

# PARKING A

DRAFT  
Development Code Update  
November 4, 2022  
Prepared by:  
City of Bend Planning Division

File #: PLTEXT20220763

Note:

Text in underlined typeface is proposed to be added

Text in ~~strike through~~ typeface is proposed to be deleted

\*\*\* Indicates where text from the existing code has been omitted because it will remain unchanged.

Staff comments are ***bold and italicized***

## Bend Development Code

Rename 3.3.300 Vehicle Parking Standards for On-Site Requirements to 3.3.300 Vehicle Parking Standards for On-Site ~~Requirements~~ Parking throughout the BDC.

## Chapter 1.2

### DEFINITIONS

\*\*\*

Electrical service capacity means a designated location or space for electrical service, if not actual service, and a conduit system from that location to the parking spaces. The conduit system must be able to support wiring to for installation of Level 2 or above electric vehicle charging stations.

\*\*\*

Frequent transit route means a corridor with the most frequent transit route or routes in the community if the scheduled frequency is at least once per hour during peak service.

\*\*\*

## Chapter 2.7

### SPECIAL PLANNED DISTRICTS, REFINEMENT PLANS, AREA PLANS AND MASTER PLANS

\*\*\*

#### Article II. NorthWest Crossing Overlay Zone

\*\*\*

##### 2.7.320 Districts.

\*\*\*

##### E. Residential Cluster Overlay District.

\*\*\*

##### 4. Development Standards and Site Requirements for Cluster Housing Developments.

\*\*\*

d. Parking Location and Screening. The parking location and screening standards are designed to ensure minimal visual impact from vehicular use and parking areas for residents of the NorthWest Crossing Cluster Housing Overlay District and adjacent properties, and to maintain a single-unit character along public streets.

i. A minimum of one parking space and a maximum of two parking spaces are required for each cottage.

(A) Exception: There are no minimum parking requirements for dwelling units smaller than 750 square feet.

\*\*\*

##### G. Residential Mixed-Use Overlay District.

\*\*\*

##### 11. Off-Street Parking Standards.

\*\*\*

- a. Each live/work house or live/work townhome may have no more than ~~two~~ four off-street spaces ~~in addition to the two spaces required by BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking.~~

- i. Exception: There are no minimum parking requirements for dwelling units smaller than 750 square feet.

\*\*\*

#### **Article XIV. Bend Central District**

\*\*\*

##### **2.7.3250 Parking.**

- A. In the BCD, the following parking requirements supersede parking requirements in BDC Table 3.3.300, Required Off-Street Vehicle Parking Spaces, and in BDC Chapter 3.6, Special Standards and Regulations for Certain Uses. Unless otherwise noted here, other sections of BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking, apply.
  - 1. Required Off-Street Parking. The minimum number of required off-street vehicle parking spaces is established below. The number of parking spaces provided by any particular use in ground surface parking lots must not exceed the required minimum number of spaces provided by Table 3.3.300, Required Off-Street Vehicle Parking Spaces, by more than 50 percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, do not apply toward the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number.
    - a. Residential Uses.
      - i. Townhomes: one space per dwelling unit.
      - ii. Live/work dwelling unit: one space per live-work dwelling unit.

iii. Residential uses in a mixed-use development, quadplexes, multi-unit, ~~micro-units~~ and commercial-ready space used as residential: one-half space per dwelling unit.

iv. Micro Units: none.

v. Any dwelling unit smaller than 750 square feet: none.

~~iv.~~ vi. Tandem parking is permitted when the spaces are assigned to the same dwelling unit.

b. Nonresidential uses: one space per 1,000 square feet of floor area.

i. Exceptions.

(A). Hotels/motels and entertainment uses may use the off-street parking requirements in BDC Table 3.3.300, Required Off-Street Vehicle Parking Spaces.

(B). Childcare facilities: none

c. Shelters: none. See BDC 3.6.600, Shelters.

\*\*\*

## Article XV. Southeast Area Plan

\*\*\*

### 2.7.3320. General Commercial Districts (CG).

\*\*\*

D. Special Standards and Regulations for Certain Uses.

\*\*\*

1. Standalone residential uses, including live/work townhome dwelling units, that are not part of a mixed-use development must meet the following standards:

\*\*\*

e. Parking. The minimum number of required off-street vehicle parking spaces is established below. The number of parking spaces provided by any particular use in ground surface parking lots must

not exceed the required minimum number of spaces provided by Table 3.3.300, Required Off-Street Vehicle Parking Spaces, by more than 50 percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, do not apply toward the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number. ~~See BDC Chapter 3.3 Vehicle Parking, Loading and Bicycle Parking.~~

- i. ~~Duplex, Triplex, Quadplex and Townhome: See BDC Chapter 3.3 Vehicle Parking, Loading and Bicycle Parking.~~
- ii. ~~Townhome, duplex, triplex, and m~~Multi-unit residential: one space per dwelling unit.  
***(Triplexes exceed the parking allowed by HB 2001 and there is no parking identified for quadplexes.)***
- ~~ii-~~ iii. Affordable housing projects in accordance with BDC 3.6.200.C.1 through 3: one-half space per affordable dwelling unit.
- iv. Affordable housing as defined in OAR 660-039-0010 and publicly supported housing as defined in ORS 456-250: None.

\*\*\*

## Article XIX. Discovery West Master Planned Development

\*\*\*

### 2.7.3770 Residential Mixed Use District.

\*\*\*

#### G. Special Standards for Live/Work Townhomes.

\*\*\*

- 4. Vehicle and bicycle parking must be in accordance with BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking. ~~No more than four off-street parking spaces must be provided for each live/work townhome.~~

\*\*\*

## **Article XXI. Petrosa Master Planned Development**

\*\*\*

### **2.7.3950 Residential Zoning Districts.**

\*\*\*

#### **J. Additional Standards for Live/Work Townhomes.**

\*\*\*

2. Vehicle and bicycle parking must be in accordance with BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking. ~~No more than four off-street parking spaces are required for each live/work townhome.~~

\*\*\*

## **Article XXIV. Stevens Ranch Master Planned Development**

\*\*\*

### **2.7.4250 Residential.**

\*\*\*

#### **K. Additional Standards for Live/Work Townhomes.**

\*\*\*

2. Vehicle and bicycle parking must be in accordance with BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking. ~~No more than four off-street parking spaces are required for each live/work townhome.~~

\*\*\*

### **Chapter 3.3**

### **VEHICLE PARKING, LOADING AND BICYCLE PARKING**

\*\*\*

**3.3.300 Vehicle Parking Standards for On-Site ~~Requirements~~ Parking.**

The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) is determined based on the standards in this section.

A. Off-Street Parking Requirements. The number of required off-street vehicle parking spaces is determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes). In applying the exceptions and reductions listed in subsections B, C, and D of this section, reductions and exceptions may be combined except where otherwise specified. Where a fractional number of spaces results, the required number of spaces is rounded down to the nearest whole number.

**Table 3.3.300. Required Off-Street Vehicle Parking Spaces**  
*(All other parking requirements in Table 3.3.300 remain the same)*

Use	Minimum Requirement
<b>Residential</b>	
Residential care home	<del>2 parking spaces per dwelling unit</del> <u>None</u>
<del>All multi-unit residential uses within the CB and MU Commercial and Mixed-use Zoning Districts</del>	1 space per dwelling unit  <u>See parking requirements for duplexes, triplexes and quadplexes</u>
Multi-unit residential	<del>Studio units or 1-bedroom units</del> — 1 space per unit
	<del>2-bedroom units</del> — 1.5 spaces per unit

**Table 3.3.300. Required Off-Street Vehicle Parking Spaces**  
*(All other parking requirements in Table 3.3.300 remain the same)*

Use	Minimum Requirement
	<del>3- or more bedroom units – 2 spaces per unit</del>  <del>Retirement complexes for seniors 55 years or older – 1 space per unit</del>
<b>Public and Institutional Uses</b>	
Adult day care	<del>2 parking spaces per dwelling unit</del> <u>None</u>
Child care facility	<del>1 space per 2 employees; a minimum of 2 spaces is required</del> <u>None</u>
Residential care facility	<del>1 space per 2 patient beds or 1 space per apartment unit</del> <u>None</u>
Registered or certified family child care home	<del>2 parking spaces per dwelling unit</del> <u>None</u>
<b>Miscellaneous</b>	
Shelters	<u>None</u> , See BDC 3.6.600, Shelters

D. Exceptions and Special Standards for Parking.

1. Exceptions for Required Parking.



\*\*\*

c. ~~The total number of required~~ There is no minimum motor vehicle parking spaces requirement for all uses except for single-unit detached dwellings may be reduced by up to 10 percent for developments on a lot or parcel within 660 feet one-half mile (as the crow flies) of a corridor with a frequent transit route, (as the crow flies). Where only a portion of the site lies within 660 feet of a transit route, the reduction shall be applied only to buildings that are fully or partially within 660 feet of a transit route.

\*\*\*

e. There is no minimum parking requirement for dwelling units smaller than 750 square feet.

f. There is no minimum parking requirement for affordable housing as defined in OAR 660-039-0010

g. There is no minimum parking requirement for publicly supported housing as defined in ORS 456.250

\*\*\*

E. Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots must not exceed the required minimum number of spaces provided by this section by more than 50 percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, tuck-under parking or under-structure parking, or in multi-level parking above or below surface lots, do not apply toward the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number. This section does not apply to single-unit detached, manufactured dwellings, duplexes, triplexes, live/work townhomes, quadplexes, townhomes and cottage developments.

**Table 3.3.300.E.1. ~~Parking Stall Dimensions~~**

<b>Parking Angle</b>	<b>Stall Width</b>	<b>Stall Depth</b>	<b>Aisle Width (*one-way)</b>	<b>Curb Length</b>	<b>Bay Width</b>
	9'-0"	9.0	12.0	22.0	30.0
0°	9'-6"	9.5	12.0	22.0	31.0
	10'-0"	10.0	12.0	22.0	32.0
	9'-0"	19.8	13.0	12.7	52.5
45°	9'-6"	20.1	13.0	13.4	53.3

Parking Angle	Stall Width	Stall Depth	Aisle Width (*one-way)	Curb Length	Bay Width
	10'-0"	20.5	13.0	14.1	54.0
	9'-0"	21.0	18.0	10.4	60.0
60°	9'-6"	21.2	18.0	11.0	60.4
	10'-0"	21.5	18.0	11.9	61.0
	9'-0"	21.0	19.0	9.6	61.0
70°	9'-6"	21.2	18.5	10.1	60.9
	10'-0"	21.2	18.0	10.6	60.4
	9'-0"	20.0	24.0	9.0	64.0
90°	9'-6"	20.0	24.0	9.5	64.0
	10'-0"	20.0	24.0	10.0	64.0

\* 24-foot minimum for two-way traffic

F. Parking Stall Standard Dimensions and Compact Car Parking.

1. All off-street parking stalls must be improved to conform to City standards for surfacing, stormwater management and striping, and provide dimensions in accordance with Table 3.3.300, FF.1. Parking Stall Dimensions and Figure 3.3.300, F.1., Parking Area Dimensions.

**Table 3.3.300. Parking Area Dimensions  
(Delete table)**

	A = Parking angle <del>B = Stall width</del> C = Stall depth D = Aisle width
--	---

- For one row of parking stalls use “C” + “D” as minimum bay width.
- Public alley width may be included as part of dimension “D,” but all parking stalls must be on private property.
- For estimating available parking area use 300 to 325 square feet per vehicle for stall aisle and access areas.
- For narrow lots, equivalent size stalls and aisles may be approved by the City Engineer.
- For large parking lots exceeding 20 stalls, alternate rows may be designated for compact cars; provided, that the compact stalls do not exceed 30 percent of the total required stalls. A compact stall measures 8 foot in width and 17 feet in length.

**Table 3.3.300.F.1. Parking Stall Dimensions**

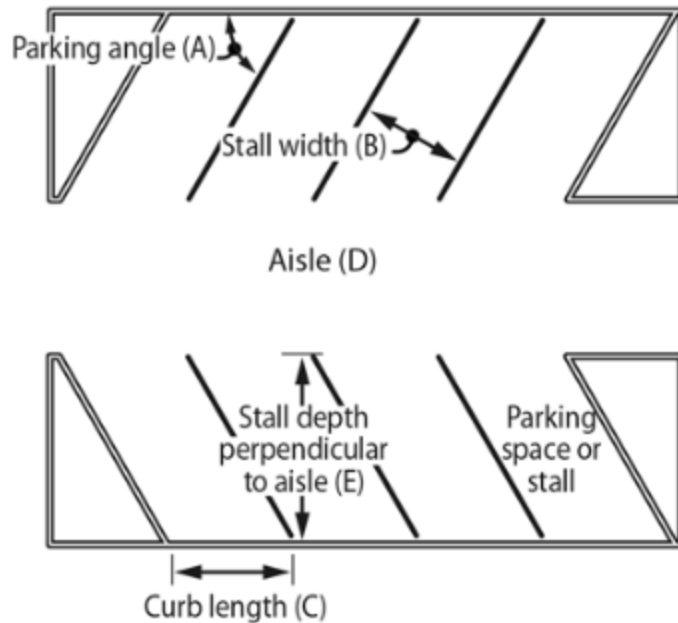
<b>Parking Angle (A)</b>	<b>Parking Stall Type</b>	<b>Width (B)</b>	<b>Curb Length (C)</b>	<b>1 Way Aisle</b>	<b>2 Way Aisle</b>	<b>Stall Depth (includes bumper overhang) (E)</b>
				<b>Width (D)</b>	<b>Width (D)</b>	
<u>0°</u>	<u>Standard</u>	<u>9'</u>	<u>22'</u>	<u>12'</u>	<u>20'</u>	<u>9'</u>
	<u>Compact</u>	<u>8'</u>	<u>20'</u>	<u>12'</u>	<u>20'</u>	<u>8'</u>
<u>30°</u>	<u>Standard</u>	<u>9'</u>	<u>18'</u>	<u>12'</u>	<u>20'</u>	<u>17.3'</u>
	<u>Compact</u>	<u>8'</u>	<u>15.5'</u>	<u>12'</u>	<u>20'</u>	<u>14.3'</u>
<u>45°</u>	<u>Standard</u>	<u>9'</u>	<u>12.7'</u>	<u>13'</u>	<u>20'</u>	<u>19.8'</u>
	<u>Compact</u>	<u>8'</u>	<u>11.2'</u>	<u>13'</u>	<u>20'</u>	<u>16.1'</u>
<u>60°</u>	<u>Standard</u>	<u>9'</u>	<u>10.4'</u>	<u>18'</u>	<u>20'</u>	<u>21'</u>
	<u>Compact</u>	<u>8'</u>	<u>9.2'</u>	<u>18'</u>	<u>20'</u>	<u>17'</u>
<u>90°</u>	<u>Standard</u>	<u>9'</u>	<u>9'</u>	<u>24'</u>	<u>24'</u>	<u>20'</u>

<u>Parking Angle</u> (A)	<u>Parking Stall Type</u>	<u>Width</u> (B)	<u>Curb Length</u> (C)	<u>1 Way Aisle Width</u> (D)	<u>2 Way Aisle Width</u> (D)	<u>Stall Depth</u> (includes bumper overhang) (E)
	<u>Compact</u>	<u>8'</u>	<u>8'</u>	<u>24'</u>	<u>24'</u>	<u>17'</u>

Figure 3.3.300.F.1

Parking Area Dimensions

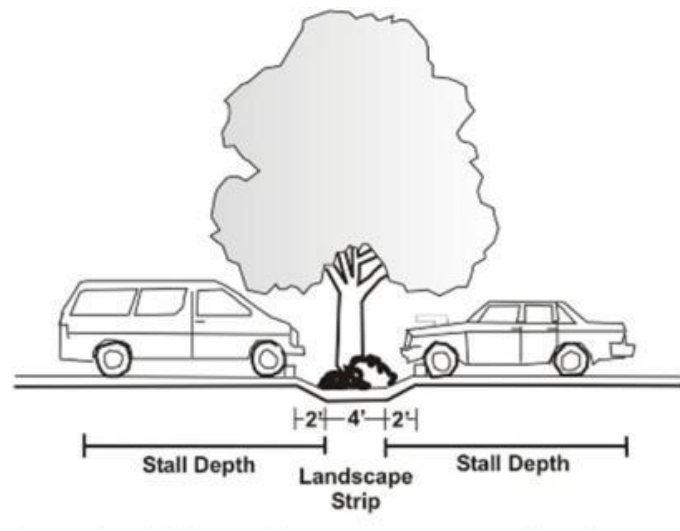
(Add Figure)



2. No more than 50 percent of the parking stalls provided on-site can be compact spaces.
3. The stopping edge of any curb or wheel stop must be placed no less than two feet from the end of the parking stall. Where a curb or wheel stop is provided, the overhang of a vehicle past the curb or wheel stop may be counted as part of the required parking stall depth, up to a maximum of two feet.

- a. Where the curb abutting a pedestrian walkway is used as a wheel stop, a minimum of two feet must be added to the width of the walkway.
- b. A portion of a standard parking stall may be landscaped instead of paved, as follows:
  - i. The landscaped area may be a maximum of two feet from the stopping edge of a wheel stop or curb, when such protective devices are provided, and may be counted as part of the required parking stall depth, as shown in Figure 3.3.300.F.2.

**Figure 3.3.300.F.2.**



- ii. Landscaping that is part of the parking stall depth must be ground cover plants.

\*\*\*

#### H. Electrical Service Capacity.

1. Applications submitted after March 31, 2023, for new multi-unit developments or new mixed-use developments consisting of privately owned commercial space and five or more dwelling units must provide sufficient electrical service capacity, as defined in ORS 455.417, at no less than 40 percent of all vehicle parking spaces on a site containing the dwelling units. Townhomes are not included for purposes of determining the applicability of this regulation.
2. New commercial buildings under private ownership must provide sufficient electrical service capacity, as defined in ORS 455.417, at no less than 20 percent of all vehicle parking spaces on the site.

3. Fractional numbers derived from a calculation of the vehicle parking spaces must be rounded up to the nearest whole number.

\*\*\*

## Chapter 3.6

### Special Standards and Regulations' for Certain Uses

\*\*\*

#### 3.6.200 Nonresidential Uses

\*\*\*

- C. Affordable Housing Strategies. The City of Bend provides an incentive program to developers to assist in the development of affordable housing.

\*\*\*

4. Developments in compliance with subsection (C)(1) of this section may be eligible for the following incentives unless otherwise specified:

\*\*\*

- e. Parking Requirement Reduction. The parking requirement for affordable dwelling units is one on-site parking space per affordable dwelling unit.

- i. Exception:

(A) Parking for special population developments and senior developments is 0.5 parking spaces per affordable dwelling unit.

For purposes of this subsection, senior developments are limited to those 55+ and are recognized by Housing and Urban Development (HUD) or the Low Income Housing Tax Credit (LIHTC) program at Oregon Housing and Community Services as affordable for a term of 30 years or more.

For purposes of this subsection, special population developments provide affordable housing and supportive services to those with intellectual or developmental disabilities or acute health needs. These developments must be publicly supported affordable for a minimum of 30 years and serving those with intellectual or developmental disabilities in an integrated setting as a primary function.

(B) There is no minimums parking for affordable housing as defined in OAR 660-039-0010 or publicly supported housing as defined in ORS 456.250.

\*\*\*

## **J. Neighborhood Commercial Sites**

\*\*\*

### 6. Parking Standard.

- a. The following parking requirements supersede parking requirements in Table 3.3.300, Required Off-Street Vehicle Parking Spaces. Unless otherwise stated here, other sections of BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking, apply.:
- i. Neighborhood commercial sites located one-quarter mile or greater from a Commercial or Mixed-Use Comprehensive Plan map designation must comply with the following:

\*\*\*

(B) Residential Uses. ~~One space per dwelling unit.~~ See Table 3.3.300, Required Off-Street Vehicle Parking Spaces. Tandem parking is permitted when the spaces are assigned to the same unit.

\*\*\*

- ii. Neighborhood commercial sites located adjacent to a Commercial or Mixed-Use Comprehensive Plan map designation must comply with the following:
  - A) Neighborhood Commercial Uses. One space per 500 square feet of gross floor area, except food and/or beverage services is one space per 200 square feet of gross floor area and childcare facilities is none.

(B) Residential Uses. ~~One space per dwelling unit. See Table 3.3.300, Required Off-Street Vehicle Parking Spaces.~~ Tandem parking is permitted when the spaces are assigned to the same unit.

\*\*\*

### 3.6.600 Shelters.

\*\*\*

#### B. Review Process.

1. Type I Minimum Development Standards Review. The following shelters are reviewed through a Type I Process:

- a. A building expansion of up to 50 percent of the existing building area or up to 5,000 square feet, whichever is less.
- b. Expansion of an outdoor shelter use or parking of up to 50 percent of the existing outdoor shelter use area or parking area or up to 5,000 square feet of new outdoor shelter use area or parking area, whichever is less.
- c. A change of use of a building or property that increases demand on public facilities ~~and/or requires new additional parking spaces.~~ A determination that there is an increase in demand on public facilities is made when:
  - i. The development will result in an increase of trip generation by 20 percent or 100 average daily trips (ADT); and/or
  - ii. The development will require that the water meter or water or sewer laterals be increased in size.

A change of use of a building or property that does not increase demand on public facilities ~~and/or require new additional parking spaces~~ does not require Minimum Development Standards Review or Site Plan Review.

\*\*\*



C. Shelters Standards. Shelters must comply with the following standards:

\*\*\*

9. On-Site Improvements. ~~Required~~ Parking areas, aisles and turnarounds are exempt from the paving standards required by this code. Driveway approaches must comply with City of Bend Standards and Specifications.

\*\*\*

E. Outdoor Shelters.

\*\*\*

2. Off-Street Parking. ~~There are no minimum or maximum parking requirements. A minimum of 0.5 parking spaces per unit for the first 16 units, plus 0.3 spaces per additional unit is required. Where a fractional number of spaces results, the required number of spaces must be rounded down to the nearest whole number.~~

\*\*\*

F. Group Shelters.

\*\*\*

2. Off-Street Parking. ~~There are no minimum or maximum parking requirements. Minimum 0.25 spaces per bed is required. Where a fractional number of spaces results, the required number of spaces must be rounded down to the nearest whole number.~~

G. Multi-Room Shelters.

\*\*\*

2. Off-Street Parking. ~~There are no minimum or maximum parking requirements. A minimum of 0.25 spaces per room is required. Where a fractional number of spaces results, the required number of spaces must be rounded down to the nearest whole number.~~

\*\*\*

## Chapter 3.8

### DEVELOPMENT ALTERNATIVES

\*\*\*

#### 3.8.200 Micro-Unit Development.

\*\*\*

I. Off-Street Parking. ~~The following parking requirements supersede parking requirements in BDC Table 3.3.300, Required Off-Street Vehicle Parking Spaces, and in BDC Chapter 3.6, Special Standards and Regulations for Certain Uses. Unless otherwise noted here, other sections of BDC Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking, and BDC 2.7.3250, Parking, apply.~~

~~1. RS, RM and RH: minimum one space per micro-unit.~~ The are no minimum parking requirements for micro-units.

~~a. Exception: Micro-unit developments located within a quarter of a mile (1,320 feet as the crow flies) of a transit route may provide 0.5 parking spaces per micro-unit.~~

~~2. Mixed Use Districts and Commercial Districts and Bond Central District: Minimum 0.5 spaces per micro-unit.~~

~~3. 2.~~ The maximum is 150 percent of one 1.5 parking spaces per micro-unit.

~~4. 3.~~ When four or more required spaces are provided, up to 50 percent of the required off-street parking spaces may be developed as compact parking spaces. Where a fractional number of compact spaces results, the allowed number of compact spaces is rounded down to the nearest whole number.

~~5. 4.~~ Parking is prohibited between the street and the micro-unit development when more than three parking spaces are provided. When more than three parking spaces are provided, backing onto the street is not allowed.

~~6. Off-street parking may be reduced in compliance with BDC 3.3.300.D and in the Bond Central District in compliance with BDC 2.7.3250(A)(2).~~

\*\*\*

### 3.8.300 Small Dwelling Unit Development.

\*\*\*

#### J. Parking Requirements.

##### 1. Minimum one space per small dwelling unit.

- a. Exception. No parking is required for ADUs or for dwelling units smaller than 750 square feet.

\*\*\*

### 3.8.500 Cottage Housing Development.

\*\*\*

#### K. Parking. Parking for CHDs must be located on the CHD property and identified on the tentative subdivision plan and/or site plan. On-site parking must meet the following standards:

\*\*\*

- 5. ~~Off-street parking requirements are calculated based on the number of bedrooms per cottage unit:~~
  - a. ~~One bedroom: minimum one space.~~
  - b. ~~Two bedrooms: minimum 1.5 spaces.~~
  - c. ~~Three or more bedrooms: minimum two spaces.~~

Required Off-Street Parking. None. (Same as Cottage Cluster Developments)

\*\*\*

### 3.8.800 Urban Dwelling Sites.

\*\*\*

- I. Parking. The minimum number of required off-street vehicle parking spaces is established below. The number of parking spaces provided by any particular use in ground surface parking lots must not exceed the required minimum number of spaces provided by Table 3.3.300, Required Off -Street Vehicle Parking

Spaces, by more than 50 percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, do not apply toward the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number.

1. Townhome and multi-unit residential: one space per dwelling unit.
2. Duplex and triplex: none.
3. Quadplex: one space per quadplex development.
4. Micro-unit developments: ~~one-half space per micro-unit~~ None. See BDC 3.8.200(I) for off-street parking requirements.
5. Affordable housing projects in accordance with BDC 3.6.200(C)(1) through (C)(3): one-half space per affordable dwelling unit.
6. Affordable housing as defined in OAR 660-039-0010 and publicly supported housing as defined in ORS 456-250: None.
7. Dwelling units smaller than 750 square feet: none

\*\*\*

### **3.8.1000 Shared Courts.**

\*\*\*

#### **H. Off-Street Parking.**

1. Dwelling units: See Table 3.3.300, Required Off-Street Vehicle Parking Spaces. Required parking spaces may be provided in tandem.
2. ~~Guest parking: 0.25 spaces per dwelling unit. Where a fractional number of spaces results, the required number of spaces must be rounded down to the nearest whole number.~~
3. 2. No parking is allowed within the private access drive. “No Parking” signs are required and must be maintained.

4. ~~3.~~ Common off-street parking, including guest parking, may abut the private access drive when located outside of the minimum required dimensions of the private access drive. The off-street parking must be located in a common tract and the homeowners' association must be responsible for enforcing this requirement.
5. ~~4.~~ Parking is prohibited between the street and the dwelling units.

\*\*\*