**Sec. 14-526. Site plan standards.**

*Requirements for approval.* The Planning Board or Planning Authority shall not approve a site plan application unless the development proposal meets the following criteria:

(a) *Transportation Standards*

1. *Impact on Surrounding Street Systems:*

The provisions for vehicular loading and unloading and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets and ways; and the incremental volume of traffic will not create or aggravate any significant hazard to safety at or to and including intersections in any direction where traffic could be expected to be impacted; and will not cause traffic congestion on any street which reduces the level of service below Level "D" as described in the 1985 Highway Capacity Manual published by the Transportation Research Board of the National Research Council, a copy of which manual is on file with the public works authority, or substantially increase congestion on any street which is already at a level of service below Level "D";

2. *Access and Circulation*:

a. Site Access and Circulation**.**

(i) The development shall provide safe and reasonable access and internal circulation for the entire site for all users of the site and shall comply with the standards set forth in Sections 1 of the Technical Manual.

(ii) Points of access and egress shall be located to avoid conflicts with existing turning movements and traffic flows.

(iii)Where drive up features such as gasoline pumps, vacuum cleaners and menu/order boards are permitted, they shall not extend nearer than twenty five (25) feet to the street line. The site must have stacking capacity for vehicles waiting to use these service features without impeding on-site vehicular circulation or creating hazards to vehicular circulation on adjoining streets.

b. Loading and Servicing**.**

(i) All developments served by delivery or other service vehicles shall provide a clear route and travel way geometric design that permits safe turning and backing for the maximum vehicle length that would service the development and does not impede site access, vehicle circulation, pedestrian movements or parking.

c. Sidewalks.

(i) All proposed developments shall provide sidewalks along all frontages in accordance with Sections 14-498 and 14-499 of the City Code, installed to City specifications as described in Section 1 of the Technical Manual. An applicant may request a waiver from curb and sidewalk installation requirements if they meet applicable waiver criteria listed in Section14-506 (b) of the City Code.

(ii) Where sidewalks already exist but are in substandard condition, they shall be repaired or replaced in conformance with Chapter 25 of the City Code and Section 1 of the Technical Manual.

(iii)Continuous internal walkways shall beprovided between existing or planned public sidewalks adjacent to the site, transit stops and street crossings and primary building entrances on the site.

3. *Public Transit Access:*

a. For any residential development consisting of twenty (20) or more dwelling units or commercial or institutional development of at least 20,000 square feet gross floor area, a transit facility shall be constructed where the following criteria are met:

(i) The development is proposed along an existing public transit route on a local principal or minor arterial roadway, as shown in the Federal Street Classification Map provided in Section 1 of the Technical Manual.

(ii) The nearest existing transit shelter and/or bus pullout on the route is ¼ mile(1,320 feet) or more away from the closest primary building on the site, 1measured along rights-of-way.

b. Transit facilities shall consist of a transit shelter and a transit pullout bay.

c. Transit facilities shall be connected to the public sidewalk system.

d. Waiver: All or some of this standard may be waived if the Reviewing Authority determines one or more of the following:

**(**i) That some or all of the required improvements cannot reasonably be made due to site constraints and/or insufficient right of way width; or

(ii) That the development is not anticipated to generate public transit usage due to particular characteristics or proposeduse of the development.

4. *Parking:*

a. Location and Required Number of Vehicle Parking Spaces:

(i) Off-street parking shall meet the applicable zoning requirements, except the Planning Board shall determine the parking requirement, based upon the applicant’s parking study and a recommendation from the City Transportation Engineer, for new structures, building additions and changes of use with a total floor area of 50,000 sf or more and for projects, regardless of size, in the B-6, B-7 and USM Overlay zone.

(ii) Where a parking study is required, the City encourages Transportation Demand Management (TDM) strategies to be employed.

(iii)Developments proposing to exceed minimum parking requirements by 10% or more must demonstrate through a parking analysis that the amount of parking is appropriate for the proposed use of the site.

(iv) Parking spaces and aisles shall meet applicable dimensional standards as detailed in Section 1 of the Technical Manual.

(v) Parking lots, except for temporary lots to be used for less than one year, shall be constructed of a permanent and durable hard surface that is not subject to ponding or erosion.

b. Location and Required Number of Bicycle Parking Spaces:

(i) The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following requirements:

(a) *Residential structures*. Two (2) bicycle parking spaces for every five (5) dwelling units shall be required.

(b) *Non-residential structures.* Two (2) bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) required motor vehicle parking space over one hundred (100) required vehicle parking spaces.

(c) Development with zero (0) to ten (10) required vehicle parking spaces shall provide at least two (2) bicycle parking spaces.

(ii) *Waiver:* The reviewing authority may reduce the required number of bicycle parking spaces if it is determined, based on evidence submitted by the applicant, that the proposed developmentis expected to generate reduced demand for bicycle parking due to characteristics or uses such as elderly or disabled persons housing or industrial uses located in outlying areas.

c. *Motorcycle and Scooter Parking*.

(i) The site plan shall accommodate access and parking for two-wheeled motorized vehicles such as motorcycles and scooters.

#### d. *Snow Storage.*

##### (i) The site plan shall include areas for snow storage or shall include an acceptable snow removal plan.

##### (ii) Snow storage areas may not encroach on areas designated to meet minimum parking requirements or on pedestrian walkways and shall not be located where they would adversely impact the functionality of bioretention or other stormwater management systems. Landscaping in designated snow storage areas shall be such that it can withstand the snow pile.

### 5. *Transportation Demand Management (TDM):*

#### a. The following types of development shall design and implement a Transportation Demand Management (TDM) plan:

##### (i) All Level III development in the B7 zone;

##### (ii) All commercial or institutional uses of 50,000 sf or more total floor area;

##### (iii) All commercial or institutional uses designed to accommodate 100 or more employees and, for educational institutions, 100 or more students.

#### b. The TDM Plan shall establish trip reduction targets and shall employ a combination of the following elements to achieve these targets:

##### (i) Public transit incentives;

##### (ii) Parking cash-out;

##### (iii)Car sharing;

##### (iv) Car and van pooling incentives;

##### (v) Guaranteed ride home programs;

##### (vi) Other such strategies that reduce single occupancy vehicle trips to and from the development.

#### c. The development shall comply with the City of Portland TDM standards as described in Section 1 of the Technical Manual.