



## Intent

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

## Requirements

### 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.*