



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

April 4, 2013

TO: City Council

FROM: Joe Zehnder, Chief Planner

RE: New Apartments and Parking: City Council packets

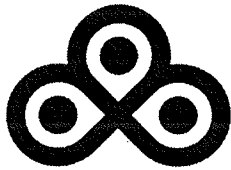
Motions  
4-4-13  
Not Final

Attached are items related today's hearing on new apartments and parking. They are:

1. A "motions memo" to help guide your discussion and decisions.
2. A summary matrix of the requested amendments - edits have been made to the matrix since it was distributed yesterday.
3. Four attachments detailing the code language associated with the requested amendments.



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185974

Bureau of Planning and Sustainability  
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April 4, 2013

TO: City Council

FROM: Joe Zehnder, Chief Planner

RE: New Apartments and Parking: Approach to Discussion and Decisions

I have put together a possible "road map" to guide your discussion and decisions on the New Apartments and Parking regulations Thursday afternoon. This is, of course, just a suggested approach.

First, go through each of the areas where amendment have been requested. This list is detailed in the Requests for Amendments Matrix. Some options for motions on each amendment are listed below.

**Item 1. Minimum Parking in CM, CS, RX, CX, and CO1 zones**

Motion options:

- ☐ a. Move to amend the Recommended Draft to delete language that requires parking in these zones. *This will keep the current Code, and continue to allow development with no parking.*
- ☐ b. Move to not amend the language in the Recommended Draft that requires parking in these zones. *This will require parking in these zones at the rate of one parking space per four dwelling units if site has more than 40 units.*
- ☐ c. Move to amend the Recommended Draft to require parking in these zones using the tiered approach shown in Attachment A. *This will require parking in these zones if site has more than 30 units, with a graduated number of spaces.*
- ☐ d. Move to \_\_\_\_\_



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**Item 2. Minimum Parking Near Transit****Item 2a. Minimum Parking Within 500 Feet of Streets with Frequent Transit Service from buses, streetcars, and light rail.**Motion options:

- ☐ a. Move to amend the Recommended Draft to delete language that requires parking near transit. *This will keep the current Code, and continue to allow development near transit with no parking.*
- ☐ b. Move to not amend the language in the Recommended Draft that requires parking near transit. *This will require parking near transit at the rate of one parking space per four dwelling units if site has more than 40 units.*
- ☐ c. Move to amend the Recommended Draft to require parking near transit using the tiered approach shown in Attachment A. *This will require parking near transit if site has more than 30 units, with a graduated number of spaces.*
- ☐ d. Move to \_\_\_\_\_

**Item 2b. Minimum Parking Within 1,500 Feet of Light Rail Stations.**Motion options:

- ☐ a. Move to not amend the Recommended Draft to require sites within 1,500 feet of light rail stations to provide parking under the same regulations that apply to sites near transit. *This will result in no code amendment about parking near light rail stations.*
- ☐ b. Move to amend the Recommended Draft to require sites within 1,500 feet of light rail stations to provide parking under the same regulations that apply to sites near transit. *This will put the same requirements for parking on sites within 500 feet of frequent transit and within 1,500 feet of light rail stations.*
- ☐ c. Move to \_\_\_\_\_

**Item 2c. Remove TriMet Map from Report.**Motion options:

- ☐ a. Move to amend the Recommended Draft to remove the *Current TriMet Frequent Transit Service Map* from the commentary.
- ☐ b. Move to not amend the Recommended Draft to remove the *Current TriMet Frequent Transit Service Map* from the commentary.
- ☐ c. Move to \_\_\_\_\_

**Item 2d. Continue Discussion in Comprehensive Plan Update**Motion options:

- ☐ a. Move to direct staff to continue discussion on this item as part of the Comprehensive Plan Update
- ☐ b. Move to not direct staff to continue discussion on this item as part of the Comprehensive Plan Update
- ☐ c. Move to \_\_\_\_\_

**Item 3. Reductions in Required Parking (See Attachment A)****Item 3a. Reductions Allowed**Motion options:

- ☐ a. Move to amend the Recommended Draft to delete language that adds exceptions allowing reductions in parking if certain amenities (spaces dedicated to carsharing vehicles, a bikeshare facility) are provided. *This will keep the current Code, and continue to allow only the exceptions currently in the code, such as providing extra bike parking, or motorcycle parking.*
- ☐ b. Move to not amend the language in the Recommended Draft that adds exceptions allowing reductions in parking if certain amenities (spaces dedicated to carsharing vehicles, a bikeshare facility) are provided. (See Attachment A) *This will keep the exceptions currently in the code, such as providing extra bike parking, or motorcycle parking, and will add two more options.*
- ☐ c. Move to \_\_\_\_\_

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**Item 3b. Cap Allowed Reductions**Motion options:

- ☐ a. Move to not amend the Recommended Draft to cap to the amount of required parking that may be reduced using exceptions. *This will keep the Code as it is, where the amount of required parking that may be reduced by providing certain amenities is not limited..*
- ☐ b. Move to amend the Recommended Draft to cap to the amount of required parking that may be reduced using exceptions at 50 percent. *This will limit the amount of required parking that may be reduced by providing certain amenities. See Attachment A.*
- ☐ c. Move to \_\_\_\_\_

**Item 4. Location of Parking for Multi-Dwelling Buildings (See Attachment A)****Item 4a. Allow Off-Site Parking**Motion options:

- ☐ a. Move to amend the Recommended Draft to delete language that allows parking for multi-dwelling buildings to be within 500 feet of the building. *This will keep the current Code, which requires the parking to be on the same site as the building.*
- ☐ b. Move to not amend the Recommended Draft to delete language that allows parking for multi-dwelling buildings to be within 500 feet of the building. *This will allow the parking to be off-site, but within 500 feet of the building..*
- ☐ c. Move to \_\_\_\_\_

**Item 4b. Allow Joint Use Parking for Parking for Multi-Dwelling Buildings (See Attachment B)**

Motion options:

- ☐ a. Move to amend the Recommended Draft to delete language that allows parking for multi-dwelling buildings to be joint use parking. *This will keep the current Code, which does not allow residential parking to be used for joint parking, or to use other parking under a joint use agreement.*
- ☐ b. Move to not amend the Recommended Draft to delete language that allows parking for multi-dwelling buildings to be joint use parking. *This will allow multi-dwelling residential parking to be used for joint parking, or to use other parking under a joint use agreement.*
- ☐ c. Move to \_\_\_\_\_

**Item 4c. Continue Discussion in Comprehensive Plan Update**

Motion options:

- ☐ a. Move to direct staff to continue discussion on this item as part of the Comprehensive Plan Update
- ☐ b. Move to not direct staff to continue discussion on this item as part of the Comprehensive Plan Update
- ☐ c. Move to \_\_\_\_\_

**Item 5. Purpose Statement for Minimum Required Parking (See Attachment C)**Motion options:

- ☐ a. Move to amend the Recommended Draft to add language to the purpose statement for Minimum Required Parking; the language would explain why some parking is necessary for larger multi-dwelling buildings. Choose one of these options:
  - ☐ (1) The language added may read " 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."
  - ☐ (2) The language added may read "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 and to provide necessary and adequate parking for residents and guests, especially those with disabilities "
- ☐ b. Move to not amend the Recommended Draft to add language to the purpose statement for Minimum Required Parking; the language would explain why some parking is necessary for larger multi-dwelling buildings.
- ☐ c. Move to \_\_\_\_\_

**Item 6. Transit Street Main Entrance Requirement—Clarification (See Attachment D)**Motion options:

- ☐ a. Move to amend the Recommended Draft to add language clarifying that the Transit Street Main Entrance Requirement applies only to nonresidential uses on the ground floor of a building.
- ☐ b. Move to not amend the Recommended Draft to add language clarifying that the Transit Street Main Entrance Requirement applies only to nonresidential uses on the ground floor of a building. *This would leave the Code unchanged, which would continue the confusion about how the main entrance requirement is to be implemented.*
- ☐ c. Move to \_\_\_\_\_

**Second, pass the ordinance and amended Recommended Draft to Second Reading.**

NEW APARTMENTS AND PARKING  
REQUESTS FOR AMENDMENTS  
APRIL 4, 2013

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| Item | Existing regulation  | PSC Recommendation  | Requested Amendment  |
|------|--|---|--|
| 1    | No parking required in CM, CS, RX, CX, and CO1 zones.  | One parking space per four dwelling units for new development of more than 40 units in CM, CS, RX, CX, and CO1 zones.   | Create a tiered approach to required parking for larger apartments and lower threshold to apply to buildings with more than 30 units. <ul style="list-style-type: none"> <li>One space per five units for buildings with 31-40 units</li> <li>One space per four units for buildings with 41-50 units</li> <li>One space per three units for buildings with more than 50 units.</li> </ul> <b>SEE ATTACHMENT A</b>   |
| 2    | No parking required for sites less than 500 feet of a transit street with frequent service.<br><br><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>  | 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.<br><br><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>   | A. Use the tiered approach stated above to provide for minimum parking for multi-dwelling structures near transit.<br>B. Retain existing code language referring to sites within 500 feet of a transit street with frequent service, and how that is measured.<br>C. Add language to expand the minimum allowances in A. to apply to sites within 1,500 feet of a MAX stop.<br>D. Continue discussions on this item as part of the Comprehensive Plan Update.<br><br><b>SEE ATTACHMENT A</b>   |
| 3    | Several reductions in parking spaces are allowed, such as: <ul style="list-style-type: none"> <li>For every five non-required bike parking spaces provided, required vehicle parking may be reduced by one space (up to 25% of required parking).</li> <li>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).</li> </ul>  | Add two more reductions for carshare and bike sharing: <ul style="list-style-type: none"> <li>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).</li> <li>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).</li> </ul>  | Limit reductions to 50% of required parking.<br><br><b>SEE ATTACHMENT A</b>  |
| 4    | 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.   | A. Continue discussions on this item and other opportunities to allow joint use parking at underutilized parking areas (e.g. church and school parking lots) as part of the Comprehensive Plan Update.<br>B. Do not amend zoning code<br><br><b>SEE ATTACHMENT B</b>   |
| 5    | The Portland Zoning Code purpose statement for Minimum Required Parking Spaces currently reads:<br><br>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. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and | Add a reference to large multi-dwelling buildings:<br><br>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 <del>less little or no</del> off-street parking. <u>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.</u> | Add a reference to users of on-street parking:<br><br>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 <del>less little or no</del> off-street parking. <u>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 and</u> |

NEW APARTMENTS AND PARKING  
REQUESTS FOR AMENDMENTS  
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|   |   |  |   |
|---|---|--|---|
|   | 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.                                      | 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. | <u>to provide necessary and adequate parking for residents and guests, especially those with disabilities.</u> 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.<br><br>SEE ATTACHMENT C |
| 6 | A recent LUBA appeal found that the current zoning code language concerning transit street main entrances applied to the main entrance of residential units in addition to those of commercial uses. The intent of this language was to apply the requirement only to nonresidential uses on the ground floor of buildings. | The PSC did not consider this item.  | Clarify that transit street main entrance requirements apply to nonresidential uses only and only those uses on the ground floor.<br><br>SEE ATTACHMENT D   |

4-4-13  
DRAFT**ATTACHMENT A****Amendment #1: Revised minimum parking standards close to transit****Amendment #2: Amended description/requirements on frequent transit****Amendment #3: Maximum number of parking spaces reduced through exceptions***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.*

**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.

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

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

4-4-13  
DRAFT**ATTACHMENT B**

**AMENDMENT #3** Remove options to allow residential parking to be off-site and for joint use parking agreements to include residential development. The PSC recommended adding these options.

**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****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.

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## ATTACHMENT C

### Amendment #5: Expand Purpose statement for Minimum Required Parking Spaces

#### 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 and to provide necessary and adequate parking for residents and guests, especially those with disabilities. 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.

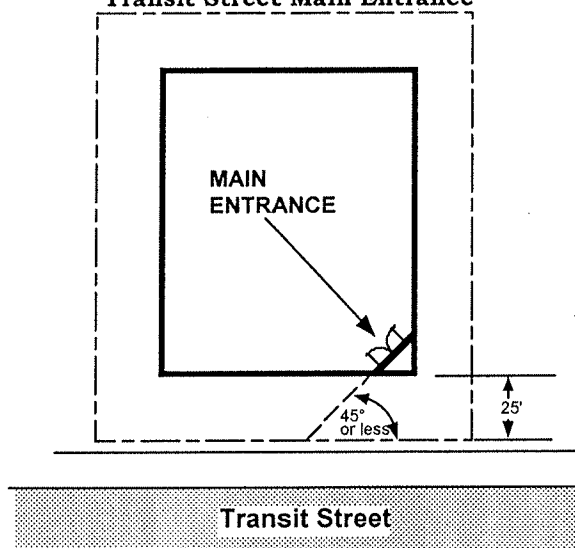
4-4-13  
DRAFT**ATTACHMENT D****AMENDMENT #6: Clarification of Main Entrance Requirements**

*Note: This series of amendments 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.

Figure 140-6  
Transit Street Main Entrance

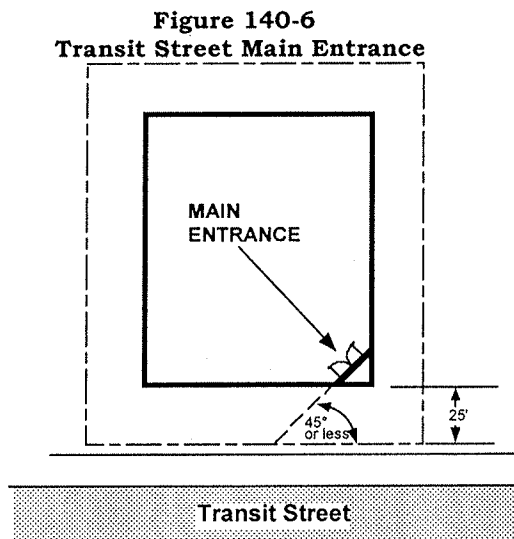


## EMPLOYMENT AND INDUSTRIAL ZONES

### 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.]**

### **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.

**33.526 (Gateway PD)** contains entrance standards, similar to the East Corridor above, that need altering. Similar to above, no distinction between residential and non-residential is made.

### **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.



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

185974

## Council Transmittal Memo

DATE: March 26, 2013  
TO: Mayor Charles Hales and Members of City Council  
FROM: Joe Zehnder, Chief Planner 

1. **Ordinance:** 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)
2. **Contact:** Matt Wickstrom, City Planner II, 503-823-2834
3. **Council Date:** April 4, 2013
4. ☐ Consent Agenda Item ☒ Regular Agenda Item  
☐ Emergency Item (explain below) ☒ Non-Emergency Item
5. **Purpose of Agenda Item:** This Ordinance will amend the Zoning Code to require parking for larger multi-dwelling buildings. It will also align a Zoning Code parking exception with TriMet's Frequent Service Corridors, streetcar and MAX transit stations, allow carshare and bike share to substitute for required parking, allow multi-dwelling buildings to locate parking in nearby parking areas through a joint use agreement, require a loading space for multi-dwelling buildings with more than 40 units and clarify size requirements for long-term (resident use) bike parking.
6. **History of Agenda Item/Background:** 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. The Bureau of Planning and Sustainability completed a series of studies about new apartments and parking. These studies were presented to the Planning and Sustainability Commission (PSC) at a public forum on November 13, 2012 and to City Council on January 10, 2013 where Council directed staff develop and



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publish a near-term proposal of regulatory changes. This proposal was presented to the PSC on March 12, 2013 which voted to forward the proposal to City Council with some minor amendments.

7. **What individuals or groups are or would be supportive or opposed to this action?** Testimony at the PSC hearing was split. Some residents agreed with the approach but thought additional parking should be required. Other residents expressed reservations about adding minimum parking requirements and cautioned that unintended consequences could occur. Developers' responses have generally focused on the presumably speedy timeline for implementation. One testifier representing the Housing Land Advocates, which advocates on land use matters that affect affordable housing, asked for the proposal to be dismissed and a new process begun.
8. **How does this relate to current City policies?** Current city policy related to off-street parking states "regulate off-street parking to promote good urban form and the vitality of commercial and employment areas". Underlying objectives refer to eliminating off-street parking requirements in areas with good connectivity and to limit the development of new parking spaces to achieve land use, transportation and environmental objectives.

In the larger picture, regional and local policies encourage much of Portland's population growth to be housed downtown and in neighborhood centers and corridors where services and amenities are concentrated. The relaxed parking standards help to make sustainable affordable transit-oriented development more feasible, thus taking pressure away from single-dwelling development.

The Portland Plan adopted by City Council in April 2012, includes guiding policies related to development of high-quality, well-designed housing in and around neighborhood centers and near transit, at a variety of sizes and cost ranges, to promote complete communities and active transportation.

The proposal includes amendments which would require 1 parking space per 4 dwelling units for buildings with more than 40 dwelling units, a parking ratio which staff feels is still consistent with existing policy outlined above.



Portland, Oregon  
**FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT**  
**For Council Action Items**

(Deliver original to City Budget Office. Retain copy.)

|   |  |   |   |
|---|--|---|---|
| 1. Name of Initiator<br>Joe Zehnder   |  | 2. Telephone No.<br>503-823-7815  | 3. Bureau/Office/Dept.<br>BPS   |
| 4a. To be filed (hearing date):<br><br>April 4, 2013  | 4b. Calendar (Check One)<br>Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/> |   | 5. Date Submitted to<br>Commissioner's office<br>and CBO Budget<br>Analyst:<br>March 27, 2013 |
| 6a. Financial Impact Section:<br><input checked="" type="checkbox"/> Financial impact section completed |  | 6b. Public Involvement Section:<br><input checked="" type="checkbox"/> Public involvement section completed |   |

**1) Legislation 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)

**2) Purpose of the Proposed Legislation:** This Ordinance will amend the Zoning Code to require parking for larger multi-dwelling buildings. It will also align a Zoning Code parking exception with TriMet's Frequent Service Corridors, streetcar and MAX transit stations, allow carshare and bike share to substitute for required parking, allow multi-dwelling buildings to locate parking in nearby parking areas through a joint use agreement, require a loading space for multi-dwelling buildings with more than 40 units and clarify size requirements for long-term (resident use) bike parking.

**3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?**

- |  |                                    |                                    |                                |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast             | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East  |
| <input type="checkbox"/> Central City                  |                                    |                                    |                                |

**FINANCIAL IMPACT**

**4) Revenue:** Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

No.

**5) Expense:** What are the costs to the City as a result of this legislation? What is the source of funding for the expense?

N/A

**6) Staffing Requirements:**

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?

No

- Will positions be created or eliminated in *future years* as a result of this legislation?

No

*(Complete the following section only if an amendment to the budget is proposed.)*

**7) Change in Appropriations** *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

| Fund | Fund Center | Commitment Item | Functional Area | Funded Program | Grant | Sponsored Program | Amount |
|------|-------------|-----------------|-----------------|----------------|-------|-------------------|--------|
|      |             |                 |                 |                |       |                   |        |
|      |             |                 |                 |                |       |                   |        |
|      |             |                 |                 |                |       |                   |        |
|      |             |                 |                 |                |       |                   |        |

**[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]**

**PUBLIC INVOLVEMENT**

185974

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

☒ YES: Please proceed to Question #9.

☐ NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item? Many in the community have raised concerns about parking for new apartments under construction, in the permitting process or in the conceptual design stage. This item is a response to those concerns.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Bureau of Planning and Sustainability (BPS) staff have attended and provided updates at numerous neighborhood association and district coalition meetings. These associations and coalitions include Richmond, Kerns, Hosford-Abernethy, Buckman, Overlook, Beaumont-Wilshire, the North Portland Land Use Group, SE Uplift Land Use, Sustainability and Transportation Group, Northeast Coalition of Neighbors and Central Northeast Neighbors.

On November 7, 2012, BPS staff and two Planning and Sustainability Commissioners also met with and toured the Richmond neighborhood with the Richmond Neighbors for Responsible Growth. City staff met with a developer of an apartment building in the Richmond neighborhood and members of the Richmond Neighbors for Responsible Growth on August 1, 2012 and November 16, 2012. BPS staff has provided information for the Citywide Land Use Group's Apartments/Parking Task Force.

BPS released a Frequently Asked Questions memo about new apartments and parking in April 2012. 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 July 2012, August 2012, September 2012, November 2012, January 2013, February 2013 and March 2013.

BPS has compiled email addresses of those interested in this topic and sent updates to those individuals including updates to the Frequently Asked Questions memo, copies of the BPS studies and research, announcements of public meetings, and the New Apartments and Parking Proposed and Recommended Zoning Code Amendments. As of March 2013, over 210 community members were on the email list.

On September 10, 2012, BPS and Portland Bureau of Transportation staff attended the Accessibility in the Built Environment (ABE), a subgroup of the Commission on Disabilities, meeting and provided information and answered questions on the topic of new apartments and parking. The ABE provided two formal letters to BPS. One letter was general and relayed concerns about the development trend and impacts on those with disabilities. The other letter specified design and implementation recommendations for disabled parking and loading zone requirements included in the *New Apartments and Parking Proposed Zoning Code Amendments*.

The October and November 2012 issues of the Comprehensive Plan E-News included articles about new apartments and parking. The E-News is sent to over 5,000 email recipients.

On November 7, 2012, BPS created a webpage dedicated to the topic of new apartments and parking. The webpage was updated periodically and has been viewed over 9,000 times by community members.

On November 13, 2012, the Planning and Sustainability Commission held a public forum on new apartments and parking. BPS staff presented results of studies and research as well as a summary of community concerns and comments. Time was provided for public comment.

On January 10, 2013, the Portland City Council had a session on new apartments and parking. BPS staff presented results of studies and research as well as a summary of community concerns and comments. Time was provided for public comment.

In February and March 2013, BPS held six geographically-based public workshops on proposed updates to Portland's Comprehensive Plan. City staff were present at all workshops to provide information on new apartments and parking and to explain the *New Apartments and Parking Proposed Zoning Code Amendments*.

**c) How did public involvement shape the outcome of this Council item?**

This Council item is a response to concerns expressed by community members.

**d) Who designed and implemented the public involvement related to this Council item?**

Bureau of Planning and Sustainability project staff.


**e) Primary contact for more information on this public involvement process (name, title, phone, email):**

Matt Wickstrom, SE District Liaison/City Planner II, 503-823-2834,  
matt.wickstrom@portlandoregon.gov

**10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.**

Yes, this Council item reflects near-term regulatory changes focusing primarily on minimum parking requirements for larger apartment buildings. A more holistic and long-term policy and regulatory direction is expected to be developed through the Comprehensive Plan rewrite and implementation projects. Public involvement is expected as part of the development of long-term policy and regulatory development.

Susan Anderson/Joe Zehnder



APPROPRIATION UNIT HEAD (Typed name and signature)