
 - (i) Long term bicycle parking facilities may be provided inside a building in suitable secure and accessible locations.
- (b) Short term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.

(2) **Standards.** Bicycle parking must comply with the following:

- (a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet;
- (b) A five foot wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (d) Bicycle parking areas and facilities must be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs must be located at the main entrance and at the location of the bicycle parking facilities;
- (e) Bicycle parking must be located in convenient, secure, and well lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights of way or fish and wildlife habitat areas;
- (f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for profit bicycle parking businesses;
- (g) Bicycle parking may be provided within the public right of way in the Core Area Parking District subject to approval of the City Engineer and provided it meets the other requirements for bicycle parking; and
- (h) The City Manager or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long term and/or short term parking pursuant to Architectural Review.

TDC 73C.060. Transit Facility Conversion.

Parking on existing residential, commercial, and industrial development may be redeveloped as transit facility, as a way to encourage the development of transit supportive facilities such as bus stops and pullouts, bus shelters and park and ride stations. Parking spaces converted to such uses in conjunction with the transit agency and approved through Architectural Review process will not be required to be replaced.

TDC 73C.1040. Off-Street Vehicle and Bicycle Parking Minimum/Maximum Quantity Requirements.

- (1) *Parking Table.* Table 73C-1 lists the maximum permitted vehicle and minimum required bicycle parking requirements listed for land use types. The following are the minimum and maximum requirements for off street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC 73C.110.
- (2) *Parking Categories.*
 - (a) *Parking Zone A.* Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within the town center (Comprehensive Plan Map 10-4), one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service, or one-half mile walking distance of light rail station platforms that have 20-minute peak hour transit service.
 - (b) *Parking Zone B.* Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, and that have a greater than 20-minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops and one-half mile walking distance of light rail station platforms, or both.
 - (c) *Dual Parking Zones.* If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A ratios.
- (3) *Ratios.* Calculations to determine the parking quantities must be rounded to the nearest whole number.
- (4) *Uses Not Listed.* For uses not specifically mentioned in Table 73C-1, a use determination may be requested as provided in TDC 31.070 for the purposes of determining off-street parking facilities for vehicles and bicycles.

TABLE 73C-1: Off-Street Vehicle and Bicycle Parking Quantity Requirements

USE	MINIMUM MOTOR VEHICLE PARKING		MINIMUM PERMITTED BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
	MAXIMUM MOTOR VEHICLE PARKING	MAXIMUM PERMITTED VEHICLE PARKING		
	Zone A	Zone B		
(a) Residential Uses				
(i) Detached single-family dwellings and residential home, residential facilities (located	2.00 vehicle parking spaces per dwelling unit, residential home or residential facility	None	None Required	N/A

<u>in low density (RL) zones)</u> <u>accessory dwelling units</u>	<u>None</u>			
(ii) <u>Middle Housing:</u> Duplexes a. Duplexes b. Triplexes c. Quadplexes d. Townhouses e. Cottage Clusters	1.00 vehicle parking space per dwelling unit <u>None</u>	None	None Required	<u>N/A</u>
(iii) Townhouses	1.00 vehicle parking space per dwelling unit	<u>None</u>	<u>None Required</u>	<u>N/A</u>
(iv) Triplexes and (v) Quadplexes	1.00 space in total for lots less than 3,000 SF. 2.00 spaces in total for lots greater than or equal to 3,000 SF and less than 5,000 SF. 3.00 spaces in total for lots greater than 5,000 SF and less than 7,000 SF. 4.00 spaces in total for lots equal to or greater than 7,000 SF.	<u>None</u>	<u>None Required</u>	
(vi) Cottage Clusters	1.00 space per dwelling unit in a Cottage Cluster. Spaces may be provided for individual cottages or in shared parking clusters.	<u>None</u>	<u>None Required</u>	
(viii) Multi-family dwellings: in subdivisions a. studio units b. non-studio units	1.50 spaces per unit a. 1.2 spaces per unit b. 2.0 spaces per unit	None	Developments with five or more units; none required if a garage is provided as an	100

			integral element of a unit; otherwise 1.00 space per unit	
(viii) Multi-family dwellings in complexes with private internal driveways	1.0 space/studio, 1.25 space/1 bedroom, 1.50 space/2 bedroom, 1.75 space/3+ bedroom	None	Developments with five or more units; none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	100
(ix) Retirement housing facility	1.00 space per dwelling unit None	None	0.50 space per unit	50
(x) Boarding house, lodging	1.00 space per guest house accommodation	None	0.25 space per guest house accommodation	50
(xiv) Congregate care, assisted living and residential care facilities	0.50 space per dwelling unit None	None	2, or 0.20 spaces per dwelling unit; whichever is greater	50
(xvi) Residential facilities (located in other than low-density residential zones)	1.00 space per three beds, plus 1.00 space per employee None	None	2, or 1.00 space for every six beds; whichever is greater	50
(xiii) Dwelling units within the Central Design District except as specified in (d), (e), and (f) above	1.50 space per dwelling unit, including garage	None	Multi-family residential developments with five or more units; none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	100
(b) Institutions				
(i) Convalescent home, or nursing home or sanitarium	1.00 space per 2 beds for patients or residents None	None	2, or 1.00 space for every six beds; whichever is greater	50

(ii) Hospital	1.00 space per 500 square feet of gross floor area <u>None</u>	None	1 space per 1,000 gross square feet	First ten <u>10</u> spaces or 40 percent whichever is greater
(c) Places of Public Assembly				
(i) Library, reading room	1.00 space per 400 square feet of public area <u>None</u>	None	2, or 1.5 spaces per 1,000 gross square feet; whichever is greater	10
(ii) Nursery, primary, elementary or middle school, child day care center	2.00 spaces per employee <u>None</u>	None	4, or 1.00 space per five students based on the design capacity of the facility; whichever is greater	75
(iii) Senior high school	0.23 spaces per student and staff	Zone A and Zone B: 0.3 spaces per student plus 1.00 space per and staff	4, or 1.00 space per five students based on the design capacity of the facility; whichever is greater	25
(iv) Other places of public assembly, including churches	1.00 0.6 spaces per four seats or eight feet of bench length	Zone A: 0.6 spaces per seat Zone B: 0.58 spaces per seat	1.0 space per 40 seats or 80 feet of bench length	35
(d) Commercial Amusements				
(i) Theater	1.00 space per four seats <u>0.4 spaces per seat</u>	Zone A: 0.4 spaces per seat Zone B: 0.5 spaces per seat	1.0 space per 30 seats	10
(ii) Bowling alley	5.00 spaces per lane <u>5.4 spaces per 1,000 square feet of gross floor area</u>	None <u>6.5 spaces per 1,000 square feet of gross floor area</u>	4 spaces, or 0.50 spaces per lane; whichever is greater	40
(iii) Dance hall, skating rink	4.3 5.4 spaces per 1,000 square feet of gross floor area	Zone A: 5.4 spaces per 1,000 square feet of gross floor area Zone B: 6.5 spaces per 1,000 square	2.0 spaces per 1,000 square feet of floor area	50

		feet of gross floor area		
(iv) Racquet court, health club	4.00 <u>1.3 spaces per 1,000 square feet of gross floor area</u>	<u>Zone A: 1.3 spaces per 1,000 square feet of gross floor area</u> <u>Zone B: 1.5 spaces per 1,000 square feet of gross floor area</u>	2.0 spaces per 1,000 square feet of exercise area	50
(e) Commercial				
(i) <u>General Retail—grocery stores, convenience stores, specialty retail and shops</u> <u>shops (under 100,000 square feet of gross floor area)</u>	4.00 <u>5.0 spaces per 1,000 square feet of gross floor area</u>	<u>Zone A: 5.1 spaces per 1,000 square feet of gross floor area</u> <u>Zone B: 6.2 spaces per 1,000 square feet of gross floor area</u>	0.50 space per 1,000 square feet of gross floor area	50
(ii) <u>Bulk Retail—store handling exclusively bulky merchandise such as furniture and home furnishings, appliances, building materials, and similar large items or automobiles and service or repair shops</u>	4.00 <u>space per 400 square feet of sales floor area</u> <u>5.0 spaces per 1,000 square feet of gross floor area</u>	<u>Zone A: 5.1 spaces per 1,000 square feet of gross floor area</u> <u>Zone B: 6.2 spaces per 1,000 square feet of gross floor area</u>	2 spaces, or 0.20 space per 1,000 square feet of sales floor area; whichever is greater	50
(iii) <u>Shopping center (over 100,000 square feet of gross floor area)</u>	4.1 <u>spaces per 1,000 square feet of gross floor area</u>	<u>Zone A: 5.1 spaces per 1,000 square feet of gross floor area</u> <u>Zone B: 6.2 spaces per 1,000 square feet of gross floor area</u>	0.50 space per 1,000 square feet of gross floor area	50

(iii) Banks/Savings and loans	4.30 <u>5.0</u> spaces per 1,000 square feet of gross floor area	<u>Zone A: 5.4</u> spaces per 1,000 square feet of gross floor area <u>Zone B: 6.5</u> spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 square feet; whichever is greater	10
(iv) Medical & dental offices	<u>43.90</u> spaces per 1,000 square feet of gross floor area	<u>Zone A: 4.9</u> spaces per 1,000 square feet of gross floor area <u>Zone B: 5.9</u> spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 gross square feet; whichever is greater	First ten <u>10</u> spaces or 40 percent; whichever is greater
(vi) General office	<u>2.70</u> <u>3.4</u> spaces per 1,000 square feet of gross floor area	<u>Zone A: 3.4</u> spaces per 1,000 square feet of gross floor area <u>Zone B: 4.1</u> spaces per 1,000 square feet of gross floor area	2 spaces, or 0.50 spaces per 1,000 gross square feet; whichever is greater	First ten <u>10</u> spaces or 40 percent; whichever is greater
(vii) Restaurant	<u>10.00</u> <u>19.1</u> spaces per 1,000 square feet of gross floor area	<u>Zone A: 19.1</u> spaces per 1,000 square feet of gross floor area <u>Zone B: 23.0</u> spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet	25
(viii) Drive-up restaurant	<u>9.90</u> <u>12.4</u> spaces per 1,000 square feet of gross floor area	<u>Zone A: 12.4</u> spaces per 1,000 square feet of gross floor area <u>Zone B: 14.9</u> spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet <u>sq. ft</u>	25

(viiix) Motel	1.00 space per room <u>None</u>	None	0.20 space per room	10
(ix) Mortuary	1.00 space per four seats or an eight feet of bench length in chapels <u>None</u>	None	1.0 space per 40 seats or 80 feet of bench length	10
(xi) Office furniture and office furniture sales	1.00 space per 550 gross square feet	None	2 spaces, or 0.20 space per 1,000 square feet of sales floor area, whichever is greater	10
(xii) Park and ride lots	None	None	5 percent of auto spaces	100
(xiii) Major transit stops (not Park and Ride lots)	None	None	4	100
(xiv) Wireless communication facility	1.0 space	None	N/A	N/A
(f) Industrial				
(i) Manufacturing	1.60 spaces per 1,000 square feet of gross floor area <u>None</u>	None	2 spaces, or 0.10 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater
(ii) Warehousing	0.430 spaces per 1,000 square feet of gross floor area	Zone A: 0.4 spaces per 1,000 square feet of gross floor area Zone B: 0.5 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.10 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater
(iii) Wholesale establishment	3.00 spaces per 1,000 square feet of gross floor area <u>None</u>	None	2 spaces, or 0.50 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater
(g) Exempt Uses				
(i) <u>Commercial</u> Parking Structures	Exempt	Exempt	Exempt	Exempt
(ii) Fleet Parking	Exempt	Exempt	Exempt	Exempt

(iii) Parking for vehicles for sale, lease, or rent	Exempt	Exempt	Exempt	Exempt
(iv) Car/Vanpool Parking	Exempt	Exempt	Exempt	Exempt
(v) Dedicated Valet Parking	Exempt	Exempt	Exempt	Exempt
(vi) User Paid Parking	Exempt	Exempt	Exempt	Exempt

(2) In addition to the general parking requirements in subsection (1), the following are the minimum number of off-street vanpool and carpool parking for commercial, institutional, and industrial uses)

Number of Required Parking Spaces	Number of Vanpool or Carpool Spaces
0 to 10	1
10 to 25	2
26 and greater	1 for each 25 spaces

TDC 73C.050. Bicycle Parking Requirements.

(1) Requirements. Bicycle parking facilities must include:

- (a) Long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;
 - (i) Long-term bicycle parking facilities may be provided inside a building and/or parking garage in secure and accessible locations.
- (b) Short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.

(2) Standards. Bicycle parking must comply with the following:

- (a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet;
- (b) A five-foot-wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (d) Bicycle parking areas and facilities must be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs must be located at the main entrance and at the location of the bicycle parking facilities;
- (e) Bicycle parking must be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights-of-way or fish and wildlife habitat areas;

- (f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for-profit bicycle parking businesses;
- (g) Bicycle parking may be provided within the public right-of-way in the Core Area Parking District subject to approval of the City Engineer and provided it meets the other requirements for bicycle parking; and
- (h) The City Manager or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or short-term parking pursuant to Architectural Review.

TDC 73C.060. Bicycle and Transit Facility Conversion.

Any portion of existing off-street parking areas may be redeveloped as a bicycle-oriented or transit-oriented facility including bicycle parking, bus stops and pullouts, bus shelters and park and ride stations, and similar facilities. Conversion to such uses is reviewed through the Architectural Review process.

TDC 73C.110. Core Area Parking District Minimum Parking Requirements.

Uses in the Core Area Parking District must comply with the following parking requirements:

- (1) The following uses must provide 75 percent of the spaces required in TDC 73C.100(1), whether provided individually, in accordance with the Shared Parking in TDC 73C.030, or the Joint Use Parking in TDC 73C.040:
 - (a) Multi Family dwellings in complexes with private internal driveways;
 - (b) Retirement housing facility;
 - (c) Boarding house, lodging;
 - (d) Congregate care, assisted living and residential care facilities;
 - (e) Residential facilities (located in other than low density residential planning districts);
 - (f) Library, reading room;
 - (g) Nursery, primary, elementary or middle school, and child day care center;
 - (h) Other places of public assembly, including churches;
 - (i) Theater;
 - (j) Bowling alley;
 - (k) Retail shops (under 100,000 square feet of gross floor area);
 - (l) Retail store handling exclusively bulky merchandise such as furniture or automobiles and service or repair shops;
 - (m) Mortuary;
 - (n) Office furniture and office furniture sales; and
 - (o) Major transit stops (not Park and Ride lots).
- (2) At the time of enlargement of an existing structure or change in use, there must be no net loss of existing off-street parking, in addition to providing new off-street parking as required under TDC 73C.110.

(3) The following uses are exempt from providing off street parking within the Core Area Parking District:

- (a) The publicly owned community center on Tract 8 of the Tualatin Commons; and
- (b) Outdoor dining facilities.

TDC 73C.070. Shared Parking Requirements.

Parking facilities for two or more uses, structures, or parcels of land may be shared. The right to shared use parking must be evidenced by a recorded deed, lease, contract, or similar written instrument establishing the shared use.

TDC 73C.12080. Off-Street Loading Facilities Minimum Requirements.

(1) The minimum number of off-street loading berths for commercial, industrial, and institutional uses is as follows:

Use	Square Feet of Floor Area	Number of Berths	Dimensions of Berth	Unobstructed Clearance of Berth
Commercial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 25 feet	14 feet
	25,000—60,000	2	12 feet × 35 feet	14 feet
	60,000 and over	3	12 feet × 35 feet	14 feet
Industrial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 60 feet	14 feet
	25,000—60,000	2	12 feet × 60 feet	14 feet
	60,000 and over	3	12 feet × 60 feet	14 feet
Institutional	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 25 feet	14 feet
	25,000—60,000	2	12 feet × 35 feet	14 feet
	60,000 and over	3	12 feet × 35 feet	14 feet

- (2) Loading berths must not use the public right-of-way as part of the required off-street loading area.
- (3) Required loading areas must be screened from public view, public streets, and adjacent properties by means of sight-obscuring landscaping, walls or other means, as approved through the Architectural Review process.
- (4) Required loading facilities must be installed prior to final building inspection and must be permanently maintained as a condition of use.
- (5) The off-street loading facilities must ~~in all cases~~ be on the same lot or parcel as the structure they are intended to serve. ~~In no case must the required off-street loading spaces be part of the area used to satisfy the off street parking requirements.~~
- (6) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children must be located on the site of a school or child day care center having a capacity greater than 25 students.

TDC 73C.13090. Parking Lot Driveway and Walkway Minimum Requirements.

Parking lot driveways and walkways must comply with the following requirements:

(1) *Residential Use.* Minimum requirements for residential uses:

- (a) Ingress and egress for single-family residential uses and duplexes, must be paved to a minimum width of ten feet. Maximum driveway widths must not exceed 26 feet for one and two car garages, and 37 feet for three or more car garages. For the purposes of this section, driveway widths must be measured at the right-of-way line.
- (b) Parking lots driveways and walkways for townhouses, triplexes, quadplexes, and cottage clusters must be provided consistent with the provisions of Chapter 73A.
- (c) Ingress and egress for multi-family residential uses must not be less than the following:

Dwelling Units	Minimum Number Required	Minimum Width	Walkways, etc.
5-19	1	24 feet	No walkways or curbs required
20-49	1 or 2	24 feet 16 feet (one way)	6-foot walkway, 1 side only; curbs required
50-499	1 or 2	32 feet 24 feet	6-foot walkway, 1 side only; curbs required
Over 500	As required by City Manager	As required by City Manager	As required by City Manager

(2) *Commercial Uses.* Ingress and egress for commercial and institutional uses must not be less than the following:

Provided Required Parking Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, etc.
1-99	1	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
100-249	2	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
Over 250	As required by City Manager	As required by City Manager	As required by City Manager

(3) *Industrial Use.* Ingress and egress for industrial uses must not be less than the following:

Provided Required Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, etc.
1-250	1	36 feet for first 50' from ROW, 24 feet thereafter	No curbs or walkway required

Over 250	As required by City Manager	As required by City Manager	As required by City Manager
----------	-----------------------------	-----------------------------	-----------------------------

(4) *Institutional Uses.* Ingress and egress must not be less than 24 feet. In all other cases, ingress and egress for institutional uses must not be less than the following:

Provided Required Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, etc.
1-99	1	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
100-249	2	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
Over 250	As required by City Manager	As required by City Manager	As required by City Manager

(5) *One-way Ingress or Egress.* When approved through the Architectural Review process, one-way ingress or egress may be used to satisfy the requirements. However, the hard surfaced pavement of one-way drives must not be less than 16 feet for multi-family residential developments (as defined in TDC 31.060), commercial, or industrial uses.

(6) *Maximum Driveway Widths and Other Requirements.*

- (a) Unless otherwise provided in this chapter, maximum driveway widths for Commercial, Industrial, and Institutional uses must not exceed 40 feet.
- (b) Driveways must not be constructed within five feet of an adjacent property line, unless the two adjacent property owners elect to provide joint access to their respective properties, as provided by TDC73C.040.
- (c) The provisions of subsection (b) do not apply to townhouses, duplexes, triplexes, quadplexes, and cottage clusters which are allowed to construct driveways within five feet of adjacent property lines.
- (d) There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.
- (e) Must comply with the distance requirements for access as provided in TDC 75.
- (f) Must comply with vision clearance requirements in TDC 75.

PARKING LOT LANDSCAPING

TDC 73C.200. Parking Lot Landscaping Standards Purpose and Applicability.

(1) *Purpose.* The goals of the off-street parking lot standards are to create shaded areas in parking lots, to reduce glare and heat buildup, provide visual relief within paved parking areas, emphasize circulation patterns, reduce the total number of spaces, reduce the impervious surface area and stormwater runoff, and enhance the visual environment. The design of the off-street parking area must be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics.

(2) Applicability. Off street parking lot landscaping standards apply to any surface vehicle parking or circulation area. The following standards do not apply to the following residential development: single family detached or attached; duplexes; townhouses; triplexes; quadplexes; or cottage clusters.

TDC 73C.200 Tree Canopy Coverage.

When calculating tree canopy coverage, the following rules must be followed:

- (1) 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;
- (2) Parking lot area under the canopy that is either paved surface or interior and perimeter parking lot landscaping will count towards meeting the required canopy coverage standard;
- (3) Trees located off-site, including those in the public right-of-way, do not count towards the canopy coverage standard;
- (4) Canopy that covers structures does not count towards the canopy coverage standard, unless the tree canopy covers an unenclosed carport; and
- (5) Canopy area with significant overlap does not count towards the canopy coverage standard. Significant overlap is defined as any overlap greater than 5 feet. The overlap measurement is the length of a line segment within the overlap area of a line between tree canopy trucks/centers. See Figure 73-3.

TDC 73C.210. Multi-Family General Parking Lot Landscaping Requirements.

All development where new parking is provided, must comply with the following landscaping requirements:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking space must be improved with landscape island areas and must comply with the following.

- (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
- (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
- (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
- (d) Landscape separation required for every eight continuous spaces in a row.
- (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
- (f) Must be planted with groundcover or shrubs;
- (g) Native plant materials are encouraged;
- (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
- (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (j) Exceptions:
 - (i) Landscape square footage requirements do not apply to parking structures and underground parking.

(5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:

- (a) Landscape area at least five feet in width on each side of the site access; and
- (b) Landscape area must extend at the following lengths:
 - (i) Commercial and institutional development must extend 25 feet back from the right-of-way line.
 - (ii) Industrial development must extend 30 feet back from the right-of-way line.
- (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.220. Multi-family Residential Parking Lot Landscaping Requirements.

Multi-family residential uses (as defined in TDC 31.060) must comply with the following landscaping requirements for parking lots in ~~all zones~~ addition to those listed in TDC 73C.210:

- (1) ~~General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.~~
- (2) ~~Clear Zone.~~ Clear zone must be provided for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) ~~Exceptions: does not apply to parking structures and underground parking.~~
- (3) ~~Setback.~~ Minimum 10-foot landscape setback must be provided between the property lines and parking areas and must comply with the following:

- (a) Must be planted with deciduous trees an average of not more than 30 feet on center and shrubs at least 30 inches in height which provide screening of vehicular headlights; and
- (b) Native trees and shrubs are encouraged.

(4) ~~Perimeter. Minimum five feet in width in all off street parking and vehicular circulation areas, including loading areas and must comply with the following:~~

- (a) ~~Deciduous trees located not more than 30 feet apart on average as measured on center;~~
- (b) ~~Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;~~
- (c) ~~Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;~~
- (d) ~~Native trees and shrubs are encouraged; and~~
- (e) ~~Exceptions:~~
 - (i) ~~Not required where off street parking areas on separate lots are adjacent to one another and connected by vehicular access.~~
 - (ii) ~~Minimum of ten feet in width for all conditional uses in residential zones. However perimeter landscaping does not apply to small lot subdivisions.~~

(52) ~~Transition. Minimum 10-foot landscaped transition area between parking and vehicle circulation areas and buildings and shared outdoor areas and must comply with the following:~~

- (a) Deciduous shade trees located at not less than 30 feet on center must be located in this transition area;
- (b) Groundcover plants mixed with low shrubs must completely cover the remainder of this area within three years;
- (c) Native trees and shrubs are encouraged; and
- (d) Exceptions: Minimum 10-foot landscaped transition area does not apply to Duplexes and Townhouses.

(6) ~~Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:~~

- (a) ~~May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;~~
- (b) ~~Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;~~
- (c) ~~Landscape separation required for every eight continuous spaces in a row;~~
- (d) ~~Must be planted with one deciduous shade trees for every four parking spaces. Required trees must be evenly dispersed throughout the parking lot;~~
- (e) ~~Must be planted with groundcover or shrubs;~~
- (f) ~~Native plant materials are encouraged;~~
- (g) ~~Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);~~

- (h) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (i) Exceptions:
 - (i) Landscape island requirements do not apply to Duplexes and Townhouses; and
 - (ii) Landscape square footage requirements do not apply to parking structures and underground parking.

TDC 73C.220. Commercial Parking Lot Landscaping Requirements.

Commercial uses must comply with the following landscaping requirements for parking lots in all zones:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following.
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
 - (d) Landscape separation required for every eight continuous spaces in a row.
 - (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
 - (f) Must be planted with groundcover or shrubs;
 - (g) Native plant materials are encouraged;

- (h) ~~Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);~~
- (i) ~~Required plant material in landscape islands must achieve 90 percent coverage within three years; and~~
- (j) ~~Exceptions:~~
 - (i) ~~Landscape island requirements do not apply to Duplexes and Townhouses; and~~
 - (ii) ~~Landscape square footage requirements do not apply to parking structures and underground parking.~~

(5) ~~Driveway Access.~~ For lots with 12 or more parking spaces, site access from the public street must be defined by:

- (a) ~~Landscape area at least five feet in width on each side of the site access;~~
- (b) ~~Landscape area must extend 25 feet from the right-of-way line; and~~
- (c) ~~Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.~~

TDC 73C.230. Mixed Use Commercial Parking Lot Landscaping Requirements.

Uses located within the Mixed Use Commercial zone must comply with the following landscaping requirements for parking lots in addition to those listed in TDC 73C.2210.

- (1) *Screening.* Additional specifications for parking and loading area screening are as follows:
 - (a) Landscaped parking areas must include special design features that effectively screen the parking lot areas from public right-of-way view. These design features may include the use of landscaped berms, decorative walls and raised planters; and
 - (b) Trees must be planted in landscaped islands in all parking areas, and must be equally distributed and on the basis of one tree for each seven parking spaces in order to provide a canopy effect.

TDC 73C.240. Industrial Parking Lot Landscaping Requirements.

Industrial uses must comply with the following landscaping requirements for parking lots in all zones.

- (1) *General.* Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) *Clear Zone.* Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) ~~Exception: does not apply to parking structures and underground parking.~~
- (3) *Perimeter.* Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;

- (c) ~~Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;~~
- (d) ~~Native trees and shrubs are encouraged; and~~
- (e) ~~Exception: Not required where off street parking areas on separate lots are adjacent to one another and connected by vehicular access.~~

(4) ~~Landscape Island~~. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:

- (a) ~~May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;~~
- (b) ~~Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;~~
- (c) ~~Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;~~
- (d) ~~Landscape separation required for every eight continuous spaces in a row;~~
- (e) ~~Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;~~
- (f) ~~Must be planted with groundcover or shrubs;~~
- (g) ~~Native plant materials are encouraged;~~
- (h) ~~Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);~~
- (i) ~~Required plant material in landscape islands must achieve 90 percent coverage within three years; and~~
- (j) ~~Exception: Landscape square footage requirements do not apply to parking structures and underground parking.~~

(5) ~~Landscaping Along Driveway Access~~. For lots with 12 or more parking spaces:

- (a) ~~Landscape area at least five (5) feet in width on each side of an accessway;~~
- (b) ~~Landscape area must extend 30 feet back from the property line; and~~
- (c) ~~Exceptions: does not apply to parking structures and underground parking which must be determined through the Architectural Review process.~~

TDC 73C.250. Institutional Parking Lot Landscaping Requirements.

~~Institutional uses must comply with the following landscaping requirements for parking lots in all zones.~~

(1) ~~General~~. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.

(2) ~~Clear Zone~~. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.

- (a) ~~Exception: does not apply to parking structures and underground parking.~~

(3) ~~Perimeter~~. Minimum five feet in width in all off street parking and vehicular circulation areas, including loading areas and must comply with the following:

- (a) ~~Deciduous trees located not more than 30 feet apart on average as measured on center;~~
- (b) ~~Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;~~
- (c) ~~Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;~~
- (d) ~~Native trees and shrubs are encouraged; and~~
- (e) ~~Exception: Not required where off street parking areas on separate lots are adjacent to one another and connected by vehicular access.~~

(4) ~~Landscape Island~~. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:

- (a) ~~May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;~~
- (b) ~~Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;~~
- (c) ~~Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;~~
- (d) ~~Landscape separation required for every eight continuous spaces in a row;~~
- (e) ~~Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;~~
- (f) ~~Must be planted with groundcover or shrubs;~~
- (g) ~~Native plant materials are encouraged;~~
- (h) ~~Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);~~
- (i) ~~Required plant material in landscape islands must achieve 90 percent coverage within three years; and~~
- (j) ~~Exception: Landscape square footage requirements do not apply to parking structures and underground parking.~~

(5) ~~Driveway Access~~. For lots with 12 or more parking spaces, site access from the public street must be defined by:

- (a) ~~Landscape area at least five feet in width on each side of the site access;~~
- (b) ~~Landscape area must extend 25 feet from the right of way line; and~~
- (c) ~~Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.~~

Section 14. TDC Chapter 73D is amended as follows:

[...]

TDC 73D.060. Franchised Hauler Review Method.

[...]

- (c) A narrative describing how the proposed site meets one or more unique conditions:
 - (i) Use of either of the three other methods of compliance would interfere with the use of the proposed development by reducing the productive space of the proposed development, ~~or make it impossible to comply with the minimum off street parking requirements of the underlying zone, or~~

[...]

Section 15. TDC Chapter 73E is amended as follows:

[...]

TDC 73E.040. - Central Design Standards Residential Uses.

For townhouses, duplexes, residential, and mixed use residential developments in the Central Design District for Common Wall Development, the AR decision must consider the standards in TDC 73A.300 (~~Common Wall Residential Design Standards~~) along with the Central Tualatin Concept Standards to determine the appropriate design standard. The design standards may be less than those provided in TDC 73A.300 (~~Common Wall Residential Design Standards~~).

[...]

TDC 73E.090. Central Design Standards Access Standards.

All common wall residential, commercial, and institutional development in the Central Design District must meet the Access Standards of TDC 73C.43090 (Parking Lot Driveway Standards), except when driveway access is on local streets, not collectors or arterials and the building(s) on the property is(are) less than 5,000 square feet in gross floor area, or parking is the only use on the property, then:

[...]

Section 16. TDC Chapter 75 is amended as follows:

[...]

TDC 75.030. Driveway Approach Closure.

- (1) The City Manager may require the closure of a driveway approach where:
 - (a) The driveway approach is not constructed in conformance with this Chapter and the Public Works Construction Code;
 - (b) The driveway approach is not maintained in a safe manner;
 - (c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;
 - (d) A new building or driveway is constructed on the property;
 - (e) A plan text amendment or zone change is proposed for the property served by the driveway;
 - (f) ~~A change of use or activity in an existing building increases the amount of required parking;~~

- (g) The driveway approach has been abandoned; or
- (hg) There is a demonstrated safety issue.

[...]

TDC 75.040. Driveway Approach Requirements.

[...]

- (9) Minimum driveway approach width for uses are as provided in TDC 73C .090. Table 75-1 (Driveway Approach Width):

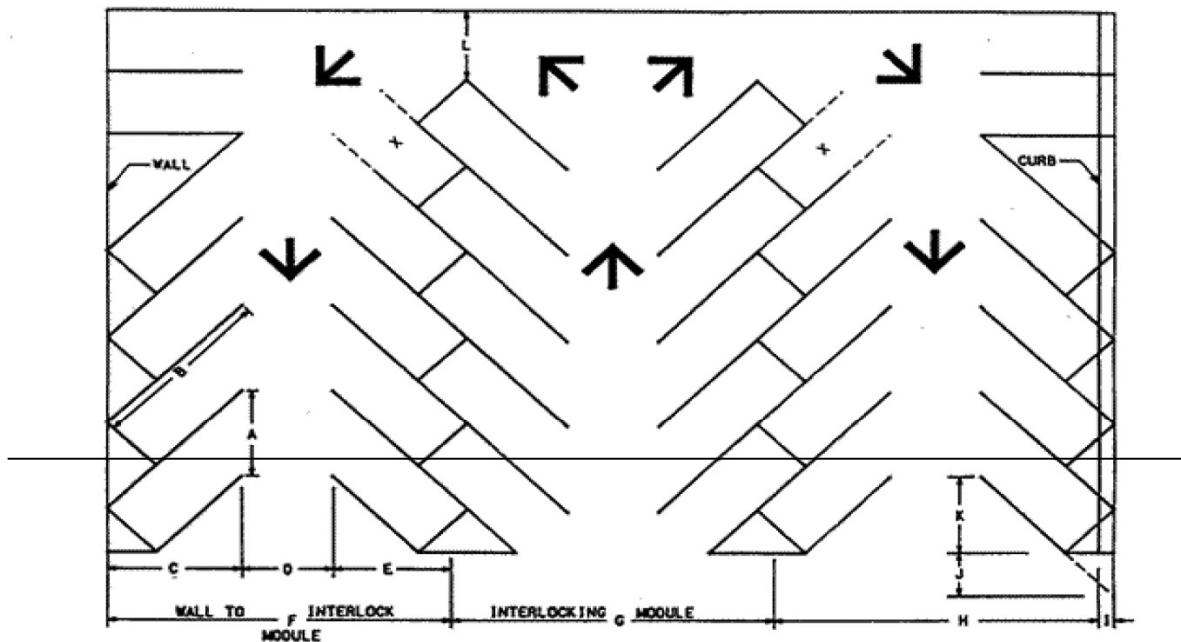
TABLE 75-1
Driveway Approach Width

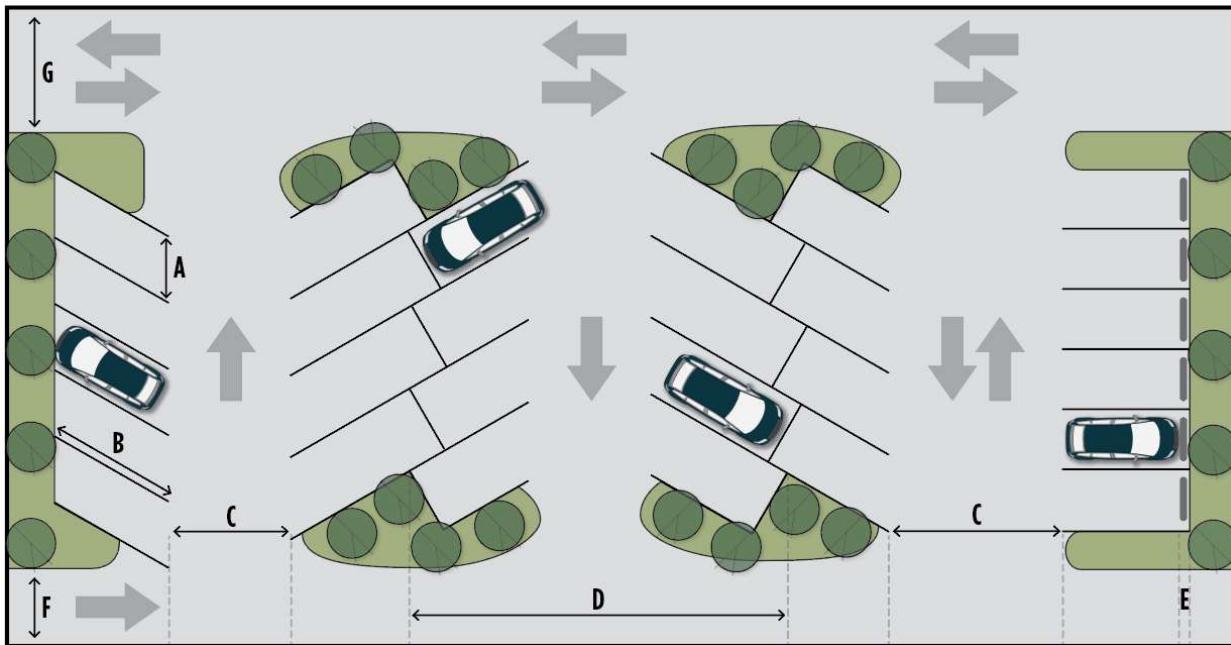
Use	Minimum Driveway Approach Width	Maximum Driveway Approach Width
Single Family Residential, Duplexes, Triplexes, Quadplexes, Townhomes, Cottage Clusters	10 feet	26 feet for one or two car garages — 37 feet for three or more garages
Multi-family	5-49 Units = 24 feet — 50-499 = 32 feet — Over 500 = as required by the City Manager	May provide two 16 foot one-way driveways instead of one 24 foot driveway — May provide two 24 foot one-way driveways instead of one 32 foot driveway
Commercial	1-99 Parking Spaces = 32 feet — 100-249 Parking Spaces = two approaches each 32 feet	Over 250 Parking Spaces = As Required by the City Manager, but not exceeding 40 feet
Industrial	36 feet	Over 250 Parking Spaces = As Required by the City Manager, but not exceeding 40 feet
Institutional	1-99 Parking Spaces = 32 feet — 100-249 Parking Spaces = two approaches each 32 feet	Over 250 Parking Spaces = As Required by the City Manager, but not exceeding 40 feet

[...]

Section 17. TDC Appendix B - Figures is amended as follows:

Tualatin Development Code - Figure 73-1
Parking Space Design Standards for 9-Foot Stalls





<u>Dimension</u>	<u>On Diagram</u>	<u>0° Parallel</u>	<u>45°</u>	<u>60°</u>	<u>75°</u>	<u>90°</u>
<u>Stall Width</u>	<u>A</u>	<u>8.0</u>	<u>9.0</u>	<u>9.0</u>	<u>9.0</u>	<u>9.0</u>
<u>Stall Depth</u>	<u>B</u>	<u>24.0</u>	<u>17.5</u>	<u>19.0</u>	<u>19.5</u>	<u>18.5</u>
<u>Aisle Width</u>	<u>C</u>	<u>N/A</u>	<u>12.0</u>	<u>16.0</u>	<u>23.0</u>	<u>24.0</u>
<u>Module Width</u>	<u>D</u>	<u>N/A</u>	<u>47.0</u>	<u>54.0</u>	<u>62.0</u>	<u>61.0</u>
<u>Bumper Overhang</u>	<u>E</u>	<u>N/A</u>	<u>2.0</u>	<u>2.5</u>	<u>2.5</u>	<u>2.5</u>
<u>Driveway, One Way</u>	<u>F</u>			<u>12.0</u>		
<u>Driveway, Two Way</u>	<u>G</u>				<u>22.0</u>	

<u>Dimensions for Sub-compact Parking</u>	<u>On Diagram</u>	<u>0° Parallel</u>	<u>45°</u>	<u>60°</u>	<u>75°</u>	<u>90°</u>
<u>Stall Width</u>	<u>A</u>	<u>8.0</u>	<u>8.0</u>	<u>8.0</u>	<u>8.0</u>	<u>8.0</u>
<u>Stall Depth</u>	<u>B</u>	<u>20.0</u>	<u>15.5</u>	<u>17.0</u>	<u>17.5</u>	<u>16.0</u>
<u>Aisle Width</u>	<u>C</u>	<u>N/A</u>	<u>11.0</u>	<u>14.0</u>	<u>21.0</u>	<u>20.0</u>
<u>Module Width</u>	<u>D</u>	<u>N/A</u>	<u>42.0</u>	<u>48.0</u>	<u>56.0</u>	<u>52.0</u>
<u>Bumper Overhang</u>	<u>E</u>	<u>N/A</u>	<u>2.0</u>	<u>2.5</u>	<u>2.5</u>	<u>1.5</u>
<u>Driveway, One Way</u>	<u>F</u>			<u>12.0</u>		
<u>Driveway, Two Way</u>	<u>G</u>				<u>20.0</u>	

Figure 73-3: Parking Maximum Map

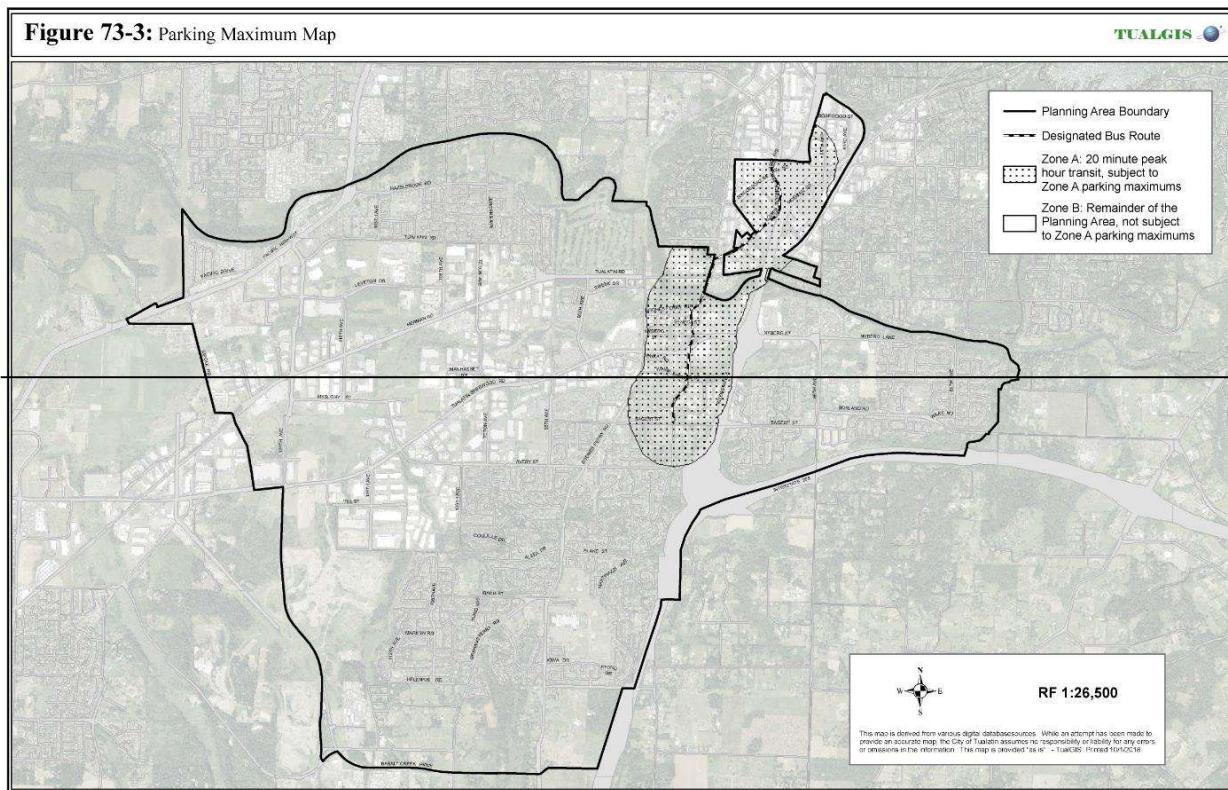
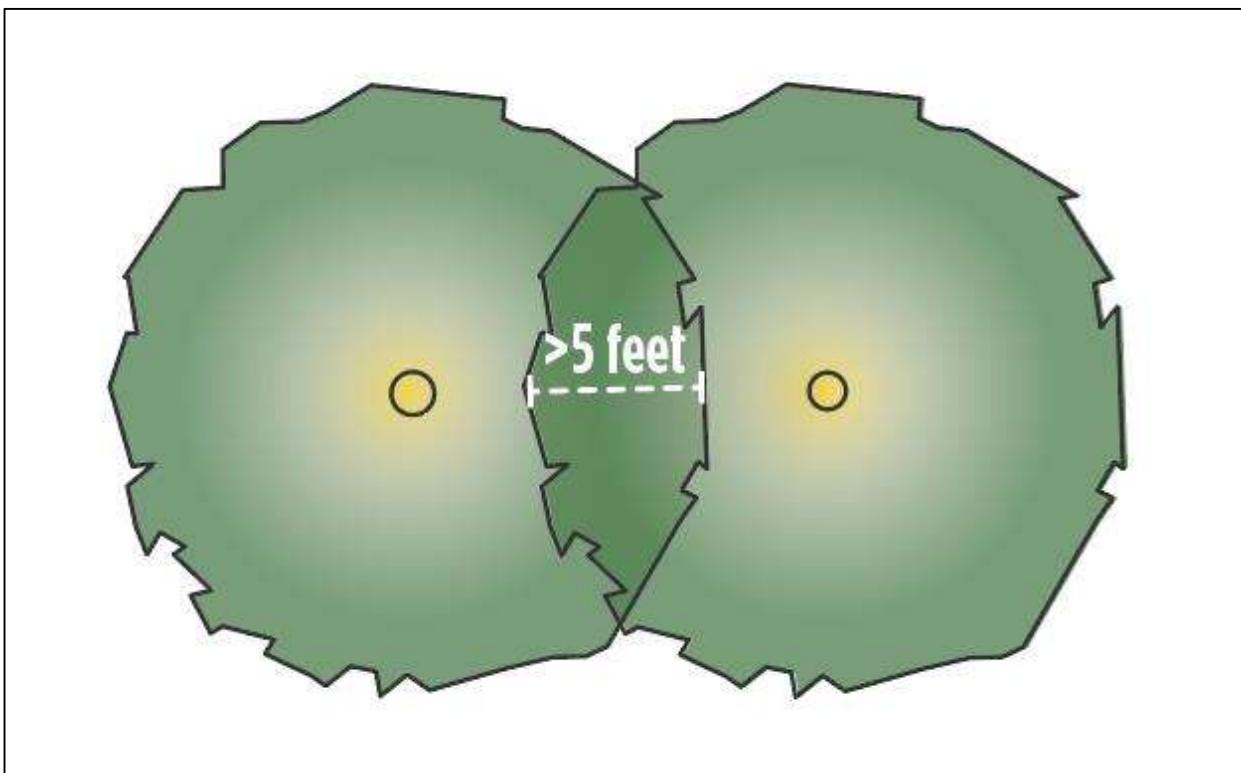


Figure 73-3: Tree Canopy Coverage



[...]

Section 18. Tualatin Comprehensive Plan Map 10-3 is amended as set forth in Exhibit 2 which is attached and incorporated by reference.

Section 19. Findings. The Council adopts the Findings and Analysis as set forth in Exhibit 1, which is attached and incorporated by reference.

Section 20. Severability. Each section of this ordinance, and any part thereof, is severable. If any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

Section 21. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this 10th day of June, 2024.

CITY OF TUALATIN, OREGON

BY 

Mayor

APPROVED AS TO FORM

BY *Kevin R. McConnell*
Kevin R. McConnell (Jun 11, 2024 12:35 PDT)
City Attorney

ATTEST:

BY *Sherilyn Lombos*
Sherilyn Lombos (Jun 12, 2024 21:27 PDT)
City Recorder