



# New Apartments and Parking

January 10, 2013



Bureau of Planning and Sustainability  
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## COMMUNITY CONCERNS

- Parking impacts
- Neighborhood notice and influence over design and development
- Height and design impacts
- Other neighborhood change impacts
- Accessibility impacts

## EXISTING CITY POLICY

- Comprehensive Plan
- Climate Action Plan
- Portland Plan
- Transp. System Plan



## Minimum Required Parking Spaces by Zone from Table 266-1 of the Portland Zoning Code

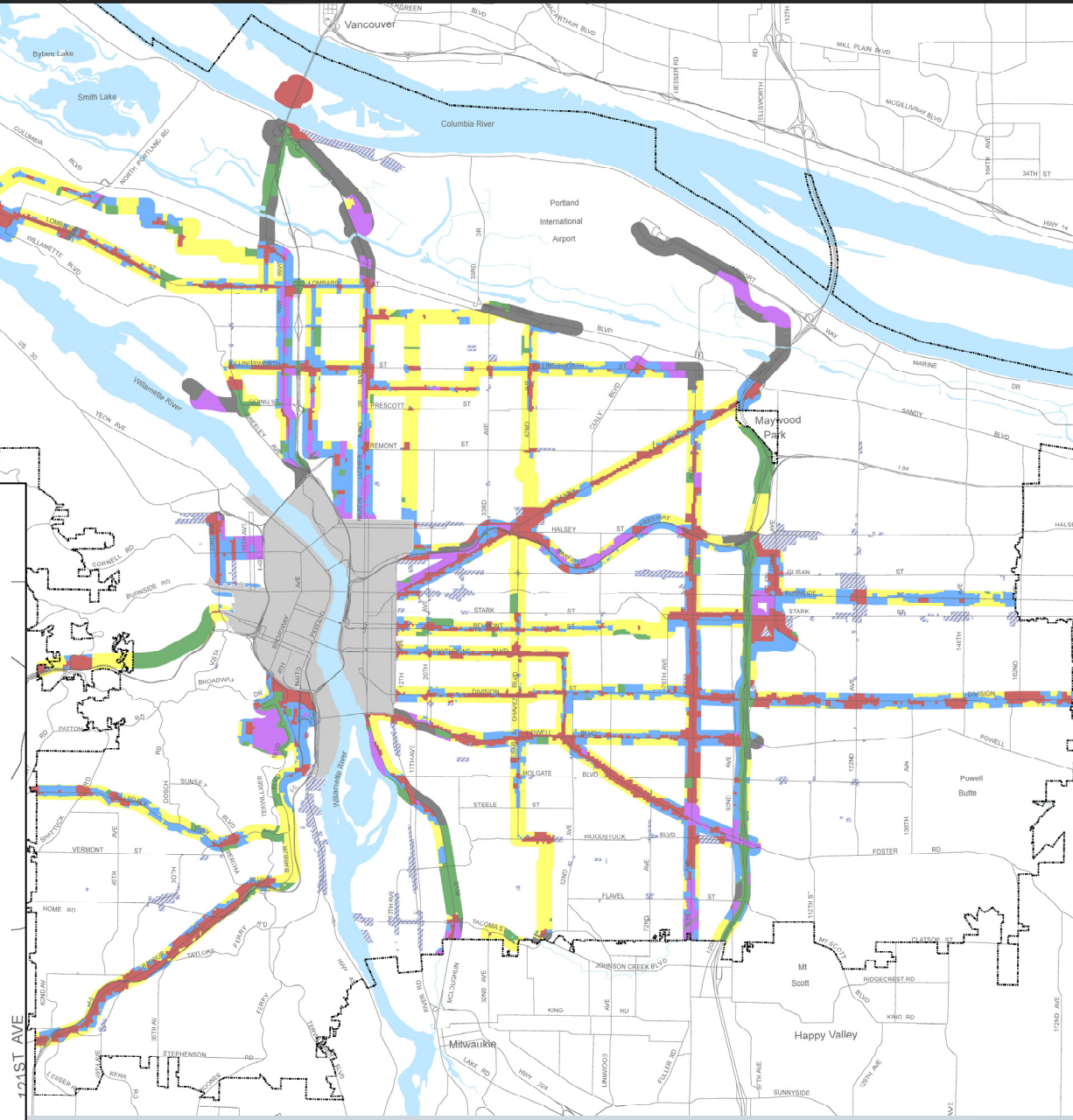
Zone	Requirement
OS, RF - RH, IR, N2, CO2, CG, EG, I	<p>For <u>residential uses</u> this standard requires a minimum of 1 space per unit.</p> <p>SROs are exempt.</p> <p>In RH, no parking is required for 1 to 3 units and 1 space per 2 units for four or more units</p>
EX	<p>Minimum - None, except: Household Living:</p> <ul style="list-style-type: none"> <li>• Min: None - 1 to 3 unit buildings,</li> <li>• Min: 1 space per 2 units - 4 or more units</li> <li>• SROs exempt.</li> </ul> <p>NOTE: Much of EX zoned land is w/in 500 feet of frequent transit.</p>
CN1	Minimum - None.
CM, CS, RX, CX, CO1	Minimum - None.



## Areas within 500 feet of Frequent Service Transit Streets (Bus, MAX, Streetcar)

### Generalized Zones (within 500')

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Employment
- Industrial
- Open Space
- Commercial Zones (CS, CM, CX, CN1, CO1) beyond 500' of Frequent Service Transit
- Central City Plan District
- City Boundary





Reason for No Minimum Parking Requirement	# tax lots citywide	Comments
Neighborhood Commercial Zones w/ no min. parking requirement	5,158	1. Includes CM, CN1, CO1, and CS zones.  2. 82% of these are also within 500' of Frequent Transit Service
Central City Commercial Zone (CX) w/ no min. parking requirement	1,734	
Other Zones within 500' of Frequent Transit Service	67,830	
TOTAL # of tax lots	74,722	

## PERMIT DATA – 2006 to 2012

Since 2006:

- 55% of buildings and 64% of units have parking @ .9 spaces/unit
- 55 buildings (1270 units) w/o parking – Avg. size building = 20 units
- Over half of the units w/o parking are in buildings w/ 40 + units

	Number of Buildings		Number of Units		Off-street Parking	Parking Spaces per Unit		Percent All Buildings W/ Parking
BUILDING SIZE Number of Units	NO PKG	PKG	NO PKG	PKG		W/ PKG	All Units	
1-19	28	30	167	282	312	1.1	0.7	53%
20-39	16	14	422	370	340	0.9	0.4	43%
40-59	8	8	385	389	279	0.7	0.4	50%
60-79	2	7	152	489	343	0.7	0.5	78%
80 or more	1	8	329	1131	1078	1.0	0.7	82%
TOTAL	55	67	1276	2611	2652	0.9	0.6	55%

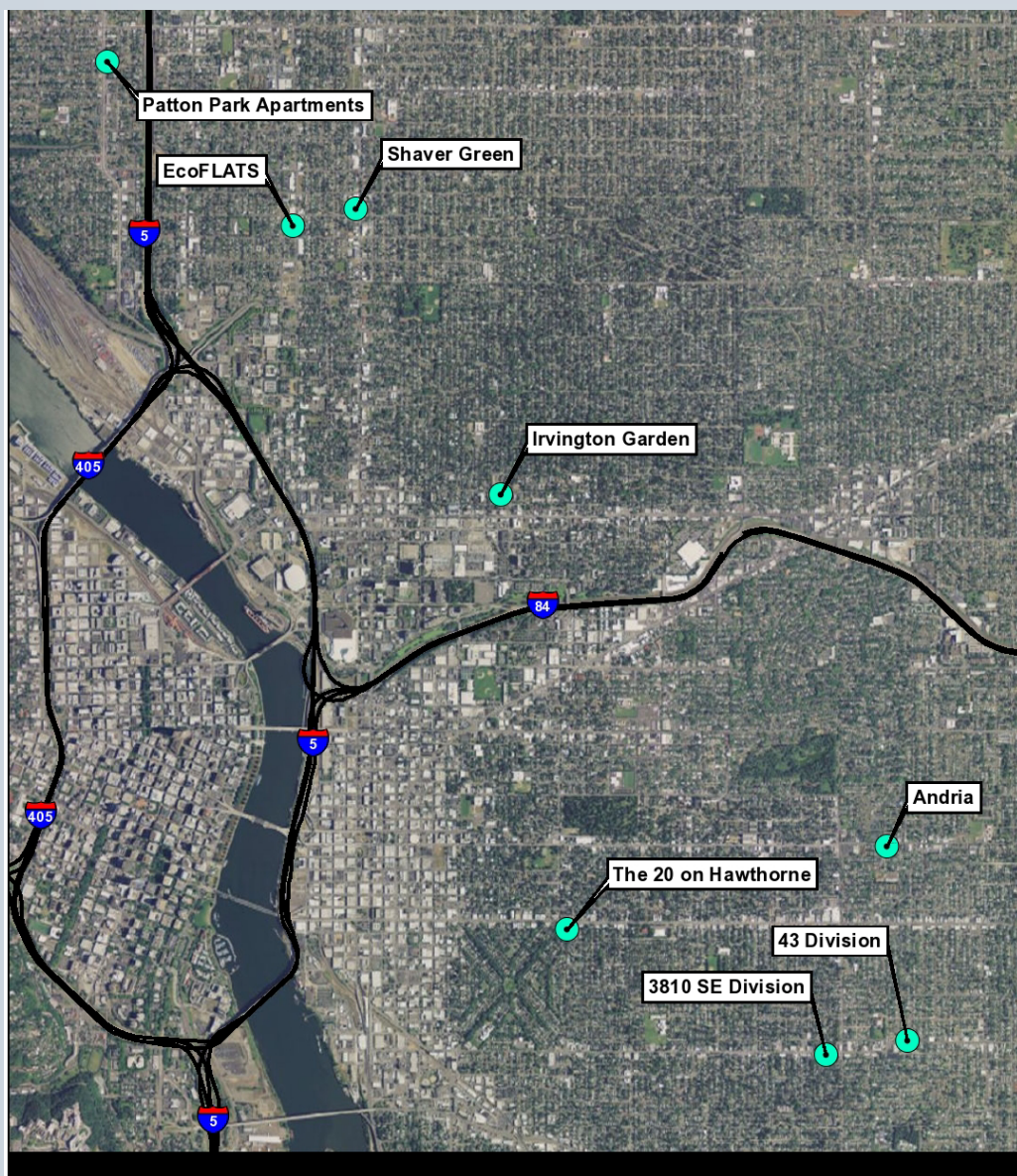
## PERMIT DATA – 2006 to 2012

Year of Permit	Number of Buildings		Number of Units		Off-street Parking	Parking Spaces per Unit		Percent All Buildings W/ Parking
	NO PKG	PKG	NO PKG	PKG		W/ PKG	All Units	
2006	11	21	103	572	623	1.1	0.9	66%
2007	15	16	303	601	559	0.9	0.6	52%
2008	0	15	0	648	624	1.0	1.0	100%
2009	1	2	5	71	53	0.7	0.7	67%
2010	8	3	207	124	63	0.5	0.2	27%
2011	10	3	306	99	58	0.6	0.1	23%
2012	11	7	552	546	372	0.7	0.4	41%
<b>TOTAL</b>	<b>55</b>	<b>67</b>	<b>1276</b>	<b>2661</b>	<b>2352</b>	<b>0.9</b>	<b>0.5</b>	<b>55%</b>



## Parking and Travel Behavior Study

- Vehicle counts
- Resident surveys
- Interviews.
- Compilation of other research
- Cost of Onsite Parking and Impacts on Affordability
- TriMet Service Review



# Parking and Travel Behavior Study

## Car ownership

- 72% of respondents own cars
- 88% of households citywide

## Commute trips

- 64% of commute trips NOT BY CAR
- 41% citywide
- 60% NOT BY CAR for car owners

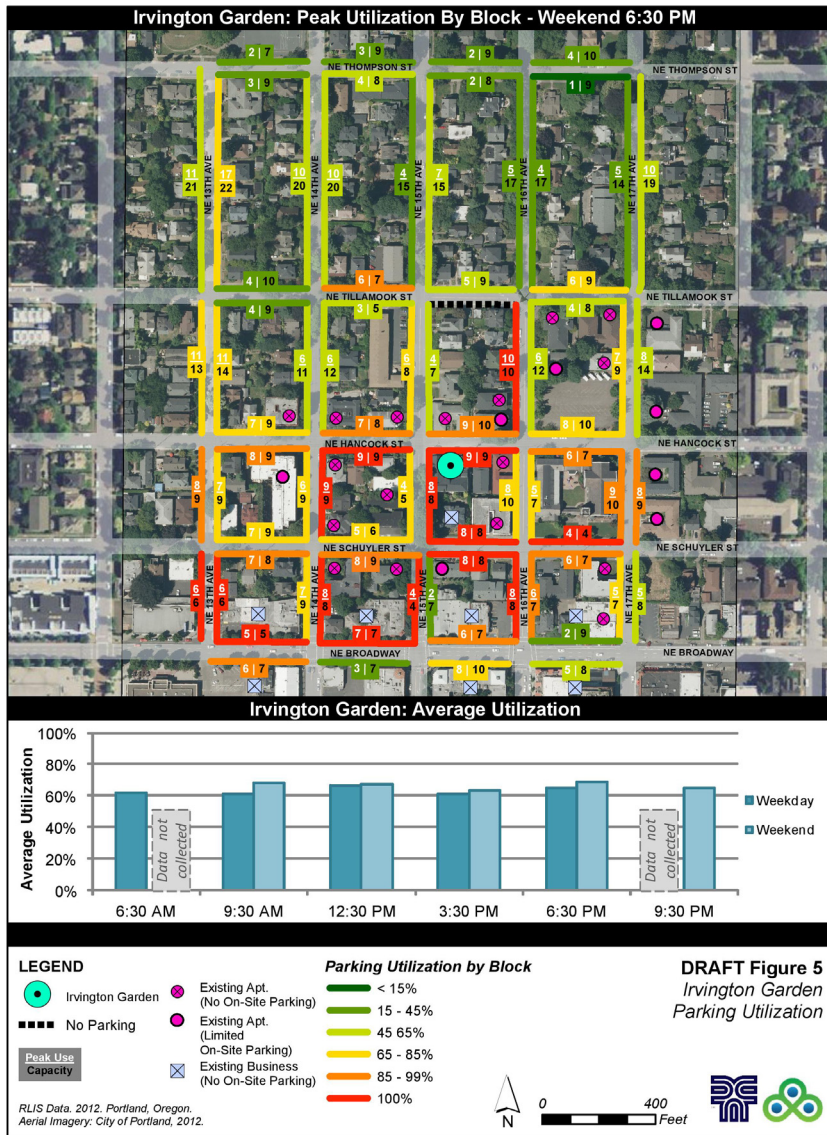
## Non-Commute Trips

- 46% are by car for **ALL** respondents
- 66% are by for **car owners**

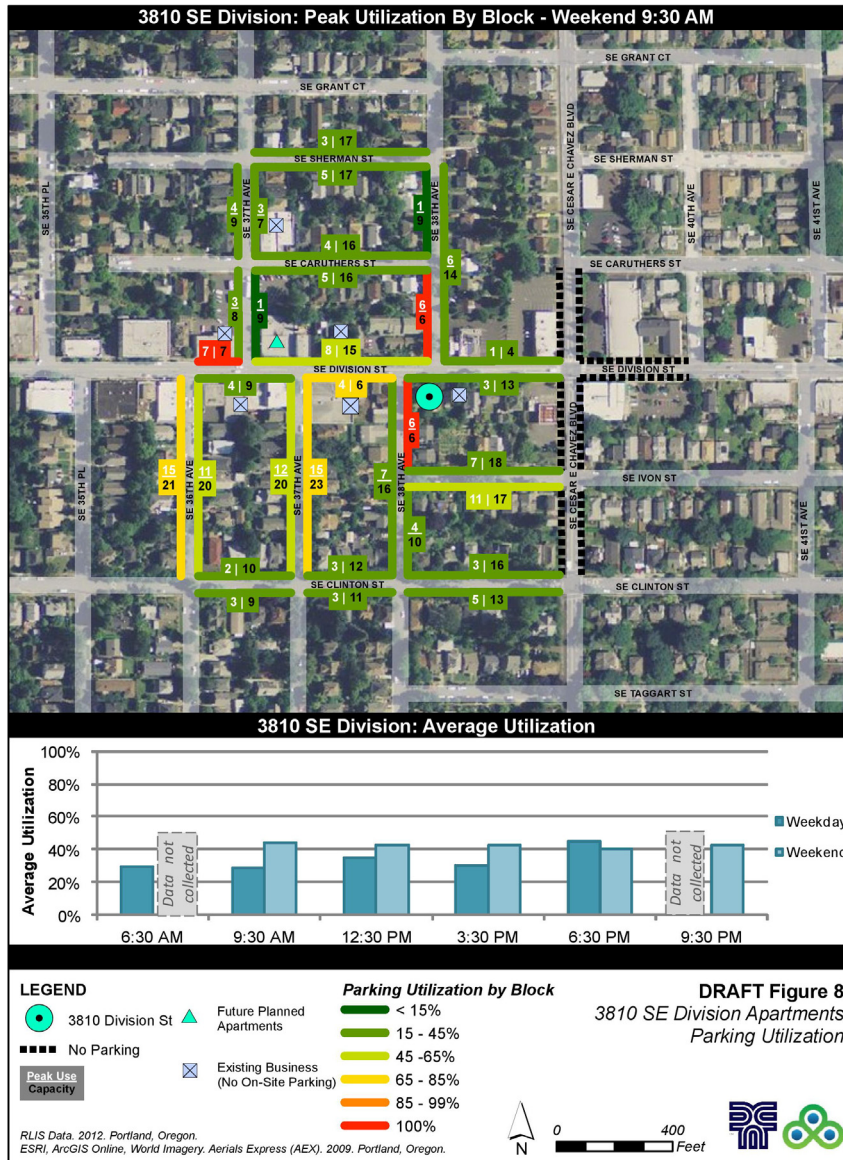
## Parking

- On-street parking on some surveyed block faces was congested.
- Even in congested situations, parking was available on other block faces.
- 71% of residents find parking within a 2-minute walk of their apartment
- 80% find a parking space in less than 5-minutes

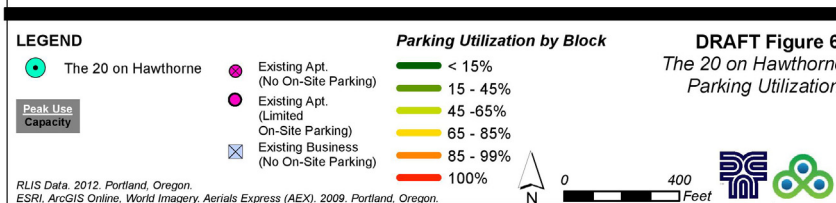
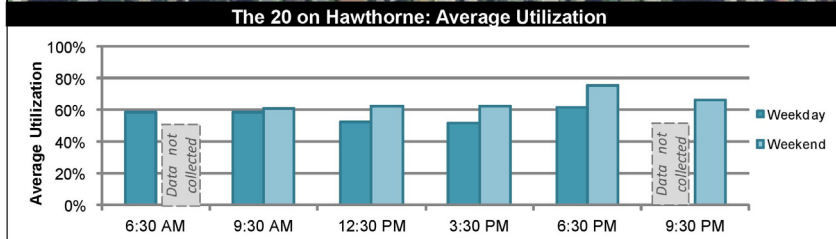
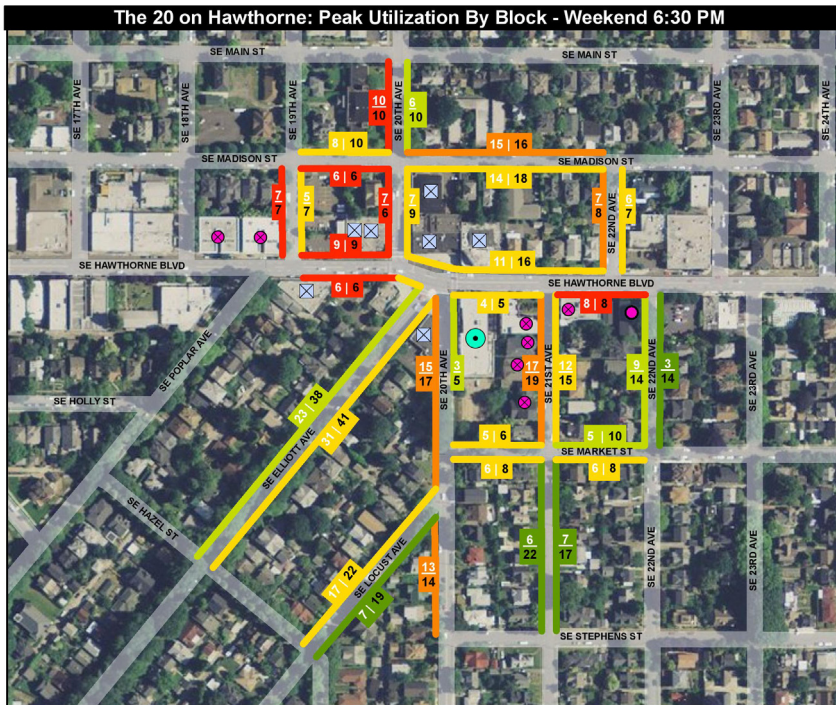






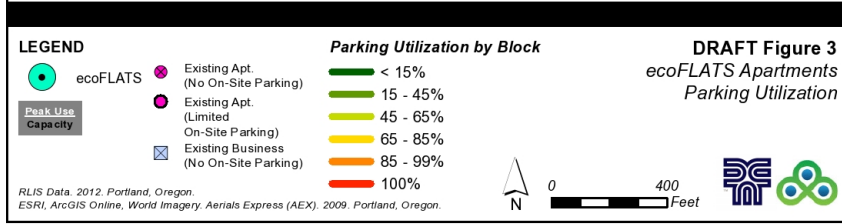
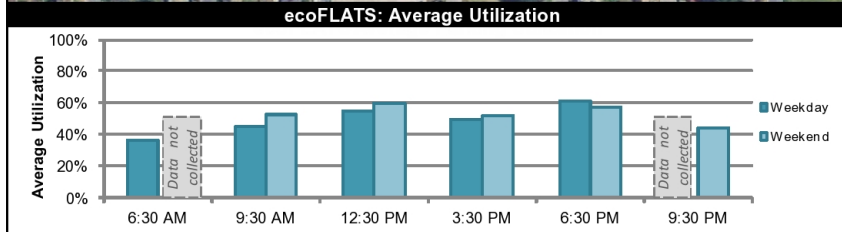
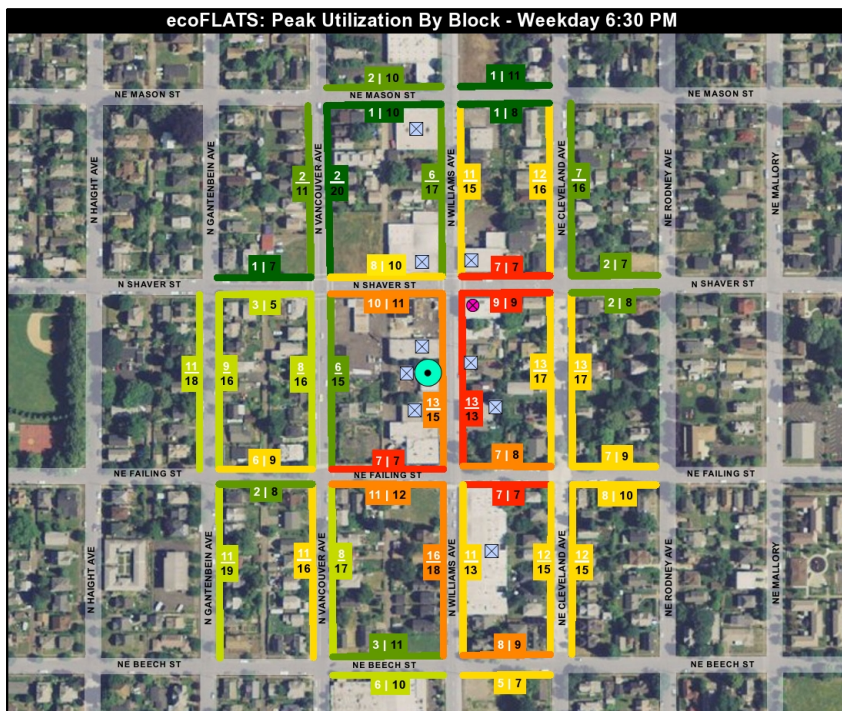






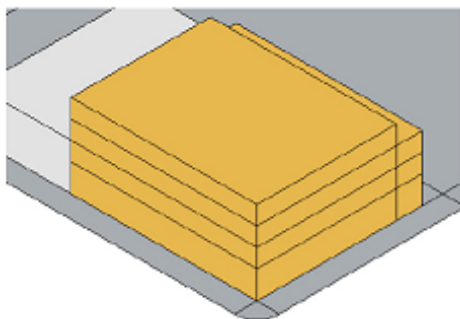
RLIS Data, 2012, Portland, Oregon.  
 ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX), 2009, Portland, Oregon.  
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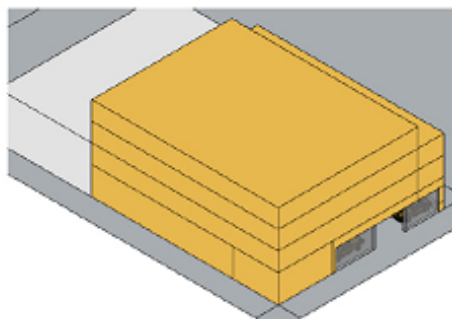




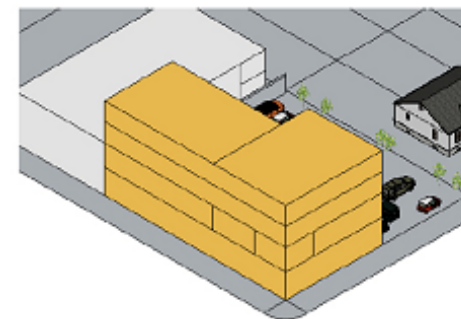
No Parking



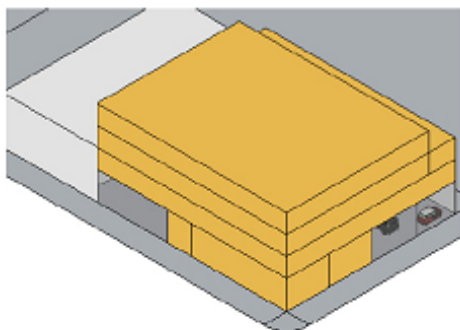
Tuck-Under



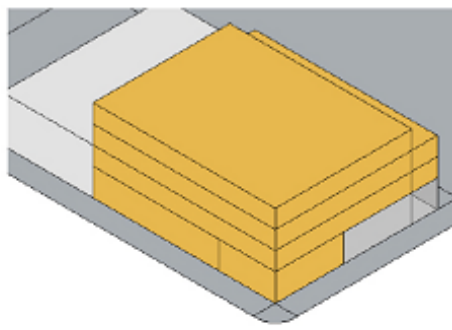
Surface Parking



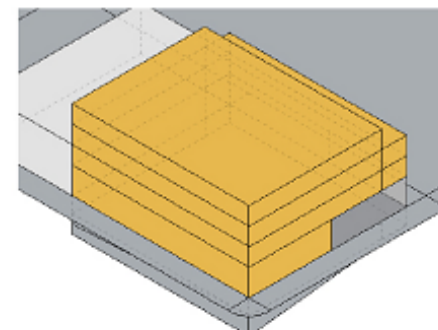
Podium



Mechanical



Underground



### Parking Development Costs per space

Surface	\$ 3,000	Mechanical	\$ 45,000
Tuck Under	\$ 20,000	Underground	\$ 55,000
Podium	\$ 20,000		



## Follow up to November 13th PSC public forum.

- Should there be required parking over certain thresholds – DUs per building?
- Options to improve disabled accessibility - on-site and on-street for residents and visitors.
- Align regs and frequent transit changes.
- Options to link parking requirements to Transportation Demand Management (TDM)



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