



New Apartments and Parking

November 13, 2012



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



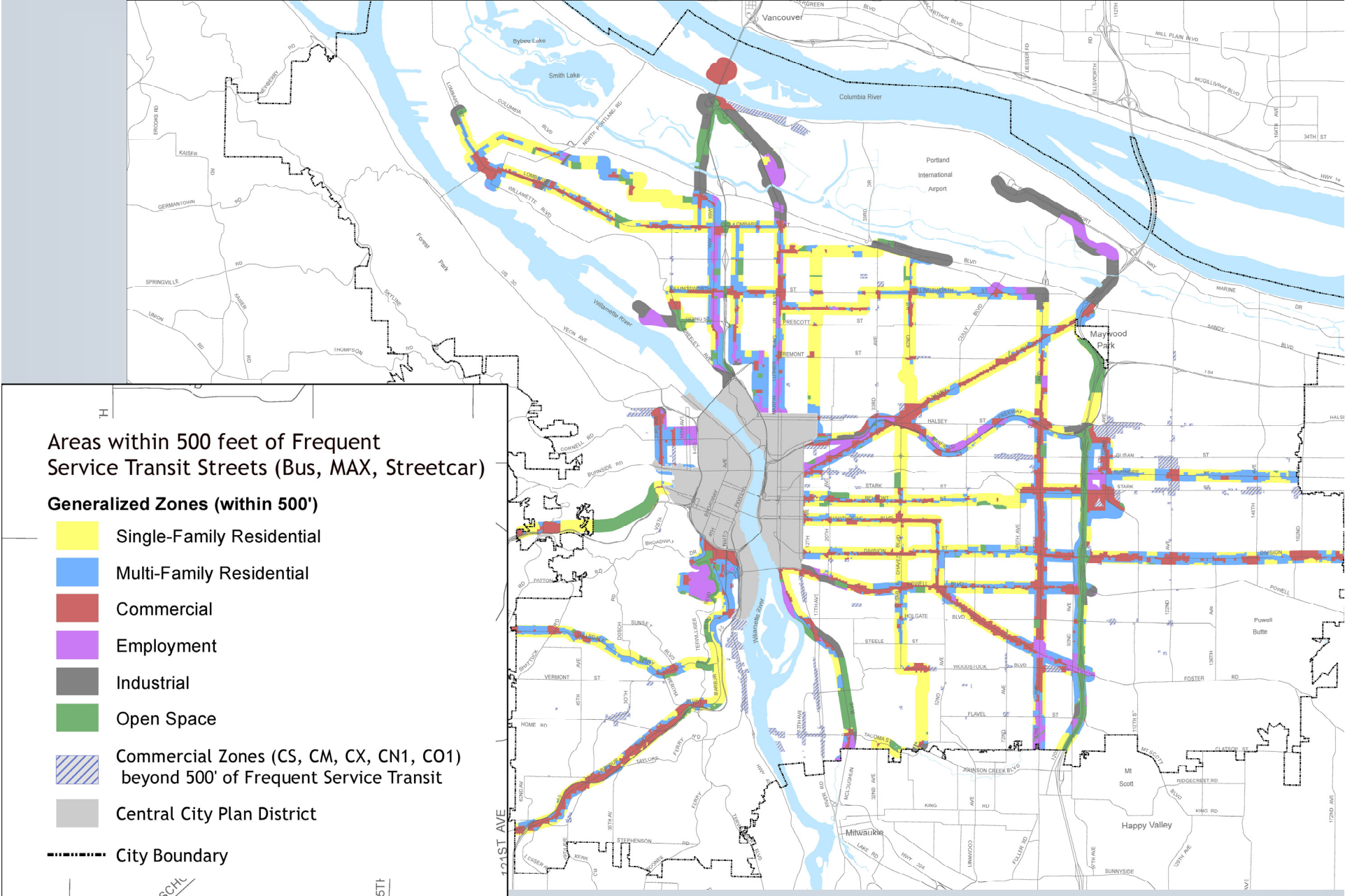
**Minimum Required Parking Spaces by Zone from
Table 266-1 of the Portland Zoning Code**

Zone	Requirement
OS, RF - RH, IR, N2, CO2, CG, EG, I	<p>Minimum is Standard A in Table 266-2.</p> <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"> • Min: None - 1 to 3 unit buildings, • Min: 1 space per 2 units - 4 or more units • SROs exempt. <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 where Parking is Allowed but Not Required

City of



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	



COMMUNITY CONCERNS

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

RECENT BUILDINGS

- 20 - commercial zone (CS or CM) exemption AND within 500 feet of frequently transit line;
- 2 - commercial zone exemption ONLY
 - NE Fremont & NE 44th,
 - SE Tacoma & SE 17th,
- 1 - in a residential (RH) zone within 500 feet of frequently transit line
 - N Interstate & N Overlook



PERMIT DATA – 2006 to 2012

BUILDING SIZE Number of Units	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	
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%

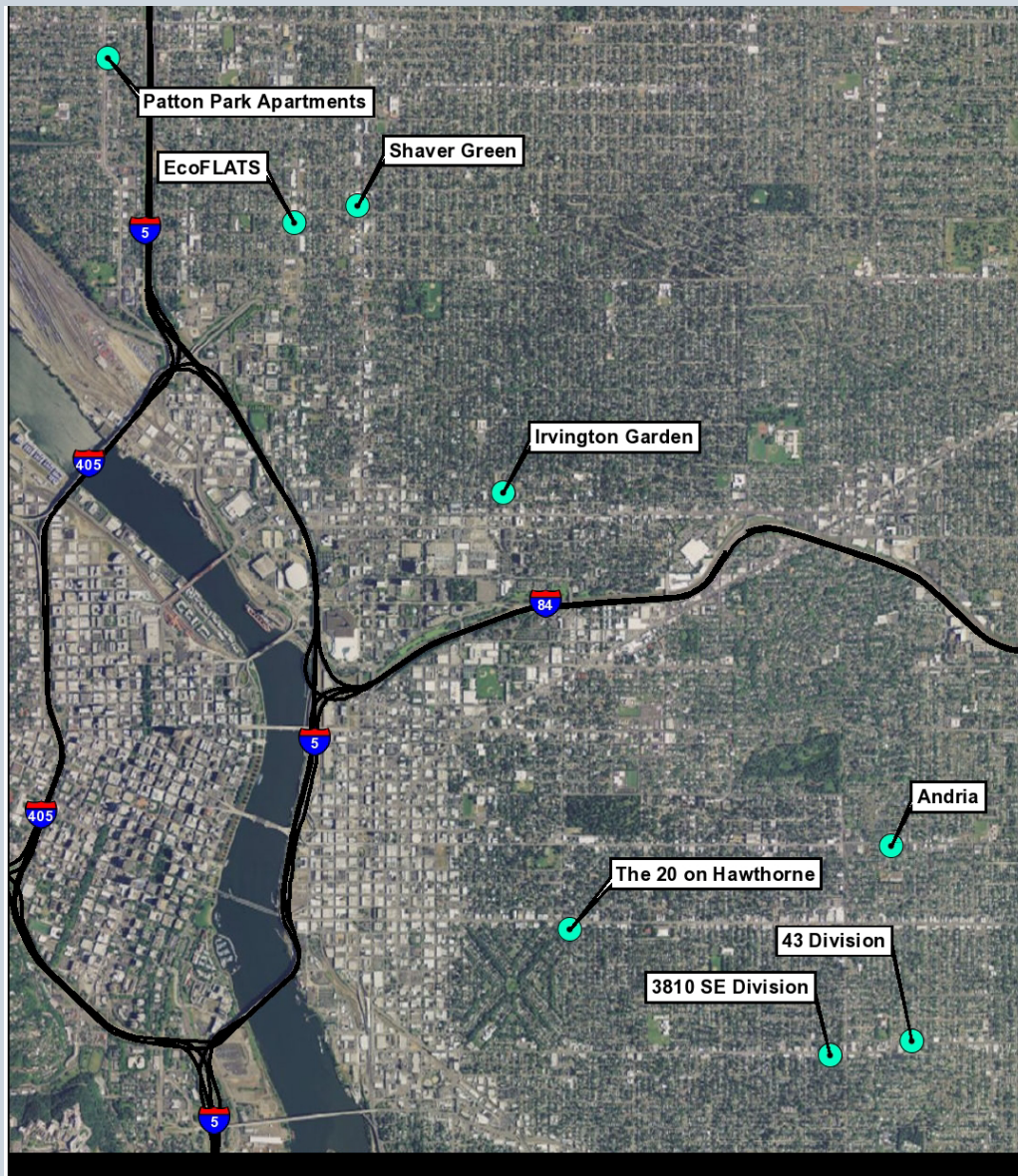


PERMIT DATA – 2006 to 2012

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%
TOTAL	55	67	1276	2661	2352	0.9	0.5	55%



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 and
- 28% do not. (citywide 12%)

Commute trips

- 64% of commute trips NOT BY CAR
- 36% are by car. (citywide 59%)
- 60% NOT BY CAR for car owners

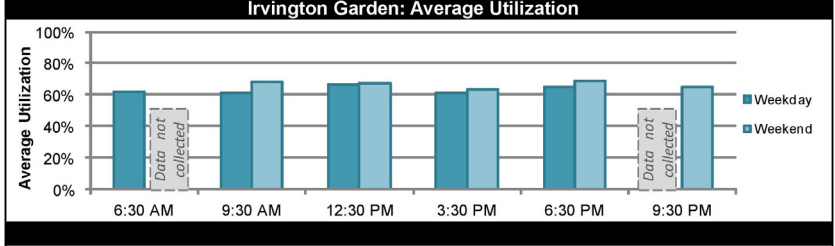
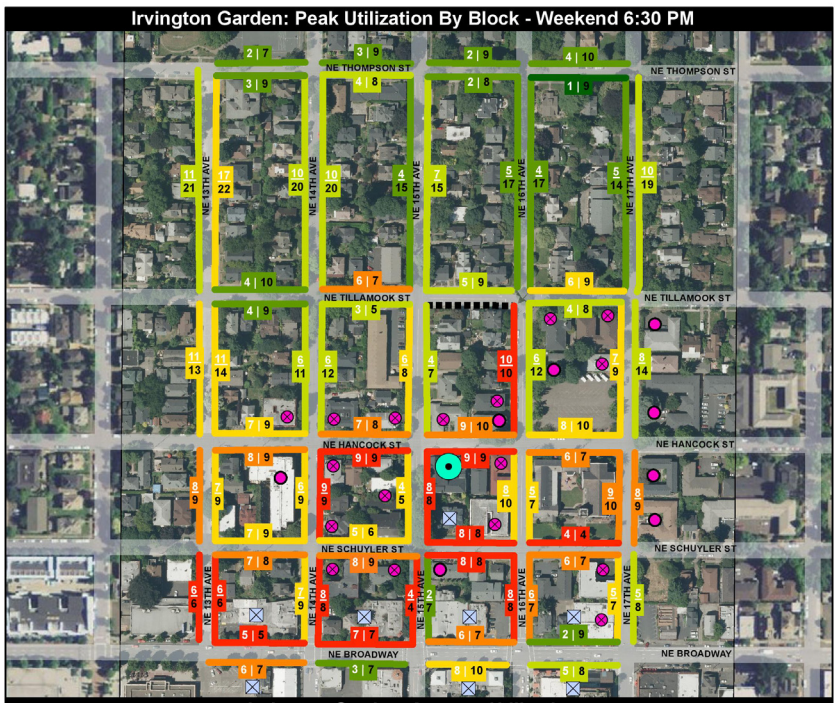
Non-Commute Trips

- 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





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%

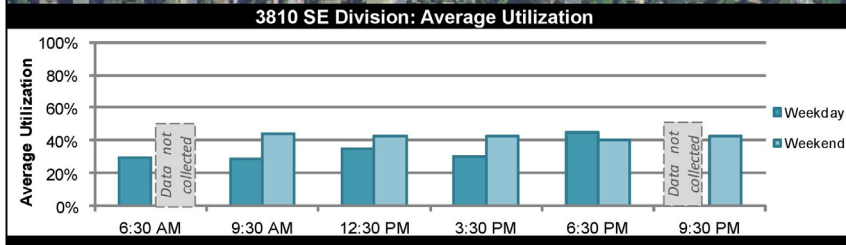
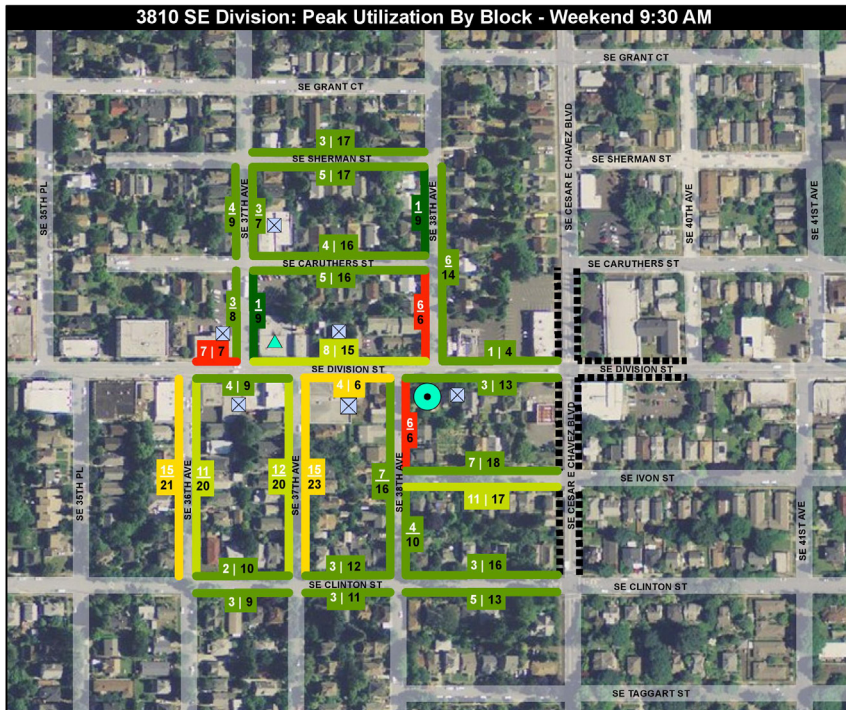
DRAFT Figure 5
Irvington Garden
Parking Utilization

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

0 400 Feet

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LEGEND

- 3810 Division St
- ▲ Future Planned Apartments
- No Parking
- ⊗ Existing Business (No On-Site Parking)
- Peak Use Capacity

Parking Utilization by Block

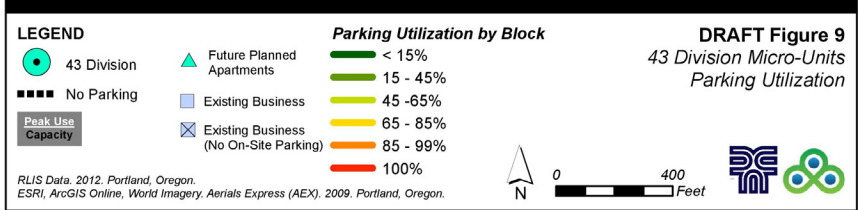
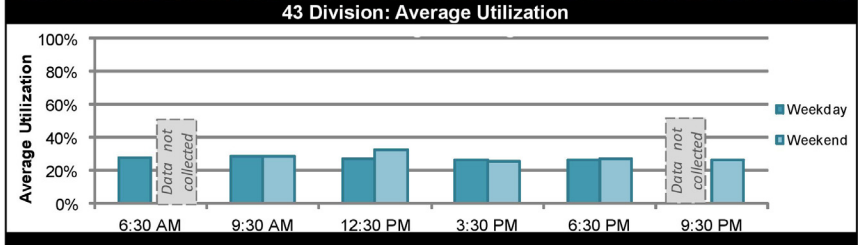
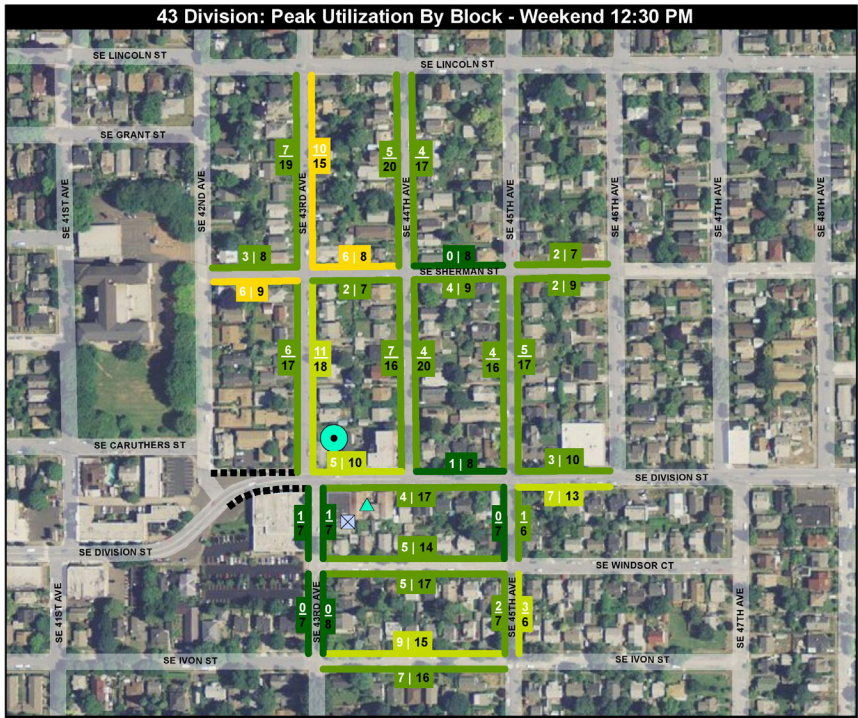
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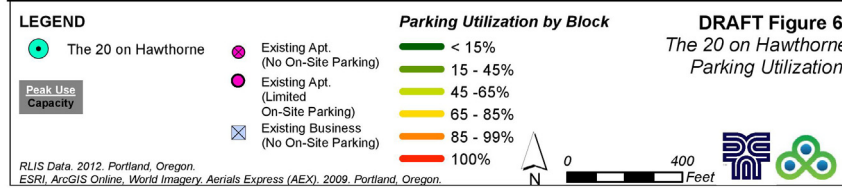
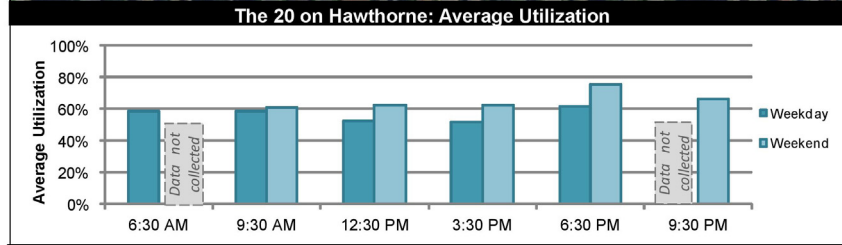
DRAFT Figure 8
3810 SE Division Apartments
Parking Utilization

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

0 400 Feet

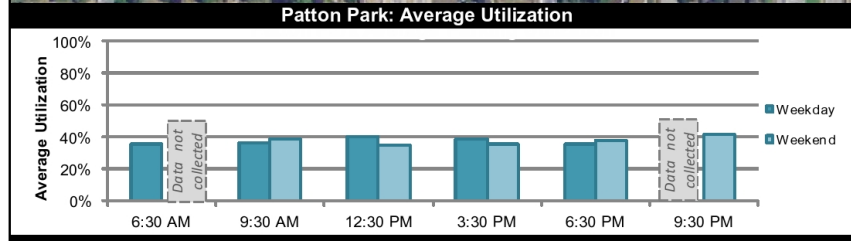






RLIS Data, 2012, Portland, Oregon.
 ESRI, ArcGIS Online, World Imagery, Aerials Express (AEX), 2009, Portland, Oregon.
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 Date: 11/6/2012 Time: 10:40:39 AM User Name: axj





LEGEND

- Patton Park
- City Park
- No Parking
- Peak Use Capacity

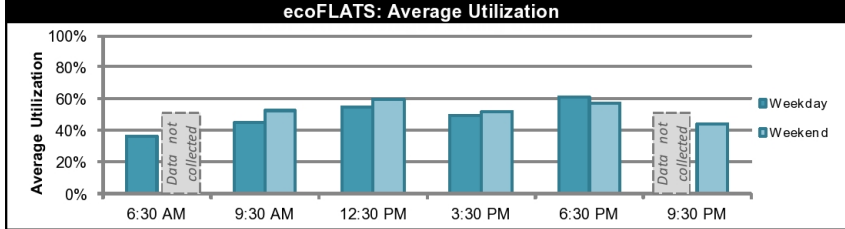
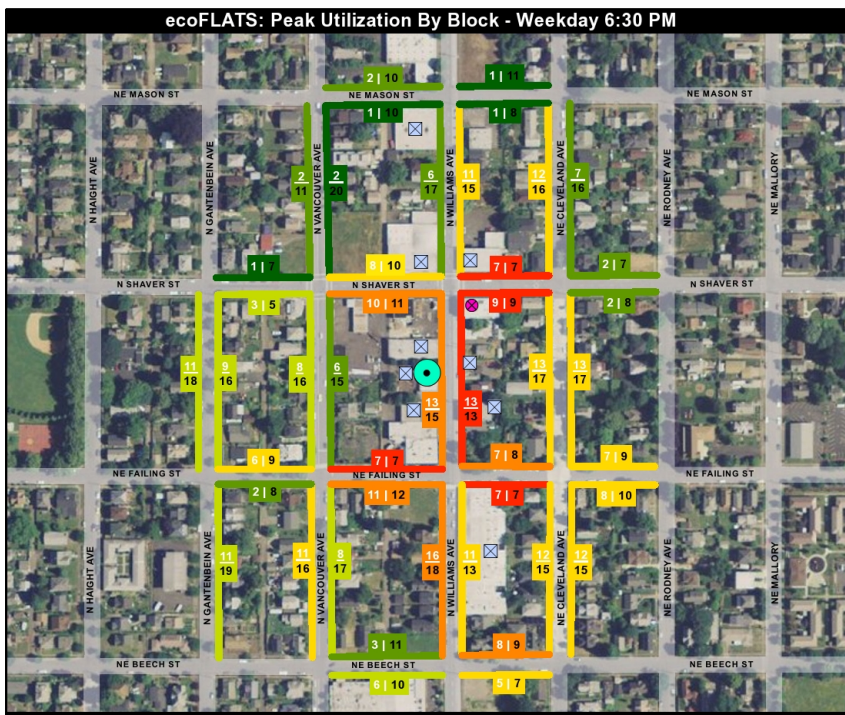
Parking Utilization by Block

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- 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.





LEGEND

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

Parking Utilization by Block

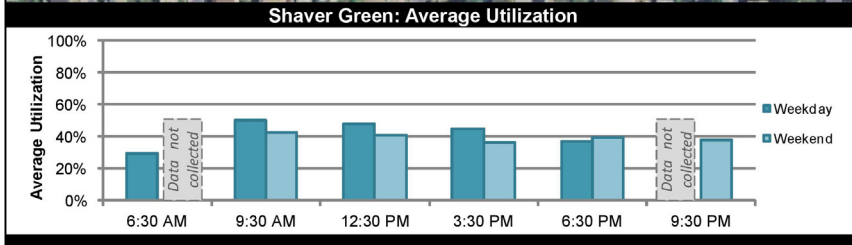
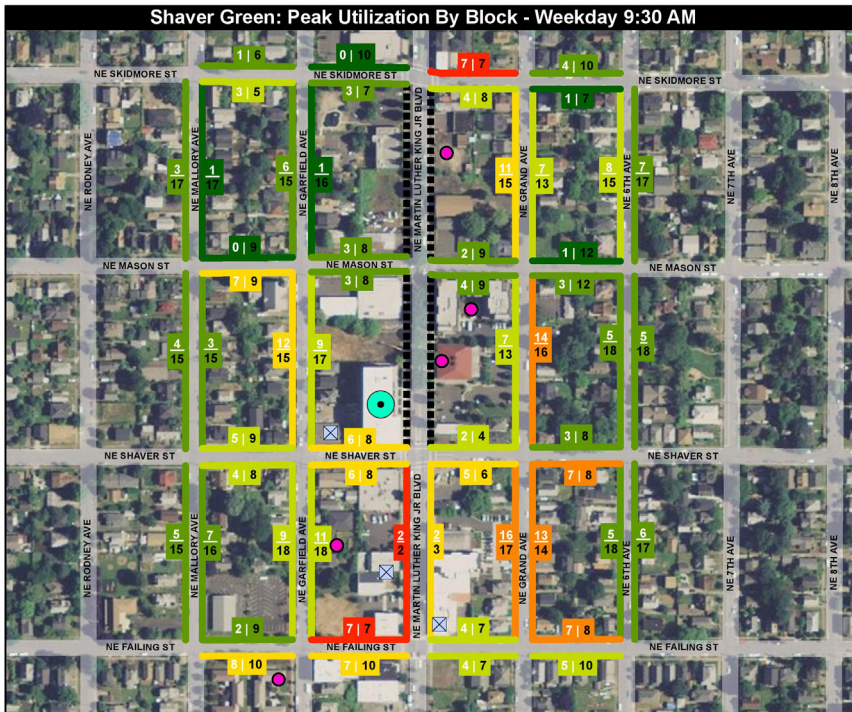
- < 15%
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- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 3
ecoFLATS Apartments
Parking Utilization

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

Scale: 0 to 400 Feet





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)

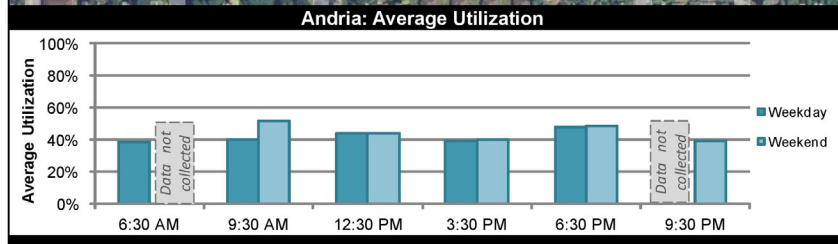
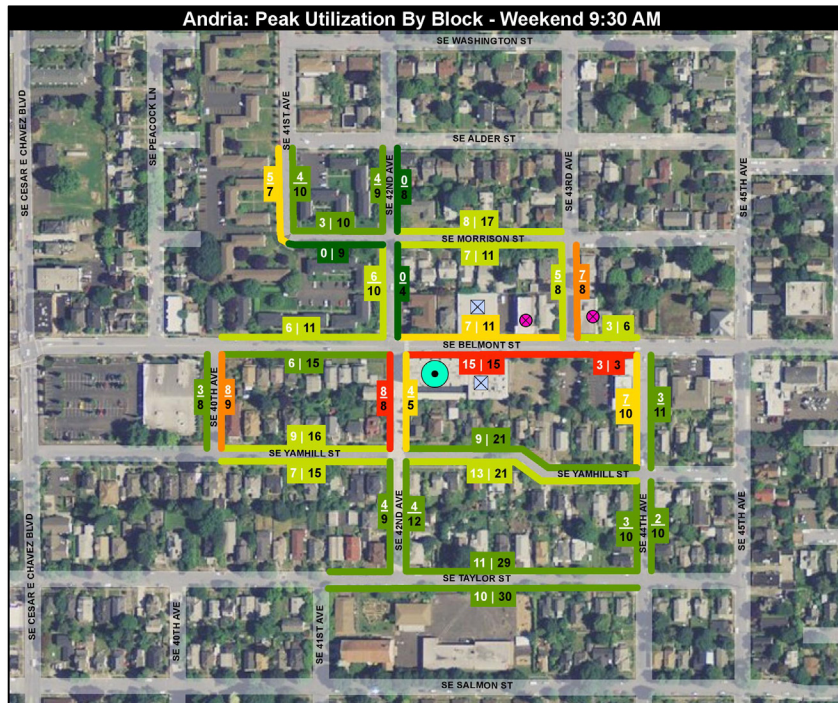
Parking Utilization by Block

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- 85 - 99%
- 100%

**DRAFT Figure 4
Shaver Green
Parking Utilization**

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





LEGEND

- Andria
- Existing Apt. (No On-Site Parking)
- ⊠ Existing Business (No On-Site Parking)
- ▭ Peak Use Capacity

Parking Utilization by Block

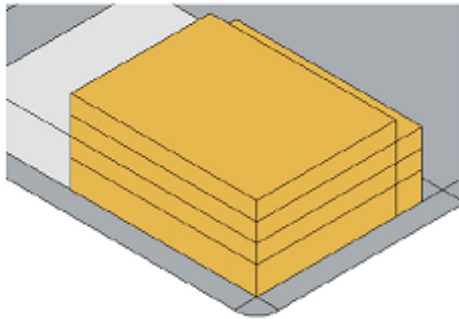
- > 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 7
Andria Condominiums
Parking Utilization

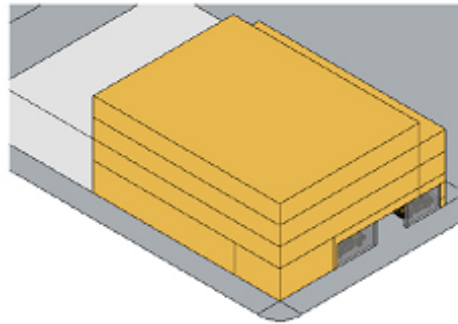
RLIS Data. 2012. Portland, Oregon.
ESRI, ArcGIS Online, World Imagery: Aerials Express (AEX). 2009. Portland, Oregon.



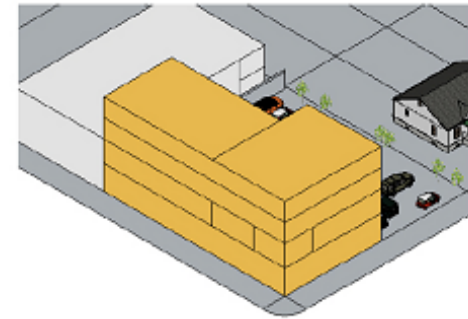
No Parking



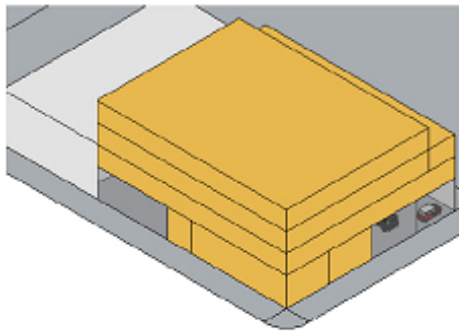
Tuck-Under



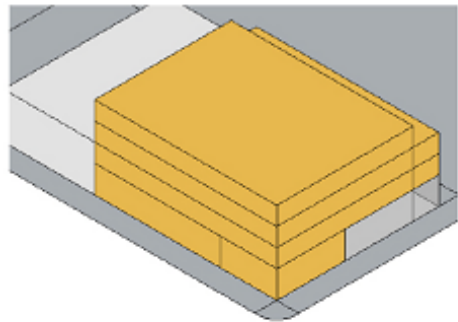
Surface Parking



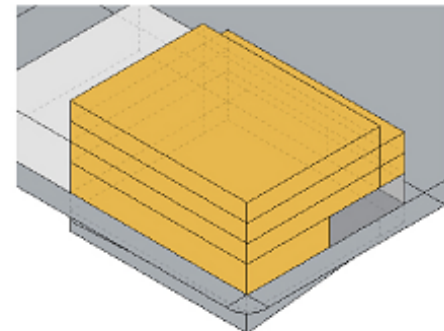
Podium



Mechanical



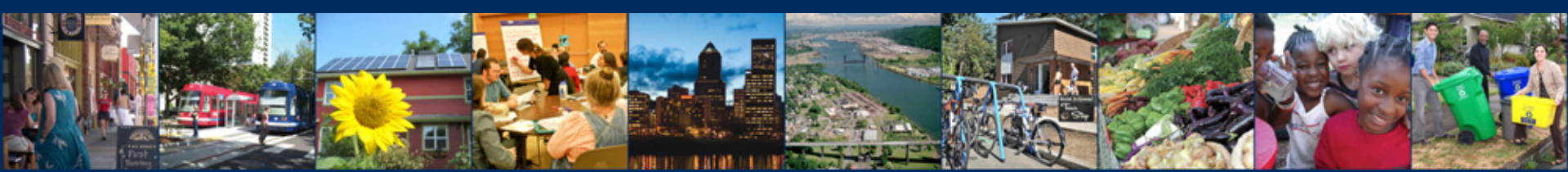
Underground



Parking Development Costs per space

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





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**Parking Development Costs
per space**

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



