



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

04/30/2013

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Portland Plan Amendment
DLCD File Number 001-13

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Thursday, May 16, 2013

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Matt Wickstrom, City of Portland
Gordon Howard, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative

<paa> YA



FORM 2

DLCD

Notice of Adoption

This Form 2 must be mailed to DLCD within **20-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

DATE STAMP	☐ In person ☐ electronic ☐ mailed
	DEPT OF
	APR 26 2013
	LAND CONSERVATION AND DEVELOPMENT
For Office Use Only	

Jurisdiction: **City of Portland**Local file number: **Ordinance 185974**Date of Adoption: **4/10/2013**Date Mailed: **April 25, 2013**Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 2/6/2013☐ Comprehensive Plan Text Amendment☐ Comprehensive Plan Map Amendment☒ Land Use Regulation Amendment☐ Zoning Map Amendment☐ New Land Use Regulation☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

1. Require parking for multi-dwelling buildings with more than 30 units in certain commercial and high density residential zones, with a graduated number of required spaces
2. Require parking for multi-dwelling buildings with more than 30 units and within 500 feet of frequent transit, or within 1,500 feet of a light rail station, with a graduated number of required spaces
3. Other amendments address: loading requirements, allowed substitutions for required parking, limitations on substitutions, joint use parking, bike parking requirements, and proximity of off-site parking to nonresidential uses
4. Add language to the Minimum Required Parking purpose statement
5. Clarify Transit Street Main Entrance requirements

Does the Adoption differ from proposal? Yes, Please explain below:

The adopted amendments made minor changes to the staff proposal mailed on February 6, 2013. The amendments:

1. Require parking for buildings with more than 30 units with a graduated parking requirement for larger buildings (Proposal required parking for buildings with more than 40 units with no graduated increase for larger buildings).
2. Maintain the current definition of frequent transit service (Proposal changed the definition).
3. Do not allow off-site residential parking and increase allowed distance for non-residential off-site parking from 300 feet to 500 feet (Proposal allowed off-site parking for residential uses and did not increase allowed distance for nonresidential off-site parking).
4. Limit allowed substitutions to 50 percent of the required parking (Proposal did not limit allowed substitutions).
5. Add a parking requirement and exception for sites within 1,500 feet of a light rail station (Proposal did not change parking requirements or exceptions based on light rail station proximity)
6. Clarify Transit Street Main Entrance requirements (Proposal was silent on these requirements).

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☒	☐	☐	☐	☒	☐	☐	☒	☒	☐	☒	☒	☐	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO

DLCD File No. 001-13 (19689) [17430]

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

Please list all affected State or Federal Agencies, Local Governments or Special Districts:
DLCD, Metro, Multnomah County

Local Contact: **Matt Wickstrom**

Phone: (503) 823-2834 Extension:

Address: 1900 SW 4th Avenue, Suite 7100

Fax Number: 503-823-7800

City: **Portland**

Zip: **97217**

E-mail Address: matt.wickstrom@portlandoregon.gov

DLCD file No. _____

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 20 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

<http://www.oregon.gov/LCD/forms.shtml>

Updated December 6, 2012



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Certificate of Mailing

I hereby certify that on April 25, 2013, I mailed a correct copy of Form 2, DLCD Notice of Adopted Amendment, with the following documents:

- Ordinance #185974, adopted by Portland City Council on April 10, 2013
- Ordinance #185974 Exhibits A-E
- Summary of Adopted Amendments to the Portland Zoning Code and corresponding attachments

to the following persons by first class mail at the post office at Portland, Oregon.

Name

Address

Plan Amendments Specialist

Dept. of Land Conservation & Development
635 Capitol Street, Suite 150
Salem, Oregon 97301-2540

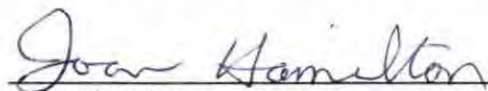
Planning Manager

Paulette Copperstone, Compliance
Coordinator
Land Use Planning Department
Metro
Portland, OR 97232-2736

Stuart Farmer

Multnomah County Land Use Planning
1600 SE 190th Ste 116
Portland OR 97233

By separate notice on the same day, Matt Wickstrom mailed and emailed a Notice of Decision: New Apartments and Parking Zoning Code Amendments, to the addresses listed on the attached lists for U.S. Post office and Email.

 4-25-13
Joan Hamilton Date

Management Assistant
Bureau of Planning and Sustainability



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Printed on 100% post-consumer waste recycled paper.

Notice of Decision: New Apartments and Parking Zoning Code Amendments

Why am I receiving this notice?

You are receiving this notice because you participated in the Planning and Sustainability Commission or City Council proceedings on this project, expressed interest in this project, asked to be notified of certain Bureau of Planning and Sustainability projects, are on one of our advisory groups, or are a member of a neighborhood or business association.

What is this project about?

In the last year, there has been an increase in development of new multi-dwelling buildings that do not include off-street parking. On April 10, 2013, the Portland City Council adopted zoning code amendments related to parking requirements for multi-dwelling development in certain zones and near frequent transit. The adopted amendments:

- Require parking for multi-dwelling development in the CM, CS, RX, CX and CO1 zones for buildings with more than 30 units,
- Require parking for multi-dwelling development of more than 30 units within 500 feet of frequent transit or within 1,500 feet of light rail stations,
- Allow several amenities to substitute for some required parking, including designated carshare parking and bikeshare facilities
- Cap the amount of required parking that may be reduced using substitutions at 50 percent of required parking,
- Refine loading space requirements,
- Set size requirements for long-term bicycle parking,
- Allow joint use of residential parking and increase allowed proximity to nonresidential off-site parking, and
- Clarify the applicability of Transit Street Main Entrance requirements in the Portland Zoning Code.

How can I review the decision?

View the decision online or a paper copy. The *New Apartments and Parking* ordinance, exhibits, amended zoning code regulations, summary of those amendments, and Department of Land Conservation and Development Notice of Adoption are online at <http://www.portlandoregon.gov/bps/61997>. Paper copies of these items can be reviewed at our office at 1900 SW 4th Avenue, 7th Floor. Please call 503-823-7700 to make arrangements.

Is there an appeal process?

The decision of City Council is the final local decision. City Council's decision may be appealed to the Oregon Land Use Board of Appeals (LUBA), as specified in the Oregon Revised Statutes (ORS) 197.830 – 197.845. Among other things, ORS 197.830 requires that:

- An appellant before LUBA must have participated (orally or in writing) as part of the local hearings process before the Planning and Sustainability Commission and/or City Council; and
- A notice of intent to appeal must be filed with LUBA within 21 days after the date this notice was mailed to you.

You may contact LUBA at 1-503-373-1265 or www.oregon.gov/LUBA for further information on filing an appeal.

For more information:

Contact Matt Wickstrom, SE District Liaison/City Planner II, at the Bureau of Planning and Sustainability at 503-823-2834 or matt.wickstrom@PortlandOregon.gov. You may also visit the Bureau of Planning and Sustainability's website: <http://www.portlandoregon.gov/bps/59974>.

Notice of adoption mailed on April 25, 2013 by Matt Wickstrom, SE District Liaison/City Planner II

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The Bureau of Planning and Sustainability is committed to providing
equal access to information and hearings.

If you need special accommodation, please call 503-823-7700,
the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

www.portlandoregon.gov/bps



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director



City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380 P516
New Apartments and Parking

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New Apartments and Parking

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Notice of Decision

Zoning Code Amendments Adopted by City Council

Effective date: May 10, 2013

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Full Name	Organization Name	Address	City/State/Postal Code
Steven Abel	Stoel Rives Boley	900 SW 5TH AVE STE 2600	PORTLAND OR 97204-1235
Ruth Adkins	PPS - Portland Public Schools	PO BOX 3107	PORTLAND OR 97208
Benjamin Adrian	NECN	4815 NE 7TH AVE	PORTLAND OR 97211
Brian Alfano	Clean Energy Works		
Daniel Andersen		2144 NW Flanders	Portland OR 97210
Susan Anderson	BPS - Bureau of Planning and Sustainability	TO: 299/7100	
Amy Anderson		3735 SE SHERMAN ST	PORTLAND OR 97214-5855
Michael Armstrong	BPS - Bureau of Planning and Sustainability	TO: 299/7100	
Tim Askin		934 SE 15TH AVE	PORTLAND OR 97214-2609
David Aulwes		2131 SE BROOKLYN ST	PORTLAND OR 97202-2131
Jean Baker	Ada's Heir's	4039 SE GRANT CT	PORTLAND OR 97214-5942
Jean Baker	APNBA	240 N BROADWAY STE 127	PORTLAND OR 97227-1801
Sean Barnett			
Andre' Baugh		333 SE 2nd Ave Ste 200	Portland OR
Joseph Beer			
Richard Benner		2204 NE 16th Ave	Portland OR 97212
Robert Bennett	Portland Sustainability Institute	1122 NW DAVIS ST	PORTLAND OR 97209
Laurie Berkowitz		3111 SE 22ND AVE	PORTLAND OR 97202
Patience Bingham		2533 SE 38th Ave	Portland OR 97202
Richard Boak		3634 SE CLINTON ST	PORTLAND OR 97202-1538
Dennis Bodeman			
Robert Boileau			
Joseph Bradford	Urban Evolution	7400 SE MILWAUKIE AVE	PORTLAND OR 97202-6111
Erik Brakstad			
Bonnie Bray		3634 SE CLINTON ST	PORTLAND OR 97202-1538
Aaron Brown		4047 N MICHIGAN AVE	PORTLAND OR 97227-1152
Douglas Brown			
Jim Brown	Alameda NA		
Rex Burkholder	Metro - Main	TO: 128/METRO	
Joan Burleigh			
Ellen Burr		1123 SE HARNEY ST	PORTLAND OR 97202-6930
Laurie Butler	First American Title Insurance	222 SW COLUMBIA ST STE 400	PORTLAND OR 97201
Marj Cannon and Hugh Moore		3604 NE 45TH AVE	PORTLAND OR 97213
Brian Cefola		3244 NE SCHUYLER ST	PORTLAND OR 97212-5131
John Charles		4850 SW SCHOLLS FERRY RD APT 103	PORTLAND OR 97225-1632
Catherine Ciarlo		1804 SE 34TH AVE	PORTLAND OR 97214-5033

Full Name	Organization Name	Address	City/State/Postal Code
Charlie Clark		PO BOX 42228	Portland OR 97242
Thomas Cody			
Alicia Cohen		2240 SE 24TH AVE	PORTLAND OR 97214-5506
Jeff Cropp		1525 SE 41ST AVE APT 8	PORTLAND OR 97214-5247
Gary Davenport and Sue Davenport		3907 N MASSACHUSETTS AVE	PORTLAND OR 97227-1033
Margaret Davis			
Margaret Davis		3617 NE 45TH AVE	PORTLAND OR 97213
Catherine Dee			
Jeff Deiss		2600 SE Clay St	Portland OR 97214
Tamara DeRidder	Tamara DeRidder and Assoc	1707 NE 52ND AVE	PORTLAND OR 97213-2727
Mark Desbrow			
Reuben Deumling		3309 SE MAIN ST	PORTLAND OR 97214-4258
B Donovan			
Nancy Doty		4030 NE 42ND AVE	PORTLAND OR 97213-1012
Tim Dragila		4340 SE WOODWARD ST	PORTLAND OR 97206-2234
Alan Durning		1402 3rd AVE UNIT 500	Seattle WA 98101
Joseph Edge		1400 NW Marshall Apt 507	Portland OR
	Woodlawn NA	1134 NE Dean St	PORTLAND OR 97211
Al Ellis		3635 NE SKIDMORE ST	PORTLAND OR 97211-8216
Donna Ernst		2372 SE 46TH AVE	PORTLAND OR 97215-3738
Mark Faust		2934 SE 36TH AVE	PORTLAND OR 97202-1808
Robert Fedoroff		1924 SE Spokane St	Portland OR
Allen Field		3290 SE GRANT ST	PORTLAND OR 97214-5728
Judy Fiestal			
Karl Finkelnburg		5885 SW MEADOWS RD UNIT 600	LAKE OSWEGO OR 97035
Tony Fischer		4030 SE IVON ST APT 2	PORTLAND OR 97202
Nick Fish	Office of Commissioner Nick Fish	TO: 131/240	
Jeffrey Fish	Fish Construction Northwest	1834 SW 58TH AVE STE 102	PORTLAND OR 97221-1455
Heather Flint Chatto		2121 SE 32ND PL	PORTLAND OR 97214-5705
Miss Flora			
DR Scott Forbes		3737 SE CARUTHERS ST	PORTLAND OR 97214-5827
Peter Forrest		3335 SE CLINTON ST	PORTLAND OR 97202-1448
Markland Fountain		4008 N COLONIAL AVE	PORTLAND OR 97227-1010
Julie Garver	Innovative Housing Inc.	219 NW 2ND AVE	PORTLAND OR 97209-3905
John Golden		501 N DIXON ST	PORTLAND OR 97227-1804
Judah Gold-Markel		3587 SE Sherman St	Portland OR

Full Name	Organization Name	Address	City/State/Postal Code
Alexis Grant		1925 NE 19TH AVE APT 5A	PORTLAND OR 97212-4543
Karen Gray		900 NW LOVEJOY ST APT 411	PORTLAND OR 97209
Kassandra Griffin			
Jere Grimm		1734 NW ASPEN AVE	PORTLAND OR 97210-1209
Paul Gronke			
Gary Grossman			
Matt Grumm	Office of Commissioner Dan Saltzman	TO: 131/230	
Pamela Gurnari		2615 SE Salmon	Portland OR 97214
Steve Gutmann			
Anyeley Hallova		2928 SE FRANCIS ST	PORTLAND OR 97202-3555
Connie Halperin		2717 SE 33RD PL	PORTLAND OR 97202-1430
Rebecca Hamilton		1632 NW 29TH AVE UNIT 2	PORTLAND OR 97210
Don Hanson	OTAK Inc	17355 BOONES FERRY RD	LAKE OSWEGO OR 97035-5217
Esther Harlow		3150 NE 76TH AVE	PORTLAND OR 97213-6502
Michael Harrison	Harrison Consulting	837 NW 25TH AVE	PORTLAND OR 97210-2827
Jeanne Harrison	Harrison Consulting	837 NW 25TH AVE	PORTLAND OR 97210-2827
Michael Hayes		8848 SE 11TH AVE	PORTLAND OR 97202
Margaret Herrington		2520 SE CLAY ST	PORTLAND OR 97214-4938
Christine Heycke		2605 SE 25TH AVE	PORTLAND OR 97202-1217
Adrienne Hill		2178 SW KINGS CT	PORTLAND OR 97205-1118
Ken Hills			
Richard Hitect			
Debra Hochhalter		2133 SE 32nd Ave	Portland OR 97214
Bryan Hockaday	Hockaday	TO: 131/340	
Ross Honeyfield	Honeyfield		
Mike Houck	Urban Greenspaces Institute	2433 NW QUIMBY ST	PORTLAND OR 97210-2644
Sally Johnson and Bernard Koser		2715 SE 34TH AVE	PORTLAND OR 97202-1438
Dan Johnson	Beaumont Business Association	3519 NE 15TH AVE UNIT 540	PORTLAND OR 97212
Lauren Jones		1015 NW 11TH AVE	PORTLAND OR 97209
Aaron Jones			
Tony Jordan		4540 SE Yamhill St	Portland OR 97215
Sally Joughin		2715 SE 34th Ave	Portland OR 97202
Stephen Judkins		416 N Beech St	Portland OR 97227
Kerstin Juerges			
Karen Karlsson	KLK Consulting	1130 SW MORRISON ST STE 245	PORTLAND OR 97205-2211
Angela Kirkman	Kerns NA	2228 NE DAVIS ST	PORTLAND OR 97232-3125

Full Name	Organization Name	Address	City/State/Postal Code
Pamela Kislak			
Sue Knight			
Anne Kolibaba		5005 NE WASCO ST	PORTLAND OR 97213-2836
Gerik Kransky	Bicycle Transportation Alliance (BTA)	618 NW GLISAN ST suite 401	PORTLAND OR 97209-3781
Julia Kuhn	Kittelson and Associates	610 SW ALDER ST STE 700	PORTLAND OR 97205-3625
Ted Labbe			
Glen Lamb	Columbia Land Trust	1351 OFFICERS ROW	VANCOUVER WA 98661-3856
Kathy Lambert	Division Hardware	3734 SE DIVISION ST	PORTLAND OR 97202-1548
Gerri Sue Lent		1834 SE Spokane St	Portland OR 97202
Susan Levine		3605 SE DIVISION ST	PORTLAND OR 97202-1545
Susan Lindsay	PSU	PO BOX 751	PORTLAND OR 97206
Richard Lishner		2545 SE 37TH AVE	PORTLAND OR 97202-1525
Karen Lucchesi	BPS - Bureau of Planning and Sustainability	TO: 299/7100	
Becky Luening		5209 SE 60TH AVE	PORTLAND OR 97206-4700
Don MacGillivray		2339 SE YAMHILL ST	PORTLAND OR 97214-2848
Michelle Machado			
Richard Mackin		2522 SE 35TH AVE	PORTLAND OR 97202-1502
Jeff Mandel		224 NE 29th Ave	Portland OR 97232
Greg Manning	Banner Bank	101 SW MAIN ST STE 154	PORTLAND OR 97204-3228
Lisa Marechal		9405 NW SKYLINE BLVD	PORTLAND OR 97231-2626
Nancy Matela		625 SE 16TH AVE APT 2	PORTLAND OR 97214
Nyla McCarthy	Portland Commission on Disability	421 SW 6TH AVE STE 500	PORTLAND OR 97204
Roslyn McCormick			
Kirk McEwen and Sara Wright		2364 SE 46TH AVE	PORTLAND OR 97215-3738
Joan McGuire			
Richard Melo			
J Rob Merrick	Merrick Architecture Planning	3627 SE COOPER ST	PORTLAND OR 97202-7745
Rick Michaelson		906 NW 23rd AVE	PORTLAND OR 97210
Linda Mlynski		3728 SE Caruthers ST	PORTLAND 97214
Hugh Moore		3604 NE 45TH AVE	PORTLAND OR 97213
Karla Moore-Love	Moore-Love	TO: 131/140	
Phil Morford			
Lupin Morgan			
Thomas Morris			
David Mullens			
Tom Neilsen and Christine Neilsen		1221 SW 10TH AVE UNIT 1604	PORTLAND OR 97205

Full Name	Organization Name	Address	City/State/Postal Code
Patty Nelson		4230 NE KLINKITAT ST	PORTLAND OR 97213-1156
Jeremy Nelson			
Linda Nettekoven		2018 SE LADD AVE	PORTLAND OR 97214-5419
Eliot Njus	Oregonian, The	1320 SW BROADWAY	PORTLAND OR 97201
OEHR	OEHR	421 SW 6TH AVE STE 500	PORTLAND OR 97204
Housing Land Advocates			
Julie Ocken	BPS - Bureau of Planning and Sustainability	TO: 299/7100	
Michael O'Connell		2333 SE 38TH AVE	PORTLAND OR 97214-5907
Casey Ogden	Ogden	TO: 131/340	
Joe Omelchuck and Barbara Ross			
Lai-Lani Ovalles	NAYA	5135 NE COLUMBIA BLVD	PORTLAND OR 97218-1201
Peter Ovington		4621 NE KILLINGSWORTH ST UNIT 19	PORTLAND OR 97218-1932
Gary Oxman		3431 NW RALEIGH ST	PORTLAND OR 97210-1932
Andrew Paddock			
Nicole Park	Park	TO: 131/220	
Terry Parker		1527 NE 65TH AVE	PORTLAND OR 97213-4802
David Partridge		808 SW 3RD AVE	PORTLAND OR 97204-2400
Susan Pearce		3142 SE 25TH AVE	PORTLAND OR 97202-2118
Christina Pera		1912 SE Spokane St	Portland OR 97202
Lee Perlman		512 NE BRAZEE ST	PORTLAND OR 97212-3819
Travis Phillips		2725 SW SHERWOOD DR	PORTLAND OR 97201-2250
Sandy Polishuk			
Ryan Porter		1512 SE HAWTHORNE BLVD	PORTLAND OR 97214-3742
Brian Posewitz		8508 SE 11TH AVE	PORTLAND OR 97202-6921
Renate Powell			
Michelle Poyourow			
Jane Pullman		3423 SE ALDER ST	PORTLAND OR 97214-3123
Pamela Quinlan			
Wendy Rahm and Richard Rahm		1221 SW 10TH AVE UNIT 1001	PORTLAND OR 97205
Lidwien Rahman	Rahman	PO BOX 2252	Portland OR 97208
Chris Rall			
Tim Ramis		PO BOX 230669	PORTLAND OR 97281
Emily Rampton			
Jere Ray			
Joe Recker		615 NE 64TH AVE	PORTLAND OR 97213-5045
Ted Reid	Metro - Main	TO: 128/METRO	

Full Name	Organization Name	Address	City/State/Postal Code
Mary Sue Renfrow			
Bob Richardson		1105 NE 60TH AVE	PORTLAND OR 97213-4209
Jessica Roberts		6337 N Albina Ave	Portland OR 97217
Michael Robinson	Perkins Coie	1120 NW COUCH ST FL 10	PORTLAND OR 97209-4114
Thomas Robinson			
Sam Rodriguez	Trammel Crow Residential	220 NW 2ND AVE STE 900	PORTLAND OR 97209-3942
Steph Routh	Routh	240 N Broadway Ste 215	Portland OR 97227
Michelle Rudd		2213 NW PINNACLE DR	PORTLAND OR 97229-9108
Allan Rudwick		228 NE MORRIS ST	PORTLAND OR 97212-3040
Virgina Rumpfelt			
Terry Rusinow			
Dan Sadowsky		1737 N JARRETT ST	PORTLAND OR 97217-4621
Jeff Sakamoto		7136 N Montana	Portland OR 97216
Dan Saltzman	Office of Commissioner Dan Saltzman	TO: 131/230	
Ryan Schenk		2140 SE 50TH AVE	PORTLAND OR 97215-3825
Ben Schonberger	Winterbrook Planning	310 SW 4TH AVE STE 1000	PORTLAND OR 97204-2343
Kurt Schultz	SERA Architects	338 NW 5TH AVE	PORTLAND OR 97209-3825
Katherine Schultz		1120 NW Couch Ste 300	Portland OR
Mary Ann Schwab		605 SE 38TH AVE	PORTLAND OR 97214-3203
Brenda Ray Scott		7823 SE 16TH AVE	PORTLAND OR 97202-6019
Phil Selinger		2466 NW THURMAN ST	PORTLAND OR 97210-2523
Ethan Seltzer	PSU - Urban Studies	PO BOX 751	PORTLAND OR 97207-0751
Howard Shapiro		1025 NW COUCH ST UNIT 1513	PORTLAND OR 97209
Linda Silver		8328 SE 19TH AVE	PORTLAND OR 97202-7311
Chris Smith		2343 NW PETTYGROVE ST	PORTLAND OR 97210-2609
Carol Smith		3046 NE GLISAN ST	PORTLAND OR 97232-3273
John Smith			
Joseph Spencer		3277 NE SKIDMORE ST	PORTLAND OR 97211-7718
Eli Spevak and Noelle Studer-Spevak		4736 NE GOING ST	PORTLAND OR 97218-2002
Beth St. Amand			
Susan St. Michael		1333 SE 23RD AVE	PORTLAND OR 97214-3906
Bob Stacey and Adrienne Stacey		3434 SE BROOKLYN ST	PORTLAND OR 97202-1820
Dan Steffey		710 NW 14TH AVE 2nd floor	PORTLAND OR 97209-2701
Deborah Stein	BPS - Bureau of Planning and Sustainability	TO: 299/7100	
Bill Stites	Stites Design	3224 SE ALDER ST	PORTLAND OR 97214-3120
Jeanette Stoddard			

Full Name	Organization Name	Address	City/State/Postal Code
Steve Stolze		15575 SW 74TH AVE UNIT 2	PORTLAND OR 97223
Mark Strek			
Ian Stude	PSU - Transportation and Parking Services		
Anna Stulz		7405 SE 22ND AVE	PORTLAND OR 97202-6234
David Sweet and Rosemarie Sweet		4520 NE 19TH AVE	PORTLAND OR 97211
Ashe Urban			
John Urbanowski		3015 NE Couch	Portland OR 97232
Irma Valdez		620 NW NAITO PKY APT B9	PORTLAND OR 97209-3771
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ORDINANCE No. 185974 As Amended

Amend Title 33, Planning and Zoning, to require parking for multi-dwelling buildings in some situations where parking currently is not required (Ordinance; Amend Title 33, Planning and Zoning)

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. The Portland Comprehensive Plan includes a policy to "regulate off-street parking to promote good urban form and the vitality of commercial and employment areas". Objectives related to this policy refer to "eliminating requirements for off-street parking" in areas of the city with good pedestrian, bicycle, and transit access, encouraging redevelopment of surface parking lots and limiting development of new parking spaces.
2. Oregon's Transportation Planning Rule (TPR) limits the amount of parking allowed, and calls for a 10 percent reduction per capita in parking spaces citywide. Local jurisdictions must comply with the TPR.
3. Portland has implemented this Comprehensive Plan policy and the TPR through several actions. In one action, the Council adopted two new commercial zones that do not require off-street parking. These zones, the CS (Storefront Commercial) and CM (Mixed Use Commercial) zones, were applied to properties along a number of commercial streets in close-in areas in 1991. The CS and CM zones were created and applied because of concerns that the main street/storefront character of these commercial streets was being affected by surface parking lots that served multi-dwelling development.
4. In a second action, the Council amended the Portland Transportation System Plan and Zoning Code to not require parking on sites within 500 feet of streets with 20-minute transit service during morning and evening commute hours.
5. Over the last three years, a number of apartment buildings have been built with little or no off-street parking, as allowed by these provisions. Some of these projects are of significant size, with more than 40 units. Neighbors have expressed concern about the parking impacts on neighborhood residential and commercial streets.
6. The vacancy rate for multi-dwelling rental units in Portland is extremely low. According to the Metro Multifamily Housing Association, it was less than 2 percent as of June 2012 in inner eastside Portland neighborhoods. The low vacancy rate makes it likely that multi-dwelling development will continue at a rapid pace, especially on close-in sites.
7. In response to community concerns, the Bureau of Planning and Sustainability (BPS) completed a series of parking studies. These studies and their results are described in detail in Exhibits B, C, D, and E of this ordinance, and the findings are summarized here:
 - a. Counts of available on-street parking in the vicinity of eight existing residential and mixed use buildings with little or no parking were taken. For seven of the sites, there was at least one block

face that was at capacity. The eighth site had no nearby block faces at capacity. For all eight sites, other block faces within two blocks were less than 45 percent occupied, indicating that parking was generally available.

- b. An examination of travel, parking behavior, and vehicle ownership found that 72 percent of households living in the eight buildings studied own a car, and 12 percent of those own two cars. Transit is a more common means to commute to work for these households. Many of the vehicle-owners have an option to pay for onsite parking but choose to park on the street to avoid the additional cost, and presumably because nearby on-street parking is available as was found in on-street parking portion of the study.
- c. Development data was modeled to evaluate the cost of providing onsite parking for infill apartments and the impact on affordability for residents of those dwelling units. Results showed that buildings with more than 40 units were better able to absorb the additional cost of a small amount of onsite parking without passing on significant costs to residents.
- d. To evaluate whether the sites of new multi-dwelling buildings both with and without parking are vulnerable to cuts in transit service, BPS looked at transit service near 45 multi-dwelling buildings with permits issued since 2010. The analysis examined the frequency of transit service in 2007 (prior to significant service cuts) and current service levels to evaluate whether locations where new apartments are proposed are vulnerable to service cuts. Results showed that transit service frequency either did not decrease or decreased by less than 3 minutes during morning and evening commute hours for 44 of the 45 buildings with permits issued since 2010.
- e. BPS examined trends in development and parking by reviewing building permits for multi-dwelling development issued between 2006 and 2012.
 - Between 2006 and 2008, permits were issued for 78 multi-dwelling or mixed-use buildings. Of those 78, about two-thirds (52), included parking. The parking was at a rate of almost one space per dwelling unit.
 - Almost no new development occurred in 2009.
 - In the past three years, permits were issued for 52 multi-dwelling or mixed-use buildings. Of those, about one-third (19), included parking. The parking was at a rate of approximately 0.6 spaces per unit.
8. The conclusion reached on the basis of these studies is that while there appears to be on-street parking capacity within two blocks of the buildings inventoried and that developers are providing parking as part of most of the new multi-dwelling buildings being constructed, introducing large buildings without parking can upset the balance of the on-street parking supply shared by existing residents, new residents, and the employees and customers of nearby commercial uses.
9. The studies also indicate that buildings with more than 40 units are more able to absorb the cost of including on-site parking without significantly increasing the cost per unit of development and as a result the cost of rent.
10. Considering the analysis of building permits, coupled with the low vacancy rate for apartments, it is reasonable to expect that the current trend of a "boom" in building apartment buildings will eventually abate. Creating a minimum parking requirement for large buildings creates a better likelihood that the on-street and off-street supply of parking will be able to meet needs in the long run at a level consistent with City policies supporting compact development, transit use, and neighborhood livability.

11. Results of these studies were released on November 8, 2012, and were presented to the Planning and Sustainability Commission (PSC) at their November 13, 2012 meeting. The PSC heard community testimony at this meeting. Some who testified were concerned about the impacts to on-street parking, particularly the cumulative impacts, and the effect that would have on neighborhood livability. Others were concerned about the effect that requiring parking would have on the affordability of rental units and the City's policies supportive of transit, walking and bicycling.
12. A report summarizing the studies were presented to the Portland City Council on January 10, 2013 and the Council heard additional community testimony at this meeting. Testimony was similar to that heard by the PSC at their November 13, 2013 meeting. Council accepted the studies and directed staff to develop a changes to parking regulations by early February 2013.
13. On February 6, 2013, notice of the proposed action was mailed to the Department of Land Conservation and Development.
14. *New Apartments and Parking Proposed Zoning Code Amendments* was published February 8, 2013. The proposal included six amendments to standards in Chapter 33.266, Parking and Loading, of the Portland Zoning Code.
15. On February 8, 2013, notice was sent to all neighborhood associations, coalitions, and business associations, as well as other interested people to notify them of the Planning and Sustainability Commission (PSC) hearing on the proposed amendments to the Zoning Code.
16. On March 12, 2013, PSC held a hearing on the proposal. Staff presented the proposal and the PSC heard public testimony. The PSC made several amendments, and recommended that City Council adopt the amended version of the *New Apartments and Parking Proposed Zoning Code Amendments*.

Much of the testimony focused on the impact—either current or future—of large multi-dwelling developments on the neighborhood on-street parking supply. Some of the neighborhoods surrounding these buildings have little or no off-street parking, and so are reliant on on-street parking. Many neighbors of these new buildings were concerned about being able to park near their houses, and about their visitors being able to park. They were concerned that the additional demand for on-street parking would reduce the livability of their neighborhoods. Some testifiers spoke generally of the need to require off-street parking with new development; others felt that the threshold proposed by staff of 40 units was too high, and that parking should be required either for more than 20 units, or for any number of units. Some of those who testified, including several who supported a lower threshold, felt that the proposed regulations didn't address potential cumulative effects of having several buildings without parking in an area, and the variety of users—residents, employees, and visitors. Testifiers also considered this an urgent problem, because of the current "boom" in development of multi-dwelling buildings without parking.

Other testimony was concerned that requiring parking at all would affect affordability of housing, an increasing problem in Portland, and would be contrary to policies supporting transit, walking, and biking. Some testifiers agreed that the more units in a building, the less parking costs would affect rent. Some also said that requiring parking was an inefficient use of close-in land with good transit or bicycle access. Some testifiers also felt that requiring on-site parking was not the best solution, and advocated for proposals to address on-street parking instead, such as permit programs.

Planning and Sustainability Director Susan Anderson noted that this proposal was an initial step, and that it was important to get something into effect soon that will help residents in areas where new

buildings are coming in for building permits now.

The conclusion reached after considering all testimony is that further work will need to be done on this issue, including consideration of parking permit programs. However, given the current building "boom," these amendments should proceed for the reasons given by Susan Anderson. While there was some testimony that requested more parking be required and some that requested less, the threshold of 40 dwelling units on a site, and 0.25 spaces per dwelling unit, balances the policies to support non-automobile transportation, affordability, and neighborhood livability.

17. On March 22, 2013 BPS sent notice sent to 638 individuals and organizations, including all who testified at the PSC in person or in writing; all neighborhood associations, coalitions, and business associations; and others who have requested notice. The notice was to inform them of the City Council hearing on the proposed amendments to the Zoning Code.
18. On March 25, 2013, *New Apartments and Parking Zoning Code Amendments: Recommended Draft* was published.
19. On April 4, 2013, City Council held a hearing on the *New Apartments and Parking Zoning Code Amendments: Recommended Draft*, including the recommendations and amendments from the PSC. Staff presented the proposal and public testimony was received. On April 11, 2013, City Council voted to adopt the recommendation and amend the Zoning Code.

Findings on Statewide Planning Goals

20. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with state land use goals. Only the state goals addressed below apply.
21. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement, including:
 - In March 2012, BPS staff released a Frequently Asked Questions memo about new apartments and parking. The memo provided information on the emerging topic of apartment buildings without parking in the planning or construction stage as well as information about the process for studying and addressing community concerns. The memo was updated in April 2012, July 2012, August 2012, September 2012, November 2012, January 2013, February 2013 and March 2013. It was distributed to interested community members via email and as paper copies at neighborhood meetings. It was also posted on the BPS website.
 - Staff compiled an email list of those interested in the topic of new apartments and parking and sent periodic updates to these individuals, including updates to the Frequently Asked Questions memo, BPS studies and research, announcements of public meetings, and the *New Apartments and Parking Proposed Zoning Code Amendments*. More than 210 people are currently on the list.
 - Staff attended numerous neighborhood association and district coalition meetings to discuss the topic of new apartments and parking and to provide information when developers attended these meetings to present plans for new apartments without parking.

- The October 2012 issue of the *Comprehensive Plan E-News* included a story about the studies and research related to new apartments and parking. BPS sends the E-News to more than 5,000 email addresses.
- The November 2012 issue of the *Comprehensive Plan E-News* included a story about the PSC Public Forum on new apartments and parking. The E-News is sent to more than 5,000 email addresses.
- In November 7, 2012, BPS created a page on the BPS website on the topic of new apartments and parking. The webpage has been updated periodically and has been viewed more than 9,000 times.
- On November 13, 2012, the PSC held a public forum on new apartments and parking. BPS staff presented the results of studies and research on this topic as well as a summary of public concerns and comments. Time was provided for public comment. More than 100 people attended the public forum.
- In December 2012, staff presented information on new apartments and parking as well as results of BPS studies and research at the Neighborhood Centers and Networks Comprehensive Plan Update policy expert group meetings. The policy expert groups (PEGs) are advising the City on the update of Portland's Comprehensive Plan. The PEGs include members of the public. Approximately 15 people also attended the Neighborhood Centers presentation.
- On January 10, 2013, City Council held a Council meeting to hear BPS's report on new apartments and parking. BPS staff presented the results of studies and research on this topic as well as a summary of public concerns and comments. Time was provided for public comment. More than 50 people attended the City Council session.
- An Apartments/Parking Task Force was formed through the Citywide Land Use Group (CLUG). CLUG, an organization that discusses local land use issues, is comprised of neighborhood land use chairs and community members. The task force provided another opportunity for public discussion. City staff provided information to the group to assist in discussion. The task force provided formal responses and recommendations related to the new apartments and parking topic as well as in response to the *New Apartments and Parking Proposed Zoning Code Amendments*. The task force also sent a survey about new apartments and parking to neighborhood association land use chairs and members of the public. The task force received more than 1,100 responses to the survey. These results and an analysis were provided to BPS.
- On September 10, 2012, BPS and Portland Bureau of Transportation staff attended a meeting of the Accessibility in the Built Environment Subcommittee of the Commission on Disabilities. Staff provided information and answered questions on the topic of new apartments and parking. The Subcommittee provided two letters to BPS. One letter was general and relayed concerns about the development trend and impacts on those with disabilities, while the other letter contained specific recommendations about design and implementation for disabled parking and loading zone requirements included in the *New Apartments and Parking Proposed Zoning Code Amendments*.

- On February 6, 2013, BPS sent notice to all neighborhood associations, coalitions, and business associations, and to other interested parties to notify them of the PSC hearing on the *New Apartments and Parking Proposed Zoning Code Amendments*.
 - On February 8, 2013 BPS published the *New Apartments and Parking Proposed Zoning Code Amendments*. The proposal was emailed to community members on the email list for this topic. Copies were also available at the BPS office, and it was posted on the BPS website.
 - In February and March 2013, BPS held six public workshops on the update to the Portland Comprehensive Plan. Project staff were at all workshops to provide information on new apartments and parking and to explain the proposed amendments in the *New Apartments and Parking Proposed Zoning Code Amendments*.
 - On March 12, 2013, the PSC held a public hearing to discuss and take testimony on the *New Apartments and Parking Proposed Zoning Code Amendments*. Following public testimony, the PSC made six amendments to the staff proposal and voted to forward their recommendation to City Council.
 - Local papers and television stations carried stories about new apartments and parking, including the Oregonian, the Portland Tribune, the Portland Mercury, Willamette Week, the Portland Business Journal, the Daily Journal of Commerce, the Hollywood Star, the Southeast Examiner, the Northeast Examiner, the Northwest Examiner, and all local news programs. The "Portland-a-foot" blog also carried stories on the topic. Many of the stories included dates of public meetings and hearings.
22. **Goal 2, Land Use Planning**, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The amendments support this goal because development of the recommendations followed the established City procedures for legislative action in Zoning Code Chapter 33.740. They also improve the clarity and comprehensibility of the City's codes. The amendments do not require changes to the existing land use review processes that serve as the basis for land use decisions. See also findings for Portland Comprehensive Plan Goal 1, Metropolitan Coordination, and its related policies and objectives.
23. **Goal 6, Air, Water, and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water, and land resources. The amendments support this goal because infill multi-dwelling housing development will continue to provide housing options in locations where residents have access to transportation options other than single-occupant vehicles. The proposal to allow carshare vehicles to substitute for some required onsite parking also encourages a more efficient use of vehicles which in turn can result in lower rates of driving by carshare participants. Reduced and more efficient use of vehicles reduces air and water pollution, in support of this goal, and requires less area devoted to parking, which results in more efficient use of land.
24. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments support this goal because no changes to allowed uses in any zone are made as part of the proposed amendments.
25. **Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The amendments support this because multi-dwelling development is still allowed. Requiring parking where it is currently not required can increase the cost of development, thus reducing the affordability of rental units. To counter this, these amendments add the parking requirement only for larger developments, and only in certain locations. In addition, the number of parking spaces required is small. Continuing

to exempt many developments from parking will contribute to housing affordability. Requiring a small number of spaces limits costs and increases affordability. Requiring parking only for larger apartment buildings gives the developer more units to absorb the cost of parking, and so reduces the impact on affordability of providing parking. See also findings for Portland Comprehensive Plan Goal 4, Housing and Metro Title 1.

26. **Goal 12, Transportation**, requires provision of a safe, convenient, and economic transportation system. The amendments support this goal because the small amount of parking required for most larger multi-dwelling buildings will limit the potential for on-street parking congestion. The amendments also allow carshare parking to substitute for some required vehicle parking which results in a more efficient use of vehicles and parking spaces. The amendments clarify size requirements for long-term (resident use) bike parking which helps promote feasible locations and placement of bike parking. See also findings for Portland Comprehensive Plan Goal 6, Transportation, and its related policies and objectives.

The Oregon Transportation Planning Rule (TPR) was adopted in 1991 and amended in 1996 and 2005 to implement State Goal 12. The TPR requires certain findings if the proposed regulation will significantly affect an existing or planned transportation facility.

This proposal will not have a significant effect on existing or planned transportation facilities because the amendments will result in only a small increase in onsite parking for most larger multi-dwelling development. The proposal to align locations where parking is allowed but not required with TriMet's Frequent Service Corridors represents better congruency between land use and transportation for several reasons. Areas where parking is not required are located where TriMet has the most certainty that existing regular frequent transit service will continue over the long-term. Frequent service is currently defined as every 20-minutes during morning and evening commute hours. Changing the allowance to align TriMet's frequent service goal better reflects frequent transit service than the current approach based on 20-minute service.

The TPR (OAR 660-012-0045) requires local governments to adopt land use regulations that designate "types and densities of land uses adequate to support transit" and those that "reduce reliance on the automobile and allow transit-oriented developments on land along transit routes." These amendments support these requirements. Parking is currently allowed but not required within 500 feet of a MAX line. A recommended PSC amendment states that parking is allowed but not required within 500 feet of a MAX station. This ensures that transit oriented development may continue around MAX stations, but recognizes that different considerations are necessary around MAX lines where there may be no convenient access to MAX stations. An additional recommended PSC amendment also allows carshare parking to substitute for a vehicle parking; this promotes a more efficient use of vehicles which helps reduce reliance on single-occupant vehicles.

27. **Goal 13, Energy Conservation**, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The amendments support this goal because the proposal continues to allow compact urban development in locations that are served by frequent transit service and that are in proximity to a variety of services such as restaurants or retail, or that have the potential for further development of these supportive neighborhood uses.

Findings on Metro Urban Growth Management Functional Plan

28. The following elements of the Metro Urban Growth Management Functional Plan are relevant and applicable to the proposed amendments to minimum parking regulations for larger multi-dwelling buildings.

29. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. The amendments are consistent with this title because they do not significantly alter the development capacity of the city. See also findings under Comprehensive Plan Goals 4 (Housing) and 5 (Economic Development).
30. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. The amendments are consistent with this title because they require a small amount of onsite parking for most larger multi-dwelling buildings. These requirements ensure that cumulative impacts of multiple larger multi-dwelling buildings in an area do not overtax the supply of on-street parking, while also allowing smaller multi-dwelling development to continue without required onsite parking.
31. **Title 7, Affordable Housing**, ensures opportunities for affordable housing at all income levels, and calls for a choice of housing types. The amendments are consistent with this title because minimum parking requirements were based on analyses of the cost of onsite parking. The threshold for when parking is required is, in part, based on the results of these analyses which found that buildings with more than 40 units are better able to absorb the additional cost of some onsite parking, without passing significant expenses on to residents. See also Statewide Goal 10, Housing.

Findings on Portland's Comprehensive Plan Goals

32. The following goals, policies and objectives of the Portland Comprehensive Plan are relevant and applicable to the proposed minimum parking regulations to larger multi-dwelling buildings and related zoning code amendments.
33. **Goal 1, Metropolitan Coordination**, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. The amendments support this goal because they do not change the policy or intent of existing regulations relating to metropolitan coordination and regional goals.
34. **Policy 1.4, Intergovernmental Coordination**, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The amendments support this policy because a number of other government agencies were notified of this proposal and given the opportunity to comment. Notified agencies included the Parkrose School District, Portland Sustainability Institute, Reynolds School District, the Oregon Department of Transportation, David Douglas School District, Centennial School District, TriMet, the Regional Arts and Culture Council, the Port of Portland, Portland State University, and Metro.
35. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments support this goal because they update and improve the City's land use regulations to better facilitate the development of housing and to align areas where parking exceptions apply with TriMet's Frequent Service Corridors to encourage transit-oriented development where frequent transit service exists.
36. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The amendments support this policy because they allow infill multi-dwelling development to continue along Portland's transit corridors, albeit with a small amount of required parking for some properties.

37. **Policy 2.2, Urban Diversity**, calls for promoting a range of living environments and employment opportunities for Portland residents. The amendments support this policy because a variety of residential development options are allowed to continue. Further housing options are promoted by requiring a small amount of parking for larger multi-dwelling buildings, while no parking is required for smaller multi-dwelling buildings. This provides greater options for those who own vehicles and for those who do not.
38. **Policy 2.9, Residential Neighborhoods**, calls for allowing a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. The amendments support this policy because a variety of residential development options along transit corridors and in commercial zones are allowed to continue. Further housing options are promoted by requiring a small amount of parking for larger multi-dwelling buildings, while no parking is required for smaller multi-dwelling buildings. This provides greater options for those who own vehicles and for those who do not. Furthermore, the amendment to require some onsite parking for larger multi-dwelling buildings helps avoid creating or exacerbating parking congestion on residential streets, especially in instances where multiple large multi-dwelling buildings are constructed in the same area.
39. **Policy 2.12, Transit Corridors**, calls for providing a mixture of activities along major transit routes and Main Streets to support the use of transit and is compatible with the surrounding area. The amendments support this policy because they allow transit-oriented development along transit corridors and main streets, albeit a small amount of on-site parking is required for some larger multi-dwelling buildings. This requirement supports the overall function of transit corridors and Main Streets by avoiding or reducing on-street parking congestion.
40. **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities, including affordable housing, near major employment centers, such as Metro-designated regional and town centers to reduce vehicle miles traveled per capita. The amendments support this policy because the development of multi-dwelling buildings with a variety of unit types and levels of affordability may continue to be constructed along Portland's transit corridors, many of which are in regional and town centers.
41. **Policy 2.18, Transit Supportive Density**, calls for establishing average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, main streets, town centers, and transit centers, and 25 units per acre within one-quarter mile of light rail stations and regional centers. The amendments support this policy because the small amount of required parking for most larger multi-dwelling buildings will not significantly reduce potential residential density. Furthermore, the amendment that aligns the frequent transit service parking exception with TriMet's Frequent Service Corridors does not preclude densities defined in this policy.
42. **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the Livable Cities growth principles and accommodate expected increases in population and employment. The amendments support this policy because the regulations requiring some onsite parking would not apply to smaller buildings that are often located on smaller lots or in mid-block locations with no side-street access. Mid-block curb cuts disrupt the pedestrian environment on commercial streets and can pose safety concerns. Amendments also allow mixed use transit-oriented development to continue; these types of development help implement the Livable Cities growth principles.
43. **Policy 2.22, Mixed Use**, calls for a mechanism that will allow for the continuation and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for creation of nodes or centers of mixed commercial, light industrial and apartment development. The amendments support this policy because they do not restrict the development of mixed use buildings

and apartment development. The small amount of required parking for larger multi-dwelling buildings will not significantly reduce development potential.

44. **Goal 3, Neighborhoods**, calls for preserving and reinforcing the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments support this goal by allowing continued development of residential and mixed use buildings that provide neighborhood-serving uses and population densities necessary to support those services. The amendments also require a small amount of onsite parking for larger multi-dwelling buildings. This ensures that potential parking congestion resulting from a clustering of larger apartment buildings does not cause undue on-street parking congestion; such congestion can conflict with other users of on-street parking such as neighborhood businesses, visitors, and existing residents.
45. **Policy 3.3, Neighborhood Diversity**, calls for promoting neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the City's neighborhoods. The amendments are consistent with this title because minimum parking requirements were based on analyses of the cost of providing onsite parking. The threshold for when parking is required is in part based on the results of these analyses which found that buildings with more than 40 units are better able to absorb the additional cost of some onsite parking, without passing significant expenses on to residents.
46. **Policy 3.5, Neighborhood Involvement**, calls for providing for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. Neighborhood associations, business associations, and the community-at-large have had opportunities to comment on the amendments and overall concept in several public forums.
47. **Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, density, sizes, costs and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The amendments are consistent with this goal because the minimum parking requirements were based on analyses of the cost of onsite parking. The threshold for when parking is required is in part based on the results of these analyses which found that buildings with more than 40 units are better able to absorb the additional cost of some onsite parking, without passing significant expenses on to residents. The amendments also promote a greater diversity of housing types as smaller multi-dwelling buildings do not require parking while larger multi-dwelling buildings require a small amount of parking to accommodate residents who own a vehicle and desire an onsite parking space. See also the findings for Statewide Planning Goal, Goal 10, Housing and for Metro Title 1.
48. **Policy 4.1, Housing Availability**, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences and financial capabilities of Portland's households now and in the future. The amendments support this policy because the development of multi-dwelling buildings is allowed, albeit with a small parking requirement for some larger multi-dwelling buildings. The threshold for when parking is required is in part based on the results of these analyses which found that buildings with more than 40 units are better able to absorb the additional cost of some onsite parking, without passing significant expenses on to residents and thus maintaining affordability.
49. **Policy 4.1, Objective E** calls for encouraging efficient use of infrastructure by focusing well-designed new and redevelopment housing on vacant, infill and under-developed land. The amendments support this objective because multi-dwelling infill development may continue, albeit with a small parking requirement for some larger multi-dwelling buildings. The amendment that aligns the frequent transit service parking exception with TriMet's Frequent Service Corridors encourages development on vacant, infill, and under-developed lands close to frequent transit service.
50. **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential and mixed use development. The amendments

support this policy because residential and mixed use development are still allowed uses in commercial zones.

51. **Policy 4.3, Sustainable Housing**, calls for encouraging housing that supports sustainable development patterns by promoting efficient use of land; conservation of natural resources; easy access to public transit and other efficient modes of transportation; easy access to services and parks; resource efficient design and construction; and the use of renewable energy resources. The amendment that aligns the frequent transit service parking exception with TriMet's Frequent Service Corridors encourages development on sites with access to frequent public transit.
52. **Policy 4.3, Objective C** calls for encouraging the development of housing at transit-supportive densities near transit streets to ensure that the benefits of the public's investments in those facilities are available to as many households as possible. The amendments support this objective because multi-dwelling development at transit-supportive densities may continue, albeit with a small parking requirement for some larger multi-dwelling buildings.
53. **Policy 4.7, Balanced Communities**, calls for striving for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels in the region. The amendments support this policy because no changes to the zoning rules which allow mixed use development in commercial zones are proposed. The amendments also support different tenures in that both apartment and condominium development may continue along transit streets. Affordability was addressed through research which found that buildings with more than 40 dwelling units are better able to absorb the cost of some onsite parking without passing significant expenses on to residents and thus maintaining affordability.
54. **Policy 4.7, Objective G** calls for encouraging the development and preservation of housing that serves a range of household income levels at locations near public transit and employment opportunities. The amendment that aligns the frequent transit service parking exception with TriMet's Frequent Service Corridors encourages development on sites with access to frequent public transit. Affordability was addressed through research which found that buildings with more than 40 dwelling units are better able to absorb the cost of some onsite parking without passing significant expenses on to residents and thus maintaining affordability.
55. **Policy 4.9, Fair Housing** calls for ensuring freedom of choice in housing type, tenure, and neighborhood for all, regardless of race, color, age, gender, familial status, sexual orientation, religion, national origin, source of income or disability. The amendments allow a continued diversity of housing types and tenures in all neighborhoods where zoning allows multi-dwelling development. City staff reviewed requirements and processes for installing disabled parking and found that amendments can increase the supply of disabled parking and adequate processes are in place to locate disabled parking for residents who request it.
56. **Policy 4.10, Housing Diversity**, calls for promoting a range of housing types, prices and rents to (1) create culturally and economically diverse neighborhoods; and (2) allow those whose housing needs change to find housing that meets their needs within their existing community. The amendments support this policy because it maintains opportunities for a broad array of housing that can serve a broad range of incomes.
57. **Policy 4.11, Housing Affordability**, calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes. Affordability was addressed through research which found that buildings with more than 40 dwelling units are better able to absorb the cost of some onsite parking without passing significant expenses on to residents and thus maintaining affordability. The amendments are supported by this research.
58. **Goal 6, Transportation** calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods;

supports a strong and diverse economy; reduces air, noise and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments support this goal by allowing a certain amount of bike share parking and carshare parking to substitute for private vehicle parking as well as by clarifying size requirements for long-term (resident use) bike parking; both carshare and bicycle use help reduce reliance on personal vehicles.

59. **Policy 6.19, Transit-Oriented Development** calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail stations, and at other major activity centers. The amendments support the link with transit-oriented development by aligning frequent transit service parking exception with TriMet's Frequent Service Corridors which encourages development on sites with access to frequent public transit..
60. **Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The amendment that clarifies size requirements for long-term (resident use) bicycle parking encourages more thoughtful placement of long-term bicycle parking in mixed use and other development projects and can thereby encourage bicycle use.
61. **Policy 6.25, Parking Management**, calls for managing the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality. The amendments support this policy by requiring a small amount of onsite parking for most larger multi-dwelling buildings. This helps ensure that larger developments or the clustering of larger developments do not overburden available on-street parking and disrupt neighborhood and business district vitality.
62. **Policy 6.26, On-Street Parking Management**, calls for managing the supply, operations, and demand for parking and loading in the public right-of-way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods. The amendments support this policy by requiring a small amount of onsite parking for some larger multi-dwelling buildings. This helps ensure that larger apartment developments or the clustering of larger apartment developments provide an adequate supply of onsite parking so as to not overburden the supply of on-street parking.
63. **Policy 6.27, Off-Street Parking**, calls for regulating off-street parking to promote good urban form and the vitality of commercial and employment areas. The amendments support this policy by applying minimum parking requirements for larger multi-unit buildings rather than smaller buildings. If applied to smaller buildings, parking would likely be provided on surface parking lots. If it were provided inside or under a small building, it is likely that the ground floor would be dominated by entrances to parking rather than active uses such as Retail Sales And Service uses. The amendments also support this policy by requiring a small amount of onsite parking for some larger multi-dwelling buildings. This helps ensure that larger apartments or the clustering of larger apartments provide an adequate supply of onsite parking so as to not overburden the on-street parking that is shared with nearby businesses, visitors, and other neighborhood residents.
64. **Policy 6.27, Objective A** calls for considering eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access. The amendment that aligns the frequent transit service parking exception with TriMet's Frequent Service Corridors encourages development on sites with access to frequent public transit. This also results in applying the parking exception in locations with good pedestrian and bicycle access (inner Portland) but reducing the parking exception in locations that are lacking in pedestrian and bicycle access (East Portland).

65. **Policy 6.27, Objective C** calls for limiting the development of new parking spaces to achieve land use, transportation and environmental objectives. The amendments support this objective because only a small amount of parking is required for some buildings with more than 40 dwelling units. Parking exceptions still apply for sites with access to frequent transit service, which is based on TriMet's Frequent Service Corridors.
66. **Policy 6.28 Travel Management**, calls for reducing congestion, improving air quality, and mitigating the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies. The amendments support this policy through the option to substitute carshare and bike share parking for required vehicle parking.
67. **Goal 8, Environment**, calls for maintaining and improving the quality of Portland's air, water, and land resources, as well as protecting neighborhoods and business centers from noise pollution. The amendments support this goal because they facilitate the efficient use of land resources by applying strategically defined parking requirements for some multi-dwelling buildings with more than 40 units.
68. **Policy 8.4, Ride Sharing, Bicycling, Walking and Transit**, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The amendments support this policy by aligning the frequent transit service parking exceptions with TriMet's Frequent Service Corridors which encourages development on sites with access to frequent transit service. The amendment that clarifies size requirements for long-term (resident use) bicycle parking encourages more thoughtful placement of long-term bicycle parking in mixed use and other development projects which thereby encourage bicycle use.
69. **Goal 9, Citizen Involvement**, calls for improving methods and ongoing opportunities for citizen involvement in the land use decision-making process, and the implementation, review and amendment of the Comprehensive Plan. The amendments support this goal for the reasons found in the findings for Statewide Planning Goal 1, Citizen Involvement.
70. **Goal 12, Urban Design**, calls for enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendments support this goal by crafting onsite parking requirements that consider the impacts that vehicles, curb cuts and driveways have on the pedestrian realm.
71. **Policy 12.4, Provide for Pedestrians**, states that Portland is experienced most intimately by pedestrians. The policy calls for providing a pleasant, rich and diverse experience for pedestrians. The amendments support this policy because the regulations requiring some onsite parking would not apply to smaller buildings which are often located on smaller lots or in mid-block locations with no side-street access. Mid-block curb cuts disrupt the pedestrian environment on commercial streets and can pose safety concerns. If parking is required for smaller buildings, parking would likely be provided on surface parking lots, which create a "dead" spot in the pedestrian environment. If it were provided inside or under a small building, it is likely that the ground floor would be dominated by entrances to parking rather than active uses such as Retail Sales And Service uses, , which would not contribute positively to the pedestrian environment.

NOW, THEREFORE, the Council directs:

- a. Adopt Exhibit A, *New Apartments and Parking Zoning Code Amendments: Recommended Draft*, dated March 25, 2013.

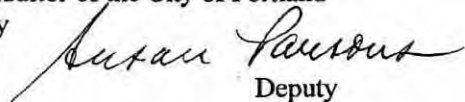
- b. Amend Title 33, Planning and Zoning, as shown in Exhibit A, *New Apartments and Parking Zoning Code Amendments: Recommended Draft*, dated March 25, 2013.
- c. Adopt the commentary and discussion in Exhibit A, *New Apartments and Parking Zoning Code Amendments: Recommended Draft*, dated March 25, 2013, as further findings and legislative intent.
- d. Direct the Bureau of Transportation to continue exploring permit parking programs suitable for dynamic commercial streets with adjacent single and multi-dwelling residential uses, and promotes equity and inclusion of both renters, homeowners and neighborhood businesses.

Section 2. If any section, subsection, sentence, clause, phrase, diagram, designation, or drawing contained in this Ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram, designation and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams, designations, or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council: **APR 10 2013**

Mayor Charlie Hales
Prepared by: Matt Wickstrom
Date Prepared: March 22, 2013

LaVonne Griffin-Valade
Auditor of the City of Portland
by


Deputy

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Agenda No. **185974** **As Amended**
ORDINANCE NO.
 Title

Amend Title 33, Planning and Zoning, to require parking for multi-dwelling buildings in some situations where parking currently is not required (Ordinance; Amend Title 33, Planning and Zoning)

INTRODUCED BY Commissioner/Auditor: Mayor Charlie Hales	CLERK USE: DATE FILED <u>MAR 29 2013</u>
COMMISSIONER APPROVAL Mayor—Finance and Administration - Hales <i>SA</i> Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Saltzman Position 4/Safety - Novick	LaVonne Griffin-Valade Auditor of the City of Portland By: <i>Susan Larsons</i> Deputy
BUREAU APPROVAL Bureau: Planning and Sustainability Bureau Head: Susan Anderson <i>SA</i> Prepared by: Matt Wickstrom Date Prepared: March 21, 2013 Financial Impact & Public Involvement Statement Completed ☒ Amends Budget ☐ Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes ☐ No ☒ Council Meeting Date April 4, 2013 City Attorney Approval: <i>K. Braun</i> required for contract, code, easement, franchise, comp plan, charter	ACTION TAKEN: APR 04 2013 PASSED TO SECOND READING As Amended APR 10 2013 2 P.M.

AGENDA
TIME CERTAIN ☒ Start time: 2:00 PM Total amount of time needed: 3 hrs (for presentation, testimony and discussion)
CONSENT ☐
REGULAR ☐ Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman		✓
4. Novick	4. Novick	—	—
Hales	Hales	✓	

w/Ex A

New Apartments and Parking
Amendments to the Portland Zoning Code
April 10, 2013

At its Thursday, April 10, 2013 session, City Council voted on several amendments to the Portland Zoning Code parking requirements for multi-dwelling development. Code amendments include:

1. **Require parking** for multi-dwelling development in the CM, CS, RX, CX, and CO1 zones using a tiered approach. *This requires parking in these zones if the site has more than 30 units, with a graduated number of spaces.*¹ (ATTACHMENT A)
2. **Require parking** for multi-dwelling development within 500 feet of transit and within 1,500 feet of light rail stations using the tiered approach. *This requires parking near transit if the site has more than 30 units, with a graduated number of spaces.*² (ATTACHMENT A)
3. Allow parking for **carsharing and bike share facilities** to substitute for some required parking. *This will keep the substitutions currently in the Code, such as providing extra bicycle parking, or motorcycle parking, and add two more options.* (ATTACHMENT A)
4. **Cap** the amount of required parking that may be reduced using exceptions at 50 percent. *This limits the amount of required parking that may be reduced by providing certain amenities.* (ATTACHMENT A)
5. Allow required parking for nonresidential uses to be located within **500 feet of the site**. *This increases the current Code requirement from 300 feet to 500 feet.* (ATTACHMENT B)
6. Allow **joint use** of required residential parking spaces when analysis shows peak parking times occur at different times. *The Code currently allows nonresidential uses to pursue joint use parking agreements. This will allow parking required for residential uses to also be used for joint use parking.* (ATTACHMENT B)
7. Require an onsite **loading space** for multi-dwelling buildings with more than 40 units. *This will reduce the threshold that triggers an onsite loading space for multi-dwelling buildings from those with more than 50 units, to those with more than 40 units.* (RECOMMENDED DRAFT PAGE 29)

¹ Parking regulations in a plan district or overlay zone (e.g. Central City, Gateway and Northwest plan districts) supersede minimum parking requirements.

² Parking regulations in a plan district or overlay zone (e.g. Central City, Gateway and Northwest plan districts) supersede minimum parking requirements.

8. Define size requirements for **long-term bicycle parking**. *This will keep size requirements currently in the Code for short-term bicycle parking and add the same size requirement for long-term bicycle parking.* (RECOMMENDED DRAFT PAGES 25 AND 27)
9. Add language to the **purpose statement** for Minimum Required Parking. The purpose statement language reflects Council's discussion and a new sentence added at the hearing. (ATTACHMENT C)
10. Add language to clarify that the **Transit Street Main Entrance** Requirement applies only to nonresidential uses on the ground floor of a building. *This clarifies the intent of these development standards in various locations throughout the Code.* (ATTACHMENT D)

Further evaluation

City Council asked for further analysis of the following:

1. How minimum parking requirements for multi-dwelling development could impact historic buildings and affordable housing projects.
2. Applicability of parking permit programs for inner neighborhoods such as Richmond.

ATTACHMENT A

Amendments

Revised minimum parking standards close to transit (**amend. #7, 8**)

Amended description/requirements on frequent transit (**amend. #9**)

Maximum number of parking spaces reduced through exceptions (**amend. #10**)

This set of code provisions reflects the following requested amendments:

- Minimum parking for sites well-served by transit. References to the Tri-Met frequent transit service map are removed, and the existing language referring to 20-minute frequency is retained. The provision allows an additional distance to 1500 feet from transit stations, which are defined as light rail stations. The new range of parking requirements are incorporated into the requirements for Household Living uses.
- The remaining exceptions to minimum parking requirements are incorporated into their own subsection, and a maximum reduction of 50% of the minimum parking required is applied to the cumulative set of exceptions.
- Table 266-1 is amended to include the range of parking requirements for Household Living uses in the CM, CS, RX, CX, CO1 zones.

33.266.110 Minimum Parking Requirements

B. Minimum number of parking spaces required.

1. The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by Subsection D or other portions of the City Code.
2. Joint use parking. **SEE ATTACHMENT B:**

C. Carpool parking. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
2. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

D. ~~3. Exceptions-Minimum~~ for sites well served by transit. ~~There is no minimum parking requirement for sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement standards of this subsection apply. Applicants meeting these standards this exception~~ must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site. The minimum number of parking spaces is:

1. Household Living uses. The minimum number of parking spaces required for sites with Household Living uses is:
 - a. Where there are up to 30 units on the site, no parking is required;
 - b. Where there are 31 to 40 units on the site, the minimum number of parking spaces required is 0.20 spaces per unit;
 - c. Where there are 41 to 50 units on the site, the minimum number of parking spaces required is 0.25 spaces per unit; and
 - d. Where there are 51 or more units on the site, the minimum number of parking spaces required is 0.33 spaces per unit.
2. All other uses. No parking is required for all other uses.

E. Exceptions to the minimum number of parking spaces.

1. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this subsection. The 50 percent limit applies cumulatively to all exceptions in this subsection.
24. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.
35. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.
46. Substitution of transit-supportive plazas for required parking. Sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street may substitute transit-supportive plazas for required parking, as follows. Existing parking areas may be converted to take advantage of these provisions. Adjustments to the regulations of this paragraph are prohibited.
 - a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;
 - b. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;
 - c. The plaza must be at least 300 square feet in area and be shaped so that a 10'x10' square will fit entirely in the plaza; and
 - d. The plaza must include all of the following elements:
 - (1) A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;
 - (2) A bench or other sitting area with at least 5 linear feet of seating;

- (3) A shelter or other weather protection. The shelter must cover at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and
 - (4) Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.
57. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.
6. Substitution of car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:
- a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;
 - b. The car-sharing parking spaces must be shown on the building plans; and
 - c. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
7. Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:
- a. A bike sharing station providing 15 docks and eight shared bicycles reduces the motor vehicle parking requirement by three spaces. The provision of each addition of four docks and two shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;
 - b. The bike sharing facility must be adjacent to, and visible from the street, and must be publicly accessible;
 - c. The bike sharing facility must be shown on the building plans; and
 - d. Bike sharing agreement.
 - (1) The property owner must have a bike sharing agreement with a bike-sharing company;
 - (2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and
 - (3) A copy of the signed agreement between the property owner and the bike-sharing company, accompanied by a letter of approval from the Bureau of Transportation, must be submitted before the building permit is approved.

Table 266-1 Minimum Required and Maximum Allowed Parking Spaces By Zone [1]	
Zone	Requirement
OS, RF - RH, IR, CN2, CO2, CG, EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
EX	Minimum - None, except: Household Living: minimum of 0 for 1 to 3 units, 1 per 2 units for four+ units, and SROs exempt... Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of floor area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of floor area. 3) General office - Maximum is 1 per 400 sq. ft. of floor area. 4) Medical/Dental office - Maximum is 1 per 330 sq. ft. of floor area.
CN1	Minimum - None. Maximum of 1 space per 2,500 sq. ft. of site area.
CM, CS, RX, CX, CO1	Minimum - None, <u>except::</u> <u>Household Living: minimum of 0 for 1 to 30 units, 0.2 per unit for 31-40 units, 0.25 per unit for 41-50 units, and 0.33 per unit for 51+ units</u> Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.

ATTACHMENT B

Amendment: *The PSC had recommended to allow residential parking to be located off-site and extended the distance for all off-site parking to within 500 feet of the site. Additionally, they recommended allowing joint use of parking areas for both residential and non-residential uses, provided the parking was in a zone that allowed the related use. The City Council voted to remove the option to allow residential parking to off-site (but did not change the distance amendment), and kept the option for joint use parking agreements to include residential development. The code referencing the "proximity of parking to use" is returned to its current format. (amend. #11)*

33.266.100 General Regulations

A-D. No Change.

- E. Proximity of parking to use.** Required parking spaces for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses must be located on the site of the use or in parking areas whose closest point is within 5300 feet of the site.

F-G. No Change.

33.266.110 Minimum Required Parking Spaces

A. No Change.

B. Minimum number of parking spaces required.

2. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required ~~nonresidential~~ parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:
 - a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - b. The location and number of parking spaces that are being shared;
 - c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

ATTACHMENT C

Amendment: Expand Purpose statement for Minimum Required Parking Spaces *(includes language discussed during City Council hearing)*. **(amend. #12)**

33.266.110 Minimum Required Parking Spaces

- A. Purpose.** The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Multi-dwelling development that includes a large number of units may require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

ATTACHMENT D

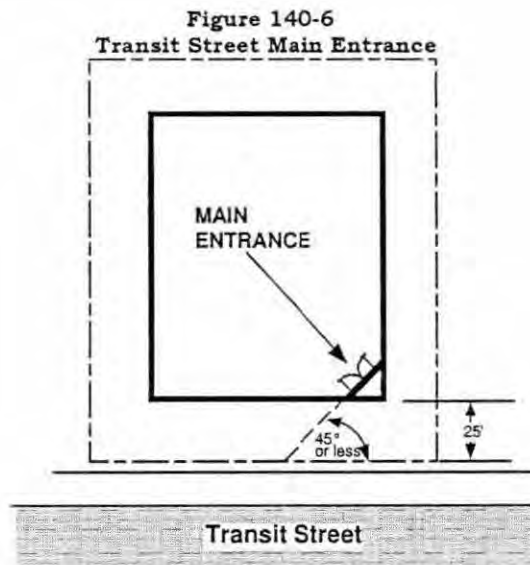
Amendment: Clarification of Main Entrance Requirements (**amend. #13**)

Note: This series of amendments, moved to approval by City Council, clarifies that the main entrance requirements throughout the Zoning Code are intended to apply to only to ground floor non-residential tenant spaces. A recent LUBA case indicated that this intent was not clear. Revisions are proposed within the Commercial and Employment base zones, the Main St Overlay zone for Division St, and the Gateway and East Corridor plan districts (which have slightly different regulations that do not distinguish between residential and non-residential).

COMMERCIAL ZONES

33.130.242 Transit Street Main Entrance

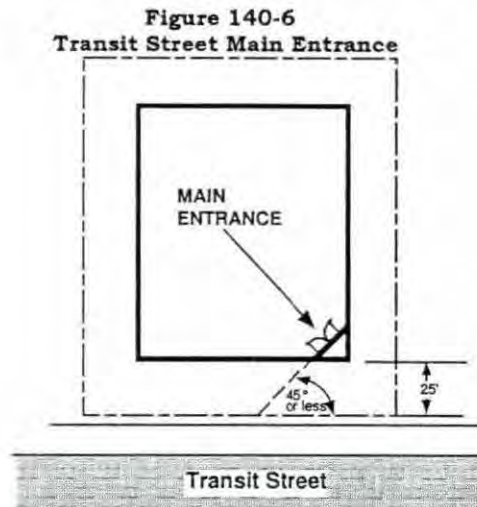
- A. Purpose.** Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.
- B. Applicability.**
1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards of Subsection C, below for the nonresidential uses. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.
- C. Location.** For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:
1. Be within 25 feet of the transit street;
 2. Allow pedestrians to both enter and exit the building; and
 3. Either:
 - a. Face the transit street; or
 - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-6, below.
- D. Unlocked during regular business hours.** The main entrance that meets the standards of Subsection C, above, must be unlocked during regular business hours.



EMPLOYMENT AND INDUSTRIAL ZONES
33.140.242 Transit Street Main Entrance

- A. Purpose.** Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.
- B. Applicability.**
1. Generally. In the EX and EG1 zones, all sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards for the nonresidential uses. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of subsection 33.140.265.D, Residential Main Entrance, instead of the requirements of this section.
- C. Location.** For the portion of buildings that conform to the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:
1. Be within 25 feet of the transit street;
 2. Allow pedestrians to both enter and exit the building; and
 3. Either:
 - a. Face the transit street; or
 - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-6, below.

- D. **Unlocked during regular business hours.** The main entrance that meets the standards of Subsection C, above, must be unlocked during regular business hours.



Division Street Regulations

33.460.300 Purpose

These regulations promote development that fosters a pedestrian- and transit-oriented main street and reinforces the pattern of older industrial, commercial, and residential buildings along the street. These regulations ensure that development:

- Activates Division Street corners and enhances the pedestrian environment;
- Steps down building heights to reduce the negative impacts of larger scale buildings on the adjoining single-dwelling zones;
- Is constructed with high quality materials in combinations that are visually interesting;
- Consists of retail that primarily serves the surrounding neighborhood, is small in scale and promotes pedestrian activity; and
- Provides neighbors with the opportunity to give early input to developers on significant projects.

33.460.310 Additional Standards.

- A. **Reinforce the corner.** This standard applies to all sites where any of the floor area on the site is in nonresidential uses- Where a site abuts both Division Street and an intersecting street:
1. **Setbacks.** The requirements of Subparagraph 33.130.215.C.2.e, Setbacks in a Pedestrian District must be met;
 2. **Main entrance.** For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor

of the building that is within four feet of the adjacent street grade. The main entrance must:

- a. Be within 5 feet of the façade facing Division Street; and
 - b. Either:
 - (1) Face Division Street; or
 - (2) Be at an angle of up to 45 degrees from Division Street, measured from the street property line.
3. Surface parking areas are not allowed within 40 feet of the corner.

B-D.[No change.]

EAST CORRIDOR PLAN DISTRICT
33.521.250 Entrances

- A. Purpose.** These regulations ensure that at least one of the main entrances into a building, and each tenant space in a building that faces a street, be oriented to public streets or light rail. This requirement enhances pedestrian access from the sidewalk to adjacent buildings. Together with the building design and pedestrian standards, these standards ensure that sidewalks in the plan district are convenient, active, pleasant environments with a high level of pedestrian amenities.
- B. Where these regulations apply.** In the RH, R1, and C zones, buildings must meet the standards of Subsection C., below.
- C. Entrances.** For portions of a building within the maximum building setback, at least one main entrance for each tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. Entrances that open into lobbies, reception areas, or common interior circulation space must also meet the standards of this section. The entrances must:
1. Face a public street or light rail alignment;
 2. Be within 15 feet of the public street or light rail alignment it faces;
 3. Be oriented to nearby transit facilities as follows:
 - a. If a site abuts a street containing a light rail alignment, the entrance must orient to that alignment. If the proposed building is within 100 feet of a transit station, at least one entrance must be along the first 25 feet of the wall nearest the station.
 - b. If a site abuts a transit street other than a light rail alignment, the entrance must orient to that street.
 - c. If the site abuts intersecting transit streets, the main entrance must orient to the street with the highest classification.

- d. If the site abuts intersecting transit streets with the same classification, the entrance may be at a 45-degree angle to both streets or within 25 feet of the corner along either transit street.

GATEWAY PLAN DISTRICT

33.526.270 Entrances

- A. Purpose.** These regulations ensure that at least one main entrance into a building, and each tenant space in a building that faces a street, be oriented to public streets or the light rail alignment. This requirement enhances pedestrian access from the sidewalk to adjacent buildings. Together with the Enhanced Pedestrian Street, ground floor window, and pedestrian standards, the entrance standards ensure that the sidewalks in the plan district are convenient, active, pleasant environments with pedestrian amenities.
- B. Where these regulations apply.** In R1, RH, RX, C, and EX zones, buildings must meet the standards of Subsection C., below.
- C. Entrances.** For portions of a building within the maximum building setback, at least one main entrance for each tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. Entrances that open into lobbies, reception areas, or common interior circulation space must also meet the standards of this section. The entrances must:
 - 1. Face a public street or light rail alignment;
 - 2. Be within 15 feet of the public street or light rail alignment it faces;
 - 3. Be oriented to nearby transit facilities as follows:
 - a. If a site abuts a light rail alignment along East Burnside Street, the main entrance must orient to that alignment. If the proposed building is within 100 feet of a transit station, at least one entrance must be along the first 25 feet of the wall nearest the station.
 - b. If a site abuts a transit street other than a light rail alignment, the entrance must orient to that street.
 - c. If the site abuts intersecting transit streets, the main entrance must orient to the street with the highest classification.
 - d. If the site abuts intersecting transit streets with the same classification, the entrance may be at a 45 degree angle to both streets or within 25 feet of the corner along either transit street.

New Apartments and Parking



Zoning Code Amendments

Recommended Draft

March 2013



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor - Susan Anderson, Director



**New Apartments and Parking
Planning and Sustainability Commission
Recommended Draft
Zoning Code Amendments**

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

For more information about New Apartments and Parking Proposed Zoning Code Amendments please contact:

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For media requests, please contact:
Eden Dabbs, Communications/Public Affairs
Phone: 503-823-9908
Email: eden.dabbs@portlandoregon.gov

A digital copy of this report can be found at:
<http://www.portlandoregon.gov/bps/59974>

A public hearing on the recommendation of the Planning and Sustainability Commission will be held before the Portland City Council on April 4, 2013 at 2:00 p.m. at 1211 SW 4th Avenue, Council Chambers.

Testimony may be submitted in person, or in advance by emailing karla.moore-love@portlandoregon.gov or mailing testimony to Council Clerk, 1211 SW 4th Avenue, Portland, OR 97204.



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Portland Planning and Sustainability Commission

André Baugh, Chair

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Howard Shapiro, Vice Chair

Karen Gray

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Katherine Schultz

Mike Houck

Chris Smith

Lai-Lani Ovalles

Irma Valdez

March 25, 2013

Portland City Council
Portland City Hall
1211 SW 4th Avenue
Portland, OR 97204

Dear Mayor Hales and City Council Members:

On March 12, 2013 the Planning and Sustainability Commission (PSC) voted 7-1 to forward the *New Apartments and Parking: Proposed Zoning Code Amendments* to City Council for approval with some minor changes.

The hearing was a direct follow-up from our work session on November 12, 2012 where staff provided background research on the recent growth in new apartments built without vehicle parking. At the hearing, the PSC heard passionate testimony from a broad spectrum of interests. While sympathetic to many of the concerns raised, the PSC understands that this project could not address all concerns and shortcomings associated with neighborhood parking issues. There are many components of the process beyond the scope of this project; however, we view this package of amendments as an initial approach to address an immediate concern while a more holistic and long-term policy direction is developed through the Comprehensive Plan rewrite and implementation projects.

The PSC has requested that the code align more tightly with TriMet's frequent service and high capacity transit lines to support the Portland Plan's centers strategy and ensure that neighborhoods with no/low parking buildings have high quality transit service. We also included developing alternatives like bike-share in the measures to reduce parking demand.

In addition to the Zoning Code amendments, the PSC requests that the City Council direct the Bureau of Transportation to continue exploring neighborhood parking permit programs and review their policy recommendations with us to allow development of a comprehensive approach to parking management in neighborhoods. Any potential parking permit program would operate as a piece of a greater Transportation Demand Management strategy for areas that have been impacted by the recent multi-dwelling development projects.

Thank you for your consideration of our recommendations.

Sincerely,

Michelle Rudd

Michelle Rudd
Vice Chair
Portland Planning and Sustainability Commission



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
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Portland Planning and Sustainability Commission

New Apartments and Parking

In the last year, there has been an increase in development of new multi-dwelling buildings, including projects that do not include off-street parking. Many of these buildings are being developed along commercial streets in neighborhoods. The projects are being built under current city policies and zoning code provisions, some that have been in place since the 1980s. Community members have reacted with concern about the number of these projects and about the new buildings' height, size, density, design and lack of off-street parking.

Responding to community concerns, the Bureau of Planning and Sustainability (BPS) completed a series of studies about new apartments and parking. These studies included:

- **Parking and travel behavior study** - an examination of travel, parking behavior and vehicle ownership by residents of eight existing residential and mixed use buildings with little or no parking. The study included counting vehicles parked on surrounding streets, interviews with residents and others, and a survey of residents. 116 completed surveys were received out of 333 mailed.
- **Cost of parking analysis** - BPS modeled development data to evaluate the cost of providing onsite parking for infill apartments and impacts on affordability for apartment dwellers.
- **TriMet service review** - an examination of the frequency of transit service in 2007 (prior to service cuts) and current service levels evaluating whether locations where new apartments are proposed are vulnerable to service cuts.
- **2006-2012 permits** - a review of multi-dwelling permits from 2006 to June 2012 to examine trends related to development and parking.

Results of studies and research related to new apartments and parking, as well as a summary of community concerns were presented at a November 13, 2012 Planning and Sustainability Commission (PSC) meeting and City Council session on January 10, 2013. Public testimony was taken at both meetings. Some community members expressed opposition to current regulations. Others, who were supportive of current policy, still felt the need for improvements.

At the January 10th City Council session, Council accepted the BPS studies and requested that staff develop and publish a near-term proposal of concepts and regulatory changes to the parking regulations by early February 2013. This proposal is a response to Council's directive and contains:

- Summary of six proposed amendments to the Portland Zoning Code and discussion of each amendment,
- Information on disabled parking,
- Continued work items, and
- Commentary and proposed Portland Zoning Code amendments.

These amendments were brought forward to the Planning and Sustainability Commission at their hearing on March 12th, and a recommendation was made with minor amendments to the staff proposal.

Summary of Proposed Code Amendments

This project proposes six amendments to the Portland Zoning Code. This section lists the proposed amendments, followed by a discussion of the rationale for each.

Amendment #1 - Minimum Parking Requirements

Amendment #2 - Frequent Transit Service Exception

Amendment #3 - Carshare/Bikeshare Exception

Existing	Proposed
One parking space required per dwelling unit in most zones.	No change.
No parking required in CM, CS, RX, CX, and CO1 zones.	Amendment #1: One parking space per four dwelling units for new development of more than 40 units in CM, CS, RX, CX, and CO1 zones.
No parking required for sites less than 500 feet of a transit street with frequent service. <i>Note: Frequent service is defined in the Portland Zoning Code as service occurring every 20 minutes or less during morning and evening commute hours.</i>	Amendment #2: One parking space per four dwelling units for new development of more than 40 units that are on sites within 500 feet of TriMet's designated Frequent Service corridors, transit stations and Portland Streetcar. <i>Note: TriMet's Frequent Service lines, MAX and Portland Streetcar are the region's best-served routes connecting the regional hubs where many riders live and work. The proposed requirements will align with TriMet's 15-minute or better service goal seven days a week from designated Frequent Service corridors.</i>
Several reductions in parking spaces are allowed, such as: - For every five non-required bike parking spaces provided, required vehicle parking may be reduced by one space (up to 25% of required parking). - For every four motorcycle parking spaces provided, required vehicle parking may be reduced by one space (up to five spaces or 5% of required parking, whichever is less).	Amendment #3: Allow additional reductions: <u>Car-sharing</u> - For every one space dedicated to a carsharing vehicle, required vehicle parking may be reduced by two spaces (up to 25% of the required parking). - To qualify as a carsharing space, an executed contract with a recognized carshare organization must be provided.

	<u>Bike sharing</u> • Allow a reduction of three vehicle spaces for a bike-sharing facility containing 15 docking points and 8 shared bicycles. Each additional 4 docking points and 2 shared bicycles reduces parking by an additional space (up to 25% of the required parking). • To qualify, an executed contract with a bikeshare organization must be provided, and the contract approved by the Portland Bureau of Transportation.
Parking regulations in a plan district or overlay zone (e.g. Central City, Gateway and Northwest plan districts) supersede minimum parking requirements.	No change.

Amendment #1 - Minimum Parking Requirements:

The City's current policy to allow for development of new multi-dwelling buildings in mixed-use districts and on frequent transit corridors seems to provide a balanced supply of off-street parking overall. Today over half of the new multi-dwelling development built in the city's neighborhoods provide parking at a ratio of nearly one space per unit. Cumulatively for buildings with and without parking, the parking ratio for new multi-dwelling development is approximately one space per every two units. Therefore, on the whole, the supply of parking has increased with the development of new units.

However, a reasonable case can be made that larger multi-dwelling projects (more than 40 units) without parking pose a risk of overtaxing the supply of local on-street parking. This can be especially of concern on neighborhood commercial streets, where the supply of on-street parking is shared by nearby stores, restaurants and services, as well as neighboring residents.

Many recent examples of new multi-dwelling development have been built on 10,000 square foot lots that face a commercial street and an intersecting side street. The most common approaches to providing parking on a lot this size would be either to reduce the building footprint to provide a surface parking lot or to include parking in some or all of the first floor of the building. This impacts the design and density of the building. It also affects the character of the surrounding streets by adding driveway curb cuts, which interrupt the sidewalk pedestrian environment and eliminate at least one on-street parking space. Still there are good design solutions and many successful examples of larger multi-dwelling development buildings with parking in these neighborhood locations.

The Bureau's study of the development economics of new buildings suggests that buildings with more than 40 units are able to better absorb the cost of providing on-

site parking without requiring significant rent premiums. The proposed amendment requires parking for development with more than 40 units, which helps address the concern about the impact of parking minimums on housing affordability.

The proposed regulations would not apply to smaller buildings for several reasons. First, allowing some smaller buildings to be built without parking helps keep a mix of housing that offers residents housing options, including units that do not carry the cost of parking that they may not need or use. Second, smaller buildings are often on smaller lots and in mid-block locations with no side-street access. Mid-block curb cuts disrupt the pedestrian environment on commercial streets and pose safety concerns. Curb cuts for minimal parking associated with smaller projects may remove a comparable amount of on-street parking. Third, requiring larger parking minimums can result in undesired building forms such as narrow buildings next to surface parking lots or curb cuts accessing small sites, which creates minimal ground floor presence. Finally, there are good design solutions and many examples of successful smaller multi-dwelling buildings being developed as infill on neighborhood commercial streets.

Amendment #2 -Frequent Transit Service Exception:

The zoning code currently defines frequent transit service as 20-minute service in the morning and evening commute hours. There can be problems implementing this exception because the frequency of service can increase or decrease over time, schedules can vary over the peak hours and many mobility needs occur during other times of the day and weekends. TriMet is committed to providing designated Frequent Service corridors with high-frequency service (with a goal of 15 minute or better headways throughout the day, seven days a week) on a permanent basis. TriMet makes this commitment so that residents, businesses, developers, local jurisdictions and regional decision-makers can count on the long-term presence of Frequent Service. Due to current budget restrictions, Frequent Service lines are not currently providing 15-minute service throughout the day. This is a temporary response to budget pressures and TriMet expects to restore the service to its 15-minute or better service goal as soon as budget conditions allow.

Aligning the zoning code parking exception with TriMet Frequent Service corridors, MAX transit stations and Portland Streetcar, better reflects frequent transit service compared with today's 20-minute service defined in the Portland Zoning Code. Using TriMet's designated Frequent Service corridors rather than the measures currently defined in the Portland Zoning Code will allow long-term development with reduced parking to focus along corridors that will always receive TriMet's most frequent service.

Amendment #3 - Carsharing and Bike Share Exceptions:

Carsharing is becoming increasingly popular in Portland, where several different models of carshare programs exist. Carshare allows members an option to not own a vehicle and to instead reserve and use a fleet or peer vehicle when they need it. Carshare allows for more efficient use of vehicles and parking. Data shows that carshare provides potential environmental benefits as participants generally drive less than when they owned a personal vehicle. For these reasons, allowing on-site carshare

spaces to substitute for up to 25 percent of required parking spaces allows for a more efficient use of the site area, by providing one or more vehicles that can be shared by all residents of the development.

Regional leaders approved funds in 2011 to start Portland Bike Share (scheduled to being in Spring 2014). Bike Share relies on a system of self-service bike stations where residents and visitors may check out a bike, ride to their destination and return the bike to any docking station near that destination. Allowing bike share to substitute for onsite parking can help build the Portland Bike Share network and provide a new amenity for residents and visitors of Portland's neighborhoods.

Amendment #4 - Joint Use Parking

Existing	Proposed
Residential parking must be located on the same site.	Multi-dwelling residential parking may be located in parking areas within 500 feet of the site provided the parking area is zoned commercial or multi-dwelling residential.

Amendment #4 - Joint Use Parking

Allowing nearby underutilized parking areas to accommodate parking for new multi-dwelling development allows more efficient use of parking. Current zoning rules allow off-site parking for commercial uses. This amendment expands the allowance to multi-dwelling development. A proposal to use an offsite parking lot for joint use must include an analysis of the hours of peak demand for both uses that will park there. In addition, an easement or deed restriction that guarantees access for all uses is required.

Amendment #5 - Loading Spaces

Existing	Proposed
1 on-site loading space is required where there are more than 50 dwelling units.	1 on-site loading space is required where there are more than 40 dwelling units.

Amendment #5 - Loading Spaces

A required loading space for larger multi-dwelling buildings helps ensure the availability of a designated loading space for moving in and out, dropping off groceries and other needs. Currently multi-dwelling buildings with more than 50 units are required to provide an onsite loading space. Lowering the threshold to more than 40 units aligns the loading space requirement with the new on-site parking requirement for multi-dwelling buildings with more than 40 units.

Requiring on-site loading for smaller buildings (those with fewer than 40 units) would result in additional curb cuts and effectively eliminate a comparable amount of on-

street parking where loading and unloading also occurs. Smaller buildings are often on smaller lots and in mid-block locations with no side-street access. Mid-block curb cuts disrupt the pedestrian environment on commercial streets and pose safety concerns.

The on-site loading space is intended to serve residents and is smaller in size. The space could also be used for outside delivery if the parking/loading area is accessible to the public. UPS, TriMet LIFT service and other service vehicles may also use existing on-street spaces or require an on-street space designated for loading by the Portland Bureau of Transportation; however, the driveway or curb cut associated with the onsite parking and loading spaces will provide an additional space for quick pull-in and drop-off. For times of high loading and unloading needs such as the opening of a new multi-dwelling building, building managers may request a temporary loading and unloading space through the Portland Bureau of Transportation.

Amendment #6 - Bicycle Parking

Existing	Proposed
Size requirements only apply to short-term (guest use) bike parking.	Size requirements for long-term (resident use) bicycle parking are defined.

Amendment #6 - Bicycle Parking

Current bicycle parking requirements state that each short-term (guest use) bicycle parking space must be at least 2 feet by 6 feet but do not define size requirements for long-term (resident use) bicycle parking. Undefined long-term bicycle parking standards can lead to installation of required bike racks in inappropriate locations. It is the intent of this amendment to allow long-term bike parking to continue within residential units, however the location of the spaces must be clearly defined and meet safety and new size requirements.

Information on Disabled Parking

Over the course of the new apartments and parking discussion, considerable concern and attention has focused on the needs of residents with disabilities. In response, staff reviewed current requirements and processes for installation of disabled parking spaces, three of which are important to highlight:

1. Disabled parking is triggered with the first on-site parking space. When one or more on-site parking spaces is created, at least one disabled space is required. Therefore, applying a minimum parking requirement for multi-dwelling buildings with more than 40 units, ensures that at least one on-site disabled parking space is provided.
2. Residents with disabilities may continue to request installation of an on-street disabled parking space free of charge. When possible, the Portland Bureau of Transportation will work with the resident to accommodate the request in the

most suitable location. This space will be available for use by anyone with a valid disabled permit, not just the requesting resident.

3. On-street loading and unloading spaces and limited duration spaces (e.g. 15-minute limit spaces) may be requested through the Portland Bureau of Transportation which will assess the need, suitable locations and proximity to other spaces. On-street loading spaces serve as suitable locations for TriMet LIFT service.

Continued Work

While the proposed zoning code amendments are intended as attainable near-term solutions, continued work is expected. Items that require continued observation and evaluation include:

1. Monitor permits and development activity including measuring on-street parking congestion before and after the construction of the 81-unit building at SE Division & SE 37th Avenue.
2. Explore neighborhood parking permit programs such that any potential parking permit program would operate as a piece of a greater Transportation Demand Management strategy for areas that may see impacts related to recent multi-dwelling development projects.

Planning and Sustainability Commission's Recommendation

The Planning and Sustainability Commission recommends that the City Council take the following actions:

- Adopt this report;
- Amend the Zoning Code (Title 33) as shown in this report;
- Adopt the report and commentary as further findings and legislative intent; and
- Adopt the ordinance.

Amendments to Zoning Code

The amendments to the Zoning Code are in this section of the report.

- Staff commentary explaining the code language is on the left-hand pages.
- Code language is on the right-hand pages. Code language to be added is underlined. Code language to be deleted is shown in ~~striethrough~~.

CHAPTER 33.130 COMMERCIAL ZONES

Table 130-3 - Summary of Development Standards in Commercial Zones

This table in the current code contains a line that summarizes whether parking is required in the different commercial zones.

The amendment to Chapter 33.266, Parking and Loading, requires parking for larger multi-dwelling developments. Due to this change, the parking information in this table is no longer correct or useful, and should be deleted. Deleting the information will also make this table consistent with the tables for other zones.

**CHAPTER 33.130
COMMERCIAL ZONES**

Table 130-3 Summary of Development Standards in Commercial Zones								
Standard	CN1	CN2	CO1	CO2	CM	CS	CG	CX
Maximum FAR (see 33.130.205)	.75 to 1	.75 to 1	.75 to 1	2 to 1	1 to 1 See 33.130.253	3 to 1	3 to 1	4 to 1
Maximum Height (see 33.130.210)	30 ft.	30 ft.	30 ft.	45 ft.	45 ft.	45 ft.	45 ft.	75 ft.
Min. Building Stbks (see 33.130.215) Street Lot Line or Lot Line Abut- ting an OS, RX, C, E, or I Zone Lot	0	0	0	0	0	0	0	0
Lot Line Abut- ting other R Zoned Lot	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4
Garage Entrance Setback (see 33.130.250.E)	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft
Max. Building Stbks (see 33.130.215) Street Lot Line Transit Street or Pedestrian District	None 10 ft.	None 10 ft.	None 10 ft.	None 10 ft.	10 ft. 10 ft.	10 ft. 10 ft.	None 10 ft.	None 10 ft.
Building Coverage (see 33.130.220)	Max. of 85% of site area	Max. of 65% of site area	Max. of 50% of site area	Max. of 65% of site area	Min. of 50% of site area	Min. of 50% of site area	Max. of 85% of site area	No Limit
Min. Landscaped Area (see 33.130.225)	15% of site area	15% of site area	15% of site area	15% of site area	None	None	15 % of site area	None
Landscaping Abutting an R Zoned Lot (see 33.130.215.B.)	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none
Ground Floor Window Stds. Apply (see 33.130.230)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Requirements (see 33.130.240)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Required parking (see 33.266)	None Req'd	Yes	None Req'd	Yes	None Req'd	None Req'd	Yes	None Req'd

CHAPTER 33.266
PARKING AND LOADING

Motor Vehicle Parking

33.266.100 General Regulations

- E. **Proximity of parking to use.** Currently, required parking for all residential uses must be on the site of the development or within a shared court. Required parking for nonresidential uses may be located off-site, if the parking area is within 300 feet of the site of the development.

This amendment allows required parking for multi-dwelling development to be off-site, similar to the provision for nonresidential uses. In addition, the code amends the provision to extend the area where the parking can be located to be within 500 feet of the development site. It is intended to work in conjunction with the new parking requirements that are part of this package to provide a little more flexibility for development proposals. If the parking is not under the same ownership as the development site, an agreement between the owners of the two parcels would be necessary.

33.266.110 Minimum Required Parking Spaces

- A. **Purpose.** The current purpose statement explains the exceptions to minimum parking requirements in certain situations, such as areas close to transit, and with good connectivity and pedestrian features. This amendment explains why some parking would be required, regardless, for some multi-dwelling developments.

CHAPTER 33.266
PARKING AND LOADING

Motor Vehicle Parking

33.266.100 General Regulations

A-D. No Change.

- E. **Proximity of parking to use.** Required parking spaces ~~for residential uses~~ must be located on the site of the use, except as follows:

1. For houses and duplexes, the required parking may be ~~or~~ within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement.
2. Required parking spaces for all other nonresidential uses ~~may~~ must be located ~~on the site of the use or~~ in parking areas whose closest point is within 5300 feet of the site.

F-G. No Change.

33.266.110 Minimum Required Parking Spaces

- A. **Purpose.** The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need ~~less little or no~~ off-street parking. Multi-dwelling development that includes a large number of units may require some parking to ensure there is an adequate supply of on-street parking for existing and future uses in the area. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum number of parking spaces required.

2. Joint use parking. Joint use parking is currently allowed between non-residential uses, if specified standards are met. Because the amendment to 33.266.100.E.2, above, will allow parking required for multi-dwelling development to be off-site, allowing residential uses to participate in joint use of parking will increase opportunities for such off-site parking. Current policy is that parking serving uses on other sites is only allowed in zones where those uses are allowed. For example, parking serving commercial uses is not allowed in residential zones. The sentence added to this paragraph clarifies this intent.
3. Exceptions for well served by transit. In most locations, one parking space is required for each dwelling unit. However, near streets that are "well served by transit" no parking is required. Streets well served by transit are those with 20-minute peak hour service, which is determined by consulting TriMet maps and schedules. Because the frequency of service can increase or decrease over time, and schedules can vary over the peak hours, there are some problems implementing the exception.

This amendment amends and clarifies what is meant by "well served by transit" by referring to the TriMet Frequent Service corridors, the routes of the Portland Streetcar, and locations of MAX transit stations. These locations are easier for the public and staff to identify to verify if a site qualifies for the exception. Not all streets that have 20-minute peak hour service are on the map. (Line #17 - Holgate/ Broadway is an example), which will reduce the areas eligible for this exception. (See next page for TriMet's Frequent Service Corridors map and additional discussion.)

The current exception completely removes the requirement for parking for all uses. Although the exception has been in the Zoning Code since 2002 it is only in the past three years that permits have been issued for many infill multi-dwelling developments that include little or no parking. The construction of these residential and mixed-use projects has created concerns that the parking impacts from larger-scale developments will spill into adjoining neighborhoods.

To address this concern, the parking exception is removed for larger scale multi-dwelling development, and is replaced with a regulation that requires a small amount of parking if there are more than 40 units on the site. The requirement is 0.25 parking spaces for each dwelling unit. For example, a proposed building with 45 units to be built on a street with frequent transit service would be allowed now with no parking. This amendment would require 12 parking spaces; for minimum requirements, fractions are always rounded up.

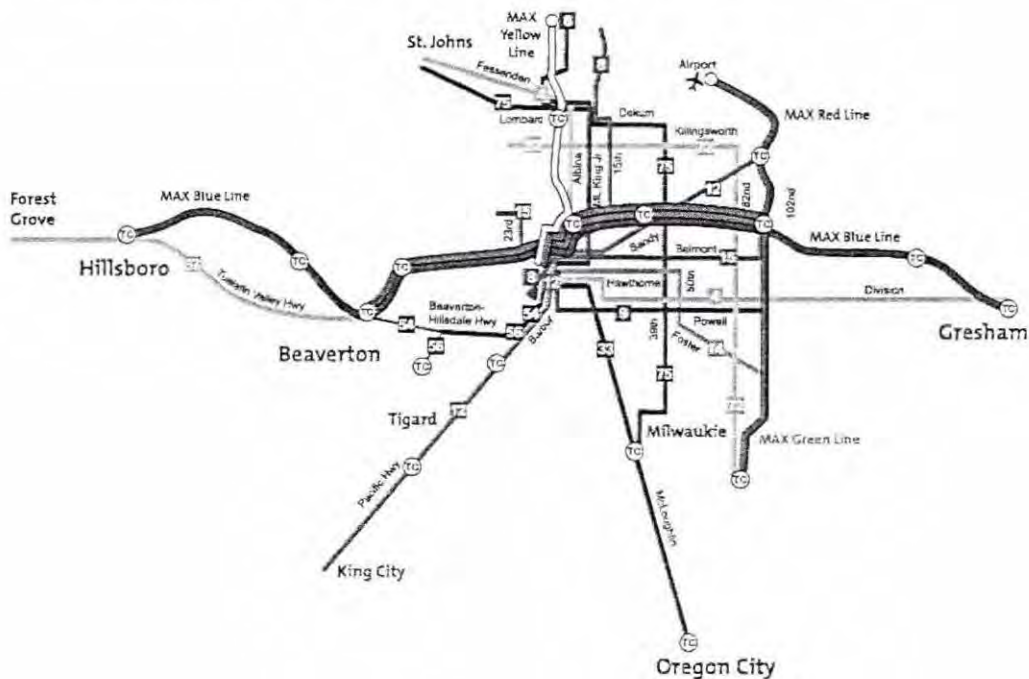
Where parking is required, the Building Code requires at least one space to meet ADA requirements. More information is also provided in the commentary for Table 266-1.

B. Minimum number of parking spaces required.

1. The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.
2. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required ~~nonresidential~~ parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:
 - a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - b. The location and number of parking spaces that are being shared;
 - c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
3. Exceptions for sites well served by transit. ~~There is no minimum parking requirement for sites located less than 500 feet from a streetcar alignment, a transit station, or a street shown on the TriMet Frequent Service Lines Map in effect on [Effective date of this regulation], the following exceptions apply: transit street with 20-minute peak hour service. Applicants requesting this exception must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site.~~
 - a. Household Living uses. The minimum parking requirement is reduced for sites with Household Living uses as follows:
 - (1) Where there are up to 40 units on the site, no parking is required.
 - (2) Where there are 41 or more units on the site, the minimum parking requirement is 0.25 spaces per unit.
 - b. All other uses. No parking is required for all other uses.

Commentary

Current TriMet Frequent Transit Service Map (Available at TriMet.org).



Note: at the PSC hearing, there was concern that the current code provisions focus on light-rail stations, but don't anticipate future "high speed capacity" transit such as bus rapid transit. Staff reviewed the current code and feels that using the current definition of "transit station" makes the most sense, as it provides a logical way to identify the station and measure the distances from the station as applicable to light rail lines. These definitions can be amended at a future date (along with the map) when other high speed capacity transit is implemented. In addition, it may be possible that BRT corridors could be considered frequent service or could include frequent local bus service, which would be covered through the mapping of the frequent service lines. At this time, we do not know the layout of these future types of stations (whether they have a platform, etc), or the types of lines, so it is premature to create code to address this situation.

4-7. No changes are being made to these exceptions. They are included here to illustrate some of the other provisions that allow reductions in the number of required parking spaces.

4. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.
5. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.
6. Substitution of transit-supportive plazas for required parking. Sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street may substitute transit-supportive plazas for required parking, as follows. Existing parking areas may be converted to take advantage of these provisions. Adjustments to the regulations of this paragraph are prohibited.
 - a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;
 - b. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;
 - c. The plaza must be at least 300 square feet in area and be shaped so that a 10'x10' square will fit entirely in the plaza; and
 - d. The plaza must include all of the following elements:
 - (1) A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;
 - (2) A bench or other sitting area with at least 5 linear feet of seating;
 - (3) A shelter or other weather protection. The shelter must cover at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and
 - (4) Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.
7. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

8. Substitution of car-sharing spaces for required parking. As part of a longer term analysis of parking requirements for infill development, staff with the Bureau of Planning and Sustainability and the Bureau of Transportation will be analyzing various strategies to reduce car use. However, in the interim, this amendment allows a reduction in required parking for developments that dedicate parking spaces to car sharing programs, where the cars can be used by residents of the development. This may help reduce reliance on private automobiles. A maximum limit is placed on the amount of substitution that can take place, pending additional study as part of a later phase of the parking issue.
9. Substitution of bike-sharing spaces for required parking. This amendment is similar to the provision for car-sharing spaces, and was added after discussion at the Planning and Sustainability Commission hearing. With the expected opening of the city's bike-sharing program, multi-dwelling developers may have an interest in providing bike-sharing facilities. The bike-sharing program is expected to open in 2014. Allowing bike share to substitute for onsite parking would help build the bike share network and provide a new amenity for residents and visitors of Portland's neighborhoods.

These bike-sharing facilities, or stations, consist of a series of bike docks, which lock and release the bikes at the beginning and end of rides, bike share bikes, a power source (usually solar), payment interface and signage to make the stations visible and easy to use. A minimum number of bicycle docks are needed to ensure the facility is feasible. A facility with 15 docks is expected to have 7-8 dedicated bicycles there at any one time, but could accommodate a larger amount during a peak usage time. The investment in a facility with 15 docks and the purchase of 8 bikes should result in a reduction of 3 motor vehicle parking spaces. Larger projects may be able to expand the number of docks. Every expansion of four docks and two bicycles would allow an additional reduction of a motor vehicle parking space for each additional expansion.

The overall reduction is capped at 25% of the required parking. At a minimum, a proposed development that is required to provide parking would have to be large enough to require at least 12 motor vehicle parking spaces in order to be allowed to reduce their parking by 3 spaces for a bike-sharing facility. Reducing required parking by providing a bike-sharing facility requires an executed contract with the bike sharing company, approved by Portland Bureau of Transportation.

8. Substitution of car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:
 - a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;
 - b. The car-sharing parking spaces must be shown on the building plans; and
 - c. A copy of the car-sharing agreement between the applicant and the car-sharing company must be submitted with the building permit.
9. Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:
 - a. A bike sharing station providing 15 docks and eight shared bicycles reduces the motor vehicle parking requirement by three spaces. The provision of each addition of four docks and two shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;
 - b. The bike sharing facility must be adjacent to, and visible from the street, and must be publicly accessible;
 - c. The bike sharing facility must be shown on the building plans; and
 - d. Bike sharing agreement.
 - (1) The applicant must have a bike sharing agreement with a bike-sharing company;
 - (2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and
 - (3) A copy of the signed agreement between the applicant and the bike-sharing company, accompanied by a letter of approval from the Bureau of Transportation, must be submitted before the building permit is approved.

Table 266-1

Table 266-1 spells out basic parking requirements that apply to each of the zones in the city. (Table 266-2, not shown, is the table that lists minimum parking requirements by use. As mentioned above, Household Living requires one parking space per dwelling unit in many zones.) Currently, there are several zones where no parking is required. Many of these zones, such as the CS (Commercial Storefront) and CM (Mixed Commercial) zones have had no minimum parking requirements for more 20 years. However, recent projects that focus on residential development have generated concern that the parking impacts from larger scale developments will spill into the adjoining neighborhoods.

To address this concern (similar to the exemption for sites near Frequent Transit Service above), a new standard is applied to the zones that now require no parking for Household Living uses. The new standard would apply only to development that includes more than 40 dwelling units, and 0.25 spaces per unit would be required. For example, a proposed building with 45 units to be built on a street with frequent transit would now be allowed with no parking. This amendment would require 12 parking spaces; for minimum requirements, fractions are always rounded up.

Where parking is required, the Building Code requires at least one space to meet ADA requirements. More than one space may be required, depending on the overall number of spaces provided.

The new parking standard is not being added in the CN1 (Neighborhood Commercial 1) zone. This zone applies to very small areas of the city, generally consisting of small lots within neighborhoods, and parking is discouraged in these zones; there is a very low maximum parking limit. The size of the lots, and the height limit (30-feet) precludes larger scale buildings from locating on these sites.

Footnote 1 in the table remains, which states that parking regulations specific to a plan district, such as the Central City, may override these ratios.

Table 266-1 Minimum Required and Maximum Allowed Parking Spaces By Zone [1]	
Zone	Requirement
OS, RF - RH, IR, CN2, CO2, CG, EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
EX	Minimum – None, except: Household Living: minimum of 0 for 1 to 3 units, 1 per 2 units for four+ units, and SROs exempt... Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of floor area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of floor area. 3) General office – Maximum is 1 per 400 sq. ft. of floor area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of floor area.
CN1	Minimum – None. Maximum of 1 space per 2,500 sq. ft. of site area.
CM, CS, RX, CX, CO1	Minimum – None, <u>except:</u> Household Living: <u>minimum of 0 for 1 to 40 units, 0.25 per unit for 41+ units</u> Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.

Bicycle Parking

33.266.220 Bicycle Parking Standards

Issues related to bicycle parking have come up during review of permits for multi-dwelling developments that are built with no automobile parking.

- A. **Short-term bicycle parking.** Currently the short-term bicycle parking regulations have standards that allocate a specific dimension (2-feet by 6-feet) for each bicycle space, to ensure that racks be installed with adequate spacing. A less specific requirement is currently in the standards for all bike parking, which requires that a bike rack be sufficiently spaced to hold a bike six feet long (see Section 33.266.220.C.3). Staff with Bureau of Development Services (BDS) have requested that there be more consistency in the standards for the two sections. The 2-foot by 6-foot dimension better ensures that enough room is reserved for the storage of each bike. This amendment removes the standard from the short-term bicycle parking standard, and adds the specific requirement to the standards addressing racks for all bike parking.

Bicycle Parking

33.266.220 Bicycle Parking Standards

A. Short-term bicycle parking.

1. Purpose. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.
2. Standards. Required short-term bicycle parking must meet the following standards:
 - a. Short-term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.
 - b. Location. **(No change)**
 - c. ~~Standards for short-term bicycle parking. Each required short-term bicycle parking space must be at least 2 feet by 6 feet. See figure 266-11.~~
 - d. Bicycle Parking Fund. **(No change)**

B. Long-term bicycle parking. (No change)

Commentary

C. Standards for all bicycle parking.

3. Bicycle Racks. The short-term bike standard requiring each bicycle parking space to measure at least 2 feet by 6 feet is moved to the standards for all bicycle parking to ensure that adequate room is provided for all required bicycle parking, whether satisfying the short-term or the long-term requirement.
4. Parking and maneuvering areas. This provision is not changing but is shown here for information.

C. Standards for all bicycle parking.

1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
3. Bicycle racks. The Office of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
 - a. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
 - b. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components (See Figure 266-11); and
 - c. The rack must be securely anchored.
4. Parking and maneuvering areas.
 - a. Each required bicycle parking space must be accessible without moving another bicycle;
 - b. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
 - c. The area devoted to bicycle parking must be hard surfaced.

5-7. (No Change)

Loading

33.266.310 Loading Standards

- C. **Number of loading spaces.** Current regulations do not require a loading space for multi-dwelling buildings unless there are more than 50 units in the building. The lack of loading spaces, along with the lack of parking, has been part of the concerns raised by those living near developments proposed without parking.

This amendment lowers the threshold that triggers a loading space for multi-dwelling development from 51 units to 41 units. The new threshold is consistent with the new threshold that requires parking for multi-dwelling development in Commercial Zones or near frequent transit. Providing a loading space is easier with development that is already triggering a curb-cut, driveway, and set of parking spaces.

Loading

33.266.310 Loading Standards

- A. Purpose.** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.
- B. Where these regulations apply.** The regulations of this section apply to all required and non required loading areas.
- C. Number of loading spaces.**
1. Buildings where all of the floor area is in Household Living uses must meet the standards of this Paragraph.
 - a. One loading space meeting Standard B is required where there are more than ~~540~~ dwelling units in the building and the site abuts a street that is not a streetcar alignment or light rail alignment.
 - b. One loading space meeting Standard B is required where there are more than 20 dwelling units in a building located on a site whose only street frontage is on a streetcar alignment or light rail alignment.
 - c. One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.
 2. Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.
 - a. Buildings with any amount of floor area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living are subject to the standards in C.1. above.
 - b. One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of floor area in uses other than Household Living.
 - c. Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of floor area in uses other than Household Living.

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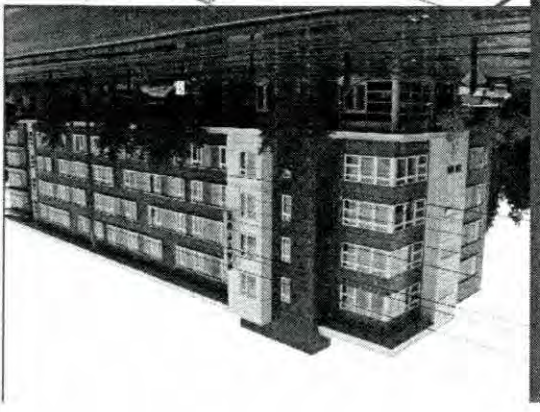
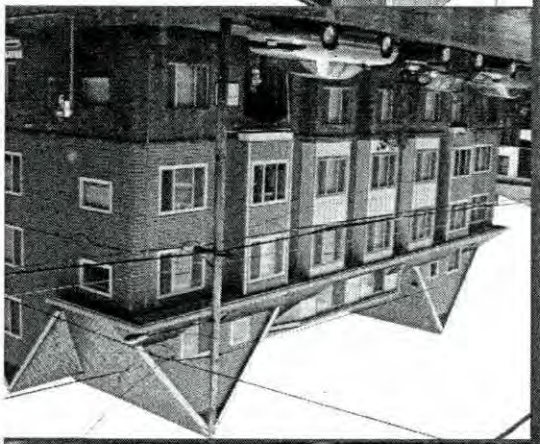
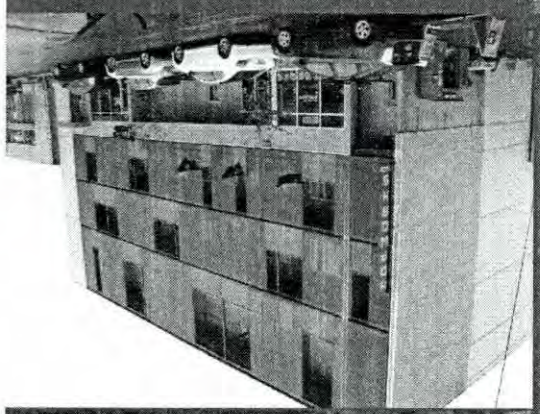
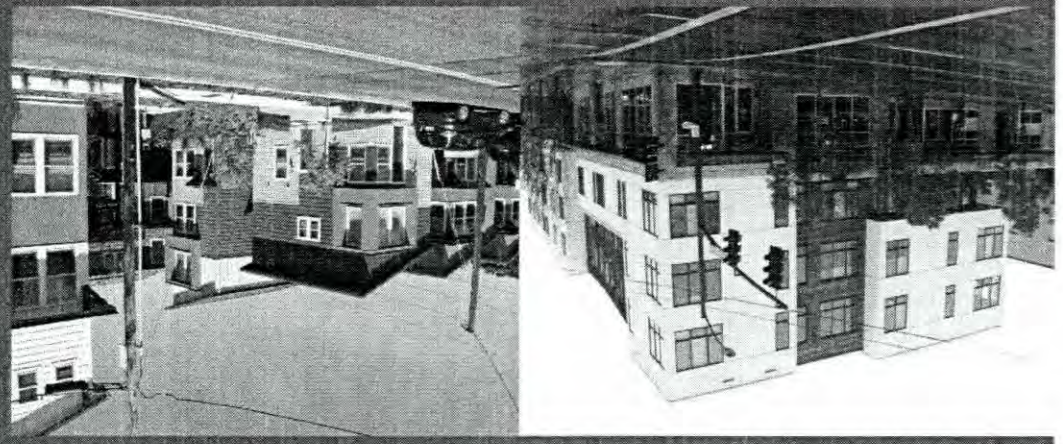
City of Portland, Oregon
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Prepared for:

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City of Portland
Parking Impacts for
New TOD Along Portland
Inner Corridors
Parking Study

EXHIBIT B

CITY OF PORTLAND

PARKING IMPACTS FOR NEW TOD ALONG
PORTLAND INNER CORRIDORS

PARKING STUDY

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EXECUTIVE SUMMARY

WHY IS THE STUDY NEEDED?

Upcoming apartment construction with little to no on-site parking in the City of Portland's inner neighborhoods has raised concerns about the potential for on-street parking congestion and overall negative impacts on adjacent low-density residential areas and commercial districts. The purpose of this study is to evaluate use and ownership of vehicles at eight locations (Project Locations) that have little or no off-street parking. Opportunities for and barriers to encouraging alternatives to motorized vehicle ownership are also evaluated

WHAT DATA ARE YOU USING TO EVALUATING PARKING?

The four main sources of data for this study are:

- Documented research/literature review
- Parking inventory and utilization at each Project Location
- Tenant surveys at each Project Location
- Stakeholder and tenant interviews at each Project Location

WHAT LOCATIONS ARE YOU EVALUATING?

Each of the Project Locations has different features that contribute to the parking supply and utilization, but all have the common attribute of being on or near a commercial street, with both businesses and residences in the surrounding area. Each Project Location has a study area boundary of approximately two blocks around each building, determined by its unique roadway network. The eight Project Locations (which were provided by BPS) were chosen based on their limited on-site parking supply and proximity to commercial streets. The Project Locations are:

- Patton Park Apartments – 5272 N Interstate Ave., Portland, OR 97217
- ecoFLATS Apartments – 3951 N Williams Ave., Portland, OR 97227
- Shaver Green Apartments – 375 NE Shaver St., Portland, OR 97212
- Irvington Garden Apartments – 1516 NE Hancock St., Portland, OR 97212
- The 20 on Hawthorne – 1550 SE 20th Ave., Portland, OR 97214
- Andria Condominiums – 910 SE 42nd Ave., Portland, OR 97215
- 3810 SE Division Apartments – 3810 SE Division St., Portland, OR 97202
- 43 Division Micro-Units – 4300 block of SE Division St., Portland, OR 97206

WHAT DOES PUBLISHED RESEARCH SAY ABOUT BUILDING WITH LITTLE OR NO ON-SITE PARKING?

The literature review conducted through this study suggests that the unbundling of parking and rent lowers rental costs. This literature suggests that density and carsharing reduce personal motorized

vehicle ownership rates, and dense neighborhoods with strong transit and active transportation options reduce driving. According to the Forinash et al. research, carsharing can dramatically decrease the need to own a private vehicle. However, of the eight Project Locations studied, few have designated carsharing parking spots in the immediate vicinity. Developers and the City may consider designating prime parking locations for carshare in a designated space (i.e. zip car to incentivize their use.

WHAT IS PARKING LIKE AROUND THE LOCATIONS EVALUATED?

The on-street parking observations found that all eight project locations have peak period parking utilization below 85 percent of the existing capacity, which indicates that there is adequate parking within a two block walking distance of each project location. Even though the average utilization is below 85 percent, all locations have areas with high parking demand with one or more blocks at capacity during peak periods. All locations also have other existing businesses and apartments with little or no on-site parking in addition to the project location studied. Irvington Gardens and The 20 on Hawthorne are the most utilized of the eight project locations as shown in **Table 1**. None of the project locations have a clear pattern of high on-street parking demand around the project buildings.

TABLE 1. UTILIZATION SUMMARY

Project Location	On-Street Parking Capacity ¹	Peak Utilization ²	
		Weekday	Weekend
Patton Park Apartments	528	40%	41%
ecoFLATS Apartments	544	61%	59%
Shaver Green Apartments	653	50%	42%
Irvington Garden Apartments	752	66%	69%
The 20 on Hawthorne	451	61%	75%
Andria Condominiums	394	48%	51%
3810 SE Division Apartments	400	45%	45%
43 Division Micro-Units	415	28%	32%

Notes:

1. Capacity for each project location is based on an area within a two-block walkable radius, as outlined in the Methodology section of this report.

HOW MUCH PARKING DO TENANTS NEED?

In general, the survey results do not suggest a relationship between on-site parking and vehicle ownership. Survey responses indicate that residents at both types of buildings (those with on-site parking and those without on-site parking) have similar trends in motorized vehicle ownership. The range of vehicles per unit determined in the statistical analysis varies from a low of 0.2 vehicles to a high of 2.0 vehicles per unit as shown in **Table 2**.

TABLE 2. VEHICLES PER LIVING UNIT

Project Location	Number of Residential Units	On-Site Parking Spaces	Survey Responses from Project Location	Average Cars per Unit	Cars per Unit (95% Confidence Interval)
Patton Park Apartments	54	33	13	0.8	0.3 – 1.2
ecoFLATS Apartments	18	None	6	1.2	0.4 – 2.0
Shaver Green Apartments	85	32	26	0.5	0.3 – 0.7
Irvington Garden Apartments	50	None	12	0.9	0.6 – 1.2
The 20 on Hawthorne	51	34	15	1.0	0.6 – 1.4
Andria Condominiums	27	15	10	1.2	0.9 – 1.5
3810 SE Division Apartments	23	None	23	1.1	0.8 – 1.4
43 Division Micro-Units	29	None	10	0.6	0.2 – 1.0

WHAT ARE OPPORTUNITIES AND BARRIERS TO ENCOURAGING ALTERNATIVES TO MOTORIZED VEHICLE OWNERSHIP?

Twenty eight percent of all the households surveyed as part of this project study do not own or lease a car. The remaining 72 percent do own or lease at least one car, and two-thirds (67 percent) of them indicated that they park on the street. Survey responses indicate that the primary mode of transportation for commuter trips is spread between 20 percent of people biking to work, 9 percent walking, 23 percent riding public transit, 3 percent carpooling, and 36 percent driving a vehicle alone. For non-work travel, 16 percent ride their bikes, while 20 percent walk, 3 percent use a carsharing service, 6 percent carpool, 4 percent ride public transit, and 44 percent drive their vehicles. This shows that while residents use multiple forms of non-motorized vehicles for transportation, they also own cars for occasional use. So, though many of the responders bike, walk, take transit, and use carsharing services for many of their daily trips (to commute, run errands, etc.), they still feel the need for a vehicle and are reluctant to become completely car free. One of the questions the survey asked was what amenities would reduce the respondent's need for motorized vehicle ownership. Many people stated that there were no amenities that would reduce their need for a vehicle. Of those who would consider to live car-free, the most commonly needed amenities were easy access to transit and services such as stores and restaurants; however, the following responses were also given:

- More secure bicycle parking that is convenient to residences
- Transit that travels to my place of work/school
- More carsharing options
- Affordable, high quality daycare in the area

To better understand what the concerns about parking were truly based on, many of the survey questions were specific to those who owned vehicles. Responses to these questions varied from concerns about convenience, to safety concerns, to a few responses that indicated that the person did

not feel parking was a problem now, but they were concerned it would be in the future. Business owners and Neighborhood association representatives were also concerned about the cumulative effect of multiple buildings being developed with little or no on-site parking. Many of the responses were concerned with neighborhood character and amenities, rather than about the amount of available parking.

BACKGROUND AND PROJECT PURPOSE

Several planned and recently constructed apartment buildings along transit lines in Portland's inner neighborhoods provide little or no on-site parking, raising concerns from adjacent neighborhoods about the potential for on-street parking congestion and overall negative impacts on adjacent low-density residential areas and commercial districts. The public has voiced concerns about how new housing, mixed-use projects, and retail developments are changing, and will continue to change, the character of their neighborhoods, intensifying the need to complete a parking study. The Portland Bureau of Planning and Sustainability (BPS) has undertaken this parking study to determine the supply and demand for parking in the vicinity of recently constructed apartment buildings with limited on-site parking to identify if the units have an adverse effect on residential and commercial parking availability and to identify whether or not further action is necessary to accommodate future development.

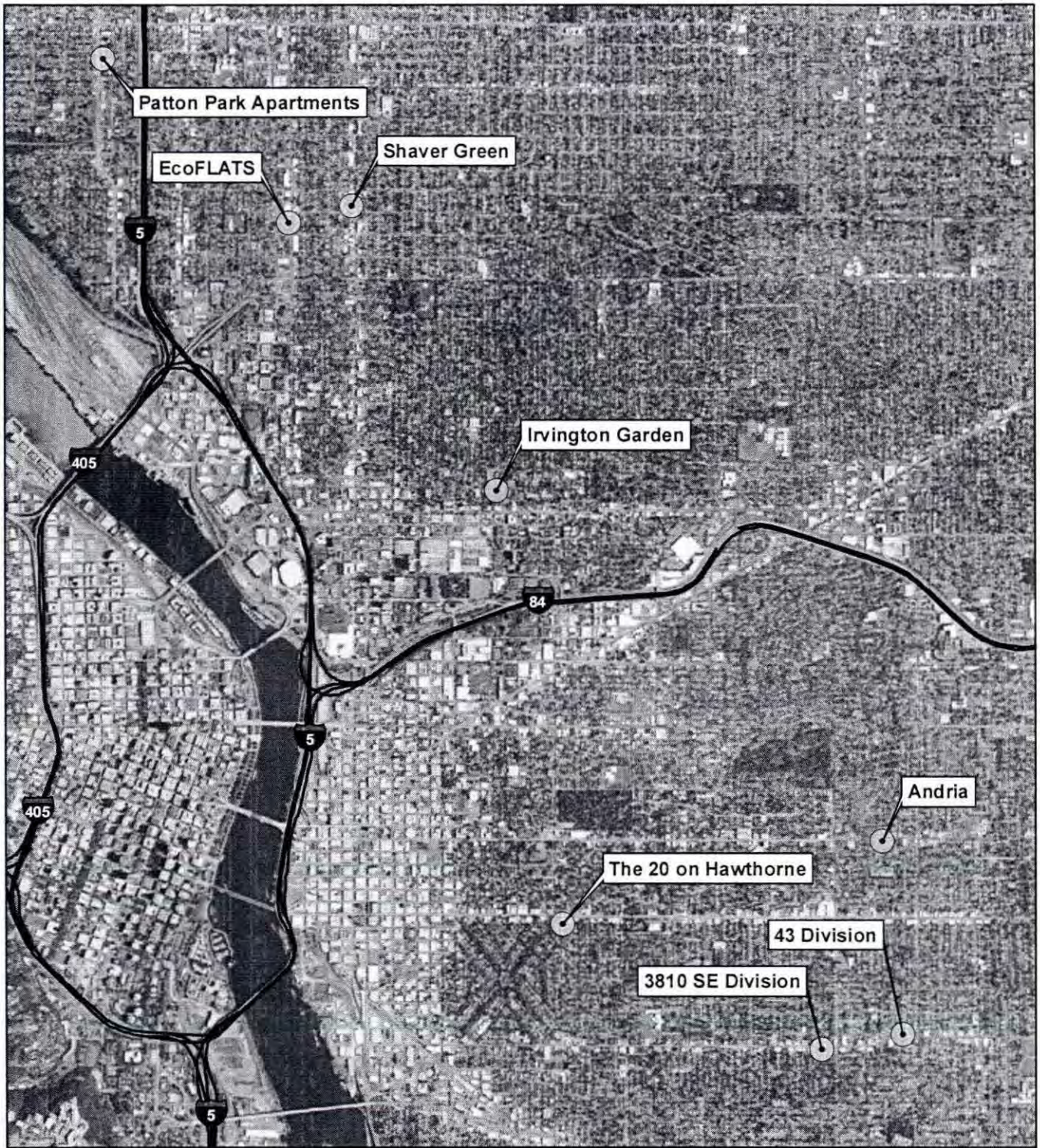
The study evaluates on-street parking utilization within a two-block area of eight locations (Project Locations) that have little or no off-street parking. The study has collected and evaluated the following:

- Estimate of existing on-street parking supply
- Inventory of facilities for long-term (resident use) bicycle parking
- Estimate of weekday and weekend on-street parking utilization
- Use and ownership of vehicles by residents of Project Locations
- Alternative transportation use by residents of Project Locations
- Opportunities and barriers to encouraging alternatives to motorized vehicle ownership
- Parking impacts of developments without dedicated off-street parking

STUDY AREA

The study area is composed of eight Project Locations, as shown in **Figure 1**. Each of the Project Locations has different features that contribute to the parking supply and utilization, but all have the common attribute of being on or near a commercial street, with both businesses and residences in the surrounding area. Each Project Location has a study area boundary of approximately two blocks around each building, determined by its unique roadway network. The eight Project Locations (which were provided by BPS) were chosen based on their limited on-site parking supply and proximity to commercial streets. The Project Locations are:

- Patton Park Apartments – 5272 N Interstate Ave., Portland, OR 97217
- ecoFLATS Apartments – 3951 N Williams Ave., Portland, OR 97227
- Shaver Green Apartments – 375 NE Shaver St., Portland, OR 97212
- Irvington Garden Apartments – 1516 NE Hancock St., Portland, OR 97212
- The 20 on Hawthorne – 1550 SE 20th Ave., Portland, OR 97214
- Andria Condominiums – 910 SE 42nd Ave., Portland, OR 97215
- 3810 SE Division Apartments – 3810 SE Division St., Portland, OR 97202
- 43 Division Micro-Units – 4300 block of SE Division St., Portland, OR 97206



LEGEND

 Project Locations

Figure 1
 Study Area
 Project Locations

DRAFT

RLIS Data 2012. Portland, Oregon.
 ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX) 2009. Portland, Oregon



METHODOLOGY

The project team collected and reviewed the following data to better understand and evaluate the unique parking patterns of residential building with little to no on-site parking:

- Document research/literature review
- Parking inventory and utilization at each Project Location
- Tenant surveys at each Project Location
- Stakeholder and tenant interviews at each Project Location

DOCUMENT RESEARCH/LITERATURE REVIEW

Online research from scholarly sources was conducted to look at parking and travel behavior of apartment residents to determine the degree to which building amenities, such as secure bike parking or required carshare membership, influence car ownership rates as well as how social and cultural dynamics can factor into car ownership and use. Initially, only articles in peer-reviewed journals were used, but the search was broadened due to the limited number of available articles. This report summarizes the salient information from this research along with additional analysis that contextualizes research findings to fit Portland and the eight Project Locations.

PARKING INVENTORY AND UTILIZATION

The study of parking impacts along Portland inner corridors included data collection efforts within the project study area to assess on-street parking, available bike parking, and current parking restrictions. The parking data considered utilization and turnover by location and time of day. The data collection techniques and analysis follow the methodology outlined in *Parking Management Made Easy: A Guide to Taming the Downtown Parking Beast*¹.

DATA COLLECTION

The project team inventoried all on-street parking within the study area (an approximately two-block walkable radius) at each of the eight Project Locations. Because of the differing roadway networks throughout the study area, the two-block walkable radius is a unique collection area for each location. BPS provided information about the amount and location of on-site parking for each Project Location for vehicles and bicycles to the project team. Data collection was performed at each Project Location for one weekday and one weekend day. The weekday data was collected for five time periods starting at: 6:30 a.m., 9:30 a.m., 12:30 p.m., 3:30 p.m., and 6:30 p.m. The weekend day data was also collected for five time periods starting at: 9:30 a.m., 12:30 p.m., 3:30 p.m., 6:30 p.m., and 9:30 p.m.

¹ Oregon Downtown Development Association, "Parking Management Made Easy: A Guide to Taming the Downtown Parking Beast" (2001): 1-12. Oregon Dept. of Transportation and Dept. of Land Conservation and Development. Web. <<http://www.oregon.gov/LCD/docs/publications/parkingguide.pdf>>

Observation time periods were chosen to coincide with key activity times. The weekday data collection started at 6:30 a.m. in order to capture work week commuters. For the weekend, the data collection needed to capture the later evening times when people are more likely to be staying out at the restaurants and bars along the commercial streets. Beginning weekend data collection at 9:30 a.m. captures the weekend brunch traffic and provides enough overlapping time periods to compare weekdays to weekend days.

Table 3 lists the date of data collection for each Project Location. Before the data collection days, the Project Locations were mapped, aerials were visually assessed, and data collection templates were created.

TABLE 3. DATA COLLECTION DATES

Project Location	Weekday	Weekend
Patton Park Apartments	Thursday, 9/27/2012	Saturday, 9/29/2012
ecoFLATS Apartments	Tuesday, 8/28/2012	Saturday, 9/29/2012
Shaver Green Apartments	Tuesday, 8/21/2012	Saturday, 9/29/2012
Irvington Garden Apartments	Tuesday, 8/21/2012	Saturday, 10/6/2012
The 20 on Hawthorne	Tuesday, 8/28/2012	Saturday, 10/6/2012
Andria Condominiums	Thursday, 9/27/2012	Saturday, 9/29/2012
3810 SE Division Apartments	Wednesday, 8/29/2012	Saturday, 9/29/2012
43 Division Micro-Units	Wednesday, 8/29/2012	Saturday, 9/29/2012

CAPACITY, UTILIZATION, AND TURNOVER

Weekday data collection at the Project Locations included documentation of the last three digits of vehicle license plates to determine utilization, turnover, and length of stay. Weekend data collection at the Project Locations included only vehicle counts to determine utilization. No license plate information was collected on the weekend, thus turnover information is not available for the weekend.

Utilization is assumed to be the percentage of spaces that are occupied within a specific section of the study area (block face, Project Location, etc.) at any moment.

Turnover is assumed to be the number of different vehicles parked in a given parking space or area during the observed time periods. A parking space that was not utilized at any point during observed time periods is not included in the turnover calculation. Turnover is a good indicator of how well the demand, in terms of duration of stay, for a particular parking space aligns with the intended use of the parking space. The bulk of the project study area has no parking restrictions, and for these areas we can use the turnover rate to gauge how long vehicles are staying parked in one spot. Normally, higher turnover is expected along the commercial streets, and longer-term parking is expected in the residential areas surrounding the commercial streets.

An estimate of the total number of on-street parking spaces (capacity) within the study area was determined from the data collection, though this value is difficult to determine since there is no indication of specific spot location (paint or markings). To estimate the on-street parking capacity per block, the following procedure was used:

1. Measure the block, via aerial;
2. Conduct parking availability assessment: consider yellow ("No Parking") paint, "No Parking" signs, and driveways that impede the ability to park along a stretch of roadway;
3. Reduce block length based on parking availability (step 2);
4. Assume a parking space length of 15 feet;
5. Divide reduced block length by 15 feet per space (step 3); and
6. Confirm, or if needed, adjust approximate capacity by visual assessment during on-site data collection.

Based on capacities estimated using the methodology outlined above, utilization was then determined for each block face at the Project Locations.

85 PERCENT RULE

Though capacities were estimated, the reality is that once parking use reaches approximately 85 percent of the available parking spaces, it becomes difficult to find an open parking space.² As a result, drivers are often required to circle the block or blocks, which impacts traffic flow and creates delay for drivers looking for parking. The goal of efficient parking management is to provide enough spaces so that excessive circling is not required, yet not reserve more land for parking than is needed. This report defines 85 percent of capacity as the effective capacity threshold. To help assess locations within the study area that are approaching the effective parking threshold (85 percent), a secondary criteria of 60 percent is used. Qualitative assessment of parking supplies has been assigned based on the following utilization thresholds:

- 60 percent or less utilization is considered underutilized parking supply
- 60 percent to 85 percent utilization is considered adequate parking supply
- 85 percent or more utilization is considered deficient parking supply

MAILER AND ON-LINE TENANT SURVEYS

In addition to collecting data on parking inventory and utilization, a mailer and an on-line survey were sent out to tenants of the Project Locations. David Evans and Associates developed a 23-question survey to collect data on the use and ownership of personal vehicles and bicycles among residents of the Project Locations, as well as on the use of membership programs that offer alternatives to vehicles ownership, such as carsharing, transit use, walking, and bicycling to meet transportation needs.

² Weinberger, Rachel, John Kaeney, and Matthew Rufo. "U.S. Parking Policies: An Overview of Management Strategies." *Institute of Transportation and Development Policy* (2010). Web. <http://www.itdp.org/documents/ITDP_US_Parking_Report.pdf>

Once the data was collected, the results were summarized and further analyzed to determine whether there is a measurable correlation between car ownership and residences with limited on-site parking.

STAKEHOLDER AND RESIDENT INTERVIEWS

As a follow-up to the mailer and on-line surveys, David Evans and Associates developed a set of questions for residents who indicated an interest in participating in a phone interview. Additional sets of interview questions were created that catered to business owners, neighborhood association leaders, and developers. Nineteen residents, three developers, two business owners, and one neighborhood association member were interviewed.

LITERATURE REVIEW

Currently, limited research exists about the provision of dense residential units with little to no off-street parking. The following four articles discuss parking requirements, the provision of bicycle parking, and access to carsharing vehicles. Their key points are summarized below.

SUMMARY OF ARTICLES

SMART GROWTH ALTERNATIVES TO MINIMUM PARKING REQUIREMENTS (2003)³

This article delves into the possibilities of encouraging new development that offers smaller, more walkable neighborhoods and mixed-use zoning. Such "smart growth" is attainable through on-street parking management and changing the minimum parking requirements. According to Holtzclaw et al. (2003, as cited in Forinash et al.), "Each time residential density doubles, auto ownership falls by 32 to 40 percent"; as destinations are closer together, more places can be accessed without a car. Therefore, to lower car ownership it is imperative to focus on smart land development that encourages density.

Some of the factors that are correlated with lower motorized vehicle ownership in urban areas are:

- Small household sizes,
- Frequent transit service,
- Lower incomes,
- Higher proportion of seniors, and
- Rental housing.

The report identifies several techniques that can be applied to achieve smart growth, such as:

- Transit zoning overlays (incorporating good transit service into zoning changes)
- New zoning or specific area plans (to bypass or lower the minimum number of parking spaces required for developers)
- Parking freezes (capping the total number of parking spaces supplied within a district)
- Parking reductions for affordable and senior housing (because these populations are less likely to own vehicles, it is costly and unnecessary to over-build parking capacity)
- Case-by-case evaluation (context-specific analysis)
- Land banking and landscape reserves (setting land aside that can be converted to parking if demand is higher than anticipated)

The authors discuss the benefits of using carsharing programs to decrease parking demand; carsharing can dramatically decrease the need to own a private vehicle. For example, in San Francisco almost 60 percent of those who owned a vehicle before joining a carsharing service had given up one of their cars within a year, and another 13 percent were considering selling their cars.⁴ This shows that carsharing

³ Forinash, Christopher V., Adam Millard-Ball, Charlotte Dougherty, and Jeffrey Tumlin. "Smart Growth Alternatives to Minimum Parking Requirements." Transportation Research Board (2003): 12p. Online.

⁴ Nelson/Nygaard Consulting Associates, 2002, as cited in Forinash et al., 2003 (ibid.).

services can be particularly effective in reducing motorized vehicle ownership. The authors do note that developers may need to contribute to set-up costs and/or provide parking spaces near their buildings to ensure that carsharing is part of their project.

THE EVIDENCE BASE FOR PARKING POLICIES – A REVIEW (2006)⁵

This article broadly covers the history of parking restrictions and residential parking issues in both North America and Great Britain. Most notably, the author, Greg Marsden, discusses how the costs associated with requiring off-street parking are sometimes paid by non-car-owning households.⁶ This happens because parking costs are often bundled into the costs of renting or owning. By separating parking and rent costs, only those who pay for parking directly will have access to it, and people who do not need to park at all will not be paying for something unnecessary. The United Kingdom now recommends a maximum level of off-street parking for new houses at 1.5 spaces per household, while houses in areas with better transit access should have a lower requirement.⁷

Balcome and York (1993)⁸ examined the parking patterns at eight sites in southern England that were experiencing parking problems. With at least 10 percent of car owners parking their vehicles more than 50 meters from their homes, they found the following three trends:

- The distance that vehicles were parked from the home was deterring the purchase of better vehicles for fear of vandalism.
- The inconvenience of losing a parking spot and searching for a new one deterred people from using their car for short trips (people either walked or took public transit rather than driving).
- Increased parking congestion led some residents to look into reducing the number of cars owned and others to look into relocating to areas with better parking provisions.⁹

Marsden states, "Supply restrictions (reducing minimum parking requirements) have benefits for the design of more compact and livable urban developments. However, by themselves they appear to be an ineffective tool as they can generate substantial overspill on-street parking problems that detract from the quality of the local street environment." It is also possible that parking restrictions potentially act as a contributing factor in people's decisions to relocate to areas where parking is less of an issue. Marsden argues that parking restraint policies should be coupled with demand restrictions, such as parking permits and time-restraint parking. The two primary barriers to these policies, however, are the enforcement costs and community resistance.

⁵ Marsden, Greg. "The Evidence Base for Parking Policies—A Review." *Transport Policy* 13.6 (2006): 447-57. Print.

⁶ Shoup, 1995; Jia and Wachs, 1999; Litman, 2004; as cited in Marsden, 2006.

⁷ Marsden, Greg. "The Evidence Base for Parking Policies—A Review." *Transport Policy* 13.6 (2006): 447-57. Print.

⁸ As cited in Marsden, 2006.

⁹ It was also noted in the article that while some residents were looking to reduce the number of vehicles owned by the household, "elsewhere in the interviews at least 10% of residents were, at the time of survey, considering acquiring an extra vehicle" (page 15). The authors did not explain the reasons offered for wanting to own another vehicle, nor did they delve into this inconsistency any further.

Marsden concludes by stating that "Residential parking suffers from the biggest dearth of research evidence" and will benefit from more study.

CARSHARING: ESTABLISHING ITS ROLE IN THE PARKING DEMAND MANAGEMENT TOOLBOX (2006)¹⁰

This master's thesis by Gina Filosa explores the concepts of urban parking and carsharing as a parking demand management strategy while determining its viability. Questions answered include:

1. How does carsharing impact parking demand?
2. How is carsharing incorporated in today's current developments?
3. What are the obstacles to using carsharing as a parking demand management strategy?
4. How best to promote carsharing?

Filosa explains how carsharing and personal motorized vehicle ownership offer different incentives and costs per use. Because of this, carsharing is not only a good way to more efficiently use vehicles and have fewer cars that require parking space, but it can also reduce vehicle miles traveled. She says:

With private vehicles, the majority of costs are fixed, i.e. purchase price, depreciation, financing, registration and insurance. As a result, private vehicles are expensive to own but cheap to drive, providing an incentive for owners to maximize usage (Litman, 1999, as cited in Filosa). In contrast, the majority of costs associated with carsharing are variable, which provides members with an incentive to drive less and use alternative transportation more.

Additionally, carsharing provides "more efficient vehicle usage, a reduction in the space devoted to transportation infrastructure, and the benefits of gained space as the result of vehicles being used more intensively in parking lots at transit spots, workplaces, and schools" (Sperling, Shaheen, and Wagner, 1999, as cited in Filosa).

Filosa cites an empirical example of how reducing both the demand and supply for parking can lead to an increase in urban density. The following example of development specifications shows that lowered development parking requirements coupled with increased participation in carsharing programs would lower parking demand:

- Housing development of 34 units (assume that 1.5 adults occupy each unit for a total of 51 adults).
- Zoning requires 1.5 parking spaces per dwelling, for a total of 51 parking spaces.
- Participation rate in the carsharing program among residents is 20 percent, or 10 adults.
- If upon joining the carshare program these 10 people were to give up their personal vehicle and no longer need a private parking space, then the parking spaces per dwelling would be reduced from 1.5 spaces to 1.2 spaces per dwelling.

¹⁰ Filosa, Gina. "Carsharing: Establishing Its Role in the Parking Demand Management Toolbox." (2006): 1-64. Urban and Environmental Policy and Planning, Tufts University. Web. <http://67.205.121.233/images/filosa_carsharing.pdf>.

Although this example assumes that the 20 percent of adults using the carsharing service completely give up access to their personal vehicles (a generous assumption), it still shows that if even 5 percent of people give up their personal vehicle, there would be a decrease in parking demand.

RESIDENTIAL OFF-STREET PARKING IMPACTS ON CAR OWNERSHIP, VEHICLE MILES TRAVELED, AND RELATED CARBON EMISSIONS (2009)¹¹

This paper details a pilot study to explore parking in two New York City neighborhoods: Jackson Heights, Queens, and Park Slope (Brooklyn). Jackson Heights has a total of over 256 percent more off-street parking choices than Park Slope (3,633 spots versus 1,416), such that it has approximately 1.14 off-street parking spaces per dwelling, while Park Slope has 0.06. The authors calculated the number of parking spaces (both on- and off-street), the number of cars owned, and commuter patterns. Researchers found that “[w]hile the finding of the pilot study cannot be generalized to larger geographic areas...it strongly points to off-street parking as tipping the utility in favor of driving when other viable alternatives exist.”¹² This is because the annoyance of finding on-street parking is such that people will typically choose transit over driving (which is why Jackson Heights residents drove more than Park Slope residents).

This New York City pilot study finds that “[p]arking supply affects driving demand by changing the underlying cost structure associated with mode choice decisions.”¹³ The authors explain that when parking is relatively scarce (and therefore more expensive), cities have higher transit usage, though there is no previous literature on residential parking requirements and personal vehicle usage. Finally, “the evidence suggests that households with on-site, off-street parking [garages, driveways] are inclined to drive more than their neighbors are.”¹⁴

KEY TAKEAWAYS

The literature review shows that the unbundling of parking and rent lowers rental costs. Density and carsharing reduce personal motorized vehicle ownership rates, and dense neighborhoods with strong transit and active transportation options reduce driving. Although 28 percent of all the households surveyed as part of this project study do not own or lease a car, roughly 72 percent do own or lease at least one car, and two-thirds (67 percent) of them indicated that they park on the street. This shows that while residents use multiple forms of non-motorized vehicles for transportation, they also own cars for occasional use. Survey responses indicate that the primary mode of transportation for commuter trips is spread between 20 percent of people biking to work, 9 percent walking, 23 percent riding public transit, 3 percent carpooling, and only 36 percent driving a vehicle alone. For non-work travel, 16

¹¹ Weinberger, Rachel, Mark Seaman, and Carolyn Johnson. “Residential Off-Street Parking Impacts on Car Ownership, Vehicle Miles Traveled, and Related Carbon Emissions.” *Transportation Research Record: Journal of the Transportation Research Board* 2118-1 (2009): 24-30. Print.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

percent ride their bikes, while 20 percent walk, 3 percent use a carsharing service, 6 percent carpool, 4 percent ride public transit, and 44 percent drive their vehicles. So, though many of the responders bike, walk, take transit, and use carsharing services for many of their daily trips (to commute, run errands, etc.), they still need parking space.

The Weinberger, et al (2009) research finds that parking supply affects driving demand such that when parking is relatively scarce (and therefore more expensive), cities have higher transit usage. The research also “[...]suggests that households with on-site, off-street parking [garages, driveways] are inclined to drive more than their neighbors are.”¹⁵

According to the Forinash et al. research, carsharing can dramatically decrease the need to own a private vehicle. The San Francisco example shows that nearly 60 percent of those who owned a vehicle before joining a carsharing service had given up one of their cars within a year.¹⁶ If Portland were to follow a similar pattern, it could see that a significant reduction in motorized vehicle ownership if a more robust carsharing system and education were available. Of the 19 residents interviewed, 7 of them have used a carsharing service and 3 more have recently considered using a carsharing service.

Of the eight Project Locations studied, few have designated carsharing parking spots in the immediate vicinity. Developers and the City may consider designating prime parking locations for carshare in a designated space (i.e. zip car to incentivize their use).

¹⁵ Ibid.

¹⁶ Nelson/Nygaard Consulting Associates, 2002, as cited in Forinash et al., 2003.

PARKING INVENTORY AND UTILIZATION

PARKING INVENTORY

The following sections present the utilization rates observed during the data collection as well as the land use characteristics associated with areas of higher parking utilization at each Project Location. Parking capacity varies by block due to the varying instances of driveways, parking restrictions, bus stops, and other facilities that reduce space for on-street parking. The reported utilization considers the available parking per block, with existing driveways and restrictions in place. **Table 4** summarizes the parking supply for each Project Location, and **Figure 2** through **Figure 9** show the peak observed utilization as well as a summary of each time period for the approximate two-block walking distance around each Project Location.

TABLE 4. PARKING INVENTORY

Project Location	Number of Residential Units	On-Site Parking Spaces	On-Street Parking Capacity ¹	Bicycle Parking ²	
				Short-term	Long-Term
Patton Park Apartments	54	33	528	0 (Bike Fund)	13
ecoFLATS Apartments	18	None	544	10	12
Shaver Green Apartments	85	32	653	5	22
Irvington Garden Apartments	50	None	752	5	64
The 20 on Hawthorne	51	34	451	5	16
Andria Condominiums	27	15	394	4	10
3810 SE Division Apartments	23	None	400	3	26
43 Division Micro-Units	29	None	415	3	32

Notes:

1. Capacity for each project location is based on an area within a two-block walkable radius, as outlined in the Methodology section of this report.

2. Bicycle parking information provided by BPS.

There are three carsharing companies that serve the eight Project Locations, with two of the three carsharing companies (Car2go and Zipcar) using on-street parking for their vehicles. Car2go is a one-way (or "point to point") carsharing service. Car2Go has a defined "home area" which is a geographic zone in which you can park the car and end a rental. The vehicles do not have to be reserved to rent (you can just find one on the street and swipe your card to begin) and the charge is per minute (at the moment, it's 38 cents/minute). The price covers fuel and insurance.

Zipcar is a round-trip carsharing model in which vehicles (cars and trucks) are assigned to a specific location either on street or in private lots. Zipcar members (there is an annual membership fee) can rent vehicles up to a year in advance and pay per hour. The prices generally range from \$7-\$15 depending on the vehicle and include fuel and insurance.

Getaround is a peer-to-peer carsharing network. Individuals can “sign up” their vehicle by registering at Getaround.com and then others (who have also registered and in doing so have gotten their driving record checked) can sign up to rent vehicles. Vehicle owners set their own hourly, daily and weekly rate and can choose to accept or deny rental requests at will. The rental price covers insurance – it is up to the renter to pay for fuel.

PARKING UTILIZATION

PATTON PARK APARTMENTS

The Patton Park Apartments is a multi-family affordable housing development located in North Portland on N Interstate Avenue in the Overlook neighborhood. Interstate Avenue in the study area carries TriMet’s Yellow MAX Line and has extremely limited on-street parking. Off of N Interstate Avenue, the local streets serve mainly the residential neighborhood, because the majority of businesses in the study area have parking lots to serve their customers and employees. **Figure 2** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this location indicates that on-street parking supply is underutilized. All of the collection periods observed an average utilization well below the 85 percent effective capacity, with all time periods below 40 percent utilized. The blocks with the highest utilization (65 to 85 percent) mainly result from the lack of parking spaces rather than high demand, and are located closer to the main streets within the study area (Interstate Avenue and Killingsworth Street). As a driver, one rarely, if ever, has to circle the block to find a parking space within a one-block walking distance to Patton Park Apartments.

During the week, most of the blocks surveyed had very little turnover, with most of the observed parking spaces having one or two vehicles parked in a spot over the course of the day. Of the 45 block faces surveyed that had available parking, 20 blocks (44 percent) had at least two vehicles parked for the entirety of the observed time periods (at least 12 hours). The area with the highest turnover was in the northeast corner of the Project Location study area on Maryland Street.

WEEKEND DATA

Similar to the weekday, weekend data indicates that on-street parking supply is sufficient, with the average utilization of this Project Location’s study area slightly higher than on the weekday, but still below 50 percent. Weekend utilization peaked during the 9:30 p.m. collection period, which was also the overall peak utilization period at Patton Park Apartments. The block faces bordering Patton Park Apartments were below 85 percent utilization for all time periods except the peak, when two block faces reached 85 percent. There was still ample parking within a one-block walking distance.

ECOFLATS APARTMENTS

The ecoFLATS building is a mixed-use commercial building shared by apartments and a bike-centric restaurant/bar located in North Portland on Williams Avenue. Williams Avenue in the Project Location study area is a designated bike route, and has a combination of non-restricted and time-restricted on-street parking. Off of Williams Avenue, the local streets serve mainly the residential neighborhood, though there may be spillover from patrons of businesses in the study area. **Figure 3** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is underutilized. All of the data collection time periods observed an average utilization well below the 85 percent effective capacity—utilization ranged from 37 to 61 percent. The peak utilization for this location was during the week, at the 6:30 p.m. observation time period. A few block faces near, and on, Williams Avenue reached capacity, which is a real parking concern and is likely the cause of spillover into the residential neighborhoods. Because of the presence of time restrictions for parking along sections of Williams Avenue, the parking is likely from business patrons who need to park for longer than the time restrictions allow.

During the week, Williams Avenue and adjacent blocks experienced frequent turnover, with most of the observed parking spaces having more than two vehicles parked in a spot over the course of the day (which is expected due to the presence of time restrictions and businesses). Of the 41 block faces surveyed that had available parking and no time restrictions, 13 blocks (32 percent) had at least two vehicles parked for the entirety of the data collection period (at least 12 hours).

WEEKEND DATA

Similar to the weekday, weekend data indicates that on-street parking supply is sufficient off of Williams Avenue, with the average utilization of the study area at this Project Location ranging from 44 to 60 percent. Weekend utilization peaked during the 12:30 p.m. data collection time period, which coincides with the weekend lunch and brunch crowd. More block faces reached capacity during the weekend peak, but the outlier block faces had lower utilization.

SHAVER GREEN APARTMENTS

Shaver Green Apartments is a low-income housing building in North Portland on the corner of Shaver Street and Martin Luther King (MLK) Boulevard. MLK Boulevard is a state highway (OR 99E) and has only a handful of on-street parking spaces available within the study area. Off of MLK Boulevard, the local streets serve mainly the residential neighborhood, and the many of the businesses in this area have parking lots for their patrons. **Figure 4** shows a graphical representation of the observed on-street

parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is underutilized. All of the data collection time periods observed an average utilization well below the 85 percent effective capacity—utilization ranged from 29 to 58 percent. The peak utilization for this location was during the week, at the 9:30 a.m. observation time period. Block faces near Shaver Green Apartments were below the 85 percent effective capacity, though Failing Street and MLK Boulevard reached capacity. However, there are only nine total spaces on those two block faces.

During the week, the study area for this Project Location experienced little turnover, with most of the observed parking spaces having between one and two vehicles parked in a spot over the course of the day. Of the 54 block faces surveyed that had available parking, 25 blocks (46 percent) had at least two vehicles parked for the entirety of the data collection time period (at least 12 hours). Some residents may leave their car parked for an extended period of time, although any long-term parking does not appear to be from the Shaver Green Apartments, or does not have a measureable impact on parking use.

WEEKEND DATA

Similar to the weekday, weekend data indicates that on-street parking supply is sufficient, with the average utilization of the study area at this Project Location ranging from 36 to 42 percent. Weekend utilization peaked during the 9:30 a.m. data collection time period. Two block faces adjacent to Shaver Green reached capacity during the weekend peak; although a block away, there is ample parking.

IRVINGTON GARDEN APARTMENTS

The Irvington Garden Apartments building is located in the Irvington neighborhood in northeast Portland, several blocks north of Broadway. This Project Location is the most utilized of the eight locations in regard to parking. Broadway is a commercial street in the study area that is home to several businesses, with limited off-street parking and time-restricted on-street parking. Off of Broadway, the local streets serve mainly the residential neighborhood, though there is spillover from patrons of the Broadway area. **Figure 5** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is adequate if the utilization for the two-block walkable area is averaged, but it is insufficient on many of the blocks emanating from Broadway. All of the data collection time periods observed an average utilization below

the 85 percent effective capacity—utilization ranged from 61 to 66 percent. The majority of the blocks that reached capacity had less than eight available spaces to begin with, and several had only three. As a resident of Irvington Garden Apartments, one rarely, if ever, must circle the block to find a parking space within a one-block walking distance of the apartments, even if the streets directly bordering it are at capacity. It becomes much more difficult if you want to park nearer to Broadway.

During the week, most of the blocks surveyed had very little turnover, especially north of Hancock Street, where there are no time restrictions. Most of the observed parking spaces had only one or two vehicles parked in a spot over the course of the day. Because of the presence of time restrictions along Broadway and the adjacent side streets, turnover was more frequent in those areas. However, some vehicles were observed to be parked in the same spot for the entirety of the data collection period (at least 12 hours). What this tells us is that between Broadway and Hancock Street, residents and/or employees are competing for the same parking.

WEEKEND DATA

The weekend day is worse for parking than the weekday, with average utilization still below the effective 85 percent capacity threshold, but ranging from 67 to 72 percent. Weekend utilization peaked during the 6:30 p.m. collection period, which was also the overall peak utilization period at the Irvington Garden Apartments Project Location. Similar to the weekday, many block faces reached capacity (and the 85 percent effective capacity).

THE 20 ON HAWTHORNE

The 20 on Hawthorne is located in southeast Portland on Hawthorne Boulevard on the northeast border of Ladd's Addition. The building was designed and built to a LEED Gold Certification standard and promotes sustainability. In this Project Location study area, Hawthorne Boulevard is a commercial street that is home to a few businesses, with limited off-street parking and mostly time-restricted on-street parking. Off of Hawthorne Boulevard, the local streets are mostly without parking time restrictions. There are two designated car share spaces on 20th Street bordering the 20 on Hawthorne building. **Figure 6** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is underutilized. All of the collection periods observed an average utilization below the 85 percent effective capacity—utilization ranged from 52 to 61 Percent, with peak utilization observed at 6:30 p.m. A few block faces reached capacity during the weekday peak, only one of which is adjacent to the 20 on Hawthorne (and that block face has a capacity of only five vehicles).

During the week, the study area experienced little turnover, with most of the observed parking spaces having between one and two vehicles parked in a spot over the course of the day. Block faces north of and bordering Hawthorne Boulevard experienced the most turnover and also had higher utilization, most likely due to their proximity to businesses.

WEEKEND DATA

The weekend day average utilization also peaked during the 6:30 p.m. data collection time period, but it was higher overall than the weekday utilization. Average utilization was still below the effective 85 percent capacity threshold—utilization ranged from 61 to 75 percent. Similar to the weekday, many block faces reached capacity, with several more exceeding the 85 percent effective capacity than on the weekday. Many people visit the area for dinner and movies on the weekend evenings, contributing to the additional block faces reaching capacity.

ANDRIA CONDOMINIUMS

Andria Condominiums is located on Belmont Street in southeast Portland and has on-site parking that was included in the cost of the residential unit. A collection of food carts are located adjacent to the building, and no parking is provided for these. Belmont Street through the study area at this Project Location has a mixture of unrestricted and time restricted on-street parking. **Figure 7** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is underutilized. All of the data collection time periods observed an average utilization well below the 85 percent effective capacity—utilization ranged from 38 to 48 percent. Two block faces exceed the 85 percent effective capacity; both are on Belmont Street. The block that reached capacity had only three available spaces. As a driver, one rarely, if ever, has to circle the block on a weekday to find a parking space near Andria Condominiums.

During the week, most of the blocks surveyed had minimal turnover, with most of the observed parking spaces off of Belmont Street having one or two vehicles parked in a spot over the course of the day. Of the block faces off of Belmont Street, 75 percent had at least one car parked there for the entirety of the data collection period (at least 12 hours). Areas with parking time restrictions or near the businesses on Belmont Street experienced higher turnover, which is to be expected.

WEEKEND DATA

Similar to the weekday, weekend data indicates that on-street parking supply is sufficient, with the average utilization of the study area at this Project Location ranging from 39 to 51 percent. However, block faces along Belmont Street reach capacity during the 9:30 a.m. data collection period, coinciding

with the weekend brunch crowd. Similar to the weekday patterns, drivers should easily be able to find parking within a block of their destination at this Project Location.

3810 SE DIVISION APARTMENTS

Located in southeast Portland on Division Street, 3810 SE Division Apartments is a mixed-use building that has been built to a LEED Platinum Certification standard and is located in a transit-oriented retail corridor. In the study area, Division Street has limited off-street parking, bike corrals, bus stops, and sporadic time-restricted on-street parking. Off of Division Street, the local streets serve the residential neighborhoods. **Figure 8** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is underutilized. All of the collection periods observed an average utilization below the 85 percent effective capacity—utilization ranged from 29 to 45 percent. The weekday utilization peaked during the 6:30 p.m. data collection time period, at which time two block faces exceeded the 85 percent effective capacity and one reached capacity. Both of these block faces were on Division Street, and the block that reached capacity had only four available spaces.

During the week, the study area at this Project Location experienced little turnover, with most of the observed parking spaces having between one and two vehicles parked in a spot over the course of the day. Of the 32 block faces surveyed that had available parking, 15 of them (46 percent) had at least two vehicles parked for the entirety of the data collection time period (at least 12 hours). Although any long-term parking does not appear to be specific to 3810 SE Division and current weekday utilization does not indicate consistent parking concerns, additional housing or businesses could strain the available parking in the area near 37th Avenue and Division Street.

WEEKEND DATA

The weekend average utilization was fairly consistent throughout the day, ranging from 41 to 45 percent and peaking during the 9:30 a.m. data collection period. Average utilization was still below the 85 percent effective capacity threshold, even though three block faces reached capacity, two of which were near 3810 SE Division. However, since the block face directly in front of the building on Division Street did not reach even the 85 percent effective capacity, it is not likely that the apartment is causing measurable parking problems.

43 DIVISION MICRO-UNITS

Located in southeast Portland, 43 Division is a community of micro-homes occupying the corner of SE 42nd Avenue and Division Street. This location is only five blocks away from the 3810 SE Division project

location, though the character of Division Street at the 43 Division Project Location is slightly different in that it has less on-street parking and fewer businesses. **Figure 9** shows a graphical representation of the observed on-street parking utilization during the peak observation period, and a chart of the variation in on-street parking use throughout the observed weekday and weekend day.

WEEKDAY DATA

The weekday data for this Project Location indicates that on-street parking supply is underutilized. All of the collection periods observed an average utilization well below the 85 percent effective capacity, ranging from 26 to 28 percent, with the peak occurring at 9:30 a.m. This is the lowest peak utilization observed for any of the eight Project Locations. Only one block exceeds the 85 percent effective capacity for any of the observed time periods, and that block is south of 43 Division, across Division Street. Because there is ample parking available on the same side of Division Street as the micro-homes, the parking causing this block to exceed the effective capacity is likely not spillover from 43 Division. Available parking is more than sufficient in the 43 Division Project Location study area on the weekday.

During the week, most of the blocks surveyed had very little turnover, with most of the observed parking spaces having one or two vehicles parked in a spot over the course of the day, although generally there were fewer vehicles observed parked on the street than at other Project Locations. The area with the highest turnover was on Division Street near a popular coffee shop.

WEEKEND DATA

Similar to the weekday, weekend data indicates that on-street parking supply is sufficient, with the average utilization of the study area at this Project Location ranging from 26 to 32 percent. The peak utilization occurred at the 12:30 p.m. data collection period, which coincides with the weekend lunch and brunch crowd. However, there was still ample parking available on Division Street and in the surrounding neighborhood.

UTILIZATION SUMMARY

Table 5 provides a summary of the peak observed utilization of on-street parking within a two block walking distance of each project location.

TABLE 5. UTILIZATION SUMMARY

Project Location	On-Street Parking Capacity ¹	Peak Utilization ²	
		Weekday	Weekend
Patton Park Apartments	528	40%	41%
ecoFLATS Apartments	544	61%	59%
Shaver Green Apartments	653	50%	42%
Irvington Garden Apartments	752	66%	69%
The 20 on Hawthorne	451	61%	75%
Andria Condominiums	394	48%	51%
3810 SE Division Apartments	400	45%	45%
43 Division Micro-Units	415	28%	32%

Notes:

1. Capacity for each project location is based on an area within a two-block walkable radius, as outlined in the Methodology section of this report.
2. Peak utilization is the highest average utilization for the entire parking supply at a project location.

As shown in Figures 2 through 9 the variation in parking utilization is fairly consistent throughout the day on the weekday and weekend. Table 6 provides a summary of the parking that is available based on an 85 percent effective capacity and the peak weekday and weekend parking utilization within the two block walking distance around each project location.

TABLE 6. AVAILABLE PARKING

Project Location	On-Street Parking Capacity ¹	Effective On-Street Capacity ²	Effective Parking Available ³	
			Weekday	Weekend
Patton Park Apartments	528	449	53%	52%
ecoFLATS Apartments	544	462	28%	31%
Shaver Green Apartments	653	555	41%	51%
Irvington Garden Apartments	752	639	22%	19%
The 20 on Hawthorne	451	383	28%	12%
Andria Condominiums	394	335	44%	40%
3810 SE Division Apartments	400	340	47%	47%
43 Division Micro-Units	415	353	67%	62%

Notes:

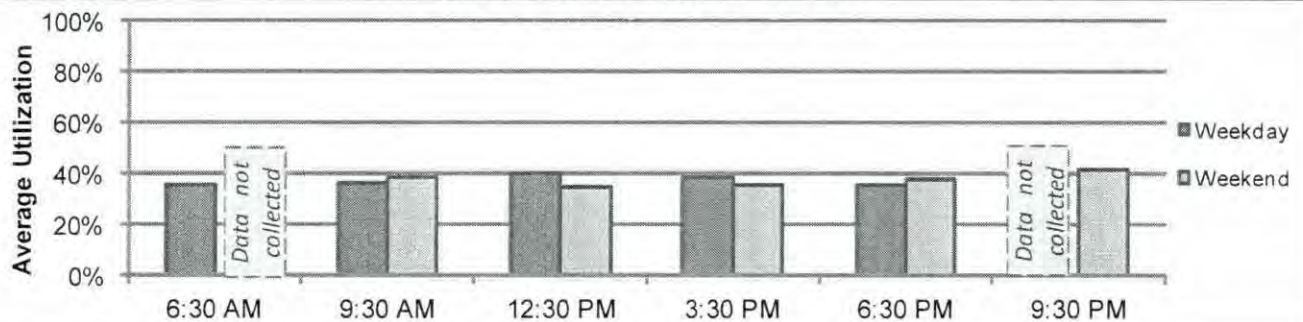
1. Capacity for each project location is based on an area within a two-block walkable radius, as outlined in the Methodology section of this report.
2. Effective capacity is 85% of the total available on-street parking spaces.
3. The effective parking is the percentage of spaces available before reaching the effective capacity (85% of capacity).

Detailed parking utilization data is in **Appendix A**.

Patton Park: Peak Utilization By Block - Weekend 9:30 PM



Patton Park: Average Utilization



LEGEND

- Patton Park
- City Park
- No Parking

Peak Use
Capacity

Parking Utilization by Block

- < 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 2
Patton Park Apartments
Parking Utilization

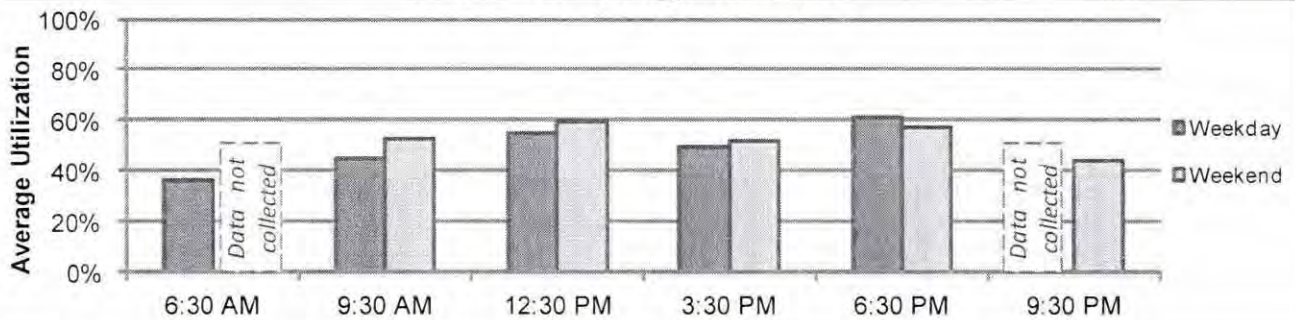
RLIS Data. 2012. Portland, Oregon.
ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX). 2009. Portland, Oregon.



ecoFLATS: Peak Utilization By Block - Weekday 6:30 PM



ecoFLATS: Average Utilization



LEGEND

- ecoFLATS
- Existing Apt. (No On-Site Parking)
- Existing Apt. (Limited On-Site Parking)
- Existing Business (No On-Site Parking)
- Peak Use Capacity

Parking Utilization by Block

- < 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 3
ecoFLATS Apartments
Parking Utilization

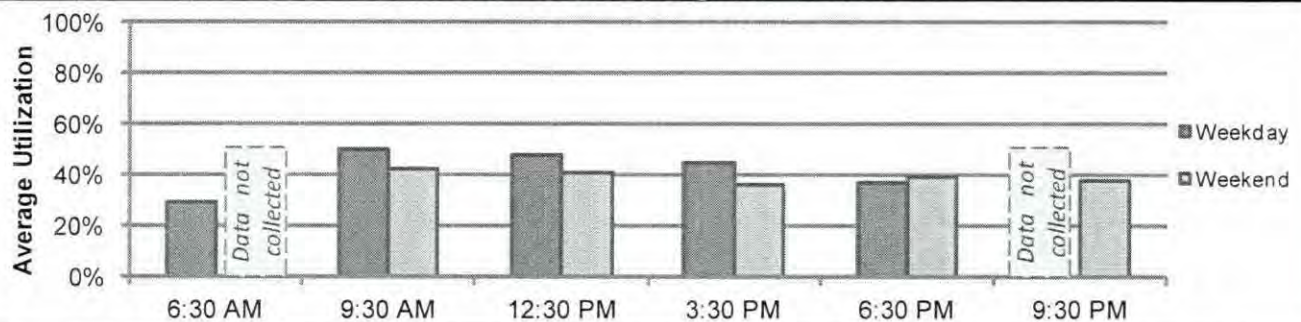
RLIS Data. 2012. Portland, Oregon.
ESRI, ArcGIS Online, World Imagery. Aerials Express (AEX). 2009. Portland, Oregon.



Shaver Green: Peak Utilization By Block - Weekday 9:30 AM



Shaver Green: Average Utilization



LEGEND

- Shaver Green
- No Parking
- Peak Use Capacity

- Existing Apt. (No On-Site Parking)
- Existing Apt. (Limited On-Site Parking)
- Existing Business (No On-Site Parking)

Parking Utilization by Block

- < 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 4 Shaver Green Parking Utilization

RLIS Data. 2012. Portland, Oregon.
ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX). 2009. Portland, Oregon.



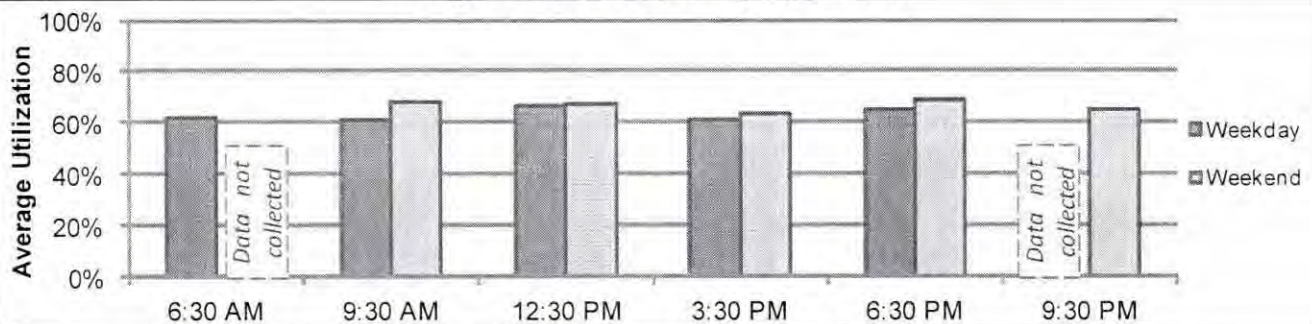
0 400 Feet



Irvington Garden: Peak Utilization By Block - Weekend 6:30 PM



Irvington Garden: Average Utilization



LEGEND

- Irvington Garden
- No Parking
- Peak Use Capacity
- Existing Apt. (No On-Site Parking)
- Existing Apt. (Limited On-Site Parking)
- Existing Business (No On-Site Parking)

Parking Utilization by Block

- < 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 5 Irvington Garden Parking Utilization

RLIS Data, 2012, Portland, Oregon.
Aerial Imagery: City of Portland, 2012.



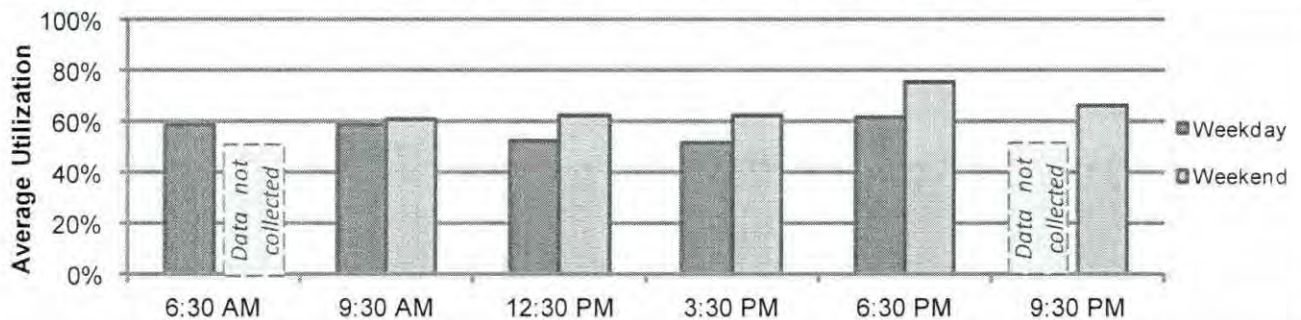
0 400 Feet



The 20 on Hawthorne: Peak Utilization By Block - Weekend 6:30 PM



The 20 on Hawthorne: Average Utilization



LEGEND

● The 20 on Hawthorne

Peak Use Capacity

● Existing Apt. (No On-Site Parking)

● Existing Apt. (Limited On-Site Parking)

⊠ Existing Business (No On-Site Parking)

Parking Utilization by Block

< 15%
 15 - 45%
 45 - 65%
 65 - 85%
 85 - 99%
 100%

DRAFT Figure 6

The 20 on Hawthorne
Parking Utilization

RLIS Data. 2012. Portland, Oregon.

ESRI, ArcGIS Online, World Imagery Aerials Express (AEX). 2009. Portland, Oregon.



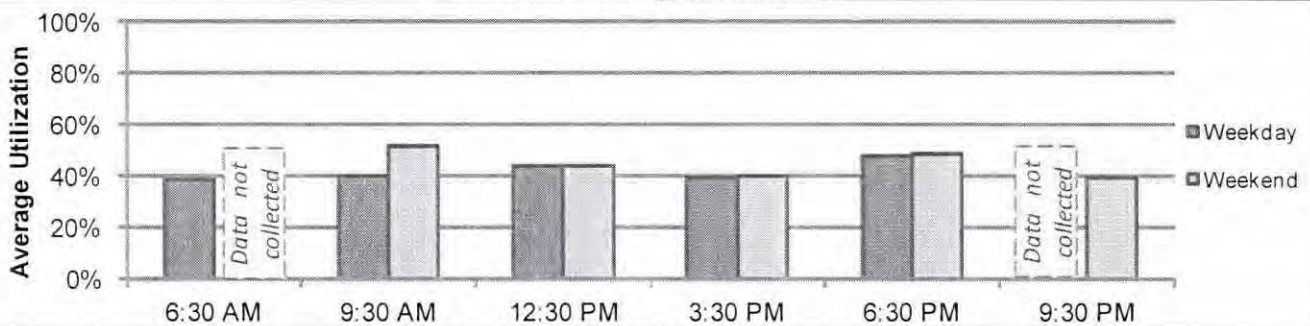
0 400 Feet



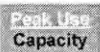
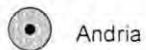
Andria: Peak Utilization By Block - Weekend 9:30 AM



Andria: Average Utilization



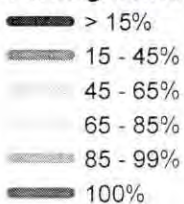
LEGEND



Existing Apt.
(No On-Site Parking)

Existing Business
(No On-Site Parking)

Parking Utilization by Block



DRAFT Figure 7
Andria Condominiums
Parking Utilization

RLIS Data, 2012, Portland, Oregon.
ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX) 2009, Portland, Oregon.



0 400
Feet



This aerial map displays a residential neighborhood in Miami, bounded by SE 35th Pl to the west and SE 41st Ave to the east. The map shows a grid of streets including SE Grant Ct, SE Sherman St, SE Caruthers St, SE Division St, SE Ivon St, SE Clinton St, and SE Taggart St. Major thoroughfares SE 35th Pl, SE 37th Ave, SE 38th Ave, and SE 41st Ave are also labeled. Numerous lots are identified with numbers, such as 3 | 17, 5 | 17, 4 | 16, 5 | 16, 1 | 4, 3 | 13, 7 | 18, 1 | 17, 3 | 16, 5 | 13, 3 | 11, 3 | 9, 2 | 10, 20, 21, 23, 16, 4 | 10, 6 | 10, 6 | 14, 6 | 16, 6 | 17, 6 | 18, 6 | 19, 6 | 20, 6 | 21, 6 | 22, 6 | 23, 6 | 24, 6 | 25, 6 | 26, 6 | 27, 6 | 28, 6 | 29, 6 | 30, 6 | 31, 6 | 32, 6 | 33, 6 | 34, 6 | 35, 6 | 36, 6 | 37, 6 | 38, 6 | 39, 6 | 40, 6 | 41, 6 | 42, 6 | 43, 6 | 44, 6 | 45, 6 | 46, 6 | 47, 6 | 48, 6 | 49, 6 | 50, 6 | 51, 6 | 52, 6 | 53, 6 | 54, 6 | 55, 6 | 56, 6 | 57, 6 | 58, 6 | 59, 6 | 60, 6 | 61, 6 | 62, 6 | 63, 6 | 64, 6 | 65, 6 | 66, 6 | 67, 6 | 68, 6 | 69, 6 | 70, 6 | 71, 6 | 72, 6 | 73, 6 | 74, 6 | 75, 6 | 76, 6 | 77, 6 | 78, 6 | 79, 6 | 80, 6 | 81, 6 | 82, 6 | 83, 6 | 84, 6 | 85, 6 | 86, 6 | 87, 6 | 88, 6 | 89, 6 | 90, 6 | 91, 6 | 92, 6 | 93, 6 | 94, 6 | 95, 6 | 96, 6 | 97, 6 | 98, 6 | 99, 6 | 100. Various markers are placed on the map, including 'X' marks, a triangle, a circle, and a square. A black and white checkered pattern is visible along SE Division St and SE Ivon St. The map is oriented with North at the top.

Average Utilization (%)

Time	Weekday (%)	Weekend (%)
6:30 AM	30	-
9:30 AM	30	45
12:30 PM	35	43
3:30 PM	32	43
6:30 PM	45	40
9:30 PM	-	43

Legend: ■ Weekday, □ Weekend

Annotations: "Data not collected" for Weekday at 9:30 AM and 9:30 PM, and for Weekend at 6:30 AM.

 3810 Division St Future Planned Apartments
 No Parking Existing Business (No On-Site Parking)

 < 15%
 15 - 45%
 45 - 65%
 65 - 85%
 85 - 99%
 100%

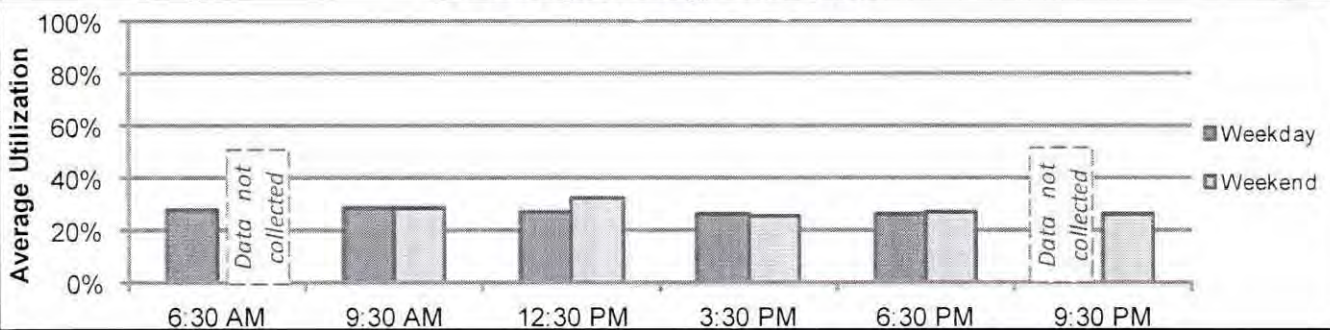


RLIS Data. 2012. Portland, Oregon.
ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX). 2009. Portland, Oregon.

43 Division: Peak Utilization By Block - Weekend 12:30 PM



43 Division: Average Utilization



LEGEND

- 43 Division
- No Parking

Peak Use Capacity

- Future Planned Apartments
- Existing Apt. (Limited On-Site Parking)
- Existing Business
- Existing Business (No On-Site Parking)

Parking Utilization by Block

- < 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 9 43 Division Micro-Units Parking Utilization

RLIS Data, 2012. Portland, Oregon.
ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX), 2009. Portland, Oregon.



0 400 Feet



MAILER AND ON-LINE SURVEY RESULTS

The survey results provide a good understanding of motorized vehicle ownership, parking behavior, and commuting trends for the eight Project Locations. Though many of the buildings aim to reduce the need for a vehicle, the bottom line is that people still want the safety net of having a car, even if they rarely drive it. Even if parking is available on-site, the general trend is that residents will not use on-site parking if they have to pay extra for it, since parking on the street is free and one rarely has to park more than a block away. Results of the survey are summarized below, and answers to each survey question may be found in **Appendix B**.

Based on the 116 responses to the questions asking about primary modes of transportation, the top three modes of commute travel are as follows:

1. Motor vehicle (single occupant) – 36 percent
2. Public transit – 23 percent
3. Bicycle – 20 percent

Based on data provided by the City of Portland Bureau of Transportation the average mode split in Portland is 59 percent motor vehicle (single occupant) which is notably higher than the 36 percent single occupant motor vehicle mode split for the eight project locations. Transit and bicycle use at the project locations are also higher than the Portland average.

An important point to draw from these results is that 64 percent of residents are getting to work via a non-single-occupant vehicle. Almost a third (28 percent) of those surveyed belong to car-free households. This is notable higher than the 12 percent car-free average in Portland. Even though there is a higher than average percentage of households that are car-free, cars are still the preferred mode of travel for many of the survey respondents. Most of the vehicle owners (67 percent) park on the street without a permit and have to walk less than two minutes to reach their place of residence, and they spend only five minutes or less searching for a parking spot. Though some time periods are more congested than others (4 p.m. to 7 p.m., for example), the results varied by location, with people rarely having to park more than a couple blocks from their house.

A common trend in this study is that people are reluctant to get rid of their vehicles. One of the questions the survey asked was what amenities would reduce the respondent's need for motorized vehicle ownership. Many people stated that there were no amenities that would reduce their need for a vehicle. Of those who would consider a car-free life, the most commonly needed amenities were easy access to transit and services such as stores and restaurants; however, the following responses were also given:

- Transit that travels to my place of work/school
- More carsharing options
- Affordable, high quality daycare in the area

To better understand what the concerns about parking were truly based on, many of the survey questions were specific to those who owned vehicles. Responses to these questions varied from concerns about convenience, to safety concerns, to a few responses that indicated that the person did not feel parking was a problem now, but they were concerned it would be in the future. Many of the responses were concerned with neighborhood character and amenities, rather than about the amount of available parking. The most common concerns with parking, as listed in the survey responses, are as follows:

- Theft and damage to car parked on the street
- Winter parking/inconvenience of parking more than one block away
- Running out of parking in the future with increased population and more development
- Cost of secure parking, especially for income-restricted residences
- Additional developments being built in the area without parking
- Crowded on-street parking making streets narrow and hard to navigate
- Cars staying parked in the neighborhood for long periods of time

Some respondents had no concerns about parking.

STATISTICAL ANALYSIS OF SURVEY RESULTS

To develop an estimate of the vehicles generated per unit by the developments studied, survey data has been compiled and summarized using a basic statistical analysis. For this analysis, it was assumed that each survey response represents one unit of the building, the responses provide a representative sample of the tenants at each Project Location, and that the responses for the number of vehicles for each household follows a two-tailed t-distribution. An estimate for the number of cars parking on the surrounding streets at each Project Location assumed that any provided off-street parking is fully utilized.

Question 7 of the survey asked residents how many cars are owned or leased by the people living in their household. The numbers generated from this question were separated by Project Location and compiled to show the total number of cars owned by the residents surveyed in each location. From the total cars per Project Location and the number of survey responses, a car per unit average was found.

To determine a range of vehicles generated per unit with a 95 percent degree of confidence, the sample size (number of survey responses), population size (number of units in each Project Location), and the vehicle per unit average for each Project Location can be used. Further calculations can be found in **Appendix A**.

TABLE 7. VEHICLES PER LIVING UNIT

Project Location	Number of Residential Units	On-Site Parking Spaces	Survey Responses from Project Location	Average Cars per Unit	Cars per Unit (95% Confidence Interval)
Patton Park Apartments	54	33	13	0.8	0.3 – 1.2
ecoFLATS Apartments	18	None	6	1.2	0.4 – 2.0
Shaver Green Apartments	85	32	26	0.5	0.3 – 0.7
Irvington Garden Apartments	50	None	12	0.9	0.6 – 1.2
The 20 on Hawthorne	51	34	15	1.0	0.6 – 1.4
Andria Condominiums	27	15	10	1.2	0.9 – 1.5
3810 SE Division Apartments	23	None	23	1.1	0.8 – 1.4
43 Division Micro-Units	29	None	10	0.6	0.2 – 1.0

In general, the survey results do not imply a relationship between whether or not provided parking at a building actually attracts car-owners or vice versa. Survey responses indicate that residents at both types of buildings (those with on-site parking and those without on-site parking) have similar trends in motorized vehicle ownership. The range of vehicles per unit determined in the statistical analysis varies from a low of 0.2 vehicles to a high of 2.0 vehicles per unit (see **Table 7** for a more detailed breakdown). Since motorized vehicle ownership appears to be consistent, it is likely that provided parking and the location of a building to nearby amenities and transit has more influence on whether or not residents actually use their cars.

RESIDENT AND STAKEHOLDER INTERVIEWS

A wealth of information was gathered from the resident and stakeholder interviews. Though opinions varied between residents and stakeholders, some commonalities emerged. Few interviewees are concerned with the current availability of parking, but most worry what the compound effect of multiple developments in an area would be. The following section details the interview responses from each Project Location. For the individual survey responses, see **Appendix C**.

RESIDENT INTERVIEWS

The responses varied by Project Location and by the resident's lifestyle. Most residents do not feel there is a significant problem with parking, but in some locations the residents do not feel secure when parking their vehicle in the surrounding neighborhoods, and would prefer to have accessible parking close by. In other buildings, however, the residents do not have a problem finding parking at all. For bicyclists, secure indoor parking is a very desirable amenity. Most residents will store their bike in their apartment rather than in the less secure parking provided by their building. Several times, interviewees raised the point that, for the income-restricted buildings, they feel that the cost for parking is far too high for the many families that live there and own a vehicle.

PATTON PARK APARTMENTS

Patton Park residents interviewed feel that on-street parking in the area is ample for their apartments. While Patton Park Apartments does provide off-street parking for an additional fee, the lot is rarely full, and most residents are able to find on-street parking on the two adjacent streets. Typically, weekdays after 5 to 6 p.m. are the worst times to park because of the traffic generated by businesses and restaurants in the area.

Secure bike storage is an amenity that the Patton Park Apartments needs to address. The two residents surveyed keep their bikes in their units, because they do not feel comfortable leaving their bikes in the outside storage area. One of the residents has had two bikes stolen from the outdoor parking, and both residents have heard of neighbors' bikes being stolen from the on-site bike parking.

ECOFLATS APARTMENTS

The two residents interviewed from the ecoFLATS Apartments are typically able to find on-street parking within one block of the apartments. One resident parks in a small lot behind the apartments that has unofficially become a parking lot for ecoFLATS residents. The on-street parking is located in the surrounding neighborhoods, and one resident feels that it is not secure. Several break-ins have been reported, and one resident's partner's car has been broken into in the past. Although there is no off-street parking provided at the ecoFLATS Apartments, one interviewee would be willing to pay up to \$100 per month for a secure parking spot, whereas the other is considering getting rid of her car.

The bike parking at ecoFLATS is inside the building in the lobby. The bike parking is relatively secure and is usually almost full. Business and restaurant traffic in the evenings causes congestion and can create a parking issue for bikes and cars, especially on Wednesday, Thursday, and Friday nights. One resident would like to see more bike parking and more time-restricted parking spots on Williams Avenue for the restaurant patrons, and both residents would like to see more reliable bus service and would like the city to do a better job encouraging active transportation.

SHAVER GREEN APARTMENTS

From interviews with two residents of Shaver Green Apartments, the on-street parking around the apartments is very difficult. It is always hard to find a parking spot, and usually the only spaces available are two or more blocks away. Residents feel that the neighborhoods around the building are not secure, and many feel uncomfortable parking their car in the neighborhoods due to frequent break-ins and broken glass all over the neighborhood sidewalks. For this income-restricted residence, the off-street parking that is provided is too expensive. Parking is usually the worst on weekday and weekend evenings.

Bike parking at the Shaver Green Apartments is not secure. The provided bike parking is an outdoor bike column, from which bikes have been stolen repeatedly. Most residents have to store their bikes inside their units.

IRVINGTON GARDEN APARTMENTS

All three of the residents interviewed from Irvington Garden Apartments admitted that parking can be inconvenient at times, but they do not see the need for designated off-street parking. Two of the residents do not drive a car every day, and typically leave their cars parked for multiple days at a time. The other resident owned a car but sold it, because parking was inconvenient and driving was unnecessary. The farthest these residents ever have to park away from their building is two blocks away, after circling the block for five minutes looking for a spot. They feel that the large number of apartment complexes located close to Irvington Garden Apartments is creating the parking issue on Hancock between 15th and 16th Avenues, and it is not the businesses on Broadway. One resident wishes the developers would have considered providing parking for the sake of the neighborhood, but from her perspective the parking is not bad enough to require off-street spaces. Generally, evenings between 4:30 and 6 p.m. and after 7 p.m. are the worst for parking.

The secure bike parking at Irvington Garden Apartments is adequate, and most residents utilize the vertical hanging spaces on each floor, though one resident would like to see more bike parking on the lower floors.

THE 20 ON HAWTHORNE

Both residents of The 20 on Hawthorne who were interviewed own cars, though only one resident has purchased a spot in the building's parking structure. On-street parking seems to be busiest in the evenings when people are home from work.

According to one resident who owns two bikes, the bike parking provided is too small and crowded, which makes it too hard to use. She would like to see improvements to the provided bike parking. Both residents use transit, though they would like to see more robust and frequent service. Neither resident uses carsharing services, although they are aware of them. One resident mentioned that "parking" works as a way for people to fight the development of large apartment buildings. If they do not like big buildings or density, then the issue of parking is one way to make a case against it.

ANDRIA CONDOMINIUMS

The two residents interviewed at the Andria Condominiums own cars and park them in the lot next to the building. Their parking spots were included with the purchase/rental price of their apartment units. While neither resident parks on the street, they say that parking during the days and on Saturdays seem to be the busiest.

The bike parking at the Andria Condominiums is just a single room without racks or hooks, and it is inadequate and insecure. Neither resident had used a carsharing service, because they own cars and have good parking spots. One resident mentioned concern with the future vitality of carsharing services if on-street parking is so hard to find. For example, if all on-street parking is already taken, how will drivers be able to find good, accessible parking? The other resident mentioned the difficulty that on-street parking poses for visibility when drivers are turning onto Belmont. With cyclists and cars sharing such a small space, Belmont tends to feel congested.

3810 SE DIVISION APARTMENTS

All three residents interviewed from the 3810 SE Division Project Location indicated that parking in the area has not been an issue. One resident has noticed that parking around their apartments has gotten progressively worse over the past several months, but that it still isn't hard to find a spot. In general, it takes the residents no more than five minutes to find a parking spot in the surrounding neighborhoods. Evening parking after around 6 p.m. can be difficult because of all the restaurant traffic, but by the morning, most of the evening cars are gone.

The bike storage room in the building provides adequate capacity and security for most residents. To reduce the need for a car, these residents would like to see a carsharing option located on-site, as well as more frequent and reliable bus service in the area.

43 DIVISION MICRO-UNITS

According to the three residents interviewed for 43 Division, on-street parking around the Project Location is not hard to find. The two residents who own cars are able to find a spot within one block away on one of the neighborhood streets. One resident feels slightly uneasy about parking on narrow streets such as 43rd Avenue, where he has heard of neighbors getting side-swiped, but other than that issue, the neighborhood parking is fairly secure. Parking in the evenings around 6 p.m. can be difficult because of the restaurants in the area. Parking along Division Street between 43rd and 44th Avenues seems to be the worst.

The secure bike room provided has plenty of room for all of the bikes and has adequate capacity for the development. One resident suggested that a dedicated carsharing parking spot located closer to the building would be advantageous. A resident of the 43 Division building has used Zipcar before and plans to sign up for Getaround (a peer-to-peer carsharing service). The closest designated Zipcar spot is on 39th Avenue, several blocks from 43 Division. If he could access a carsharing service more easily, this resident might use the services more frequently (though he does not own a car at all).

In regard to the new developments planned for Division Street, two of the residents interviewed are not concerned about the parking situation around the building as it is now, but worry that this may change if more of these developments are built close by. One resident cited concern about the new 81-unit development on 37th Avenue and Division, and feels that a development this size is unreasonable for the area.

STAKEHOLDER INTERVIEWS

DEVELOPERS

The developers interviewed shared similar views regarding these properties. In general, the developers do not provide parking because their target market does not feel the need for it and tenants do not want the additional cost of parking rolled into their rent or added as a monthly expense. Providing parking at a building raises the cost of each unit, especially when underground parking is built. The majority of the tenants at these properties like them because they can live in the city along transit and bike corridors, with many different resources within walking distance without having to pay rent that are as high as at traditional developments with off street parking. Before purchasing a piece of land for construction of buildings with little to no on-site parking, developers do studies focused on determining the walk-ability of the neighborhood, including the proximity to transit lines, grocery stores, restaurants, etc. Developers usually look at the existing neighborhoods beforehand to try to get a feeling for the number of available on-street spots. In locations that have the potential to lease parking from a nearby business, many developers will pursue leasing unused parking for their residents. The developers and tenants agreed that there is never enough bike parking. Tenants want safe, indoor, and convenient bike parking.

According to the developer interviews, changing parking requirements for this type of development would ultimately drive developers away from building highly dense residences in the area, depending on what the requirement was. Generally, developers expressed that a parking requirement of 0.5 to 1.0 spaces per unit is just not possible in the areas that the city wants developed. Most developers try to work with the neighborhood associations beforehand, offering to meet and discuss the proposed development, although the level of acceptance by these neighbors can vary greatly. The developers feel that these high-density developments are bringing the neighborhoods the type of business and commercial development that the neighbors want to see.

BUSINESSES

Businesses are primarily concerned with the amount of nearby parking for their patrons. Clinics that have elderly or injured patients, or businesses that sell large items such as furniture are worried that if their patrons cannot park close enough, they won't continue to come. Along commercial districts such as those on Mississippi and Division, the evening hours are usually the busiest because of all of the restaurant traffic. Developments close to these districts that do not provide parking can take close-by, on-street parking away from customers, especially if the building residents' cars do not move for days at a time. Businesses themselves need to do a better job of encouraging their employees to park farther away, leaving the nearby parking for patrons. Several business owners feel that large developments should be required to provide off-street parking to accommodate their residents. It is not the effect of one building that is of concern; rather, it is the effect of many of these developments being built in the same area.

NEIGHBORHOOD ASSOCIATION

From the perspective of an Overlook Neighborhood representative, the Patton Park Apartments development does not significantly impact the Patton Park Neighborhood. The representative of the neighborhood association stated that these types of developments are good for the area when they are built in the locations that can support it. A primary concern is the cumulative effect of many of these developments causing a real parking issue. The proposed development north of the Overlook Park MAX station is an example of a location where this type of development is very concerning. Limited access into the neighborhood and narrow streets create a safety concern for the neighborhood. Additionally, the issue of "curb-to-curb" access for disabled residents who rely on para-transit options is a much-understated concern. He feels that some sort of zoning or process of review for these developments is necessary.

SUMMARY OF KEY FINDINGS

The literature review suggests that the unbundling of parking and rent lowers rental costs. The literature also suggests that density and carsharing reduce personal motorized vehicle ownership rates, and dense neighborhoods with strong transit and active transportation options reduce driving. Twenty eight percent of all the households surveyed as part of this project study do not own or lease a car. The remaining 72 percent do own or lease at least one car, and two-thirds (67 percent) of them indicated that they park on the street. This shows that while the target demographic is largely multi-modal, they also own cars for occasional use. Survey responses indicate that the primary mode of transportation for commuter trips is spread between 20 percent of people biking to work, 9 percent walking, 23 percent riding public transit, 3 percent carpooling, and 36 percent driving a vehicle alone. For non-work travel, 16 percent ride their bikes, while 20 percent walk, 3 percent use a carsharing service, 6 percent carpool, 4 percent ride public transit, and 44 percent drive their vehicles. So, though many of the responders bike, walk, take transit, and use carsharing services for many of their daily trips (to commute, run errands, etc.), they still need a place to park their car.

According to the Forinash et al. research, carsharing can dramatically decrease the need to own a private vehicle. However, of the eight Project Locations studied, few have designated carsharing parking spots in the immediate vicinity. Developers and the City may consider designating prime parking locations for carsharing vehicles to incentivize their use.

The on-street parking observations found that all eight project locations have peak period parking utilization below 85 percent of the existing capacity, which indicates that there is adequate parking within a two block walking distance of each project location. All locations have areas with high parking demand with one or more blocks at capacity during peak periods. Irvington Gardens is most utilized, but none of the project locations have a clear pattern of high on-street parking demand around the project buildings.

Based on the 116 responses to the survey questions asking about primary modes of transportation, the top three modes of commute travel are as follows:

1. Motor vehicle (single occupant) – 36 percent
2. Public transit – 23 percent
3. Bicycle – 20 percent

An important point to draw from these results is that 64 percent of residents are getting to work via a non-single-occupant vehicle. Almost a third (28 percent) of those surveyed belong to car-free households; however, cars are still the preferred mode of travel for many of the survey respondents. Most of the vehicle owners (67 percent) park on the street without a permit and have to walk less than two minutes to reach their place of residence, and they spend only five minutes or less searching for a parking spot. Though some time periods are more congested than others (4 p.m. to 7 p.m., for example), the results varied by location, with people rarely having to park more than a couple blocks from their house.

A common trend in this study is that people are reluctant to get rid of their vehicles. One of the questions the survey asked was what amenities would reduce the respondent's need for motorized vehicle ownership. Many people stated that there were no amenities that would reduce their need for a vehicle. Of those who would consider a car-free life, the most commonly needed amenities were easy access to transit and services such as stores and restaurants; however, the following responses were also given:

- Transit that travels to my place of work/school
- More carsharing options
- Affordable, high quality daycare in the area

To better understand what the concerns about parking were truly based on, many of the survey questions were specific to those who owned vehicles. Many of the responses were concerned with neighborhood character and amenities, rather than about the amount of available parking.

In general, the survey results do not imply a relationship between whether or not provided parking at a building actually attracts car-owners or vice versa. Survey responses indicate that residents at both types of buildings (those with on-site parking and those without on-site parking) have similar trends in motorized vehicle ownership. The range of vehicles per unit determined in the statistical analysis varies from a low of 0.2 vehicles to a high of 2.0 vehicles per unit

Both residents and developers saw a need for additional bicycle facilities, with residents indicating a need for secure indoor parking as a very desirable amenity. Most residents will store their bike in their apartment rather than in the less secure parking provided by their building. Several times, interviewees raised the point that, for the income-restricted buildings, they feel that the cost for parking is far too high for the many families that live there and own a vehicle.

Both residents and the Overlook Neighborhood Association indicated that are not as concerned with the effect of one building parking impact; rather, it is the effect of many of these developments being built in the same area.

Exhibit C

Cost of Onsite Parking + Impacts on Affordability

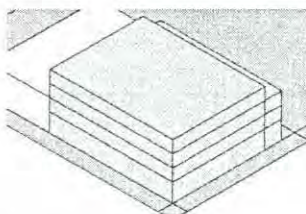
The Bureau of Planning and Sustainability modeled development data to evaluate the cost of providing onsite parking for infill apartments and impacts on affordability. Six different development prototypes were evaluated. A description of methodology used for this evaluation follows.

Methodology

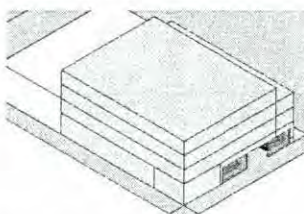
WHAT ARE THE PARKING ALTERNATIVES THAT WERE EVALUATED?

Diagram A. Building Prototype Form

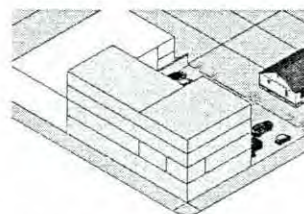
No Parking



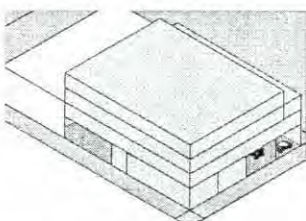
Tuck-Under



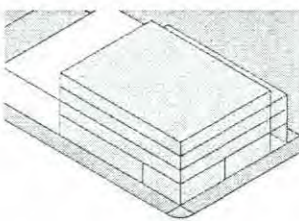
Surface Parking



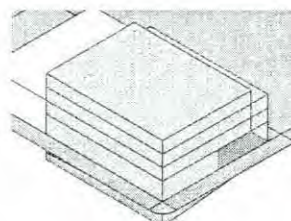
Podium



Mechanical



Underground



Tuck-

Under Parking

Tuck-under parking is distinguished by its open configuration. One wall of the parking area is open with no garage door. Most tuck-under areas have living space or commercial space abutting the rear wall of the parking area.

Surface Parking

Surface parking is a parking lot located on street level.

Podium Parking

Podium Parking is similar in design to tuck-under parking though will occupy a larger percentage of the ground floor. Podium parking would likely require two curb cuts (in and out) to allow for circulation of vehicles and may have a negative impact to continuous frontage (street-level activity).

Mechanical Parking

Parking lifts are automated or manual lift systems designed to stack one or more vehicles vertically. Parking lifts may be located indoors or outdoors. Where space to provide parking is limited, parking lifts may be an appropriate method for meeting parking requirements. Parking lifts located outdoors must meet applicable height and screening requirements.

Underground Parking

Underground parking is a below ground parking lot that is accessed by a ramped entry. Due to the limited site size for this building prototype, multi-story parking is not considered as the space required for circulation between floors adds significant cost and limits the number of practical spaces per floor. As a result, one level of underground parking is considered.

HOW WERE THE BUILDING PROTOTYPES MODELED?

Envision Tomorrow

Envision Tomorrow puts powerful tools in planners' hands to design and test land use, site development, and transportation decisions. Envision Tomorrow provides planners with an easy-to-use, analytical decision making tool.

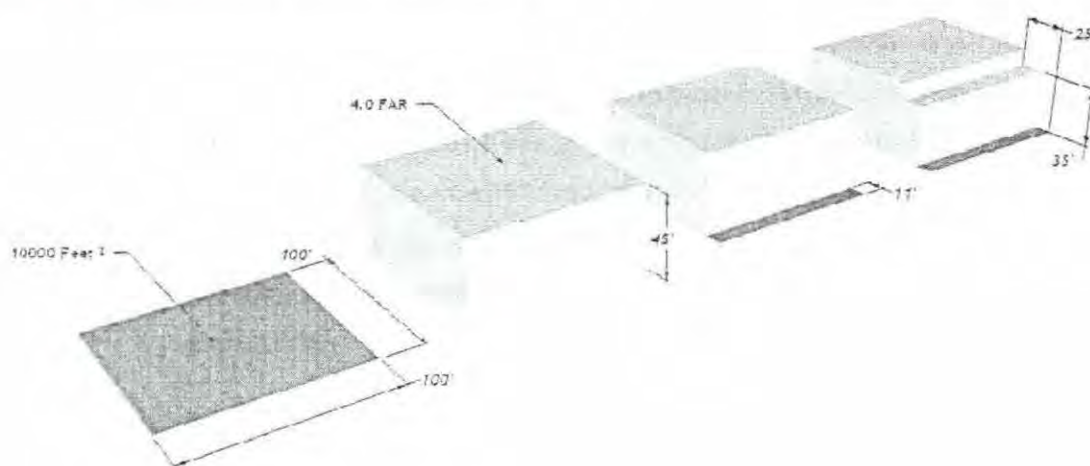
The Envision Tomorrow Prototype Builder & Return on Investment (ROI) Model tests the physical and financial feasibility of development. The tool allows for the examination of land use regulations in relation to the current development market and considers the impact of parking, height requirements, construction costs, rents and subsidies. This tool can be used to evaluate what development assumptions will generate a project profit (reported as 7 to 10 profit on investment in this study). In this study, the model was used to assess how alternative parking scenarios and forms of development, such as tuck-under and podium, might become more financially feasible. Similarly, by keeping a standard return on investment rate, a range of monthly rental rates can be modeled to more accurately depict the impact on affordability.

WHAT DEVELOPMENT ASSUMPTIONS WERE USED FOR MODELING?

Site Development Assumptions

All development prototypes assume a 10,000 square foot lot size with 100 foot depth, or 0.23 acres. CS (Storefront Commercial) or Mixed Commercial/Residential (CM) zone is assumed. Both zones intend to promote development that combines commercial and housing uses on a single site. This zone allows increased development potential on busier streets without fostering a strip commercial appearance. Development is intended to consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.

Diagram B. CS/CM Building Envelope Guidelines



Each development prototype assumes 4 stories of development with an 86% utilization rate. This utilization rate accounts for an eleven foot rear building set back and a maximum height reduction to 35 feet for a 25 foot depth, also at the rear of the building (*see Diagram B*). These reductions amount to an approximate loss of 6,000 square feet buildable area.

As part of the modeling, circulation, lobby, and egress spaces internal to the building are discounted from the gross building square footage. The no parking development prototype assumes 50 units, which translates to an average unit size of 550 square feet after circulation spaces. This unit size remains constant throughout each of the alternative building prototypes.

WHAT DEVELOPMENT COST ASSUMPTIONS WERE USED FOR MODELING?

A site acquisition cost of \$27.00/sq ft was assumed based on a sampling of land values in CS zones in Inner Portland neighborhoods. For a 10,000 sq foot site this translates to \$270,000. Construction costs for residential units were set at \$109.00 a square foot. Given an average unit size of 550 sq feet, this translates to approximately \$60,000 to produce a residential unit. Standard parking spaces are generally assumed to occupy 260 sq feet (including circulation area). Mechanical parking utilizes half this space on account for stacking spaces. In general two standard parking spaces will replace a residential unit. This is important as the main drivers for unit cost are number of units and overall construction cost. As the cost to produce additional parking spaces becomes greater than the cost of the units not produced, rental rates rise. Similarly, as the number of units decreases within a project, project costs are distributed in greater proportion to renters. For example, in the tuck-under development prototype there is an overall cost savings as the 5 units that are not produced (at a cost of \$300,000) come at a greater savings than the cost associated with producing 9 parking spaces (at a cost of \$20,000 a space or total cost of \$180,000). There is a small decrease in the overall project cost; however, as there are 5 fewer units to generate monthly revenue, a slim rental rate increase is observed. In other development scenarios, as the cost to produce parking increases, there is an increase in project cost and a decrease in the total number of units resulting in larger rental rate increases.

Table A. Cost of Parking

Parking Type	Parking Costs Per Space
Surface	\$3,000
Podium/Structured (above ground)	\$20,000
Underground	\$55,000
Internal (Tuck Under or Sandwich)	\$20,000
Mechanical	\$45,000

HOW DO THE BUILDING PROTOTYPE ALTERNATIVES PERFORM?

- A building with no parking is able to utilize the full capacity of the development on the site (factoring in assumptions above). In this scenario fifty units and zero parking spaces are constructed. This is the most affordable unit produced amongst the alternatives.
- A building with tuck-under parking is able to utilize nearly all development capacity, with a loss of 5 residential units. In this scenario 45 units and 9 parking spaces are constructed. There is a moderate rental

rate increase associated with this scenario to accommodate the cost associated with providing tuck-under spaces and loss of potential residential units.

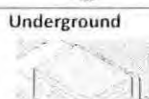
- A building with surface parking is able to utilize 50 percent of development capacity. In this scenario 30 units and 19 parking spaces are constructed. There is a rental rate increase associated with this scenario to accommodate for the opportunity cost associated with not producing 20 units.
- A building with podium parking utilizes 75% of the ground floor to provide parking. In this scenario 42 units and 22 parking spaces are constructed. There are negative impacts to ground floor activity and street frontage which may have a direct impact on surrounding businesses, pedestrians, and street character due to additional curb cuts and loss of continuous storefront/first floor character.
- A building with mechanical parking utilizes 40% of the ground floor to provide parking. In this scenario 46 units and 23 parking spaces are constructed. Mechanical parking is a space-efficient parking alternative as it stacks parking spaces with the aid of mechanical systems. As a result, more parking spaces can be constructed in a smaller space; however, it adds significant cost, at \$45,000 a space.
- A building with underground parking is challenged given the limitations of the 10,000 sq foot lot. The practicality of producing underground parking is challenged given the short bay width (less than 100') and limitations to circulation between levels. In this scenario 44 units and 33 parking spaces are constructed. The rental increase can be attributed directly to the cost of providing underground parking at a cost of \$55,000 a space.

Table B. Building Prototype Summary

Building Development Prototype	# of Units	# of Parking Spaces	Parking Spaces per Unit	7% ROI* Monthly Rent	10 % ROI* Monthly Rent
No Parking	50	0	0	\$800	\$1150
Tuck-Under	45	9	0.25	\$850	\$1200
Surface	30	19	0.6	\$1200	\$1800
Podium	42	22	0.5	\$950	\$1350
Mechanical	46	23	0.5	\$1175	\$1660
Underground	44	33	0.75	\$1300	\$1900

*Note: ROI= Return on Investment

Cost of Onsite Parking + Impacts on Affordability

Development Prototype		# of Units	# of Parking Spaces	Parking Spaces per Unit	% of Ground Floor used for parking	Parking Cost as a Percentage of Total Construction Cost	Construction Cost	Potential Monthly Rental Range (\$550 sq ft apartment)*	Monthly Rent Increase as a percentage above No Parking Development Prototype
A	 	50	0	0	0%	0%	4.3 M	\$800 - \$1,150	-
				A building with no parking is able to utilize the full capacity of the development on the site (factoring in assumptions outlined in Methodology). In this scenario fifty units and zero parking spaces are constructed.					
B	 	45	9	0.25	33%	4%	4.3 M	\$850 - \$1,200	6%
				A building with tuck-under parking is able to utilize nearly all development capacity, with a loss of 5 residential units. In this scenario 45 units and 9 parking spaces are constructed. There is a moderate rental rate increase associated with this scenario to accommodate the cost associated with providing tuck-under spaces and loss of potential residential units.					
C	 	30	19	0.6	47%	2%	2.8 M	\$1,200 - \$1,800	50%
				A building with surface parking is able to utilize 50 percent of development capacity. In this scenario 30 units and 19 parking spaces are constructed. There is a rental rate increase associated with this scenario to accommodate for the opportunity cost associated with not producing 20 units.					
D	 	42	22	0.5	66%	10%	4.3 M	\$950 - \$1,350	19%
				A building with podium parking utilizes 75% of the ground floor to provide parking. In this scenario 42 units and 22 parking spaces are constructed. There are negative impacts to ground floor activity and street frontage which may have a direct impact on surrounding businesses, pedestrians, and street character due to additional curb cuts and loss of continuous storefront/first floor character.					
E	 	46	23	0.5	40%	22%	5.4 M	\$1,175 - \$1,660	47%
				A building with mechanical parking utilizes 40% of the ground floor to provide parking. In this scenario 46 units and 23 parking spaces are constructed. Mechanical parking is a space-efficient parking alternative as it stacks parking spaces with the aid of mechanical systems. As a result, more parking spaces can be constructed in a smaller space; however, it adds significant cost, at \$45,000 a space.					
F	 	44	33	0.75	20%	28%	6.5 M	\$1,300 - \$1,900	63%
				A building with underground parking is challenged given the limitations of the 10,000 sq foot lot. The practicality of producing underground parking is challenged given the short bay width (less than 100') and limitations to circulation between levels. In this scenario 44 units and 33 parking spaces are constructed. The rental increase can be attributed directly to the cost of providing underground parking at a cost of \$55,000 a space.					

 Housing Unit

 Housing Unit w/Parking Space

 Housing Unit Not Built as a result of providing parking

- * Based on Results of Envision Tomorrow Return on Investment Model & Analysis.
- Developments with a Return on Investment of 7 to 10% are reported.

Exhibit D



November 5, 2012

City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System

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Multi-Family building permits 2006 - 2012
New Buildings by District

Exhibit E

DISTRICT	# Buildings		Total Dus		Avg # Dus Per Building		Parking spaces provided	Average Spaces / DU		Pct of Total DUs w/o Parking
	No Pkg	Pkg	No Pkg	Pkg	No Pkg	Pkg		Buildings w/ pkg	All Projects	
NORTH	18	17	268	1116	15	66	927	0.8	0.7	19%
SE	21	14	472	577	22	41	437	0.8	0.4	45%
NW	4	8	206	571	52	71	525	0.9	0.7	27%
NE	13	9	305	251	23	28	129	0.5	0.2	55%
EAST	4	19	86	478	22	25	497	1.0	0.9	15%
SW	5	10	115	273	23	27	300	1.1	0.8	30%
TOTAL Non CC	65	77	1452	3266	22	42	2815	0.9	0.6	31%
CC	7	29	324	5440	46	188	5820	1.1	1.0	6%
TOTAL All Districts	72	106	1776	8706	25	82	8635	1.0	0.8	17%

Multi-Family building permits 2006 - 2012

Buildings by Number of Dwelling Units
Buildings outside Central City

Building size # of units	# Buildings		Total Dus		Avg # Dus Per Building		Parking spaces provided	Average Spaces / DU	
	No Pkg	Pkg	No Pkg	Pkg	No Pkg	Pkg		Buildings w/ pkg	All Projects
1-19	34	32	167	305	5	10	334	1.1	0.7
20-39	19	15	499	396	26	26	355	0.9	0.4
40-59	10	11	485	525	49	48	348	0.7	0.3
60-79	2	10	152	705	76	71	526	0.7	0.6
80 or more	1	10	150	1375	150	138	1268	0.9	0.8
Total	66	78	1453	3306	22	42	2831	0.9	0.6

Multi-Family building permits 2006 - 2012

Buildings by Year of Permit
Buildings outside Central City

Building size # of units	# Buildings		Total Dus		Avg # Dus Per Building		Parking spaces provided	Average Spaces / DU	
	No Pkg	Pkg	No Pkg	Pkg	No Pkg	Pkg		Buildings w/ pkg	All Projects
2006	11	21	103	572	9	27	623	1.1	0.9
2007	15	16	303	601	20	38	559	0.9	0.6
2008	0	15	0	648	0	43	624	1.0	1.0
2009	1	2	5	71	5	36	53	0.7	0.7
2010	8	2	207	84	26	42	47	0.6	0.2
2011	9	3	264	99	29	33	58	0.6	0.2
2012	16	14	492	976	31	70	708	0.7	0.5
Total	60	73	1374	3051	23	42	2672	0.9	0.6

of Planning and Sustainability

City of Portland, Oregon

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