

CHAPTER 3.08¹

REGIONAL TRANSPORTATION FUNCTIONAL PLAN²

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¹ Metro Code Chapter 3.08 formerly called Affordable Housing Technical Advisory Committee (Repealed Ord. 00-860A § 2).

² Metro Code Chapter 3.08 now called The Regional Transportation Functional Plan (Ordinance No. 10-1241B, § 5, adopted 06/10/10, effective 09/08/10).

3.08.010 Purpose of Regional Transportation Functional Plan

- A. The Regional Transportation Plan establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. The principal performance objectives of the RTP are improved public health, safety and security for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; creating vibrant, livable communities, sustaining the region's economic competitiveness and prosperity; efficient management to maximize use of the existing transportation system; completion of the transportation system for all modes of travel to expand transportation choices; increasing use of the transit, pedestrian and bicycle systems; ensuring equity and affordable transportation choices; improving freight reliability; reducing vehicle miles traveled and resulting emissions; and promoting environmental and fiscal stewardship and accountability. Metro and its regional partners will continue to develop a regional data collection and performance monitoring system to better understand the benefits and impacts of actions required by this functional plan relative to the RTP performance objectives. Local plan updates and amendments should rely on Metro data and tools or other locally-developed data and tools, when practical. Through performance evaluation and monitoring the region can be a responsible steward of public funds and be more accountable and transparent about local and regional planning and investment choices.
- B. The Regional Transportation Functional Plan (RTFP) implements the Goals and Objectives in section 2.3 of the Regional Transportation Plan (RTP) and the policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. Local implementation of the RTP will result in a more comprehensive approach for implementing the 2040 Growth Concept, help communities achieve their aspirations for growth and support current and future efforts to achieve the principal objectives of the RTP and address climate change.

- C. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

(Ordinance No. 10-1241B, § 5)

TITLE 1: TRANSPORTATION SYSTEM DESIGN

3.08.110 Street System Design

- A. To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:
1. Complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies;
 2. Green street designs as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection; and
 3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.
- B. City and county local street design regulations shall allow implementation of:
1. Pavement widths of less than 28 feet from curb-face to curb-face;
 2. Sidewalk widths that include at least five feet of pedestrian through zones;

3. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;
 4. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds;
 5. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and
 6. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.
- C. To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, each city and county shall incorporate into its TSP, to the extent practicable, a network of major arterial streets at one-mile spacing and minor arterial streets or collector streets at half-mile spacing considering the following:
1. Existing topography;
 2. Rail lines;
 3. Freeways;
 4. Pre-existing development;
 5. Leases, easements or covenants in place prior to May 1, 1995; and
 6. The requirements of Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP).
 7. Arterial design concepts in Table 2.6 and Figure 2.11 of the RTP.
 8. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best

practices for protecting natural resources and natural areas.

- D. To improve local access and circulation, and preserve capacity on the region's arterial system, each city and county shall incorporate into its TSP a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas to promote a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with subsection E.
- E. If proposed residential or mixed-use development of five or more acres involves construction of a new street, the city and county regulations shall require the applicant to provide a site plan that:
1. Is consistent with the conceptual new streets map required by subsection D;
 2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways, pre-existing development, leases, easements or covenants that existed prior to May 1, 1995, or by requirements of Titles 3 and 13 of the UGMFP;
 3. If streets must cross water features protected pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;
 4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3;
 5. Provides for bike and pedestrian accessways that cross water features protected pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;

6. If full street connection over water features protected pursuant to Title 3 of the UGMFP cannot be constructed in centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and
 8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.
- F. For redevelopment of contiguous lots and parcels less than five acres in size that require construction of new streets, cities and counties shall establish their own standards for local street connectivity, consistent with subsection E.
- G. To protect the capacity, function and safe operation of existing and planned state highway interchanges or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in this section, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.

(Ordinance No. 10-1241B, § 5)

3.08.120 Transit System Design

- A. City and county TSPs or other appropriate regulations shall include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP.
- B. City and county TSPs shall include a transit plan, and implementing land use regulations, with the following elements to leverage the region's investment in transit and improve access to the transit system:
 - 1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bicycle transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, regional bicycle transit facilities, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.
 - 2. The following site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:
 - a. Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;
 - b. Provide safe, direct and logical pedestrian crossings at all transit stops where practicable;
 - c. At major transit stops, require the following:
 - i. Locate buildings within 20 feet of the transit stop, a transit street or an intersecting street, or a pedestrian plaza at the stop or a street intersection;
 - ii. Transit passenger landing pads accessible to disabled persons to transit agency standards;

- iii. An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; and
 - iv. Lighting to transit agency standards at the major transit stop.
 - v. Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.
- C. Providers of public transit service shall consider and document the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation.

(Ordinance No. 10-1241B, § 5)

3.08.130 Pedestrian System Design

- A. City and county TSPs shall include a pedestrian plan, with implementing land use regulations, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:
- 1. An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;
 - 2. An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes.
 - 3. A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to section 3.08.230;
 - 4. Provision for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways; and

5. Provision for safe crossings of streets and controlled pedestrian crossings on major arterials.
- B. As an alternative to implementing section 3.08.120(B)(2), a city or county may establish pedestrian districts in its comprehensive plan or land use regulations with the following elements:
1. A connected street and pedestrian network for the district;
 2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;
 3. Interconnection of pedestrian, transit and bicycle systems;
 4. Parking management strategies;
 5. Access management strategies;
 6. Sidewalk and accessway location and width;
 7. Landscaped or paved pedestrian buffer strip location and width;
 8. Street tree location and spacing;
 9. Pedestrian street crossing and intersection design;
 10. Street lighting and furniture for pedestrians; and
 11. A mix of types and densities of land uses that will support a high level of pedestrian activity.
- C. City and county land use regulations shall require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

(Ordinance No. 10-1241B, § 5)

3.08.140 Bicycle System Design

- A. City and county TSPs shall include a bicycle plan, with implementing land use regulations, for an interconnected network of bicycle routes within and through the city or county. The plan shall include:

1. An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
2. An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*.
3. A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to section 3.08.230;
4. Provision for bikeways along arterials, collectors and local streets, and bicycle parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; and
5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.

(Ordinance No. 10-1241B, § 5)

3.08.150 Freight System Design

- A. City and county TSPs shall include a freight plan, with implementing land use regulations, for an interconnected system of freight networks within and through the city or county. The plan shall include:
 1. An inventory of existing facilities that identifies gaps and deficiencies in the freight system;
 2. An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts; and
 3. A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230.

(Ordinance No. 10-1241B, § 5)

3.08.160 Transportation System Management and Operations

- A. City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the

performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:

1. An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs;
2. A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas:
 - a. Multimodal traffic management investments, such as signal timing, access management, arterial performance monitoring and active traffic management;
 - b. Traveler information investments, such as forecasted traffic conditions and carpool matching;
 - c. Traffic incident management investments, such as incident response programs; and
 - d. Transportation demand management investments, such as individualized marketing programs, rideshare programs and employer transportation programs.

(Ordinance No. 10-1241B, § 5)

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

- A. Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs. The determination of local transportation needs shall be based upon:
 1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;
 2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in

Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;

3. Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.
- B. A city or county determination of transportation needs must be consistent with the following elements of the RTP:
1. The population and employment forecast and planning period of the RTP, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
 2. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and
 3. Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.
- C. When determining its transportation needs under this section, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP.

(Ordinance No. 10-1241B, § 5)

3.08.220 Transportation Solutions

- A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:
1. TSMO strategies, including localized TDM, safety, operational and access management improvements;
 2. Transit, bicycle and pedestrian system improvements;
 3. Traffic-calming designs and devices;

4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
 5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and
 6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.
- B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner.
- C. If analysis under subsection 3.08.210A indicates a new regional or state need that has not been identified in the RTP, the city or county may propose one of the following actions:
1. Propose a project at the time of Metro review of the TSP to be incorporated into the RTP during the next RTP update; or
 2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.

(Ordinance No. 10-1241B, § 5)

3.08.230 Performance Targets and Standards

- A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D, or toward alternative targets and standards adopted by the city or county pursuant to subsections B and, C. The city or county shall include the regional targets and standards or its alternatives in its TSP.

- B. A city or county may adopt alternative targets or standards in place of the regional targets and standards prescribed in subsection A upon a demonstration that the alternative targets or standards:
1. Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2;
 2. Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and
 3. Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1.
- C. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.
- D. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.
- E. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following:
1. Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A;
 2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and
 3. TSMO projects and strategies consistent with section 3.08.160; and
 4. Land use actions pursuant to OAR 660-012-0035(2).

(Ordinance No. 10-1241B, § 5)

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

- A. Each city or county developing or amending a TSP shall specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and width of traffic lanes, of planned regional transportation facilities and improvements identified on the appropriate RTP map. The locations shall be within the general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:
1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;
 2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;
 3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and
 4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.
- B. A city or county may refine or revise the general location of a planned regional facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines that the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:
1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or
 2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

(Ordinance No. 10-1241B, § 5)

(Effective 09/12/12)

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TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

- A. Cities and county parking regulations shall establish parking ratios, consistent with the following:
1. No minimum ratios higher than those shown on Table 3.08-3.
 2. No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.
- B. Cities and counties may establish a process for variances from minimum and maximum parking ratios that includes criteria for a variance.
- C. Cities and counties shall require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.
- D. Cities and counties may use categories or standards other than those in Table 3.08-3 upon demonstration that the

effect will be substantially the same as the application of the ratios in the table.

- E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.
- F. Cities and counties shall require that parking lots more than three acres in size provide street-like features, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.
- G. To support local freight delivery activities, cities and counties shall require on-street freight loading and unloading areas at appropriate locations in centers.
- H. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, cities and counties shall establish short-term (stays of less than four hours) and long-term (stays of more than four hours and all-day/monthly) bicycle parking minimums for:
 - 1. New multi-family residential developments of four units or more;
 - 2. New retail, office and institutional developments;
 - 3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and
 - 4. Bicycle facilities at transit stops and park-and-ride lots.
- I. Cities and counties shall adopt parking policies, management plans and regulations for Centers and Station Communities. The policies, plans and regulations shall be consistent with subsection A through H. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP.

Policies, plans and regulations must consider and may include the following range of strategies:

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

(Ordinance No. 10-1241B, § 5)

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

- A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.
- B. If a city or county adopts the actions set forth in subsection 3.08.230E and Title 6 of the UGMFP, it shall be eligible for the automatic reduction provided in Title 6 below the vehicular trip generation rates reported by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.
- C. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the

planned function or capacity of a facility designated in the RTP, it shall demonstrate consistency with the following in its project analysis:

1. The strategies set forth in subsection 3.08.220A (1) through (5);
 2. Complete street designs adopted pursuant to subsection 3.08.110A and as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002) or similar resources consistent with regional street design policies; and
 3. Green street designs adopted pursuant to subsection 3.08.110A and as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection.
- D. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.
- E. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

(Ordinance No. 10-1241B, § 5)

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall update or amend their TSPs to comply with the RTFP, or an amendment to it, within two years after acknowledgement of the RTFP, or an amendment to it or by a later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the dates by which their TSPs must comply.
- B. Cities and counties that update or amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the

amendment. The COO shall notify cities and counties of the date of acknowledgment of the RTFP or an amendment to it.

- C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or the amendment. The COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.
- D. An amendment to a city or county TSP shall be deemed to comply with the RTFP upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.
- E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.
- F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.
- G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:
 - 1. Revise the proposed amendment as recommended in the COO's analysis;

2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;
 3. Seek an exception to the requirement, pursuant to section 3.08.630; or
 4. Seek review of the noncompliance by the Metro Council.
- H. A city or county may postpone further consideration of the proposed amendment and seek review of the COO's analysis by the Metro Council. If a city or county seeks such review, the Council shall schedule the review at the earliest convenient time. At the conclusion of the review, the Council shall decide whether it agrees or disagrees with the COO's analysis and provide a written explanation as soon as practicable.
- I. A city or county that adopts an amendment to its TSP shall send a printed or electronic copy of the ordinance making the amendment to the COO within 14 days after its adoption.

(Ordinance No. 10-1241B, § 5)

3.08.620 Extension of Compliance Deadline

- A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form provided by the COO. Upon receipt of an application, the COO shall notify the city or county, the Oregon Department of Transportation and those persons who request notification of applications for extensions. Any person may file a written comment in support of or opposition to the extension.
- B. The COO may grant an extension if the city or county is making progress toward compliance or there is good cause for failure to meet the compliance deadline. Within 30 days after the filing of a complete application for an extension, the COO shall issue an order granting or denying the extension. The COO shall not grant more than two extensions of time. The COO shall send the order to the city or county and any person who filed a written comment.
- C. The COO may establish terms and conditions for an extension to ensure that compliance is achieved in a

timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must relate to the requirement of the RTFP for which the Council grants the extension. The COO shall incorporate the terms and conditions into the order on the extension.

- D. The city or county applicant or any person who filed written comment on the extension may appeal the COO's order to the Metro Council within 15 days after receipt of the order. If an appeal is filed, the Council shall hold a hearing to consider the appeal. After the hearing, the Council shall issue an order with its conclusion and analysis and send a copy to the city or county and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

(Ordinance No. 10-1241B, § 5; and Ordinance 12-1278)

3.08.630 Exception from Compliance

- A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided by the COO. Upon receipt of an application, the COO shall notify the city or county, the Oregon Department of Transportation and those persons who request notification of requests for exceptions. Any person may file a written comment in support of or opposition to the exception.

The COO may grant an exception if:

1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;
2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;
3. The exception will not reduce the ability of another city or county to comply with the requirement; and
4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.

- B. Within 30 days after the filing of a complete application for an exception, the COO shall issue an order granting or denying the exception.
- C. The COO may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTP to which the Council grants the exception. The COO shall incorporate the terms and conditions into the order on the exception.
- D. The city or county applicant or a person who filed a written comment on the exception may appeal the COO's order to the Metro Council within 15 days after receipt of the order. If an appeal is filed, the Council shall hold a hearing to consider the appeal. After the hearing, the Council shall issue an order with its conclusion and analysis and send a copy to the city or county, the DLCD and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

(Ordinance No. 12-1241B § 5; and Ordinance No. 12-1278)

3.08.640 Exemptions

- A. A city or county may seek an exemption from the requirements of the RTP. Upon receipt of a request, the COO shall notify the city or county, the Department of Land Conservation and Development, the Oregon Department of Transportation and those persons who request notification of applications for exemptions. Any person may file a written comment in support of or opposition to the exemption.
- B. The COO may grant an exemption from some or all requirements if:
 - 1. The city or county's transportation system is generally adequate to meet transportation needs;
 - 2. Little population or employment growth is expected over the period of the exemption;
 - 3. The exemption would not make it more difficult to accommodate regional or state transportation needs; and
 - 4. The exemption would not make it more difficult to achieve the performance objectives set forth in section 3.08.010A.

- C. Within 30 days after the filing the request for an exemption, the COO shall issue an order granting or denying the exemption.
- D. The COO shall prescribe the duration of the exemption and may establish other terms and conditions for the exemption so long as the terms and conditions relate to the requirement of the RTFP to which the Council grants the exemption. The COO shall incorporate the terms and conditions into the order on the exemption.
- E. The city or county applicant or any person who filed written comment on the exemption may appeal the COO's order to the Metro Council within 15 days after receipt of the order. If an appeal is filed, the Council shall hold a hearing to consider the appeal. After the hearing, the Council shall issue an order with its conclusion and analysis and send a copy to the city or county and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

(Ordinance No. 12-1278)

TITLE 7: DEFINITIONS

3.08.710 Definitions

For the purpose of this functional plan, the following definitions shall apply:

- A. "Accessibility" means the ease of access and the amount of time required to reach a given location or service by any mode of travel.
- B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.
- C. "At a major transit stop" means a parcel or ownership that is adjacent to or includes a major transit stop, generally including portions of such parcels or ownerships that are within 200 feet of a major transit stop.
- D. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.

- E. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.
- F. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.
- G. "Chicane" means a movable or permanent barrier used to create extra turns in a roadway to reduce motor vehicle speeds or to prevent cars from driving across a pedestrian or bicycle accessway.
- H. "Connectivity" means the degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.
- I. "Complete Streets" means streets that are designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.
- J. "COO" means Metro's Chief Operating Officer or the COO's designee.
- K. "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.
- L. "Deficiency" means a performance, design or operational constraint that limits travel by a given mode. Examples of deficiencies may include unsafe designs, bicycle and pedestrian connections that contain obstacles (e.g., missing ADA-compliant curb ramps, distances greater than 330 feet between pedestrian crossings), transit overcrowding or inadequate frequency; and throughways with less than six through lanes of capacity; arterials with less than four through lanes that do not meet the standards in Table 3.08-2.
- M. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.
- N. "Essential destinations" includes such places as hospitals, medical centers, grocery stores, schools, and

social service centers with more than 200 monthly LIFT pick-ups.

- O. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.
- P. "Gap" means a missing link or barrier in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 2 of the RTP. There is a gap when a connection does not exist. But a gap also exists if a physical barrier, such as a throughway, natural feature, weight limits on a bridge or existing development, interrupts a system connection.
- Q. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.
- R. "High capacity transit" means the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger amenities. Speed and schedule reliability are preserved using transit signal priority at at-grade crossings and/or intersections. High levels of passenger infrastructure are provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. The transit modes most commonly associated with high capacity transit include:
- Light rail transit, light rail trains operating in exclusive or semi-exclusive right-of-way¹
 - Bus rapid transit, regular or advanced bus vehicles operating primarily in exclusive or semi-exclusive right-of-way
 - Rapid streetcar, streetcar trains operating primarily in exclusive or semi-exclusive right-of-way

¹ Exclusive right-of-way, as defined by Transportation Research Board TCRP report 17, includes fully grade-separated right-of-way. Semi-exclusive right-of-way includes separate and shared rights of way as well light rail and pedestrian malls adjacent to a parallel roadway. Nonexclusive right-of-way includes operations in mixed traffic, transit mall and a light rail/pedestrian mall.

- Commuter rail, heavy rail passenger trains operating on exclusive, semi-exclusive or nonexclusive (with freight) railroad tracks
- S. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.
- T. "Institutional uses" means colleges and universities, hospitals and major government offices.
- U. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.
- V. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).
- W. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.
- X. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.
- Y. "Local trips" means trips that are five miles or shorter in length.
- Z. "Low-income families" means a household who earned between 0 and 1.99 times the federal Poverty level as defined in the most recently available U.S. Census.
- AA. "Low-income populations" means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- BB. "Major Bus Stops" include most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping, or high density

employment or employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service. Major bus stop locations are designated in Figure 2.15 of the RTP.

CC. "Major driveway" means a driveway that:

1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
2. Intersects with an existing or planned arterial or collector street; or
3. Would be an extension of an existing or planned local street, or of another major driveway.

DD. "Major transit stop" means transit centers, high capacity transit stations, major bus stops, inter-city bus passenger terminals, inter-city rail passenger terminals and bike-transit facility as defined in Figure 2.15 of the Regional Transportation Plan.

EE. "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.

FF. "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.

GG. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.

HH. "Minority" means a person who is:

1. Black (having origins in any of the black racial groups of Africa);
2. Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);

3. Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands);
 4. American Indian and Alaska Native (having origins in any of the original peoples of North American and who maintain cultural identification through tribal affiliation or community recognition); or
 5. Native Hawaiian or Other Pacifica Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).
- II. "Minority population" means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- JJ. "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances.
- KK. "Mobility" means the speed at which a given mode of travel operates in a specific location.
- LL. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.
- MM. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.
- NN. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.
- OO. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including

all forms of motor vehicles, public transportation, bicycles and walking.

- PP. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.
- QQ. "Near a major transit stop" means a parcel or ownership that is within 300 feet of a major transit stop.
- RR. "Non-SOV modal target" means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.
- SS. "Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.
- TT. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.
- UU. "Principal arterial" means limited-access roads that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel. See definition of Throughway.
- VV. "Refinement plan" means an amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.
- WW. "Regional vehicle trips" are trips that are greater than five miles in length.
- XX. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.
- YY. "RFP" means Metro's Regional Framework Plan adopted pursuant to ORS chapter 268.

- ZZ. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.
- AAA. "RTFP" means this Regional Transportation Functional Plan.
- BBB. "Shared-ride" means private passenger vehicles carrying more than one occupant.
- CCC. "Significant increase in Single Occupancy Vehicle (SOV) capacity" means a transportation project that increases the motor vehicle capacity of a roadway and warrants a new air quality conformity determination. This includes new facilities (e.g., a new arterial or throughway, a new interchange or interchange ramps, a new access road or a new bridge) or the addition of new, general-purpose or auxiliary lanes to an existing facility totaling one-quarter-lane mile or more in length. General-purpose lanes are defined as through travel lanes, two-way left turn lanes or dual turn lanes. Not included in this definition is any project that adds less than one-quarter lane-mile of general-purpose lane or auxiliary lane capacity. Also not included in this definition are realignments that replace rather than supplement existing roadways for through traffic, channelized turn lanes, climbing lanes, widening without adding new travel lanes, and facilities that are primarily for use by modes other than SOVs (such as bus lanes, HOV lanes, truck lanes, and bicycle and pedestrian facilities). Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.
- DDD. "SOV" means a private motorized passenger vehicle carrying one occupant (single-occupancy vehicle).
- EEE. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.
- FFF. "Throughway" means limited-access roads that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel. See definition for principal arterial.
- GGG. "TPR" means the administrative rule entitled Transportation Planning Rule adopted by the Land

Conservation and Development to implement statewide planning Goal 12, Transportation.

- HHH. "Traffic calming" means street design or operational features intended to maintain low motor vehicle travel speed to enhance safety for pedestrians, other non-motorized modes and adjacent land uses.
- III. "Transportation system management and operations" (TSMO) means programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal transportation facilities and services to preserve capacity and improve safety, security and reliability. TSMO has two components: (1) transportation system management, which focuses on making facilities better serve users by improving efficiency, safety and capacity; and (2) transportation demand management, which seeks to modify travel behavior in order to make more efficient use of facilities and services and enable users to take advantage of everything the transportation system offers.
- JJJ. "TriMet" means the regional service district that provides public mass transit to the region.
- KKK. "TSP" means a transportation system plan adopted by a city or county.
- LLL. "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).
- MMM. "Update" means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.
- NNN. "Woonerf" means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

(Ordinance No. 10-1241B, § 5)

**Table 3.08-1
Regional Non-SOV Modal Targets
(Share of average daily weekday trips for the year 2035)**

2040 Design Type	Non-Drive Alone Modal Target
Portland central city	60-70%
Regional centers	
Town centers	
Main streets	45-55%
Station communities	
Corridors	
Passenger intermodal facilities	
Industrial areas	
Freight intermodal facilities	
Employment areas	40-45%
Inner neighborhoods	
Outer neighborhoods	

(Ordinance No. 10-1241B, § 5)

Table 3.08-2
Interim Regional Mobility Policy
 Deficiency Thresholds and Operating Standards

Location	Standard	Standard	
		PM 2-Hour Peak ^A	
	Mid-Day One-Hour Peak ^A	1st Hour	2nd Hour
Central City			
Regional Centers			
Town Centers			
Main Streets	.99	1.1	.99
Station Communities			
Corridors			
Industrial Areas			
Intermodal Facilities			
Employment Areas	.90	.99	.99
Inner Neighborhoods			
Outer Neighborhoods			
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylvan interchange)	.99	1.1	.99
I-405 ^B (I-5 South to I-5 North)	.99	1.1	.99
Other Principal Arterial Routes	.90	.99	.99
I-205 ^B			
I-84 (east of I-205)			
I-5 (Marquam Bridge to Wilsonville) ^B			
OR 217			
US 26 (west of Sylvan)			
US 30			
OR 8 (Murray Boulevard to Brookwood Avenue) ^B			
OR 212			
OR 224			
OR 47			
OR 213			

A. The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour as the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period either before or after the peak 60-minute period, whichever is highest.

B. A corridor refinement plan is required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.

(Ordinance No. 10-1241B, § 5)

Table 3.08-3 - Regional Parking Ratios (Parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas ¹	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

¹ Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

(Ordinance No. 10-1241B, § 5)