

185974  
EXHIBIT A

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

At its Thursday, April 4, 2013 session, City Council voted on several amendments to the Planning and Sustainability Commission's recommendations on parking requirements for multi-dwelling development. Some amendments were recommended by the Planning and Sustainability Commission (PSC) and accepted by City Council. Other amendments reflect City Council changes to the PSC recommendation. Code amendments include:

Amendments recommended by PSC and accepted by City Council:

1. Remove "Required parking" as a line item in **Table 130-3** of the Portland Zoning Code. *This removes what would be an inaccurate line from a summary table.*
2. 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.*
3. 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.*
4. 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.*
5. 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.*
6. 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.*

Amendments voted on by City Council:

7. **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. ATTACHMENT A (33.266.110.B.1 and Table 266-1)

8. **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.* ATTACHMENT A (33.266.110.D)
9. Remove the reference to the **TriMet Frequent Service Lines Map**. *This retains the current Zoning Code definition of frequent transit service which is based on 20-minute headways in the morning and evening commute hours for sites less than 500 feet from a transit street.* ATTACHMENT A (33.266.110.D)
10. **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 (33.266.110.E.1)
11. Delete language in the Recommended Draft to allow **parking for multi-dwelling buildings** to be within 500 feet of the building. *This keeps the current Code, which requires the parking to be on the same site as the building.* ATTACHMENT B (33.266.100.E)
12. 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 (33.266.110)
13. 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 (33.130.242.C, 33.140.242.C, 33.460.310.A.2, 33.521.250.C, 33.526.270.C)



## 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, COI 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).*

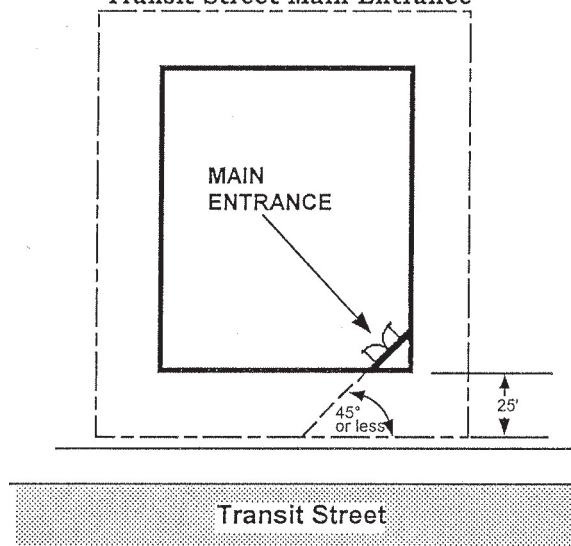
### **COMMERCIAL ZONES**

#### **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.



Figure 140-6  
Transit Street Main Entrance



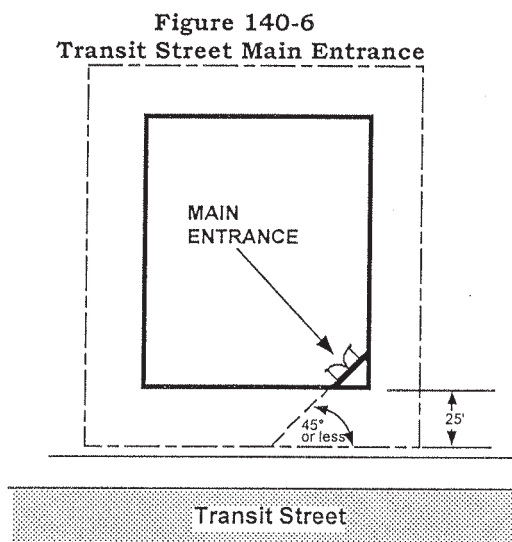
## EMPLOYMENT AND INDUSTRIAL ZONES

### 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.]**

#### **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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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 4<sup>th</sup> Avenue, Council Chambers.

Testimony may be submitted in person, or in advance by emailing [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) or mailing testimony to Council Clerk, 1211 SW 4<sup>th</sup> Avenue, Portland, OR 97204.





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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*

Michele Rudd  
Vice Chair  
Portland Planning and Sustainability Commission



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## 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 10<sup>th</sup> 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 12<sup>th</sup>, 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.	<b>Amendment #1:</b> 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>	<b>Amendment #2:</b> 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: <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>	<b>Amendment #3:</b> Allow additional reductions: <u>Car-sharing</u> <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>To qualify as a carsharing space, an executed contract with a recognized carshare organization must be provided.</li> </ul>



	<p><u>Bike sharing</u></p> <ul style="list-style-type: none"> <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> <li>• To qualify, an executed contract with a bikeshare organization must be provided, and the contract approved by the Portland Bureau of Transportation.</li> </ul>
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**

<b>Existing</b>	<b>Proposed</b>
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**

<b>Existing</b>	<b>Proposed</b>
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**

<b>Existing</b>	<b>Proposed</b>
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 37<sup>th</sup> 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 ~~striketrough~~.



## **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

<b>Table 130-3</b> <b>Summary of Development Standards in Commercial Zones</b>								
<b>Standard</b>	<b>CN1</b>	<b>CN2</b>	<b>CO1</b>	<b>CO2</b>	<b>CM</b>	<b>CS</b>	<b>CG</b>	<b>CX</b>
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 500 ~~300~~ 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.

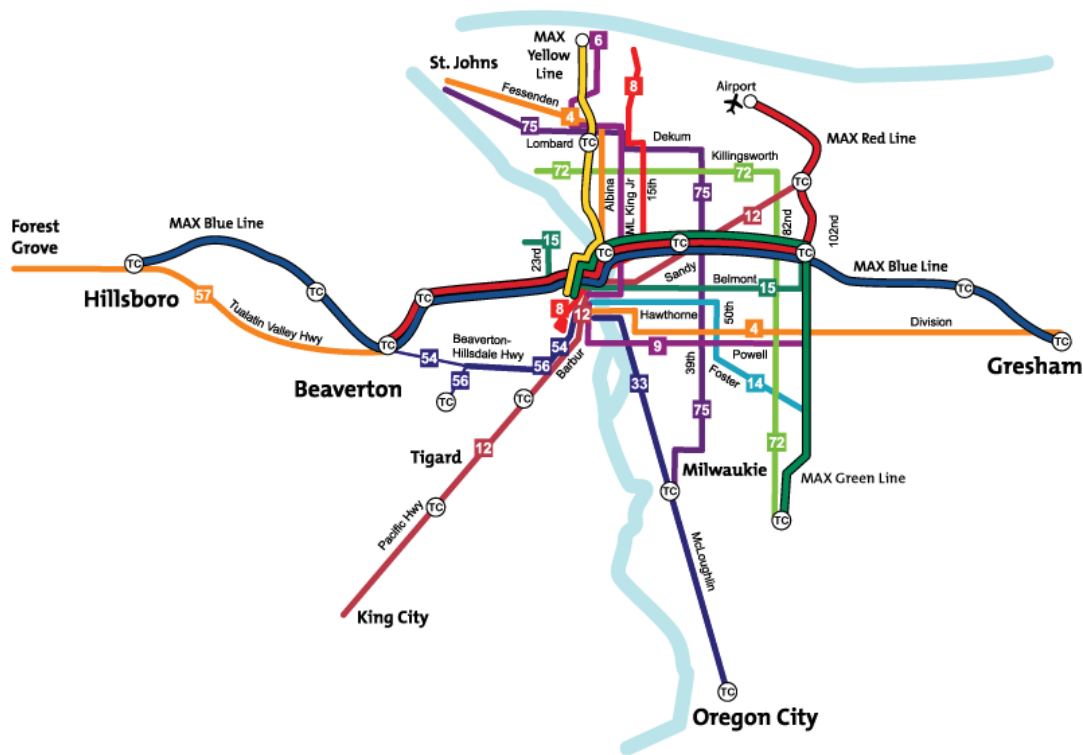


**B. Minimum number of parking spaces required.**

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.



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.



<b>Table 266-1</b> <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. 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, except: <u>Household Living: 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)**



**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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