Reduced parking footprint

LT6 | Possible point

Glossary

Intent

To design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking facilities. To reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

To reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from single occupancy vehicle use.

Reduce pollution and/or land development impacts from individual automobile use.

Reduce pollution and land development impacts from single occupancy vehicle use.

Reduce pollution and land development impacts from single occupancy vehicle use.

Reduce pollution and land development impacts from single occupancy vehicle use.

To minimize the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff.

To minimize the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff.

To minimize the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff.

Requirements

For new nonresidential buildings and multiunit residential buildings, either do not build new off-street parking lots, or locate all new off-street surface parking lots at the side or rear of buildings, leaving building frontages facing streets free of surface parking lots.

AND

Use no more than 20% of the total development footprint area for all new off-street surface parking facilities, with no individual surface parking lot larger than 2 acres. For the purposes of this credit, surface parking facilities include ground-level garages unless they are under habitable building space. Underground or multistory parking facilities can be used to provide additional capacity, and on-street parking spaces are exempt from this limitation.

Provide bicycle parking and storage capacity to new buildings as follows:

1. **Multiunit residential.** Provide at least one secure, enclosed bicycle storage space per occupant for 30% of the planned occupancy but no fewer than one per unit. Provide secure visitor bicycle racks on-site, with at least one bicycle space per ten dwelling units but no fewer than four spaces per project site.
2. **Retail.** Provide at least one secure, enclosed bicycle storage space per new retail worker for 10% of retail worker planned occupancy. Provide visitor or customer bicycle racks on-site, with at least one bicycle space per 5,000 square feet of retail space, but no fewer than one bicycle space per business or four bicycle spaces per project site, whichever is greater. Provide at least one on-site shower with changing facility for any development with 100 or more new workers and at least one additional on-site shower with changing facility for every 150 new workers thereafter.
3. **Nonresidential other than retail.** Provide at least one secure, enclosed bicycle storage space per new occupant for 10% of planned occupancy. Provide visitor bicycle racks on-site with at least one bicycle space per 10,000 square feet of new commercial nonretail space but not fewer than four bicycle spaces per building. Provide at least one on-site shower with changing facility for any development with 100 or more new workers and at least one additional on-site shower with changing facility for every 150 new workers thereafter.

Secure, enclosed bicycle storage areas must be locked and easily accessible to residents and/or workers. Provide informational signage on using the storage facilities.

Visitors' and customers' bicycle racks must be clearly visible from a main entry, located within 100 feet of the door, served with night lighting, and protected from damage from nearby vehicles. If the building has multiple main entries, bicycle racks must be proportionally dispersed within 100 feet of each.

Shower and changing facility requirements may be met by providing the equivalent of free access to on-site health club shower facilities, if the health club can be accessed without going outside. Provide informational signage on using the shower facilities.

Provide carpool and/or shared-use vehicle parking spaces equivalent to 10% of the total automobile parking for each nonresidential and mixed-use building on the site.

Signage indicating such parking spots must be provided, and the parking spots must be within 200 feet of entrances to the buildings served.

Option 1. Public transportation access (6 points)

Path 1. Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meters) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants.

Path 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

Option 2. Bicycle commuting (1 point)

Provide secure bicycle racks and/or storage within 200 yards of a building entrance according to the following guidelines based on project square footage:

- Up to 5,000 sf (465 square meters), 2 or more bicycle racks
- 5,001–20,000 sf (466-1,860 square meters), 3 or more bicycle racks
- 20,001–50,000 sf (1,861-4,600 square meters), 6 or more bicycle racks
- More than 50,000 sf (4,600 square meters), 10 or more bicycle racks

AND

Institute 1 of the following: lockable changing areas, showers, bicycle maintenance program, or bicycle route assistance.

For projects that are part of a multitenant complex

A multitenant complex is a master-planned development of stores, restaurants, and other businesses; retailers may share one or more services and/or common areas.

If bicycle racks have been provided by the development in which the project is located, the number that may be attributed to the project is determined by taking the square footage of the retail project and dividing by the total square footage of the development (buildings only). Multiply the resulting percentage by the total number of bicycle racks. If this number does not meet the credit requirement, the project should add additional spaces.

Option 3. Low-emitting and fuel-efficient vehicles

Path 1. Provide vehicles

Provide low-emitting and fuel-efficient vehicles[4] for 3% of the full-time equivalent (FTE) occupants.

Provide preferred parking[5] for these vehicles.

Path 2. Preferred or discounted parking

Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3. Alternative fuel

Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors.

Path 4. Vehicle sharing program

Provide building occupants access to a low-emitting or fuel-efficient vehicle-sharing program. The following requirements must be met:

- One low-emitting or fuel-efficient vehicle must be provided for a minimum 3% of employee FTE occupants. Assuming that 1 shared vehicle can carry 8 persons, 1 vehicle per 267 employee FTE occupants is required. For buildings with fewer than 267 employee FTE occupants, at least 1 low-emitting or fuel-efficient vehicle must be provided.
- A vehicle-sharing contract must be provided that has an agreement of at least 2 years.
- The estimated number of riders served per vehicle must be supported by documentation.
- A narrative explaining the vehicle-sharing program and its administration must be submitted.

Option 4 - Parking Capacity

Path 1 - Minimum zoning requirement

Size parking capacity to meet but not exceed minimum local zoning requirements.

Provide preferred parking for carpools or vanpools for 5% of the total parking spaces.

Path 2 - Parking for less than 5% FTE

For projects that provide parking for less than 5% of full-time equivalent (FTE) building occupants:

Provide preferred parking for carpools or vanpools, marked as such, equal to for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3 - No new parking

Provide no new parking.

Option 5: Delivery service (1 point)

Provide a delivery service for purchases made from the retail establishment.

It is not required that the delivery service be free of charge, but the cost should not be prohibitive.

Option 6: Incentives (1 point)

Provide a comprehensive incentives program for employees who carpool or use alternative transportation to get to work. Three incentives must be provided for all staff upon hire.

Potential incentives may include but are not limited to the following:

- Transit pass subsidies.
- Purchase of public transportation passes on a pretax basis.
- Preferred scheduling for carpoolers. While shifts cannot be guaranteed, a reasonable effort will be made to accommodate carpooling employees' schedules.
- An "emergency ride home" program for carpoolers and vanpoolers who must leave work unexpectedly.
- Preferred parking for carpools or vanpools.
- Discounts on bicycle accessories and maintenance at local shops.

Option 7: Alternative transportation education (1 point)

Provide a board or computer display in the retail project, accessible to both employees and customers, that provides the following information:

- Information on carpooling programs.
- Transit trip planning assistance.
- Transit maps.
- Maps of bicycle routes and the locations of secure bicycle parking, lockers, and showers, if provided.
- Summary of the company transportation management plan.
- Contacts for more information.

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[1] Bus rapid transit is an enhanced bus system that operates on exclusive bus lanes or other transit rights-of-way; it is designed to combine the flexibility of uses with the efficiency of rail.

[2] Rideshare is a transit service that involves sharing a single vehicle with multiple people, excluding large-scale vehicles such as buses and trains. The rideshare transit facility must include a signed stop and a clearly defined waiting area. Additionally, the rideshare must include an enclosed passenger seating area, fixed route service, fixed fare structure, continuous daily operation, and the ability to pick up and drop off multiple riders. Rideshare options must hold 4 or more passengers, except for human-powered conveyances which must hold 2 or more passengers.

[3] Public transportation consists of bus, rail, or other transit services for the general public that operate on a regular, continual basis.

[1]For the purposes of this credit "preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

[2]For the purposes of this credit, low-emitting vehicles are defined as vehicles that are classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board. Fuel-efficient vehicles are defined as vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide.

Option 1. Public transportation access (6 points)

Path 1. Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meters) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants.

Path 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

Option 2. Bicycle commuting (1 point)

Provide secure bicycle racks and/or storage within 200 yards of a building entrance according to the following guidelines based on project square footage:

- Up to 5,000 sf (465 square meters), 2 or more bicycle racks
- 5,001–20,000 sf (466-1,860 square meters), 3 or more bicycle racks
- 20,001–50,000 sf (1,861-4,600 square meters), 6 or more bicycle racks
- More than 50,000 sf (4,600 square meters), 10 or more bicycle racks

AND

Institute 1 of the following: lockable changing areas, showers, bicycle maintenance program, or bicycle route assistance.

For projects that are part of a multitenant complex

A multitenant complex is a master-planned development of stores, restaurants, and other businesses; retailers may share one or more services and/or common areas.

If bicycle racks have been provided by the development in which the project is located,

the number that may be attributed to the project is determined by taking the square footage of the retail project and dividing by the total square footage of the development (buildings only). Multiply the resulting percentage by the total number of bicycle racks. If this number does not meet the credit requirement, the project should add additional spaces.

Option 3. Low-emitting and fuel-efficient vehicles

Path 1. Provide vehicles

Provide low-emitting and fuel-efficient vehicles[4] for 3% of the full-time equivalent (FTE) occupants.

Provide preferred parking[5] for these vehicles.

Path 2. Preferred or discounted parking

Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3. Alternative fuel

Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors.

Path 4. Vehicle sharing program

Provide building occupants access to a low-emitting or fuel-efficient vehicle-sharing program. The following requirements must be met:

- One low-emitting or fuel-efficient vehicle must be provided for a minimum 3% of employee FTE occupants. Assuming that 1 shared vehicle can carry 8 persons, 1 vehicle per 267 employee FTE occupants is required. For buildings with fewer than 267 employee FTE occupants, at least 1 low-emitting or fuel-efficient vehicle must be provided.
- A vehicle-sharing contract must be provided that has an agreement of at least 2 years.
- The estimated number of riders served per vehicle must be supported by documentation.
- A narrative explaining the vehicle-sharing program and its administration must be submitted.
- Parking for low-emitting and fuel-efficient vehicles must be located in the nearest SS Credit 3 available spaces in the nearest available parking area. Provide a site plan or area map clearly highlighting the walking path from the parking area to the project site and noting the distance.

Option 4. Parking availability

Case 1. Projects with an area less than 75% of the total building area

Path 1 - Zoning requirements will not be exceeded

Parking spaces provided to tenant must meet but not exceed minimum number required by local zoning regulations.

Preferred parking must be provided for carpools or vanpools capable of serving 5% or more of tenant employees.

Path 2: No new parking

No parking will be provided or subsidized for tenant employees.

Case 2. Projects with an area 75% or more of the total building area

Preferred parking must be provided for carpools or vanpools, capable of serving 5% of the building employees.

AND

Path 1 - Zoning requirements will not be exceeded

Parking capacity must meet but not exceed minimum local zoning requirements.

Preferred parking must be provided for carpools or vanpools, capable of serving 5% of the building employees.

Path 2: No new parking

No new parking will be added for rehabilitation projects.

Option 5: Delivery service (1 point)

Provide a delivery service for purchases made from the retail establishment.

It is not required that the delivery service be free of charge, but the cost should not be prohibitive.

Option 6: Incentives (1 point)

Provide a comprehensive incentives program for employees who carpool or use alternative transportation to get to work. Three incentives must be provided for all staff upon hire.

Potential incentives may include but are not limited to the following:

- Transit pass subsidies.
- Purchase of public transportation passes on a pretax basis.
- Preferred scheduling for carpoolers. While shifts cannot be guaranteed, a reasonable effort will be made to accommodate carpooling employees' schedules.
- An "emergency ride home" program for carpoolers and vanpoolers who must leave work unexpectedly.
- Preferred parking for carpools or vanpools.
- Discounts on bicycle accessories and maintenance at local shops.

Option 7: Alternative transportation education (1 point)

Provide a board or computer display in the retail project, accessible to both employees and customers, that provides the following information:

- Information on carpooling programs.

- Transit trip planning assistance.
- Transit maps.
- Maps of bicycle routes and the locations of secure bicycle parking, lockers, and showers, if provided.
- Summary of the company transportation management plan.
- Contacts for more information.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

[2]For the purposes of this credit, low-emitting vehicles are defined as vehicles that are classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board. Fuel-efficient vehicles are defined as vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide.

Locate building within ½ mile of a commuter rail, light rail or subway station or ¼ mile of 2 or more bus lines.

Case 1 - Non-residential projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements.

Provide preferred parking[1] for carpools or vanpools for 5% of the total parking spaces.

OR

Option 2

For projects that provide parking for less than 5% of full-time equivalent (FTE) building occupants:

Provide preferred parking for carpools or vanpools, marked as such, for 5% of total parking spaces. Providing a discounted parking rate is an acceptable substitute for preferred parking for carpool or vanpool vehicles. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 3

Provide no new parking.

Option 4

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

Case 2 - Residential Projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements

Provide infrastructure and support programs to facilitate shared vehicle use such as carpool drop-off areas, designated parking for vanpools, car-share services, ride boards and shuttle services to mass transit.

Option 2

Provide no new parking.

Case 3 - Mixed use (residential with commercial/residential) projects

Option 1 - Commercial and non-commercial requirements

Mixed-use buildings with less than 10% commercial area must be considered residential and adhere to the residential requirements in Case 2. For mixed-use buildings with more than 10% commercial area, the commercial space must adhere to non-residential requirements in Case 1 and the residential component must adhere to residential requirements in Case 2.

OR

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) "Parking Generation" study at www.ite.org.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Case 1 - Non-residential projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements.

OR

Option 2

For projects that provide parking for less than 3% of full-time equivalent (FTE) building occupants:

Provide preferred parking[1] for carpools or vanpools, marked as such, for 3% of total parking spaces. Providing a discounted parking rate is an acceptable substitute for preferred parking for carpool or vanpool vehicles. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 3

Provide no new parking.

Option 4

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

Case 2 - Residential Projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements

Provide infrastructure and support programs to facilitate shared vehicle use such as carpool drop-off areas, designated parking for vanpools, car-share services, ride boards and shuttle services to mass transit.

Option 2

Provide no new parking.

Case 3 - Mixed use (residential with commercial/residential) projects

Option 1 - Commercial and non-commercial requirements

Mixed-use buildings with less than 10% commercial area must be considered residential and adhere to the residential requirements in Case 2. For mixed-use buildings with more than 10% commercial area, the commercial space must adhere to non-residential requirements in Case 1 and the residential component must adhere to residential requirements in Case 2.

All cases

See Appendix 1 — Default Occupancy Counts for occupancy count requirements and guidance.

OR

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) "Parking Generation" study at www.ite.org.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements.

Provide preferred parking[1] for carpools or vanpools for 5% of the total parking spaces.

OR

Option 2

Provide no new parking.

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 1 — non-residential

- Size parking capacity to not exceed minimum local zoning requirements, AND, provide preferred parking for carpools or vanpools for 5% of the total provided parking spaces.

OR

Option 2 — non-residential

For projects that provide parking for less than 5% of FTE building occupants:

- Provide prefered parking for carpools or vanpools, marked as such, for 5% of total provided parking spaces.

OR

Option 3 — residential

- Size parking capacity to not exceed minimum local zoning requirements, AND, provide infrastructure and support programs to facilitate shared vehicle usage such as carpool drop-off areas, designated parking for vanpools, or car-share services, ride boards, and shuttle services to mass transit.

OR

Option 4 — all

Provide no new parking.

Notes:

"Preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped) or parking passes provided at a discounted price.

When parking minimums are not defined by relevant local zoning requirements, or when there are no local zoning requirements, either:

A) Meet the requirements of Portland, Oregon, Zoning Code: Title 33, Chapter 33.266 (Parking and Loading)

OR, if this standard is not appropriate for the building type,

B) Install 25% less parking than the building type's average listed in the Institute of Transportation Engineers' Parking Generation study, 3rd Edition.

Option 1

Size parking capacity to not exceed, minimum local zoning requirements, AND, provide preferred parking for carpools or vanpools for 5% of the total provided parking spaces.

OR

Option 2

Provide no new parking.

OR

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) "Parking Generation" study (at www.ite.org).

"Preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped) or parking passes provided at a discounted price.

Size parking capacity to meet, but not exceed, minimum local zoning requirements AND provide preferred parking for carpools or vanpools capable of serving 5% of the building occupants; OR add no new parking for rehabilitation projects AND provide preferred parking for carpools or vanpools capable of serving 5% of the building occupants.

Size parking capacity not to exceed minimum local zoning requirements AND provide preferred parking for carpools or van pools capable of serving 5% of the building occupants, OR, add no new parking for rehabilitation projects AND provide preferred parking for carpools or van pools capable of serving 5% of the building occupants.

Option 1 — non-residential

- Size parking capacity to not exceed minimum local zoning requirements.

OR

Option 2 — non-residential

For projects that provide parking for less than 3% of FTE building occupants:

- Provide preferred parking for carpools or vanpools, marked as such, for 3% of total provided parking spaces.

OR

Option 3 — residential

- Size parking capacity to not exceed minimum local zoning requirements, AND, provide infrastructure and support programs to facilitate shared vehicle usage such as carpool drop-off areas, designated parking for vanpools, or car-share services, ride boards, and shuttle services to mass transit.

OR

Option 4 — all

Provide no new parking.

Notes:

"Preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped) or parking passes provided at a discounted price.

See Appendix 1 – Default Occupancy Counts for occupancy count requirements and guidance.

When parking minimums are not defined by relevant local zoning requirements, or when there are no local zoning requirements, either:

A) Meet the requirements of Portland, Oregon, Zoning Code: Title 33, Chapter 33.266 (Parking and Loading)

OR, if this standard is not appropriate for the building type,

B) Install 25% less parking than the building type's average listed in the Institute of Transportation Engineers' Parking Generation study, 3rd Edition.

Do not exceed the minimum local code requirements for parking capacity.

Provide parking capacity that is a percentage reduction below the base ratios recommended by the Parking Consultants Council, as shown in the Institute of Transportation Engineers' Transportation Planning Handbook, 3rd edition, Tables 18-2 through 18-4.

Case 1. Baseline location

Projects that have not earned points under LT Credit Surrounding Density and Diverse Uses or LT Credit Access to Quality Transit must achieve a 20% reduction from the base ratios.

Case 2. Dense and/or transit-served location

Projects earning 1 or more points under either LT Credit Surrounding Density and Diverse Uses or LT Credit Access to Quality Transit must achieve a 40% reduction from the base ratios.

For all projects

The credit calculations must include all existing and new off-street parking spaces that are leased or owned by the project, including parking that is outside the project boundary but is used by the project. On-street parking in public rights-of-way is excluded from these calculations.

For projects that use pooled parking, calculate compliance using the project's share of the pooled parking.

Provide preferred parking for carpools for 5% of the total parking spaces after reductions are made from the base ratios. Preferred parking is not required if no off-street parking is provided.

Mixed-use projects should determine the percentage reduction by first aggregating the parking amount of each use (as specified by the base ratios) and then determining the percentage reduction from the aggregated parking amount..

Do not count parking spaces for fleet and inventory vehicles unless these vehicles are regularly used by employees for commuting as well as business purposes.

For new nonresidential buildings and multiunit residential buildings, either do not build new off-street parking lots, or locate all new off-street surface parking lots at the side or rear, leaving building frontages facing the circulation network free of surface parking lots (alleys may be exempted).

Use no more than 20% of the total development footprint area for all new off-street surface parking facilities, with no individual surface parking lot larger than 2 acres (0.8 hectare). For the purposes of this credit, surface parking facilities include ground-level garages unless they are under habitable building space. Underground or multistory parking facilities can be used to provide additional spaces. On-street parking spaces are exempt from this limitation.

Provide carpool or shared-use vehicle parking spaces equivalent to at least 10% of the total off-street parking spaces for each non-residential and mixed-use building on the site. Such parking spaces must be marked and within 200 feet (60 meters) walking distance of entrances to the building served.

Do not exceed the minimum local code requirements for parking capacity.

Provide parking capacity that is a percentage reduction below the base ratios recommended by the Parking Consultants Council, as shown in the Institute of Transportation Engineers' Transportation Planning Handbook, 3rd edition, Tables 18-2 through 18-4.

Case 1. Baseline location

Projects that have not earned points under LT Credit Surrounding Density and Diverse Uses or LT Credit Access to Quality Transit must achieve a 20% (1 point) or 40% (2 points) reduction from the base ratios.

Case 2. Dense and/or transit-served location

Projects earning 1 or more points under either LT Credit Surrounding Density and Diverse Uses or LT Credit Access to Quality Transit much achieve a 40% (1 point) or 60% (2 points) reduction from the base ratios.

For all projects

The credit calculations must include all existing and new off-street parking spaces that are leased or owned by the project, including parking that is outside the project boundary but is used by the project. On-street parking in public rights-of-way is excluded from these calculations.

For projects that use pooled parking, calculate compliance using the project's share of the pooled parking.

Provide preferred parking for carpools for 5% of the total parking spaces after reductions are made from the base ratios. Preferred parking is not required if no off-street parking is provided.

Mixed-use projects should determine the percentage reduction by first aggregating the parking amount of each use (as specified by the base ratios) and then determining the percentage reduction from the aggregated parking amount..

Do not count parking spaces for fleet and inventory vehicles unless these vehicles are regularly used by employees for commuting as well as business purposes.