

CENTRAL CITY PARKING POLICY UPDATE

Zoning & Parking Ratios

PURPOSE

Parking ratios established through the zoning code regulate how many off-street parking spaces can be built per development based on land use type (e.g. office, retail, residential, hotel, etc.) The intent is to allow enough parking to support the growth of the Central City but limit the amount to encourage people to use other modes such as walking, bicycling, taking transit and car-pooling to meet our transportation mode split goals.

EXISTING PARKING RATIO POLICIES

Parking Minimums

- No parking minimum requirements for new buildings

Parking Maximums

- In many parking districts there are no maximums in place for residential buildings and for many other land uses
- Current maximum parking ratios are different for 26 different parking districts within the Central City for various land uses

PROPOSED CHANGES TO RATIOS

Parking Minimums

- No parking minimum requirements for new buildings

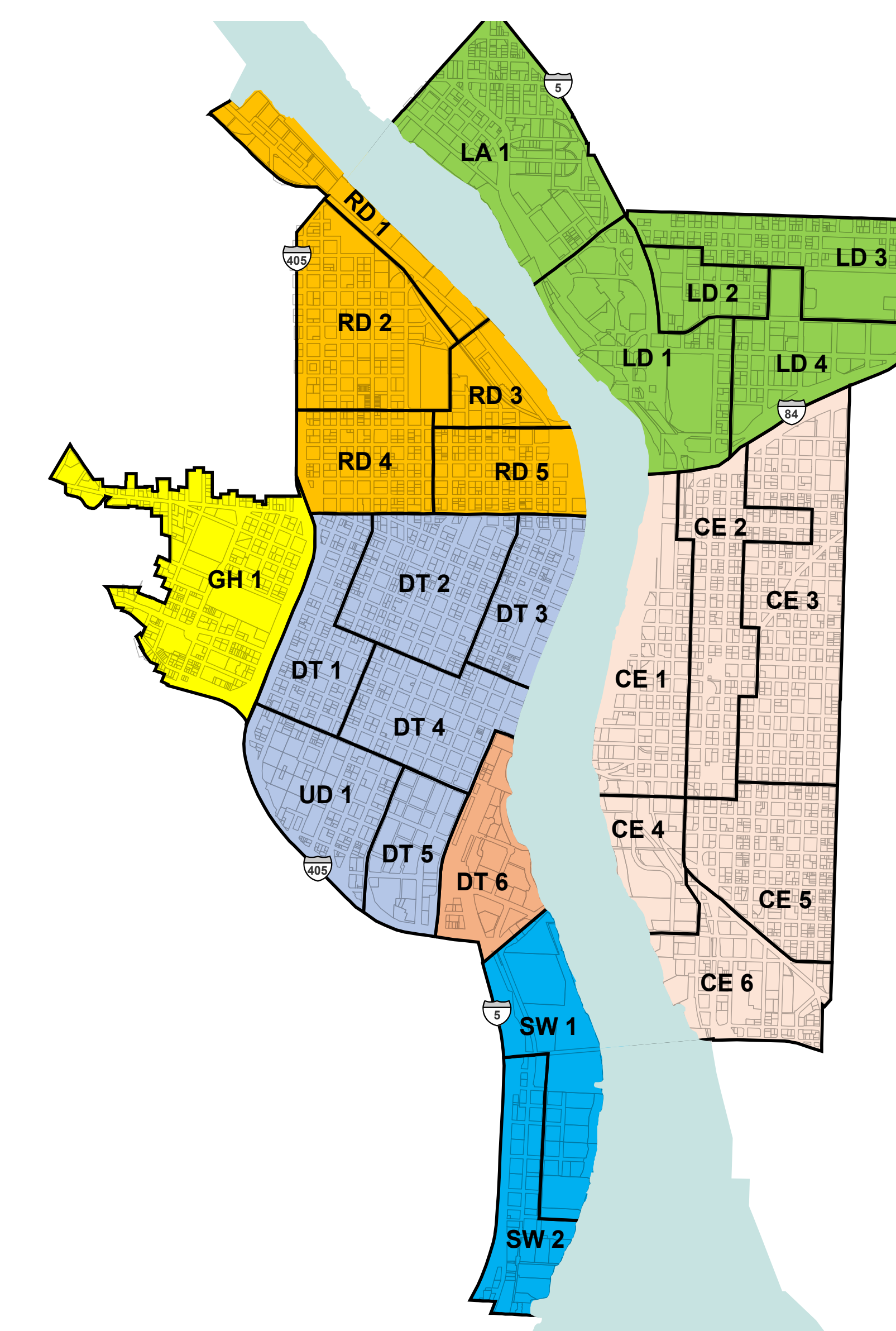
Parking Maximums

- Parking maximums to be adjusted downward about 30% to reflect present and future investments in transit, bicycling and walking since 1996
- New maximum ratios to be on ALL land uses
- Simplified code, consolidating 26 different districts into six

Central City existing and proposed parking maximum ratios (number of parking spaces per 1,000 Sq Ft for commercial uses, and per unit for residential and hotel uses)

| Parking Sector (Now) | Parking Sector (Proposed) | Growth Parking | | | | | | | | | | | Residential/Hotel Parking | | | | | | | | |
|----------------------|------------------------------|----------------------|-------------------|----------------------------|---------------------------------|----------------------|---------------------------|------------------------|-----------------------------|------------------|-----------------------|-------------------------|------------------------------|-------------------|------------------------|-----------------------|----------------------------|------------------|-----------------------|-----|-----|
| | | Land Use/Zoning Type | | | | | | | | | | | Land Use/Zoning Type | | | | | | | | |
| | | Office (Now) | Office (Proposed) | Retail Sales/Service (Now) | Retail Sales/Service (Proposed) | Medical Center (Now) | Medical Center (Proposed) | Schools/Colleges (Now) | Schools/Colleges (Proposed) | Industrial (Now) | Industrial (Proposed) | Religious/Theater (Now) | Religious/Theater (Proposed) | Residential (now) | Residential (Proposed) | Existing Hotels (Now) | Existing Hotels (Proposed) | New Hotels (Now) | New Hotels (Proposed) | | |
| CE 1 | Central Eastside | 3.4 | 2.0 | N/A | 2.0 | N/A | 2.0 | N/A | 2.0 | N/A | 2.0 | N/A | 0.25 | N/A | 1.2 | N/A | 1.0 | N/A | 1.0 | | |
| CE 2 | | 2.5 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | N/A |
| CE 3 | | 2.5 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | N/A |
| CE 4 | | 3.4 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | N/A |
| CE 5 | | 3.4 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | N/A |
| CE 6 | | 3.4 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | N/A |
| RD 1 | North River District (Pearl) | 2.0 | 1.5 | N/A | 1.5 | N/A | 1.5 | N/A | 1.0 | N/A | 0.25 | 1.7 | 1.2 | N/A | 1.0 | N/A | 1.0 | | | | |
| RD 2 | | 2.0 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | N/A | | |
| RD 3 | Core | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 0.7 | 0.25 | 0.25 | 0.25 | 1.7 | 1.2 | 0.70 | 1.0 | 1.0 | | | |
| RD 4 | | 2.0 | | 2.0 | | 2.0 | | 0.7 | | 0.25 | | 1.7 | | 0.70 | | 1.0 | | | | | |
| RD 5 | | 1.5 | | 1.5 | | 1.5 | | 0.7 | | 0.25 | | 1.5 | | 0.70 | | 1.0 | | | | | |
| DT 1 | | 1.0 | | 1.0 | | 1.5 | | 1.0 | | 0.7 | | 1.35 | | 0.70 | | 1.0 | | | | | |
| DT 2 | | 0.7 | | 1.0 | | 1.5 | | 1.0 | | 0.7 | | 1.35 | | 0.70 | | 1.0 | | | | | |
| DT 3 | | 0.7 | | 1.0 | | 1.5 | | 1.0 | | 0.7 | | 1.35 | | 0.70 | | 1.0 | | | | | |
| DT 4 | | 0.8 | | 1.0 | | 1.5 | | 1.0 | | 0.7 | | 1.35 | | 0.70 | | 1.0 | | | | | |
| DT 5 | 1.0 | 1.0 | 1.5 | 1.0 | 0.7 | 1.35 | 0.70 | 1.0 | | | | | | | | | | | | | |
| DT 6 | 2.0 | 2.0 | 2.0 | 2.0 | 0.7 | 1.7 | 0.70 | 1.0 | | | | | | | | | | | | | |
| UD 1 | 1.0 | 1.0 | 1.5 | 1.0 | 0.7 | 1.35 | 0.70 | 1.0 | | | | | | | | | | | | | |
| GH 1 | Goose Hollow | 2.0 | 1.5 | N/A | 1.5 | 1.5 | N/A | 1.5 | N/A | 1.5 | N/A | 0.25 | N/A | 1.2 | N/A | 1.0 | N/A | 1.0 | | | |
| LA 1 | N/NE Quadrant | 2.5 | 1.35 | N/A | 1.35 | N/A | 1.35 | N/A | 2.0 | N/A | 0.25 | N/A | 1.2 | N/A | 1.0 | N/A | 1.0 | | | | |
| LD 1 | | 2.0 | | N/A | | N/A | | N/A | | N/A | | N/A | | | | | | | | | |
| LD 2 | | 2.0 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | | | | | | |
| LD 3 | | 2.0 | | N/A | | N/A | | N/A | | N/A | | N/A | | N/A | | | | | | | |
| LD 4 | 2.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | | | |
| SW 1 | South Waterfront | 2.4 | 2.0 | N/A | 2.0 | 2.4 | 2.0 | 2.4 | 2.0 | N/A | 0.25 | 1.7 | 1.2 | 0.7 | 1.0 | 1.0 | 1.0 | | | | |
| SW 2 | | 2.4 | | N/A | | 2.4 | | N/A | | 2.4 | | N/A | | 1.7 | | 0.7 | | 1.0 | | | |

26 Current Parking Sectors



6 Proposed Parking Sectors

