

Comparison of Zoning Codes and their Impacts

For Eugene and Comparable Cities

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Comparable Cities

Abstract: We examined differences in zoning codes for Eugene and cities we found to be comparable to Eugene in order to benchmark Eugene's current codes. The goal of this project was to find out whether Eugene's codes were similar to those of comparable cities or if the codes were quite different and why. We

analyzed the differences in codes, which were mainly that Eugene's floor-to-area ratio is a minimum at 2.0 and that there is a maximum parking regulation for surface parking in the downtown, and found it might be a good idea to revise these codes. We also ran a few regressions using characteristics of the comparable cities such as per capita income and political leaning but found that there was no statistically significant correlation between these characteristics and the zoning codes.

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I. Introduction

Zoning is a method of regulation carried out by local governments to control the types of physical structures that can be built in various jurisdictions of a county, as well as what type of use the building and land may be put toward within those certain jurisdictions by classification. Common zoning codes and ordinances include minimum densities, height regulations and minimum parking requirements, although there are many more (Fischel, 1989). Even though there are notable differences in zoning ordinances all across the nation, Fischel (1989) notes that "zoning laws are similar from state to state because of the continuing influence of the Standard State Zoning Enabling Act promulgated by the US Commerce Department (under Secretary Herbert Hoover) in 1928."

Zoning laws first appeared in the early 20th century. In the 1800's there were nuisance ordinances to prevent obvious negative consequences of one property's activity on another, but these were not very restrictive on private land development in general. However, with inspiration from the Chicago World's Fair in 1893, city planners began to consider the aesthetic beauty of city parks and streetscapes. This led to the idea of using regulations to prevent externalities from land use that resulted in an "ugly" city. New York adopted the nation's first zoning ordinances in 1916 in an effort to improve transportation planning and during the 1920's, the US Department of Commerce published the Standard State Zoning Enabling Act, from which most states followed the pattern of vesting local governments with the power to adopt and enforce zoning ordinances (Denver City Planning and Development, 2008). Thus, nearly every city in the United States has zoning ordinances, with some exceptions including Houston, Texas, which lacks formal zoning laws but does, in fact, have many private covenants which

have performed a similar function to zoning laws.

The economics behind zoning is to address and control market failures such as spillover effects of unwanted uses, natural monopolies, equity and distribution and growth management in the various jurisdictions of a city (O'Sullivan, 1995). For example, suppose you live in a quiet, residential neighborhood and a loud, polluting factory moves in, the value of your property may decrease. By having established zoning codes, though, your property may be protected from such negative externalities.

However, well-intentioned zoning laws may have unintended consequences. It was pointed out in a study done by ECONorthwest that "minimum density zoning may drive away some developers to other parts of the region or outside the region where they can develop at lower densities (36)," where they would achieve their highest value. Such relocation of development can lead to sprawl and disintegration of the urban core of the city which, in turn, involves job losses, tax base declines, and erosion of public services for the city (Luria and Rogers, 1999).

Recently in Eugene, a debate has ensued about this very issue. In 2001, revised zoning codes were put into place. A couple of the more controversial revisions included a redefinition of how the floor-to-area-ratio (FAR) should be calculated for commercial development, as well as a change regarding parking regulations in the downtown core of the city. The new law sets a parking maximum of 20 surface spots in the core/transit-oriented district, regardless of the type or size of building. This has led local developers to argue that the existing zoning codes for the Eugene downtown core do not allow for the creation of new, viable commercial development (e.g., Prichard, 2007). Therefore, one opinion about these codes is that they are deterring development from the

core and unintentionally undermining the very goals these ordinances were meant to meet. As of this writing, the City of Eugene is considering possible revisions of these codes, such as eliminating the 20-spot parking maximum and changes to FAR requirements and definitions.

This paper's contribution is to undertake a systematic comparison of Eugene's existing commercial zoning requirements on parking and FAR/height restrictions. Despite many differences in zoning ordinances across cities, our review of the literature finds work done to provide substantial comparisons among communities with respect to actual zoning regulations. So this represents not only the first comparison of relevant commercial zoning ordinances for the city of Eugene, Oregon to those of other comparable cities, but perhaps the first such cross-city comparison in the literature.

The purpose of this comparison is, first, to understand the major differences and similarities between Eugene's zoning codes and those of comparable cities. Second, drawing from the literature on the economics of zoning ordinances, we will analyze how differences in Eugene's zoning ordinances from other comparable cities might affect incentives for commercial development, public transportation, and other relevant urban economic outcomes. We hope this analysis will be informative to Eugene policymakers in determining what potential changes, if any, they may wish to make to current city zoning ordinances.

Again, the specific zoning laws to be examined here are density requirements, height maximums and/or minimums, and parking regulations. These ordinances are particularly interesting for us to compare across communities due to their wide-spread use in various zoning codes across the nation. Density requirements will be measured

specifically by Floor-to-Area Ratios (FARs). We will examine the definition of each FAR closely to make sure we are as accurate as possible since a slight change in definition can have a real impact.

II. Literature Review

Although zoning itself is relatively new, from around the 1920s, there have been a number of economic analyses of zoning laws and their impact. For example, Arthur O'Sullivan provides general information about zoning in *Urban Economics*. Specifically, O'Sullivan discusses what purposes zoning serves, like managing growth and controlling negative externalities. This idea of controlling for negative externalities has also been found elsewhere in the literature. For example, Fischel (1989) states "The rationale for zoning typically offered in the economics literature is that some activities cause spillover effects on their neighbors and that the best way to deal with these spillovers is to employ police-power regulations to separate uses (Mills, 1979; Ihlanfeldt and Boehm, 1987)." Therefore, previous literature can tell us that zoning may play an important part in maintaining the economic integrity of a city by separating uses that otherwise might have undesirable consequences on one other by means of spillovers.

One spillover effect that is often regulated by zoning is sprawl. In fact, several communities tend to use zoning to help control sprawl. Moss (1977); Sheppard (1988), and Turnbull (1991) all look into the idea of urban sprawl, which may or may not be sufficiently dealt with by zoning and Virginia McConnell, Margaret Walls, and Elizabeth Kopits (2005) also provide possible assumptions for the implications of zoning and discuss counteracting sprawl. Again, the need to regulate land-use in order to reduce the adverse consequences of, say, a noisy business on an otherwise quiet neighborhood, for

example, has paved the way for zoning.

Along with the rationale for why zoning exists, the effects of zoning have also been subjects of economic analysis. There has been work done to illustrate the positive and negative side-effects zoning might have on a community. Hochman and Ofek (1979) offer an insight into some of the positive outcomes zoning may result in, such as a possible increase in overall values of land in a community by allowing for a solution to the free-rider problem associated with public facilities.

However, an analysis that has been performed by ECONorthwest with Johnson Gardner (2001) offers more insight into possible zoning effects and more specifically into the possible negative outcomes of setting improper regulations for a community. This report focuses mostly on density and provides powerful assumptions such as "If minimum zoning requirements are set too high, they can stifle the organic, iterative process that causes development to gradually intensify and land values to rise high enough to support gradual densification (45)." Therefore, Gardner's report reminds us that although zoning can have positive impacts on a community, it can also have unintended side-effects if not thought through carefully.

Although the above mentioned literature has helped us in understanding the rationale for zoning and possible effects it could have on a community, those questions were not answered by doing any type of analysis of land-use codes, which is what we intend to do. There have been studies performed, by Rubinfeld (1978) for example, which attempted to "model zoning as a single-valued constraint, such as minimum lot size," but since many ordinances cluster together such models may not be sufficient (Fischel, 1989). This explanation as to why it may not be feasible to model zoning as a

single-valued constraint offers us hope that we might be able to decipher what incentives certain codes offer since we will be looking at codes that do, in fact, cluster together. We are hopeful that we will be able to analyze how these ordinances may be used together to attain a certain goal.

There have also been studies that have attempted to look at several codes across communities at once, in hopes of grasping some understanding of these zoning codes and account for their differences across communities. For example, a study on the City of Menlo Park, *Comparison of Peer Cities' Commercial and Industrial Zoning Regulations*, had a similar purpose as this paper which was “to find out how jurisdictions that are comparable to Menlo Park in size, location, or economic base have structured their commercial zoning regulations.” Another comparison is one between Broward County and the City of Fort Lauderdale (Planning and Zoning Department, City of Fort Lauderdale, Florida). However, both of these comparisons seriously lack any sort of formal analysis for what these differences in codes might mean for the cities, but they provide us with a starting point for collecting data across cities in hopes of learning more about what these differences may mean.

The literature review has helped explain the rationale behind zoning and the economic impacts it could have on a community. The positive and negative effects zoning could have on communities have been illustrated by experts in the field, yet concrete evidence seems to be lacking. Also, we know that some comparisons of codes across cities have been made, but there hasn't been a comprehensive comparison with any type of formal analysis of the findings, at least that we have come across. Therefore, we feel that this paper should be quite helpful in better understanding the economic

effects zoning codes might have on communities.

III. Data

In order to compare cities, we looked for the specific regulations involving Floor-to-Area Ratios, height minimums and maximums, and parking requirements such as minimums/maximums. We focused strictly on commercial districts and specifically on the downtown core codes and those immediately out of the downtown core. There is generally a more restricted area downtown that we will refer to as the downtown core in this paper, while there is also a less-restricted area downtown which is all the area outside of the core.

In order to choose cities that are comparable to Eugene, we looked at cities that have metropolitan populations within 100,000 people of Eugene using the 2001 census and we eliminated less similar cities, such as ones that neighbor much larger metropolises (e.g.. Irvine, CA, which has a university, but neighbors L.A.). However, there are a few cities that do not strictly meet this population requirement, but which we chose to use their data due to their proximity to the Pacific Northwest. We feel that due to their geographical relation to Eugene, these cities would be interesting to look at as well.

Table 1 shows a comparison of zoning ordinances across cities. Specifically, the table illustrates each city's minimum and maximum height requirements and FAR requirements. Table 2 displays parking requirements across cities for certain uses, which are retail, office, and restaurant uses. This table shows minimum and maximum requirements, where applicable, as well as any other important information, such as if the downtown core has an exempt area. If a downtown core has an exempt area, it simply

means that the parking requirements are not applicable to that area.

Finally, we conducted a small survey of current parking conditions for a few cities to determine whether Eugene's current conditions seem appropriate based on what comparable cities are doing with public parking downtown. We were curious as to whether public parking is provided, how many spots are in the downtown, the break-up between surface and structured parking, as well as how many workers are in the downtown.

IV. Analysis

As mentioned earlier, we knew there would be similarities in codes across cities, but we knew there would certainly be differences as well. This is understandable seeing as how various jurisdictions may have different goals in mind and therefore enforce different codes. This section will analyze the trends as well as major differences we have noticed throughout this project.

Similarities:

1. Most cities, including Eugene, have a maximum height restriction in commercial zones.
2. Most cities, including Eugene, do not have minimum height restrictions.
3. A nearby city that does have minimum height restrictions is Salem, OR. It also has a lower maximum height restriction than most other cities we came across.
4. Several cities do not regulate building height in the downtown core, but for the many that do, Eugene is quite similar.

5. Every city has more or less similar off-street parking requirements for retail, office, and restaurant uses.
6. As seen in Table 2, the minimum parking requirements for the above three uses tend to fall in the range of 1 space per 200 sq. ft. of gross floor area to 1 space per 300 sq. ft. of gross floor area. However, this is not the specific range that all the minimum parking requirements fell into, but the typical range.
7. Eugene's minimum parking requirements fit into the above range perfectly. Therefore Eugene is not an outlier here.

Differences:

1. Most cities do not use FAR requirements at all for regulating density.
2. For the cities that do use FAR's, it is generally a maximum FAR that is implemented, whereas Eugene's code of ordinances states that the FAR is to be understood as a minimum requirement.
3. We find that 14 of the 50 cities (Springfield, OR, Spokane, WA, Salem, OR, Ocala, FL, Manchester, NH, Iowa City, IA, Green Bay, WI, Corpus Christi, TX, Cedar Rapids, IA, Bremerton, WA, Boulder, CO, Ann Arbor, MI, and Eugene, OR) all use FARs.
4. Of the cities that regulate densities by using FARs, Green Bay, Manchester and Salem are the only ones to have minimum FAR requirements. However, these minimum requirements are lower than the 2.0 minimum that Eugene currently abides by.
5. To calculate the FAR, Eugene defines the lot area as "contiguous lots," and

therefore the 2.0 minimum may seem even higher to developers than if the FAR were defined otherwise.

6. The parking regulation in Eugene stipulates there are to be no more than 20 parking spaces in a surface lot in the downtown core/transit-oriented district.
7. Not only do most cities not have a cap on maximum parking spaces, but a large fraction of cities exempt the downtown core entirely from parking requirements. Eugene has a parking exempt zone, but the 20 spot max. is still enforced

Descriptive statistics can be found on Table 3, which does not include density regulations, but rather focuses on parking regulations and some characteristics of a city such as political leaning. Some of the most important information to get out of this table is that Eugene's income is just a bit below the average for the comparable cities, all cities have an exempt area for parking in the downtown (one should remember that the maximum regulation of 20 spots on a surface lot in the downtown still applies in Eugene, but the minimum regulations are exempt), as well as the fact that Eugene's parking regulations are very much in-line with the averages of comparable cities. From this, we gather that Eugene's codes are overall similar to those of comparable cities. However, the parking maximum of 20 is something that stands out from the others as being odd.

We performed some statistical analysis on the data, but did not find anything of significance. Median income, political affiliation, and population size did not seem to have an effect on parking requirements. This may be because the cities we analyzed are already comparable, thus there is not much variation.

As density regulations cannot be found on Table 3, we will discuss them more

now. Earlier in this paper the ECONorthwest report by Johnson Gardner (2001) was mentioned and we find it important now to reiterate the points of the report we were particularly interested in and specifically that "minimum density zoning may drive away some developers to other parts of the region or outside the region where they can develop at lower densities (36)," where they would achieve their highest value. As we have just learned, Eugene has stricter regulations to abide by when it comes to minimum density zoning, which may translate into greater difficulties for developers to develop in the core/transit-oriented district where the minimum 2.0 FAR is currently in place.

We would like to add that it has been mentioned that a FAR of 1.5 is quite high and that "It requires 4-story buildings and narrow streets with modest interior courtyards. (Higher buildings would leave more room for streets and gardens, but buildings higher than 4 stories are not desirable because they are expensive to construct and unpleasant to live in.)," as it was stated in the book *Carfree Cities* by J.H. Crawford.

Again, from earlier in this paper, we discussed what could happen to an urban core if developers were to, indeed, choose to develop elsewhere where the requirements are lower (for example in Springfield, OR. where there is no minimum FAR), this could mean increased sprawl for the city as well as disintegration of the urban core of the city, which, in turn, could involve job losses, tax base declines, and erosion of public services for the city.

One might assume that if stricter density regulations could potentially cause a developer to choose to develop elsewhere, the same might be said for strict parking regulations. As previously mentioned, Eugene is the only city to have a parking maximum in the downtown core, seeing as how many cities exempt the downtown core

from parking regulations altogether. That said, it could be the case that developers might choose to locate where parking regulations are not as strict, mirroring the behavior of developers that are faced with stringent density regulations. Also, it may be more difficult for developers to attain loans for development if they are to adhere to the stricter regulations that Eugene has for parking. It may be the case that it is too costly to loan money to a business that is unable to have surface parking for their business and, therefore, the developer may be denied a loan due to this.

However, it may also be the case that surface parking would not be a big enough issue to cause a developer to relocate. This situation would occur in the presence of more alternative transportations and pedestrian traffic. Strict parking maximum regulations are made to encourage the presence of alternative transportations and pedestrian traffic, but alone these strict parking regulations cannot create that presence, only encourage and compliment it.

After having conducting a brief survey related to current public parking conditions of 12 cities including Eugene, the results showed that most cities do provide public parking (although Port St. Lucie, FL. and Amarillo, TX. do not) and most are public parking spaces are charged at an hourly rate or provide the option of purchasing a monthly parking permit for fees which vary by location. However, there are two cities that do not charge for public parking which are Salem, OR. and Holland, MI. From as far as we can tell, Eugene seems to be pretty in-line with the way public parking is regulated in other comparable cities.

V. Conclusion

In this project, we have found that Eugene’s zoning regulations regarding building height, density, and off-street parking requirements are not that different from the comparable cities we looked at. There are two noticeable differences, though: the 2.0 minimum FAR requirement in the downtown/ core area with the definition of lot area as “contiguous lots” and the 20 parking space maximum in surface lots for the downtown core area. These two outliers in the data exist to require dense development.

However, as previously mentioned, it can be difficult for a city to require stricter regulations if it’s market can’t support such regulations. Indeed, Eugene’s median income is \$35,850, while the average median income is just slightly higher at \$37,038. Taking these numbers as an indication of the city’s economic welfare, it does not seem very likely that Eugene would be able to successfully support the stricter requirements currently enforced for regulating density. Also due to the fact that Oregon does not have sales tax and, rather, implements property tax that if there are fewer developers choosing to develop downtown then the overall economy of the city will suffer because there is less of a tax base.

We were curious as to what cities could successfully implement stricter FAR requirements and we found that Portland, with a population of 2,137,565 and a median income of \$40,14 doesn’t have minimum FARs, but the maximum FARs for Portland can get up to 12! However, Seattle, WA., with a population of 3,263,497 and a median income of \$45,736 has minimum FARs ranging from 1-7 downtown and maximums that can get up to 20! Therefore, maybe it is a city somewhere between the sizes and incomes of Portland and Seattle that actually have the economic feasibility to require a higher minimum FAR requirement. On the other hand, though, we were unable to check if

lower-income or lower-population cities have a minimum FAR that is comparable to Eugene's and therefore maybe cities that are smaller than Portland and Seattle with lower incomes can implement strict density regulations but we cannot say that's the case due to the lack of proof.

Since it can be more difficult and costly to build under stricter regulations, developers might chose to relocate where regulations are not as strict and where building is cheaper, thus driving economic activity out of the core when the actual goal is to have a dense downtown core with a lot of economic activity. This possibility illustrates how certain policies might actually result in unintended consequences and therefore should be thought about thoroughly before implemented.

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Table 1

Cities and Codes

Cities	Zone	Height Requirements		Floor-to-Area Ratio Requirements
		Minimum	Maximum	
Amarillo, TX	Downtown: CB	None	None	No FAR. Maximum % lot coverage: 100%
	Outside Core:LC, GR	None	3 stories	No FAR. Maximum % lot coverage: 50%
Anchorage, AK	Downtown Core: B2-A, B2-B, B2-C	None	9 stories, with options to build higher given a certain amount of amenities provided (bonus point system). Specific maximums for blocks 69-71, ranging from 55ft.-230ft. (except the heights stipulated by the Federal Aviation Regulations)	May build to the full limits of the lot up to 3 stories. One tower allowed given a parcel size of 13,000 sq. ft.. One tower allowed on a parcel size of 19,500 sq. ft. with accordance of certain bulk standards. Two towers allowed on parcels >19,500 sq. ft. with accordance of bulk dimension standards. Minimum lot area= 6,000 sq. ft.
	Outside Core: community B1-B	None	35 ft.	Minimum lot area= 8,000 sq. ft. Maximum lot coverage= 70% Maximum gross floor area for retail uses= 50,000 sq. ft. Minimum contiguous area= 2 acres. Maximum contiguous area= 20 acres

	Outside Core: general business B-3	None	None (except the heights stipulated by the Federal Aviation Regulations)	None. Minimum lot area: 6,000 ft.
Ann Arbor, MI	Downtown: Core & Interface (the proposed zones and codes to take place in August.	Core & Interface: 2 stories & 24 ft.	Core: None Interface: 5 stories & 50 ft.	Core: Maximum FAR= 400% by right, 700% with premiums, and 900% with a 'super' premium of affordable housing Interface: Maximum FAR= 200% by right and 400% with premiums
Asheville, NC	Downtown: CBD	2 Stories	None	None
Asheville, NC	Outside Core: CB-1, CB-2	None	40 ft.	No FAR. CB-1: Building footprint max: 6,000 sq. ft.; GFA max: 12,000 sq. ft. CB-2: GFA max: 45,000 sq. ft. (no footprint max)
Beaumont, TX	Downtown: CB	None	None	None
	Outside Core: NC, NSC, GC-MD, GC-MD-2	None	None except 35 ft. max in NC district	No FAR. Min lot area for NC, GC-MD, & GC-MD-2: 7,500 sq. ft. Min lot area for NSC: 87,120 (2 acres)
Bellingham, WA*	Commercial Districts	none	3 stories or 35 feet	none. Max lot area of 2,000 sq. ft. gross floor area for offices located in neighborhood commercial areas

Binghamton, NY	Downtown: C-2	None	120 ft.	None. Minimum lot area: 6,000 ft.
	Outside of Core: C-4	None	45 ft.	None. Minimum lot area: 6,000 ft.
Boulder, CO	Downtown	None	35 ft.	Maximums ranging from 1.0 – 1.7 (conditional upon downtown zone) 15000 sq. ft. max and 0.67 FAR maximum for business main street zone (BMS)
	Outside of Core	None	35-50ft. Depending on zone	Mostly None (but lot area min=6000 and max=1600 in a couple business districts; and a two FAR max's)
Bremerton, WA	Downtown Core & Business Core (BC)	None	Height requirements depend upon area of downtown. Options: 35', 40', 50', 60', 70', 80', 100', 120'	(BC): None. Downtown Core: FAR max&min = 1.0. Max can be extended to 3.0 conditional upon the addition of amenities.
	Outside Core: DCC, CC, NCC	None	DDC: 50 ft. CC: 45 ft. NCC: 35 ft.	DCC & NCC: max building coverage= 60-85% dependent on amenity bonuses. CC: max building coverage= 50-75%.

Cedar Rapids, IA	Downtown: C-4	None	35 ft. for buildings within 100 ft. of any residence in a residential zone district. 75 ft. for buildings within 200 ft. of any residence in a residential zone district.	10.0 maximum FAR
	Outside of Core	None	Depends on district: C-MU=50 C-2=75 C-3=100 ft.	None
Chico, CA*	Downtown Core	None	65 ft.	No FAR. Min. lot size 10,000 sq. ft. & max. site coverage 100%
	Outside Core	None	45-65 ft. depending on zone	Min. lot size 2,000-10,000 sq. ft. depending on zone & Max. site coverage 85-95% depending on zone
Clarksville, TN	Downtown Core: CBD	None	75 ft.	None
	Outside Core: C-2	None	55 ft.	None
	Outside Core: C-3	None	45 ft.	None
Columbus, GA	Downtown Core: UPT, CRD	None	150 ft.	No FAR. Minimum lot area: 4,000 sq. ft. Max lot coverage 100%
	Outside Core: GC	None	70 ft.	No FAR. Minimum lot area: 4,000 sq. ft. Max lot coverage 100%

Corpus Christi, TX	Downtown Core: B-5, B-6	None	None	None
	Outside Core: B-3, B-4	None	None	None
	Outside Core 2: B-1, B-1A	None	B-1: 35' or 3 stories. B-1A: 36'	B-1: None. B-1A: max sq ft floor area per acre of lot area = 26,140 sq ft. Max FAR: with collector or higher access: 0.5; exclusive access from a local street: 0.3
Corvallis OR	Downtown Core	None	75 ft.	
	Outside Core			
	Downtown Core 1	4 Stories	6 Stories	None
Duluth, MN	Downtown: DWMX-D	None	Dependent on subdistrict. Subdistrict A: depends on sewered areas B: 4 1/2 stores & 54ft. C: 8 stories & 100ft. D: 74ft. E: 6 stories & 75ft. F: 4 stories & 48ft.	No FAR

	Outside Core: C-4, C-3, C-1	None	C-4: Height shall not exceed two times the width of the street the building abuts. Towers are allowed that don't comprise more than 25% of the lot. C-3: 3 stories of 45 ft. C-1: 35ft.	No FAR
Eugene, OR	Downtown	None	150 ft.	Min. FAR 2.0 in Core/Transit Oriented Development Overlay Zone (Major transit facilities, existing development and expansions of existing development exempt from FAR requirements.
	Outside of Core	None	35 to 120 ft. depending on zone.	Min. 0.65 in C-1 (Neighborhood Commercial)
Fayetteville, NC	Core: C2, C2P, C2S	None	None	None
	Outside core: C1, C1A, C1P, C3	None	None	None
Fort Smith, AR	Downtown Core: C-6	None	None	None

	Outside Core: C-2, C-3-P	C-2: 25 ft. C-3-P: 35 ft. C-2 & C-3: for each additional foot of setback in excess of the minimum the height may be increased 1 ft.	None	No FAR. Minimum lot area: C-2=7,000 ft. C-3=2 acres. Maximum lot coverage: C-2= 60% C-3= 50%
Ft. Collins, CO	Downtown	None	Old City Center: 4 stories of 56 ft. in height. Canyon Ave. & Civic Center: 45ft. 3-4 stories, 85ft. 5-6 stories, 115ft. 7-9 stories, 150ft. 10-11 stories depending on block.	None
	Outside of Core	None	Depends on district. Commercial district (C) is 4 stories	None

Gainesville, FL	Downtown Core: CCD, UMU-2, UMU-1	CCD: None. UMU-1 & 2: 2 stories.	CCD: 12 stories by right; additional stories by special use permit. UMU-1 & 2: 8 stories; however, the height of buildings located within 50 feet of property designated single-family or residential low-density on the future land use map shall not exceed six stories. A special use permit is required for any height over six stories.	No FAR. No min lot size in CCD. UMU-1 & UMU-2: Min lot area= 5,000 sq ft, Max lot coverage= N/A.
	Outside Core: MU-2, MU-1, BUS	None	MU-1&2: 5 stories. BUS: Where the side/rear yard abuts property which is in a residential district or is shown for residential use on the future land use map of the comprehensive plan, the max building height shall be 3 stories.	No FAR. MU-1&2: Max lot coverage= 50%, 60-70% for mixed us developments. BUS: Max lot coverage= 40%
Grand Haven	Commercial District	none	2.5 stories (not to exceed 35 feet)	none. Min lot area 35,000 sq. ft. (No explicit info on a downtown area)

Green Bay, WI	Downtown	None	D1: 45 feet. D2: None	D1: 1.0 Minimum 3.0 Maximum D2: 1.0 Minimum 8.0 Maximum FAR's
	Commercial 1	None	35 ft. (may be increased with a conditional-use permit)	0.1 min. unless principle use is a surface parking lot. Minimum lot area of 5,000 sq. ft.
	Commercial 2	None	35 ft. (may be increased with a conditional-use permit)	0.1 min. unless principle use is a surface parking lot. Minimum lot area of 10,000 sq. ft.
	Commercial 3	None	35 ft. (may be increased with a conditional-use permit)	0.1 min. unless principle use is a surface parking lot. Minimum lot area of 10,000 sq. ft.
Gulfport, MS	Downtown Core: B-3	None	100 ft.	None
	Outside Core: B-1, B-2	None	50 ft.	No FAR. Max lot coverage= 50%
Holland, MI	Downtown Core: C-3	None	75 ft. However, buildings exceeding a footprint of 800 sq ft fronting along a "pedestrian destination" street shall be constructed not less than 2 habitable stories or 26 feet in height, whichever is less.	None
	Outside Core: C-1, C-4	None	C-1: 35 ft. C-4: 60 ft.	None

Huntington, WV	Downtown Core	None	None	None
	Outside Core	None	Max 3 stories (45 ft.) for Principal use, 15 ft. for accessory use in C1, Max 150 ft for Principal use, 20 ft. for accessory use in C2	Min. lot area 2,500 sq. ft.
Iowa City, IA	Downtown Core 1	25 ft.	None	Max. 10
	Downtown Core 2	25 ft.	75 ft.	Max. 3
	Outside Core	generally none	25-45 ft. depending on zone	Max. 1-2 depending on zone
Kalamazoo, MI	Downtown Core	2 stories	None	None
	Outside Core	2 stories	35-65 ft. depending on zone	No FAR. Min. lot sizes from 2900-6250 sq. ft. depending on zone.
Kingsport, TN	Downtown Core: B-2	None	None	None
	Outside Core: B-1, B-3	None	B-1: 25 ft. B-3: None	NO FARs. B-1: None B-3: Min lot area= 10,000 sq ft. Max lot coverage= 40%
Lexington, KY	Downtown Core	None	none	none
	Outside Core	none	B-5, B-6: none. B-1, B-2, B-3: 125 feet.	none

Lincoln, NE	Downtown Core	None	75 ft.	No FAR
	Outside Core	None	40-55 ft. depending on zone	No FAR. For some commercial districts, buildings with height>45ft. Require additional foot setback per foot of height past 45 ft.
Lubbock, TX	Downtown Core	none	none	none
	Outside Core	none except 2 stories, not to exceed 24 feet in C-1 & C-2A	none	None. For height restricted areas, can increase height to 75 feet if increase setbacks
Manchester, NH	Downtown Core	none	none	5
	Outside Core	none	B-1: 40 ft. (not to exceed 3 stories) B-2 & RDV: 50 ft. (not to exceed 4 stories)	2.0, except 1.0 in B-2
Medford, OR*	Downtown Core	None	85 ft. but 35ft. Within 150 ft. of residential district	None
	Outside Core	None	35-85 ft. depending on zone but 35 ft. within 150 ft. of residential district	None. In Community Commercial zone, min./max. area of 0.5-3.0 acres.
Merced, CA*	Downtown Core	None	35 ft.	None

	Outside Core	None	35-75 ft. depending on zone	None
Mobile, AL	Downtown Core	None	none	none
	Outside Core	none	45 ft.	none
Montgomery, AL	Downtown Core	none	none	none. 100 % max. lot coverage in B-1-a, 60% in B-1-b
	Outside Core	none	35 ft. (not to exceed 2 stories) except in B-2, max 45 ft. (not to exceed 3 stories)	none. Max lot coverage from 20-50%
Naples, FL	All commercial zones	none	42 feet (but if adjacent to residential zone R-1, 2 stories)	none and no min. lot areas, except for C2-A (Waterfront Commercial) min. lot area of 10,000 sq. ft.
Norwich, CT	Downtown Core	none	7 stories, but height requirements may be waived	none but max lot coverage 70% for high-rise apartments
	Outside Core	none	3 stories, but 7 stories in WD (waterfront) zone which may be waived	none. Lot coverage from 25-35%
Ocala, FL	Downtown Core	none	150 feet	5
	Outside Core	none	35-60 ft. depending on zone	None for most, B-3B FAR 0.3, B-3A & B-3C FAR 0.5
Pensacola, FL	All commercial zones	none	100 ft. (except 45 ft. for C-1)	None

Portage, MI	No downtown, commercial: B-1, B-2, B-3	None	B-1=25 ft. B-2&3= 35 ft.	None. B-1: max lot coverage= 25%
Port St. Lucie, FL	All commercial zones	none	25-75 ft. depending on zone	none. Min lot area 20,000 sq. ft.
Provo, UT	Downtown Core			min lot area 5,000 sq. ft.
	Outside Core	None	2 stories (38 ft.)- 3 stories (55ft.) based on zone (can get special permit for up to 20 ft. more in some cases)	min lot area 1-20 acres depending on zone (no min. for General Commercial Zone)
Salem, OR	Downtown Core 2	2 Stories	4 Stories	None
	Outside Core			Min. 0.60 if lot<32000 sq. ft.; Min. 0.75 if lot>32000 sq. ft.
Santa Barbara, CA	Downtown Core	None	4 stories (60 feet)	No FAR
	Outside Core	None	2 stories (30 ft.)- 3 stories (45 ft.)	No FAR
Spokane, Wa	Downtown Core	None	None	No FAR, no gross floor area max
	Outside Core	None	150 ft.	Max. gross floor area 4-13 times lot area depending on (cbd) zone Outside central business district, FAR 0.8 to 6 depending on zone
Springfield, OR	Downtown Core	None	None	FAR 0.4 in commercial districts

	Outside Core	None	20ft.+ depending on zone	same FAR but 0.3 for mixed-use
Topeka, KS	Downtown Core	None	Height at street line may not exceed 3 times the width of the street, but an additional 6 ft. of height may be added for each additional 1 foot setback (in accordance with Kansas State Code)	
	Outside Core	None	35-70 ft.	No FAR
Yakima, WA*	Downtown Core	None	None	No FAR
	Outside Core	None	24-50 ft. depending on zone	No FAR. Min. lot site and max. site coverage by zone.

* denotes that these cities do not necessarily meet the MSA requirement of +/-100,000 of Eugene's, but due to their proximity to the Pacific Northwest we consider them important and therefore will use these cities as well

Table 2

Cities and Parking Regulations

City	Zone	Retail Minimum	Office Minimum	Restaurant Minimum	Maximum	Other
Amarillo, TX	Downtown: CB	None	None	None	None	
	Outside Core: GR, LC	1 space/ 200 sq ft of Floor Area	1 space/ 400 sq ft of Floor Area;	1 space/ 45 sq ft of usable seating area	None	
Anchorage, AK	Downtown Core 1: B2-A, B2-B, B2-C	None Required	None	None	None	
	Outside Core: community B1-B	None Required	None	None	None	

Ann Arbor, MI	Only depends on use	Retail stores/centers less than 300,000 sq ft of GFA: min= 1 space/ 310 sq ft of GFA. max= 1 space/ 265 sq ft of GFA. Retail stores/centers 300,000-600,000 sq ft of GFA: min= 1 space/ 285 sq ft of GFA, max= 1 space/ 250 sq ft of GFA. Retail stores/centers more than 600,000 sq ft of GFA: min= 1 space/ 265 sq ft of GFA, max= 1 space/ 235 sq ft of GFA.	MIN= 1 space/ 333 sq ft of floor area. MAX= 1 space/ 250 sq ft of floor area	Restaurants and taverns not located in a retail center: Min: 1 space for each 100 sq ft of floor area.	Depends on use	To encourage shared parking, public or shared parking (up to 200%) is be exempted from counting as floor area
Asheville, NC	Downtown: CBD	None	None	None	None	

	Outside Core: CB-1, CB-2	1 space/ 250 sq. ft. GFA	1 space/ 250 sq. ft. GFA	1 space/ 2 seats, plus 1 space/ 2 employees on shift of greatest employment	Retail: 1 space/ 350 sq. ft. GFA. Office: 1 space/ 350 sq. ft. GFA Restaurant: 1 space/ 3 seats, plus 1 space/ 2 employees on shift of greatest employment plus 11 spaces for stacking if drive through service is proposed	On-street parking spaces may be counted toward the fulfillment of the off-street parking requirements for a development, subject to the following standards. Any on-street parking space meeting these standards shall count as 0.75 of a required off-street parking space.
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Beaumont, Tx	Not dependent on zone	1 space/ 200 sq ft of GFA	3 spaces / 5 employees on largest shift, or 1 space/ 600 sq ft of GFA, whichever is greater. OR 1 space/ 300 sq ft of GFA: depending on which parking group your office falls in.	3 spaces/ 5 employees on largest shift, or 1 space/ 600 sq ft of GFA, whichever is greater.	None	
Bellingham, WA*	Not dependent on zone	1 space per 250 sq. ft.	1 space per 350 sq. ft., but 5 spaces per 1,000 sq. ft. for medical & dental offices	1 space per 75 sq. ft. of floor area open to the public (7 spaces minimum)	None	Central Commercial, Core and Fringe exempt from parking requirements (except hotels and motels)

Binghamton, NY	Not dependent on zone	1 space/ 250 sq ft of retail area	1 space per 250 sq ft of gross floor area	1 space/ each 3 seating accommodations, plus 1 space/ each 2 employees on the shift of greatest employment.	None	
Boulder, CO	Downtown Core	None	None	Greater of 1 per 3 seats	None	None required for the general downtown.
	Outside of Core: RMX-2, MU-2, IMS BMS, BCS, BR-1, IS, IG, IM, A	None	None	Greater of 1 per 3 seats	None	1 space per 400 sq. ft is required in the outside core districts.

Bremerton, WA	Downtown Core, Business Core (BC)	Retail store less than 15,000 sq. ft. = 1 per 300 sq. ft. gross floor area. Retail store 15,000 sq. ft. or larger = 1 per 250 sq. ft. gross floor area.	1 per 300 sq. ft. of gross floor area.	Restaurant/cocktail lounge/tavern less than 4,000 sq. ft. = 1 per 150 sq. ft. gross floor area. Restaurant/cocktail lounge/tavern 4,000 sq. ft. or greater = 20 plus 1 per 100 sq. ft. gross floor area greater than 4,000 sq. ft gross floor area	BC: Non. Downtown core: 4 spaces per 1,000 sq ft of gross floor area. The first 3,000 sq ft of gross ground floor retail area shall be exempt from off-street parking requirements
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	Outside Core	Retail store less than 15,000 sq. ft. = 1 per 300 sq. ft. gross floor area. Retail store 15,000 sq. ft. or larger = 1 per 250 sq. ft. gross floor area.	1 per 300 sq. ft. of gross floor area.	Restaurant/cocktail lounge/tavern less than 4,000 sq. ft. = 1 per 150 sq. ft. gross floor area. Restaurant/cocktail lounge/tavern 4,000 sq. ft. or greater = 20 plus 1 per 100 sq. ft. gross floor area greater than 4,000 sq. ft gross floor area	None. District Center Core: 1/ 300 sq ft floor area.	
Cedar Rapids, IA	Downtown: C-4	None Required	None	None	None	
	Outside of Core	2,000-400,000 sq. ft.: 1space per 300 sq. ft. of gross floor area (GFA). If >400,000 SF: 1 per 350 sq. ft. GFA	4 per 1000 SF GFA	10 per 1,000 SF GFA + stacking	None	

Chico, CA*	Not dependent on zone	generally 1 space per 200 sq. ft. of gross floor area plus 1 space per company vehicle	1 space per 300 sq. ft. gross floor area	1 space per 4 seats or 1 space per 75 sq. ft. of customer floor area, including outside dining, whichever is greater		
Clarksville, TN	Downtown Core: CBD	None	None	None	None	
	Outside Core	5 1/2 spaces/1000 sq. ft. of gross leasable space.	Gov't Office buildings: 1 space/300 ft. of usable floor area, plus 1 space/each 3 employees. Every governmental vehicle shall be provided with a reserved off-street parking space	1 space/ 3 employees plus 1 space/ 300 sq. ft. of usable floor space; or 1 space/3 fixed seat.		

Columbus, GA	Not dependent on zone	1 space/ 250 sq. ft. of GFA	1 space/ 250 sq. ft. of GFA	1 space/ 75 sq. ft. of GFA	None	Retail and Restaurant uses may require a parking study
Duluth, MN	Downtown: DWMX-D	None	None	None	None	Only required for hotels, motels, and residential developments of more than 10 dwelling units.
	Outside Core: C-1, C-3, C-4	C-1: 1 space for each 200 sq ft of floor area	C-1: 3 spaces plus one additional space for each 400 sq ft of floor area over 1,000	C-1:1 space for each 100 sq ft of floor area	None	C-3:1 space/ 100 sq ft. C-4: off-street parking not required

Eugene, OR	Downtown Core	Generally 1 space per 330 sq. ft. floor area	1 space per 330 sq. ft. floor area	1 space per 66 sq. ft. of seating floor area plus 1 space per 440 sq. ft. of non-seating floor area	Max. may not exceed 125% of minimum required.	Downtown, West University, and Blair Boulevard Historic Commercial areas exempt from parking minimums. Always max. of 20 spaces for surface lot, all others must be in structured parking. Shared off-street parking.
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Fayetteville, NC	Core: C2, C2S, C2P	C2P: 1 space/ 200 sq ft of floor area not used exclusively for storage, plus additional spaces as required for related and other uses within a store or shop, i.e., eating or drinking establishments.	C2P: One space for each 300 square feet of office floor area.	C2P: One parking space per four persons of design capacity as rated by the building inspector.	None	C2 and C2S are exempt.
	Outside core: C1, C1A, C1P, C3	1 space/ 200 sq ft of floor area not used exclusively for storage, plus additional spaces as required for related and other uses within a store or shop, i.e., eating or drinking establishments.	One space for each 300 square feet of office floor area.	One parking space per four persons of design capacity as rated by the building inspector.	None	
Fort Smith, AR	Downtown Core: C-6	None	None	None	None	

	Outside Core: C-2, C-3-P	Department and variety stores: 1 space per 200 sq ft of customer service area.	1 space per 300 square feet of gross floor area.	(not drive-in or drive-up) : 1 space per 3 seats at maximum seating capacity plus 1 per employee.	None	
Ft. Collins	Downtown Core	None	None	None	None	
	Outside of Core	None	None	None	None	
Gainesville, FL	Downtown Core: CCD, UMU-2, UMU-1	1 per 250 square feet of floor area	1 parking space for each 300 square feet of gross floor area	3 spaces, plus 1 for each 3 seats of seating capacity where service	None	There is a parking exempt area in the CCD downtown district (but not the whole district).
	Outside Core: MU-2, MU-1, BUS	1 per 250 square feet of floor area	1 parking space for each 300 square feet of gross floor area	3 spaces, plus 1 for each 3 seats of seating capacity where service	None	

Grand-Haven, MI	Not dependent on zone	1 space per 150 sq. ft. of usable floor area	1 space per 100 sq. ft. of gross floor area plus 2 spaces per non-drive- through automated teller machine for financial offices, 1 space per 100 sq. ft. for medical offices & 1 space per 200 sq. ft. for other professional offices	1 space per 100 sq. ft. or 1 space per 2 persons allowed within max. occupancy load, whichever is greater	None	
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Green Bay, WI	Not dependent on zone	1 space per 250 sq. ft. GFA plus 1 space per 1,000 sq. ft. outside sales or display area	1 space/ 300 sq. ft. of the first 8,000 sq. ft. GFA; 1 space/ 1,000 sq. ft. GFA in excess of 8,000 sq. ft.	1 space/ 3 customer seats or each 100 sq. ft. of interior space (the greater) plus 1 space per 200 sq. ft. exterior seating area. Drive-throughs shall require queuing space for at least 3 vehicles in advance of the menu board and 3 vehicles between the menu board and pickup window.	None	Where on-street parking spaces exist adjacent to the use in question, these spaces may be counted. Buildings built on speculation or not initially occupied due to an unknown use shall be required to provide one (1) stall per two hundred (200) gross square feet.
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Gulfport, MS	Downtown Core: B-3	None	None	None	None	B-3 (central business district) is exempt
	Outside Core: B-1, B-2	1 space per 300 square feet of gross floor area	1 space per 300 square feet of gross floor area	1 space/ 50 sq ft of space used for "customer service area" plus 1 space for each employee at maximum employment on a single shift.	None	

Holland, MI	Downtown Core C-3	none	none	none	none	All commercial uses located in the C-3 district shall be deemed participants in a community parking program and therefore exempt from parking restrictions
	Outside Core C-1, C-4	1 space per 200 sq. ft. floor area	1.5 spaces per employee	1 space per 100 sq. ft. of service area	none	C-1 district only required to provide 50% requirement for each use

Huntington, WV	Not dependent on zone	1 space per 200 sq. ft. of floor area for public use	General Office under 49,999 sq. ft. gross floor area 4.5 spaces per 1,000 sq. ft.; 4 spaces per 1,000 sq. ft. gross floor area for buildings between 50,000 and 99,999 sq. ft.; 3.5 spaces per 1,000 sq. ft. for those 100,000 sq. ft.+	1 space per 50 sq. ft. gross floor area for public use	Off-street parking waived in C-3 District (CBD) for the conversion of existing buildings and new construction
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Kalamazoo, MI	Generally not dependent on zone	Up to 300,000 sq. ft. 1 space per 305 sq. ft. gross floor area, 300,000-600,000 sq. ft. 1 space per 285 sq. ft., over 600,000 sq. ft. 1 space per 265 sq. ft.	1 space per 330 sq. ft. for administrative or professional office	1 space per 150 sq. ft.	None	Commercial (local) Neighborhood (CN-1 District) exempt from parking requirements. Small commercial establishments (under 2500 sq. ft.) built on or before Oct. 18, 2005 exempt from parking in CMU, CNO, CN-1 and CO districts.
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Kingsport, TN	Same for all zones, conditional upon use.	1 space per 200 sq ft of net floor area for the first 1,000 sq ft, plus six spaces per each additional 1,000 sq ft.	4 spaces per 1,000 square feet of net floor area plus one space per company vehicle.	1 space/ four seats plus 1 space/ two employees where seating is at tables, or 1 space/ two seats plus 1 space/ two employees where seating is at the counter.	None	
Lexington, KY	Generally not dependent on zone	1 space per 300 sq. ft. gross floor area plus 1 space per 3 employees on duty at any one time	1 space per 300 sq. ft. gross floor area exclusive of utility area	1 space per 3 fixed seats or 1 space per 100 sq. ft. of usable floor space plus 1 space per 3 employees on duty at any one time		Riverfront and Business Districts exempt from parking requirements. However, developers of new buildings are strongly encouraged to provide parking up to the minimum cited in the regulations

Lincoln, NE	Generally not dependent on zone	1 space per 300 sq. ft. in all commercial districts except 1 space per 600 sq. ft. in B-3 and B-4.	1 space per 300 sq. ft. in all commercial districts except 1 space per 600 sq. ft. in B-3 and B-4 doctors & dentists offices 1 space per 225 sq. ft.	1 space per 100 sq. ft. except in zone B-4, 1 space per 300 sq. ft.	None	
Lubbock, TX	Generally not dependent on zone	Generally 1 space per 300 sq. ft. gross floor area	Generally 1 space per 300 sq. ft. gross floor area	Generally 1 space per 100 sq. ft. gross floor area. If outside dining greater than 250 sq. ft., must include it in the gross floor area		For some zones, required off-street parking may be on-site or on property under common ownership within 600 ft. of property

Manchester, NH	Not dependent on zone	General and Convenience up to 25,000 sq. ft.: 1 space per 250 sq. ft., from 25,000- 40,000: 4 spaces per 1,000 sq. ft. gross floor area, 400,000- 600,000: 4.5 spaces per 1,000 sq. ft. gross floor area, 600,000+: 5 spaces per 1,000 sq. ft. gross floor area	1 space per 400 sq. ft. gross floor area but 1 space per 200 sq. ft. gross floor area for medical offices	1 space per 3 seats of seating capacity for establishments with no open air area or drive through. Otherwise, 1 space per 3 seats plus 10 staking spaces		No new surface parking allowed within central business district within 100 ft. of Elm Street right-of-way. CBD & B-1 exempt from parking requirements
Medford, OR*	Not dependent on zone	generally 1 space per 200 sq. ft. of gross floor area	1 space per 300 sq. ft., for medical 1 space per 200 sq. ft. plus 1 space per doctor, for banks 1 space per 200 sq. ft. plus 5 per drive-up window	1 space per 3 patron seats or 1 space per 100 sq ft. gross floor area, whichever is greater		

Merced, CA*	Not dependent on zone	1 space per 300 sq. ft. (excluding food retail) & 1 space per vehicle used in conduct of business	1 space per employee or 2 spaces per 250 sq. ft., whichever is greater, & 1 space per vehicle used in connection therewith, but 1 space per 250 sq. ft. or 6 spaces per physician or physicians assistant (whichever is greater) for health offices	1 space per 2.5 seats	None	
Mobile, AL	Not dependent on zone	Generally 1 space per 300 sq. ft. gross floor area (1 space per 600 sq. ft. if within Hank Aaron loop)	Generally 1 space per 300 sq. ft. gross floor area (1 space per 600 sq. ft. if within Hank Aaron loop)	1 space per 100 sq. ft. gross floor area (1 space per 300 sq. ft. if within Hank Aaron loop)		Core area, downtown, exempt from parking

Montgomery, AL	Central Business B-1-a, B-1-b	0.5 space per 200 sq. ft. gross floor area	0.5 space per 200 sq. ft. gross floor area	0.5 space per 200 sq. ft. gross floor area		Off-site parking may be provided to meet this requirement, provided previous approval is obtained from the planning commission
	Outside Central Business B-2	1/2 space per 200 sq. ft. of gross floor area	1/2 space per 200 sq. ft. of gross floor area	1/2 space per 200 sq. ft. of gross floor area		
	Outside central Business B-3, B-4	1.25 spaces per 200 sq. ft. gross floor area	1.25 spaces per 200 sq. ft. gross floor area	1.25 spaces per 200 sq. ft. gross floor area		
	Outside Central Business B-5	1.5 spaces per 200 sq. ft. gross floor area	1.5 spaces per 200 sq. ft. gross floor area	1.5 spaces per 200 sq. ft. gross floor area		

Naples, FL	Not dependent on zone	1 space per 300 sq. ft. of gross floor area	generally 1 space per 300 sq. ft. gross floor area, 1 space per 175 gross floor area for medical offices, 1 space per 100 sq. ft. gross floor area for post office	1 space per 100 sq. ft. gross floor area, including outdoor eating or serving areas	
Norwich, CT	Not dependent on zone	1 space per 200 sq. ft. gross floor area and 1 space per 300 sq. ft. gross floor area above first floor	1 space per 300 sq. ft. gross floor area (exclusive of basement storage), 1 space per 200 sq. ft. for medical and dental offices (exclusive of basement storage)	1 space per 150 sq. ft. gross floor area, exclusive of basement storage	Parking requirements may be waved in downtown if adequate private or public lots exist.

Ocala, FL	Not dependent on zone	generally 1 space per 300 sq. ft. floor area, but 1 space per 250 sq. ft. floor area for single retail store developments	1 space per 300 sq. ft. of floor area (plus 1 space per employee for medical and dental offices)	1 space per 3 seats in room for customer service plus 1 space per 2 employees	Area bounded by Adams (second) street, on the East by Osceola Avenue, on the South by second street, and on the west by Line Street (second Avenue) exempt
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Pensacola, FL	Not dependent on zone	generally 1 space per 300 sq. ft. of floor area	1 space per 300 sq. ft. floor area, 1 space per 500 sq. ft. for government, 4 spaces per examining room for medical and dental offices	1 space per 100 sq. ft. (including outdoor dining areas)		New construction in C-2A district that doesn't exceed 40ft. In height & 5,000 sq. ft. in floor area exempt (or the renovation of such existing land exempt).
Portage, MI	No downtown, commercial: B-1, B-2, B-3	1 space/ 150 sq. ft. of usable floor area.	1 space/ 150 sq. ft. of usable floor area.	1 space/ 75 sq. ft. of usable floor area.	10% greater than the minimum	
Port St. Lucie, FL	Not dependent on zone	1 space per 300 sq. ft. of gross floor area	1 space per 200 sq. ft. gross floor area for buildings under 30,000 sq. ft., 1 space per 250 sq. ft.	1 space per 200 sq. ft. gross floor area		Combined off-street parking available, provided hours of operation don't overlap

			for buildings over 30,000 sq. ft.			
Provo, UT	Not dependent on zone	1 space per 200 sq. ft. plus 1 space per 400 sq. ft. on additional floors	1 space per 250 sq. ft. and 3 stacking spaces per drive up window for professional office, 1 space per 150 sq. ft. for medical and dental offices	1 space per 4 seats or 1 space per 100 sq. ft. (including outside seating)		
Salem, OR	Not dependent on zone	1 space per 200 sq. ft. of gross floor area	1 space per 350 sq. ft. of gross floor area	1 space per 350 sq. ft. gross floor area		Downtown parking fund exists to pay for parking in Downtown Parking District

Santa Barbara, CA	Downtown Core	1 space per 500 sq. ft.	1 space per 500 sq. ft.	1 space per 500 sq. ft.		
	Outside Core	1 space per 250 sq. ft.	1 space per 250 sq. ft.	1 space per 250 sq. ft. or 1 space per 3 seats, whichever is greater		
Spokane, WA	Not dependent on zone	1 space per 330 sq. ft.	1 space per 500 sq. ft.	1 space per 25 sq. ft.	Max. retail: 1 space per 200 sq. ft.; Max. office: 1 space per 200 sq. ft.; Max. restaurant: 1 space per 60 sq. ft.	A particular part of downtown business district exempt. No max. for parking in CBD-5. Max. in Central Business District Zones may not exceed 2 times the requirements for surface parking

Springfield, OR	Not dependent on district	1 space per 300 sq. ft.	1 space per 300 sq. ft.	1 space per 100 sq. ft.	None	"Downtown Exception Area" parking not required
Yakima, WA*	Not dependent on zone	1 space per 300 sq. ft. for buildings under 25,000 sq. ft., 4 spaces per 1500 sq. ft. for buildings 25,000-400,000 sq. ft., 5 spaces per 2250 sq. ft. for buildings 400,000-600,000 sq. ft., 6 spaces per 2750 sq. ft. for buildings greater than 600,000 sq. ft. of floor area	1 space per 200 sq. ft.	1 space per 75 sq. ft.	None	

* denotes that these cities do not necessarily meet the MSA requirement of +/-100,000 of Eugene's, but due to their proximity to the Pacific Northwest we consider them important and therefore will use these cities as well

Table 3

Descriptive Statistics

	Median Income	% of pop. to vote democrat in 2004	Min Off-Street Parking Requirements for Office uses in the core	Min Off-Street Parking Requirements for Office uses outside the Core	Min Off-Street Parking Requirements for Retail uses in the core	Min Off-Street Parking Requirements for Retail uses outside the Core	Cities that have the same minimum parking requirements for offices uses inside and outside the core	Cities that have the same minimum parking requirements for Retail uses inside and outside the core	Cities with a Downtown Core Area Exempt from Parking Minimums
Average	\$37,038	46%	312.17 sq. ft.	300.78 sq. ft.	267.86 sq. ft.	255.91 sq. ft.	N/A	N/A	N/A
St. Deviation	\$7,473	11%	112 sq. ft.	103 sq. ft.	69.57 sq. ft.	58 sq. ft.	N/A	N/A	N/A
Low	\$23,234	11%	650 sq. ft.	650 sq. ft.	500 sq. ft.	400 sq. ft.	N/A	N/A	N/A
High	\$65,641	67%	100 sq. ft.	100 sq. ft.	150 sq. ft.	150 sq. ft.	N/A	N/A	N/A
Percent	N/A	N/A	N/A	N/A	N/A	N/A	74%	74%	30%

Table 4 – Parking Survey Results

MSA	Provides public parking?	Total Spaces	# spaces in DT	# in structured	# in surface	Rate	Workers DT
Amarillo, TX	No structured public parking. Parallel parking spaces along right-of-ways in downtown district	.	.	.	.	.	.
Ann Arbor, MI	Yes	7,177	.	4,367	2,810	\$0.80-\$1.10 per hour depending on location and duration of parking. Monthly permits \$105-\$175 per month depending on location	9,500
Bremerton, WA	Yes	4819	.	.	.	Vary by location. \$2.50-\$5.75 for 2 hr., \$1-\$9 all day	.
Columbus, GA	yes	12,725	.	1,970	10,755	Ranges from free to \$2 per day	.

Eugene, OR	yes	7,000	4,000	2,600	1,452	\$0.75/hour is the base rate	15,000
Gainesville, FL	yes	.	.	850	650	range from \$0.25-\$1 per hour; flat rate \$5 nights after 6pm and weekends	.
Hagerstown, MD	yes	1,347	1,347	639	708	Varies by location. Fom \$0.25/ half hour to \$.50/half hour. Some lots only available by purchase of monthly permit from \$40-\$55 depending on lot/garage	.
Holland, MI	yes	2,128	2,128	0	2,128	free (paid for through an annual assessment policy/district	5,000

Lincoln, NE	Yes (via an enterprise fund)	8500	8500	4350	350	off-st.: \$1 per hour, \$6 for 24 hr. max. Monthly varies by location: \$45-\$90	28,000
Port St. Lucie, FL	No downtown, No public parking	0	.	.	.	.	.
Salem, OR	Yes	3446	2,346	2,083	263	Free to Customers. About 1,000 space are sold for monthly parking permits	6,000
Santa Barbara, CA	Yes	2500	2,500	20	80	Free first 75 minutes, \$1.50 each additional hour	15,000
Spartanburg	yes	2265	2265	1,965	300	structured: \$25/month, \$4/day, \$0.50/hour	.

Table 5 – Parking Survey Summary

	Total Spaces	# of spaces in downtown	# of spaces in structures	# of spaces in surface	General Hourly Rate	Workers in downtown
Average	4718.8	3298	1884.4	1949.6	\$0.60	13083.33
St. Deviation	3775.8	2426.9	1579.6	3221.6	\$0.51	8464.14
Low	1347	1347	0	650	\$0	5000
High	12725	8500	4367	10755	\$1.50	28000

Boulder, CO, Profile

The Boulder, CO, Metropolitan Statistical Area (MSA) has about 282,304 (276,873 in 2001) residents and is the home to the University of Colorado. It is about 29 miles from Denver-Aurora, CO, MSA with about 2,408,750 people, about 55 miles from Fort Collins-Loveland which has about 276,253 people in its' MSA.

City's Zoning Website

<http://www.colocode.com/boulder2/title9.htm>

GIS url:

http://gisweb.ci.boulder.co.us/website/pds/pds_eMapLink/viewer.htm

Basic Description of Commercial Zones

Boulder has 2 main commercial zone categories, Downtown and Business. The downtown category is comprised of five districts and the business category is comprised of eight districts.

1) Downtown Districts: DT-1,2,3,4,5

(A) Downtown - 1, Downtown - 2, and Downtown - 3: A transition area between the downtown and the surrounding residential areas where a wide range of retail, office, residential, and public uses are permitted. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

(B) Downtown - 4: The regional business area of the Boulder Valley known as the Central Business District which includes the downtown mall, where a wide range of retail, office, residential, and public uses are permitted and in which many structures may be renovated or rehabilitated. A balance of new development with the maintenance and renovation of existing buildings is anticipated, and where development and redevelopment consistent with the established historic and urban design character is encouraged.

(C) Downtown - 5: The business area within the downtown core that is in the process of changing to a higher intensity use where a wide range of office, retail, residential, and public uses are permitted. This area has the greatest potential for new development and redevelopment within the downtown core.

2) Business Districts: BT-1,2; BMS; BC-1,2; BCS, BR-1,2

(A) Business - Transitional 1 and Business - Transitional 2: Transitional business areas which generally buffer a residential area from a major street and are primarily used for commercial and complementary residential uses, including, without limitation, temporary lodging and office uses.

(B) Business - Main Street: Business areas generally anchored around a main street that are intended to serve the surrounding residential neighborhoods. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings

built up to the street; retail uses on the first floor; residential and office uses above the first floor; and where complementary uses may be allowed.

(C) Business - Community 1 and Business - Community 2: Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.

(D) Business - Commercial Services: Commercial areas primarily used to provide to the community a wide range of retail and commercial uses including repair, service, and small-scale manufacturing uses and where complementary uses may be allowed.

(E) Business - Regional 1 and Business - Regional 2: Business centers of the Boulder Valley, containing a wide range of retail and commercial operations, including the largest regional-scale businesses, which serve outlying residential development; and where the goals of the Boulder Urban Renewal Plan are implemented.

Height and/or FAR Restrictions

For the Form and Bulk Standards table, the following abbreviations represent the main commercial districts: BT-1=i, BT-2=e, BMS=o, BC-1,2=f, BCS=m, DT-1,2,3,5=p, DT-4=q.

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-[in addition] Maximum height for all accessory buildings, structures, and uses is 20 ft. in all zones except agriculture and industrial zones (g).

Table Footnotes:

In addition to the foregoing, the following miscellaneous form and bulk requirements apply to all development in the city:

(a) On corner lots, use principal building front yard setback where adjacent lot fronts upon the street.

(b) For zero lot line development, see subsection 9-7-2(b), B.R.C. 1981.

- (c) The permitted height limit may be modified only in certain areas and only under the standards and procedures provided in sections 9-2-14, "Site Review," and 9-7-6, "Building Height, Conditional," B.R.C. 1981.
- (d) For buildings over 25 feet in height see subsection 9-9-11(c), B.R.C. 1981.
- (e) For other setback standards regarding garages, open parking areas and flagpoles, see paragraph 9-7-2(b)(8), B.R.C. 1981.
- (f) Where a rear yard backs on a street, see paragraph 9-7-2(b)(7), B.R.C. 1981.
- (g) Not including light poles at government-owned facilities. For additional height standards regarding light poles at government facilities, see section 9-2-14, "Site Review," B.R.C. 1981.
- (h) For front yard setback reductions, see subsection 9-7-2(a), B.R.C. 1981.
- (i) For side yard setback requirements based on building height, see appendix B, "Setback Relative to Building Height," of this title.

Building Height, Conditional.

(a) BC, BR, IS, IG and IM District Review Criteria: In the BC-1, BC-2, BR-1, BR-2, IG, IM, IS-1 and IS-2 zoning districts, principal building height may be increased by up to five feet in excess of the maximum height set forth in section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, if:

- (1) The property is not adjacent to any residential district. For the purposes of this paragraph, adjacent properties are properties which directly abut the property or are located directly across a right-of-way that is less than eighty feet wide; and
- (2) The property is not adjacent to any property designated for low, medium or high density residential uses in the Boulder Valley Comprehensive Plan. Adjacent properties are properties which directly abut the property or are located directly across a right-of-way that is less than eighty feet wide.

(b) Downtown-5 (DT-5) Review Criteria: In the DT-5 zoning district, principal building height for a building located on a corner lot that faces two public streets may be increased by up to ten feet in height and up to three stories if:

- (1) The building contains no more than three stories above the finished grade.
- (2) The horizontal dimensions of the third story are no greater than fifty feet along the front yard street frontage by seventy feet along the side yard street frontage.
- (3) The vertical planes of the third story are located directly above the vertical planes of the stories below.
- (4) The zoning districts on the other three corners of the intersection where the property is located are within the DT-5 or the P zoning districts.
- (5) The building is not within a historic district created under the provisions of chapter 9-11, "Historic Preservation," B.R.C. 1981.

The FAR/density requirements are presented in table 8-1 Intensity Standards. The following are the numerical abbreviations for the Business and Downtown districts: BT-1=15, BT-2=21, BMS=17, BC-1=15, BC-2=19, BCS=28, BR-1=23, BR-2=16, DT-1=25, DT-2=26, DT-3,4,5=27.

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are needed to see this picture.

Parking Restrictions

Non-residential off-street parking requirements for Boulder, CO are listed below in tables 9-3 and 9-4. As shown by the tables, parking requirements are based on zone, with some supplemental parking requirements based on use across all zones. The downtown (DT) and Business-Main Street (BMS) districts have no minimum parking requirements, except for uses in the supplemental parking requirement table.

TABLE 9-3: NONRESIDENTIAL PARKING REQUIREMENTS BY ZONING DISTRICT

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**TABLE 9-4: SUPPLEMENTAL PARKING REQUIREMENTS FOR NONRESIDENTIAL USES IN
ALL ZONES**

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are needed to see this picture.

Iowa City, IA. Profile

The Iowa City, Iowa, Metropolitan Statistical Area (MSA) has about 135,000 residents and is the home of the University of Iowa. It is about 23 miles from Cedar Rapids, IA, MSA with about 250,000 people, about 50 miles from the Quad Cities (Bettendorf, Davenport, Moline and Rock Island) which has about 375,000 people in its MSA, and about 110 miles from Des Moines, IA, which has about 500,000 people in its MSA.

City's Zoning Website

<http://66.113.195.234/IA/Iowa%20City/index.htm>

Basic Description of Commercial Zones

Iowa City has 9 different commercial zone categories. Three of them are separated out from other zones in terms of significant differences in codes:

- 1) Neighborhood Commercial Zones (CN-1)** which are designated from smaller scale operations in neighborhood shopping districts.
- 2) Central Business Support Zone (CB-5)** which is intended to “serve as a transition between the intense land uses located in the central business district and adjoining areas.”
- 3) Central Business Zone (CB-10)** which “is to be the high density, compact, pedestrian oriented shopping, office, service and entertainment area in Iowa City... Development and redevelopment in this zone should occur in compact groupings, in order to intensify the density of usable commercial spaces, while increasing the availability of open spaces, plazas or pedestrianways. This zone is intended to accommodate a wide range of retail, service, office and residential uses. Auto oriented uses are not permitted, except as specifically provided. Consolidated off street loading and service facilities should be provided wherever practical with access provided from public service alleys or courts. It is intended that off street parking facilities be publicly provided and off street accessory parking be allowed only as a special exception.” The area covered by this zone is roughly about 6 city blocks in downtown Iowa City.

Height and/or FAR Restrictions

Height and FAR restrictions, as well as other dimensional requirements for Iowa City commercial development are listed in Table 2C-2(a) on the next page.

Table 2C-2(a): Dimensional Requirements For All Commercial Zones, Except The MU Zone

Zone	Minimum Lot Requirements	Minimum Setbacks	Maximum Setbacks	Building Bulk	Front (ft.)	Side (ft.)	Rear (ft.)	Front (ft.)	Maximum Height (ft.)
	Total Area (s.f.)	Area/Dwelling Unit (s.f.)	Width (ft.)	Minimum Frontage (ft.)					
CO-1	none	2,725	none	none	10	0 ^a	0 ^a	None	25 ^e
CN-1	none	1,800	none	none	5	0 ^a	0 ^a	see subsection 14-2C-7E of this article	22 or 35 ^b
CH-1	none	n/a	100	none	10	0 ^a	0 ^a	None	none
CI-1	none	n/a	none	none	10	0 ^a	0 ^a	None	35
CC-2	none	2,725	none	none	10	0 ^a	0 ^a	None	35
CB-2	none	875	none	none	0	0 ^a	0 ^a	None	45
CB-5	none	None	none	none	0 or 10 ^d	0 ^a	0 ^a	12	75
CB-10	none	None	none	none	0 or 10 ^d	0 ^a	0 ^a	12	none

NOTES to Table 2C-2(a)

a. A side setback or rear setback is not required where the side lot line or rear lot line abuts a nonresidential zone. However, where a side lot line or rear lot line abuts a residential zone, a setback at least equal to the required setback in the abutting residential zone must be provided along the residential zone boundary.

b. Maximum height is 22 feet for one story buildings, with the following exception: One story buildings may exceed 22 feet in height if there are clerestory windows facing the street that give the appearance of second floor space. The maximum height for all other buildings is 35 feet.

c. Maximum FAR is 1, except for lots across the street from RM, C, or I zones. The maximum FAR is 3 for lots across the street from RM, C, or I zones.

d. A front setback is not required, except for buildings that front on Burlington Street. Buildings must be set back at least 10 feet from the Burlington Street right of way. Building columns supporting upper stories may be located within this 10 foot setback, provided an adequate pedestrian passageway is maintained.

e. Maximum FAR is 3, except for lots with an approved FAR bonus. For lots with approved FAR bonuses, the FAR may be increased up to a maximum of 5.

f. Maximum FAR is 10, except for lots with an approved FAR bonus. For lots with approved FAR bonuses, the FAR may be increased up to a maximum of 12.

g. Additional height is allowed under certain circumstances. See subsection C1d(2) of this section.

Parking Restrictions

All commercial zones, except for CB-5 and CB-10, have *minimum* parking requirements that vary by use. CN-1 has a *maximum* parking restriction of not more than 110% of the minimum parking requirement.

CB-5 requires that “any off street parking provided for nonresidential uses is limited to a maximum of one parking space per five hundred (500) square feet of floor area, except for hospitality oriented retail uses. Hospitality oriented retail uses are allowed a maximum of one and one-fourth (1 1/4) parking spaces for each guestroom and parking spaces equal to one-third (1/3) the occupant load of any meeting or convention facilities.”

CB-10 allows private off street parking only after approval of a special exception that meets the following “approval criteria:

- a. The applicant must demonstrate through a parking demand analysis that the number of parking spaces requested does not exceed the demand for parking for the specific building or project proposed and that the parking demand cannot be satisfied through the public parking system. Short term parking demand is preferred to be satisfied through the public parking system.
- b. Surface parking is not permitted. (Ord. 05-4186, 12-15-2005)
- c. Underground parking is preferred over aboveground structured parking. The design of any underground parking must not detract from or prevent active building uses on the ground level floor of the building. To that end, the ceiling height of any underground parking level may not extend more than one foot (1') above the level of the adjacent sidewalk. On sloping building sites and for existing buildings, the city may adjust this requirement. However, on sloping sites at least a portion of the ground level floor height of any new building must be located no more than one foot (1') above the level of the abutting sidewalk or pedestrian plaza; and the floor height of the ground level floor of the building must be no more than three feet (3') above the level of the abutting public sidewalk or pedestrian plaza at any point along a street-facing building facade. (Ord. 06-4220, 7-18-2006)
- d. Aboveground structured parking may be approved only if the specific project or building for which the parking is being requested has an FAR of at least 7, excluding any structured parking in the FAR calculation.
- e. Where parking is located within the exterior walls of a building, the following standards apply:
 - (1) The proposed structured parking will not detract from or prevent ground floor storefront uses. Structured parking may be permitted on the ground level floor of a building; provided, that a substantial portion of the ground level floor of the building is reserved for and built to accommodate storefront uses. Parking is not allowed within the first fifty feet (50') of lot depth as measured from the front building line.
 - (2) Vehicular access to parking within buildings must be from a rear alley or private rear lane, whenever feasible. Garage openings along the primary street

frontage are not permitted if access is feasible from another street or from a rear alley, private street or private rear lane. If there is no other feasible alternative, a garage opening may be allowed along the primary street frontage, if the board determines that the opening(s) will not detract from or unduly interrupt pedestrian flow along the street. Garage openings shall be built to the minimum width necessary for access.

(3) Any exterior walls of a parking facility that are visible from a public or private street must appear to be a component of the facade of the building through the use of building materials, window openings and facade detailing that is similar or complementary to the design of the building.

(4) Each entrance and exit to the parking area must be constructed so that vehicles entering or leaving the parking area are clearly visible to a pedestrian on any abutting sidewalk at a distance of not less than ten feet (10'). Stop signs and appropriate pedestrian warning signs may be required.”

Hospitality-oriented uses in CB-10 “are allowed up to one and one-fourth (1 1/4) parking spaces for each guestroom and parking spaces equal to one-third (1/3) the occupant load of any meeting or convention facilities without going through the special exception process.”

Other relevant codes

The city offers the following “bonus provisions” that allow commercial developers exceed FARs by a certain amount when they “incorporate features that provide a public benefit and to encourage excellence in architectural design.” These only apply to the CB-5 and CB-10 zone. For example, the use of masonry finish or architectural metal on areas of walls visible from a public street allow a developer to get an additional 0.75 to the FAR.

Salem, OR. Profile

Salem, OR is part of the second biggest Metropolitan Statistical Area (MSA) in Oregon at a population of about 385,000. Salem is roughly 30 miles north of Corvallis, which has an MSA of about 788,153, about 60 miles north of Eugene which has an MSA of approximately 322,959 and it’s about 40 miles south of Portland which has an MSA of over 2 million. Chemeketa Community College and Willamette University are located in Salem.

City’s Zoning Website

<http://www.cityofsalem.net/departments/slegal/codes/>

Design Handbook Website

Commercial Zones

Commercial Office CO
Neighborhood Commercial CN
Retail Commercial CR
General Commercial CG
Central Business CB
Industrial Commercial IC

Intent and Purpose of Zones

“It is the intent and purpose of the regulations, restrictions, and procedures contained in this zoning code: (a) To codify the primary regulatory instrument with which to implement the comprehensive plan; (b) To promote and to protect the public health, safety, and general welfare of the community; (c) To classify by zone all property in such manner as to reflect its present suitability for particular uses, and to provide a process whereby property may be reclassified to reflect other suitable uses consistent with the comprehensive plan and changing conditions and community values; (d) To provide sanctions for violation of the provisions of this zoning code.”

Height and Lot Requirements

CO district

Height Requirements

- (a) Dwellings. Dwellings and court apartments erected, altered, or enlarged shall not exceed 35 feet in height.
- (b) Multifamily. Apartment houses and lodging houses erected, altered, or enlarged shall not exceed 50 feet in height.
- (c) Other uses. All other buildings and structures erected, altered, or enlarged may be built to a height of 70 feet. (Ord No. 65-86)

Lot Area and Dimensions

- (a) **Single family.** The minimum lot area requirement for single family dwellings and single family dwellings converted to duplexes is 4,000 square feet. Each such use shall be located on a lot having a minimum width of 40 feet and an average lot depth between the front and rear lot lines of not less than 70 feet and not more than 300 percent of the average width between the side lot lines.
- (b) **Lot area, other residential.** The minimum lot area requirement for duplexes not subject to subsection (a) of this section, and for multiple family residential uses shall be 5,000 square feet plus additional lot area computed as follows:
 - (1) For the first through fifth dwelling unit: (A) For each dwelling unit with one or less bedrooms - 750 square feet. (B) For each dwelling unit with two bedrooms - 1,000 square feet. (C) For each dwelling unit with three or more bedrooms - 1,200 square feet.
 - (2) For the sixth dwelling unit and each succeeding dwelling unit, the following additional lot area shall be required: (A) For each dwelling unit with two or less

bedrooms: One story - 1,250 square feet; two or more stories - 1,000 square feet.
(B) For each dwelling unit with three or more bedrooms: 1,700 square feet.
(c) **Lot area, nonresidential.** The minimum lot area for all other uses except those specified in SRC 150.020(g) is 6,000 square feet unless otherwise specifically provided in this zoning code. (d) **Lot dimensions, duplex and multifamily.** For those uses specified in subsection (b) of this section, the minimum lot depth requirement is 80 feet and the minimum lot width requirement is 40 feet, providing the minimum lot area is met.

CN District

Height Requirements

Within a CN district buildings and structures erected, altered, or enlarged shall not exceed 35 feet in height.

Lot Area and Dimensions

- (a) Lot area. The minimum lot area requirement is 5,000 square feet.
- (b) Lot dimensions. The minimum lot depth requirement is 80 feet. There are no minimum lot width requirements.

CR District

Height Requirements

Within a CR district buildings and structures erected, altered, or enlarged shall not exceed 50 feet in height.

Lot Area and Dimensions

There are no minimum lot area or dimensions requirements in a CR district.

CG District

Height Requirements

Within a CG district buildings and structures erected, altered, or enlarged shall not exceed 70 feet in height.

Lot Area and Dimensions

There are no minimum lot area or dimension requirements in a CG district.

CB District (Historic Core and Front Street)

Height Requirements

Within the Historic Core District and Front Street District, construction, alteration or enlargement of buildings and structures shall be consistent with the height limitations contained in the City of Salem Development Design Handbook.

Design Handbook Regulations for CB District

- 1) Design and construct buildings along Front Street to take advantage of views to Riverfront Park and the Willamette River, including private open space on upper floors and building facades with windows.
- 2) Provide an arcade for building facades facing Front Street and weather protection for all building facades within the Front Street District.
- 3) Design and locate buildings and off-street parking within the Front Street district to reinforce the district's traditional pedestrian

orientation. 4) Design and construct the first floor facade at a greater height than the upper floors. Incorporate architectural detailing that horizontally divides the first and second floors. 1) Include with building facades facing Front Street upper floor balconies for residential units. The balcony shall be no less than forty-eight (48) square feet with no dimension less than six (6) feet. 2) Include windows in the design and construction of building facades. Bay windows are encouraged on upper floors. 3) Design and construct buildings within the Front Street district that are a minimum of four (4) stories in height. 4) Design and construct buildings within the Front Street district that are a maximum of six (6) stories in height. 5) Design and construct arcades along the Front Street building frontage that are built contiguous with the public right-of-way. Arcades shall be no less than fourteen (14) feet in height and provide a width of cover of at least eight (8) feet. 6) Design and construct building facade along Front Street without awnings. 7) When awnings are attached to buildings in the Front Street district, provide a width of cover of at least six (6) feet over the public right-of-way. 8) Place new buildings with Front Street frontage that do not incorporate an arcade contiguous with the Front Street public right-of-way. 9) Design and construction of automobile access to off-street parking shall not include access directly from Front Street. 10) Design and construct first floor facades within the Front Street district a minimum height of fourteen (14) feet. First and second floor facades shall be horizontally divided with belt or string courses.

CI District

Height Requirements

Within a CI district buildings and structures erected, altered, or enlarged shall not exceed 70 feet in height.

Lot Area and Dimensions

There are no minimum lot area or dimension requirements in a CI district.

Note: Height of structures within 165 feet of Capital District “shall not exceed a height of 70 feet.”

Parking

Downtown Parking District

Created for financing and administering in the central business district of the City of Salem a program of economic promotion and a program of public parking for motor vehicles,

Downtown Parking Fund: All proceeds from ad valorem and business-and-occupation taxes specially levied in the Downtown Parking District, and all proceeds from the sales of parking permits for parking within the Downtown Parking District, shall be credited to a fund known as the Downtown Parking Fund.

Minimum Parking Spaces Required

Off-street parking requirements vary by use. However, the requirements for retail, office, and restaurants are as follows:

Retail: 1 space per 200 square feet of gross floor area

Restaurant: 1 space per 350 square feet of gross floor area

Office: 1 space per 350 square feet of gross floor area