Agenda Item 122 -123 TESTIMONY 2:00 PM TIME CERTAIN

SUPPORT PROPOSAL

PROPOSAL OF INSTITUTE OF INT'L CHRISTIAN COMMUNICATIONS

6012 SE YAMHILL ST LU 15-280008 CP ZC

IF YOU WISH TO **SPEAK** TO CITY COUNCIL, **PRINT** YOUR **NAME, ADDRESS, AND EMAIL.**

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Michael Ard	321 SW 4th Avenue, Suite 400	mike@lancasterengineering.com

Date 02-09-17

Parking Analysis Memorandum

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To: Rudy Munzel, Bridgeway Realty Resources, LLC

From: Michael Ard, PE

Date: February 6, 2017

Subject: 6012 SE Yamhill Street – On-Street Parking Analysis

This analysis memorandum is written to provide information regarding the potential on-street parking impacts associated with the proposed zone change at 6012 SE Yamhill Street from R-5 to R-2 zoning. Since the future development planned for the subject property is known and parking impacts associated with the planned use are in excess of those that would normally be expected within the R-2 zone, the actual development was considered in order to maintain a conservative analysis. The purposed of the analysis is to determine whether there will remain sufficient on-street parking in the site vicinity following conversion of the existing building to serve 76 compact, small-urban format apartments.

Existing On-Street Parking

Existing parking demands in the site vicinity were observed during the overnight period when residential parking demands are at their peak. The observations were conducted for SE Yamhill Street from SE 57th Avenue to the 90-degree bend in the roadway approximately 600 feet east of SE 60th Avenue. Additionally, parking observations were made along SE Taylor Street from SE 57th Avenue to 300 feet east of SE 60th Avenue. The observations were conducted at 12:30 AM on Wednesday, February 1, 2017 and included an inventory of both the existing parking demands and total available parking inventory on the identified street segments.

Based on the observations, there were a total of 57 vehicles parked along the street segments, with 82 additional on-street parking spaces unused. Accordingly, on-street parking was determined to be 41 percent full within the study area under existing conditions.

Detailed parking observation data is included in the attached technical appendix.

Future In-Process Parking Demands

In addition to the residential development anticipated at 6012 SE Yamhill Street, the Tabor Commons development located between SE Yamhill Street and SE Belmont Street just east of the subject property is currently under construction. Upon completion of the development, two new homes will take access to SE Belmont Street and ten new homes will take access to SE Yamhill Street. Two of the lots on SE Yamhill Street will take access at a point well outside the parking study area (approximately 1,600 feet east of SE 60th Avenue), and accordingly would not be expected to impact on-street parking within the study area. Similarly,

the two homes fronting on SE Belmont Street will impact on-street parking only outside the study area. However, the remaining eight homes fronting on SE Yamhill Street would be expected to utilize some of the available on-street parking in the study area.

Based on data from the ITE Parking Generation Manual, the eight homes within the Tabor Commons development that may impact on-street parking in the site vicinity would be projected to have a peak parking demand of no more than 17 spaces. Each home was assumed to utilize at least one driveway parking space, resulting in a net increase of 9 vehicles that may park along street segments within the study area. A parking generation worksheet showing the detailed parking calculations is provided in the attached technical appendix.

Mini-Apartment Parking Demands

Upon conversion of the existing building at 6012 SE Yamhill Street to 76 compact apartments, some additional on-street parking demands can reasonably be anticipated. Since the proposed development consists of mini-apartments with an average floor area of approximately 300 square feet, the parking generation assumptions used for typical apartments are not directly applicable. Mini-apartments tend to have fewer occupants (often only one), and attract residents that are more likely to utilize transit, walking and biking as dominant travel modes. Accordingly, it is reasonable to expect that per-unit parking demands for this type of residential development will reduced.

In order to determine a reasonable parking generation rate for the anticipated site use, a demand study for existing mini-apartment units was conducted. The Alder Royal Apartments located at 16124 SE Alder Street in Portland consist of 75 "efficiency" apartments, each with approximately 400 square feet of interior space. Although it is noted that the Alder Royal Apartments are more than 30 percent larger than the units anticipated for construction at the 6012 SE Yamhill site, they are expected to operate similarly in that dwelling units will likely often serve a single resident, and occupants are more likely than average to be lower-income individuals that are less likely to own personal vehicles and more likely to utilize walking, biking and transit for trips.

Based on the overnight observations conducted at the Alder Royal apartments, there were 42 parking spaces used of the 60 parking spaces within the two parking lots that serve the apartments. Several parking spaces within each lot were observed to remained unoccupied during the peak overnight period. Based on this observation, the peak parking demand from the mini-apartments was determined to be 0.56 vehicles per dwelling unit.

Future Site Parking Demands

Based on the parking observations from a similar land use in the City of Portland, the anticipated parking demand associated with full development of the subject property was calculated to be 43 vehicles. It should

be noted that since the comparable site has larger dwelling units and is located farther from the city center this calculation is likely to over-state the actual parking demands associated with future use of the site.

Some of the anticipated parking demands are expected to be served by off-street parking, since the proposed development will preserve the existing parking lot that serves the subject property. This parking lot can accommodate 15 vehicles. Accordingly, the net increase in on-street parking demand in the site vicinity associated with the proposed mini-apartments is projected to be 28 vehicles. The total increase in parking demand was thus determined to be 37 vehicles, including both the demands from the subject property and those resulting from the Tabor Commons development.

Future On-Street Parking Availability

Based on the analysis, the total on-street parking demand in the site vicinity is projected to increase from the existing demand of 57 vehicles to a future demand of 94 vehicles. The total parking supply is not projected to change from the observed capacity since redevelopment within the subject property will not change the available parking supply along the site frontage and on-street parking along the Yamhill Street frontage of the Tabor Commons development was already unavailable due to construction activity during the parking inventory. Accordingly, it is projected that on-street parking will be 68 percent utilized following completion of development within the subject property, and 45 on-street parking spaces will remain available within the study area.

APPENDIX

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Parking Supply & Demand Data

Street: **SE Yamhill Street**
From: **SE 57th Avenue** *To:* **600' East of SE 60th Avenue**

Segment length (ft):	1330
Driveway curb cuts:	21
Hydrants:	2
Additional unavailable frontage (ft):	470
Frontage unavailable for parking[1] (ft):	932
Total available frontage (ft):	1728
Estimated parking supply[2]:	**78**

Observation Period

Date: **2/1/2017** *Time:* **12:30 AM**

Observed parking demand:	35
Approximate parking availability:	**43**

1. Assumes an average of 20 feet of unavailable frontage per driveway curb cut and 21 feet of unavailable frontage per fire hydrant (10 feet on each side plus one foot for the hydrant itself). Frontage unavailable due to signed restrictions, non-residential curb cuts, etc. is measured and directly subtracted from the available frontage where applicable.

2. Based on estimate of 20 feet per parked vehicle, with a 4-foot buffer area for every two parked vehicles.

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Parking Supply & Demand Data

Street: **SE Taylor Street**
From: **SE 57th Avenue** *To:* **300' East of SE 60th Avenue**

Segment length (ft):	1030
Driveway curb cuts:	17
Hydrants:	2
Additional unavailable frontage (ft):	330
Frontage unavailable for parking[1] (ft):	712
Total available frontage (ft):	1348
Estimated parking supply[2]:	**61**

Observation Period

Date: **2/1/2017** *Time:* **12:30 AM**

Observed parking demand:	22
Approximate parking availability:	**39**

[1] Assumes an average of 20 feet of unavailable frontage per driveway curb cut and 21 feet of unavailable frontage per fire hydrant (10 feet on each side plus one foot for the hydrant itself). Frontage unavailable due to signed restrictions, non-residential curb cuts, etc. is measured and directly subtracted from the available frontage where applicable.

[2] Based on estimate of 20 feet per parked vehicle, with a 4-foot buffer area for every two parked vehicles.

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PARKING GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 8

WEEKDAY

Peak Period	10:00 - 11:00 p.m.	
Number of Study Sites	6	
Avg. Size of Study Sites	6.3	dwelling units
Avg. Peak Period Parking Demand	1.83	vehicles per dwelling unit
Standard Deviation	0.33	
Coefficient of Variation	18%	
Range	1.33 - 2.17	vehicles per dwelling unit
85th Percentile Rate:	2.14	vehicles per dwelling unit
33rd Percentile Rate:	1.67	vehicles per dwelling unit

Peak Parking Demand	**15**
85th Percentile Parking Demand	**17**

Source: PARKING GENERATION, Fourth Edition

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PARKING GENERATION CALCULATIONS

Land Use: Mini Apartments (<=400 sf)
Land Use Code: N/A
Variable: Dwelling Units
Variable Value: 76

WEEKDAY PEAK DEMAND

Peak Period	12:00 - 5:00 a.m.	
Number of Study Sites	1	
Avg. Size of Study Sites	75	dwelling units
Avg. Peak Period Parking Demand	0.56	vehicles per dwelling unit

Peak Parking Demand	**43**

Source: Local Data - Alder Royal Apartments, 16124 SE Alder Street