



New Apartments and Parking City Council Public Hearing April 4, 2013



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



RECAP

Since 2010, more than 30 new or upcoming buildings w/o parking in neighborhoods.

SE Division (25th to 47th)

- 7 projects completed or under construction
- 6 projects in planning or permitting

Since 2006, over 50% of buildings provided parking at almost 1 space per unit.

COMMUNITY CONCERNS

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



EXISTING CITY POLICY

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

BPS and PBOT RESEARCH

- Parking and Travel Behavior Study
- Cost of Parking Analysis
- TriMet Service Review
- 2006-2012 Permit Review
- Parking Permit Program Research



PUBLIC MEETINGS

- PSC Public Forum on November 13, 2012
 - BPS presented results of studies and research
 - Testimony in support and opposition of existing policy
- City Council session on January 10, 2013
 - Council directed staff to develop near-term proposal to zoning code parking regulations
- PSC Public Hearing on March 12, 2013



Big variables in the recommendation:

1. What size buildings?
2. How much required parking?
3. Allow substitutions and possibly limit the amount?

RECOMMENDATION SUMMARY	
1	New Minimum Parking Requirement for Larger Buildings – C ZONES
2	New Minimum Parking Requirement for Larger Buildings – FREQUENT TRANSIT
3	Allow Limited Substitutions for Required Parking
4	Allow Off-Site Parking
5	Require Loading Space
6	Clarify Definition of Secured Bike Parking

Amendment #1

NEW MINIMUM PARKING REQUIREMENT:

New multi-unit buildings with more than 40 units must provide 1 parking space for every 4 units in CM, CS, RX, CX, CO1 zones

- Parking is allowed but not required for multi-unit projects with 40 or fewer units
- Plan districts with other minimum parking requirements supersede (e.g. Central City, Northwest, Gateway and East Corridor plan districts)

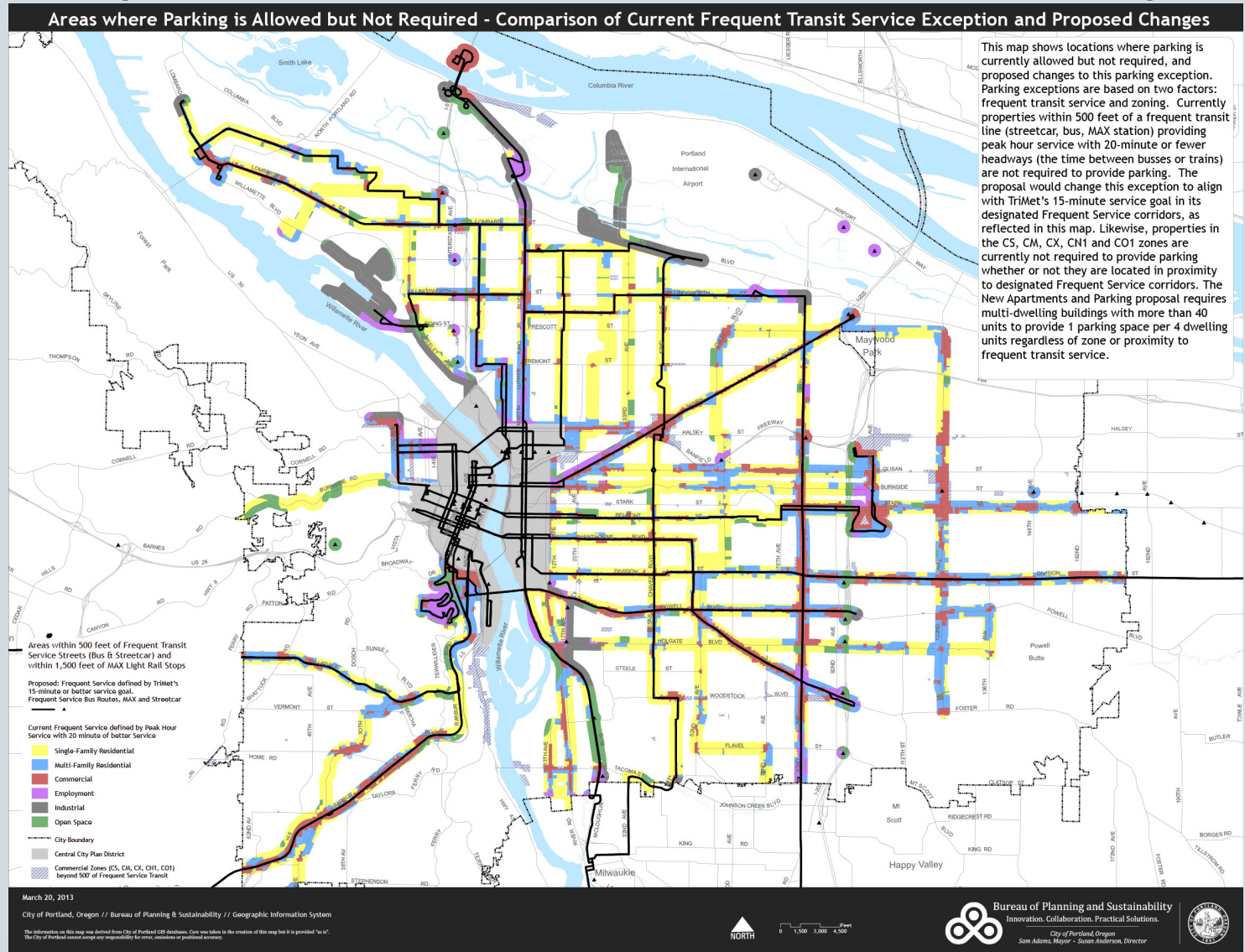
Amendment #2

NEW MIN.PARKING REQ. – FREQUENT TRANSIT:

New multi-unit buildings with more than 40 units must provide 1 parking space for every 4 units **when located within 500 feet of frequent transit**

- Parking is allowed but not required for multi-dwelling projects with 40 or fewer units

Frequent transit = TriMet's 15-minute service goal



Amendment #3

SUBSTITUTIONS FOR REQ. MIN. PARKING:

Bike parking and motorcycle parking may already substitute for some required parking.

Allow each carshare space to be substituted for two required spaces (up to 25% of requirement)

- An executed contract with a recognized carshare organization must be provided at time of permit

Allow bike sharing stations to substitute for three required spaces (up to 25% of requirement)

- A signed agreement with PBOT must be provided at time of permit

Amendment #4

ALLOW OFF-SITE PARKING

Joint use parking is allowed for commercial uses when the parking is located within 500 feet of site and parking demands occur at different times

Joint use parking is allowed only if the use is allowed in the zone where the parking is located.

This requires:

- An analysis of peak parking times for both uses
- An easement or deed restriction

Amendment #5

REQUIRE LOADING SPACE

Require one onsite loading space for multi-unit projects with more than 40 units

Amendment #6

CLARIFY SIZE OF LONG-TERM BIKE PARKING

Define size requirements for long-term (resident use) bike parking. Continue to allow location in dwelling unit.

Potential Amendments	
1	<p>Tiered approach to minimum</p> <ul style="list-style-type: none"> a. 31-40 units require one space per 5 units b. 41-50 units require one space per 4 units c. 51 + units require one space per 3 units
2	<p>Retain the existing definition of frequent service (20 minute bus service.</p> <p>Add allowance for 1500' from MAX station</p>
3	Limit total of all substitutions to 50% of required parking
4	Do not allow Off-Site Parking
5	Add language to purpose statement that adequate supply of on-street parking should be for residents, guests and persons with disabilities
6	Clarify that main entrance requirement apply only to ground floor uses

Types of Permits

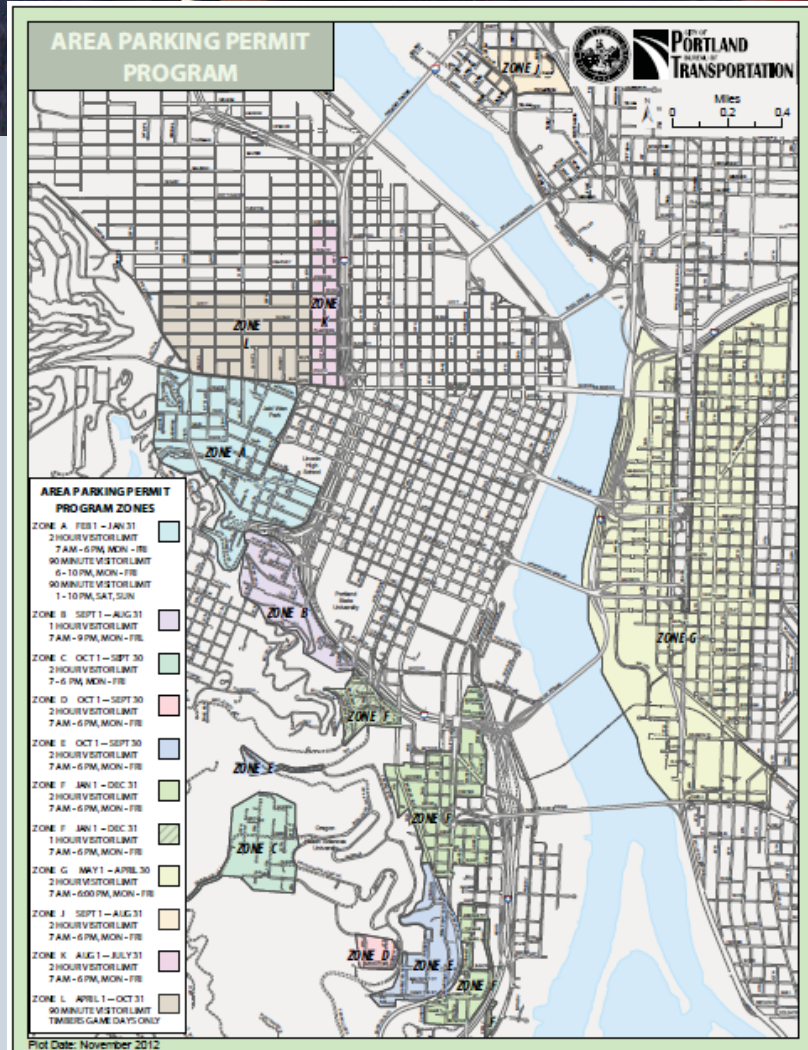
1. Residential

2. Commercial

3. Overnight

4. Area Parking Permit

Area Parking Permit



Problem Statement:

- 75% occupancy during peak hours
- 25% occupancy is from commuters
- 40 blockfaces

General Operation

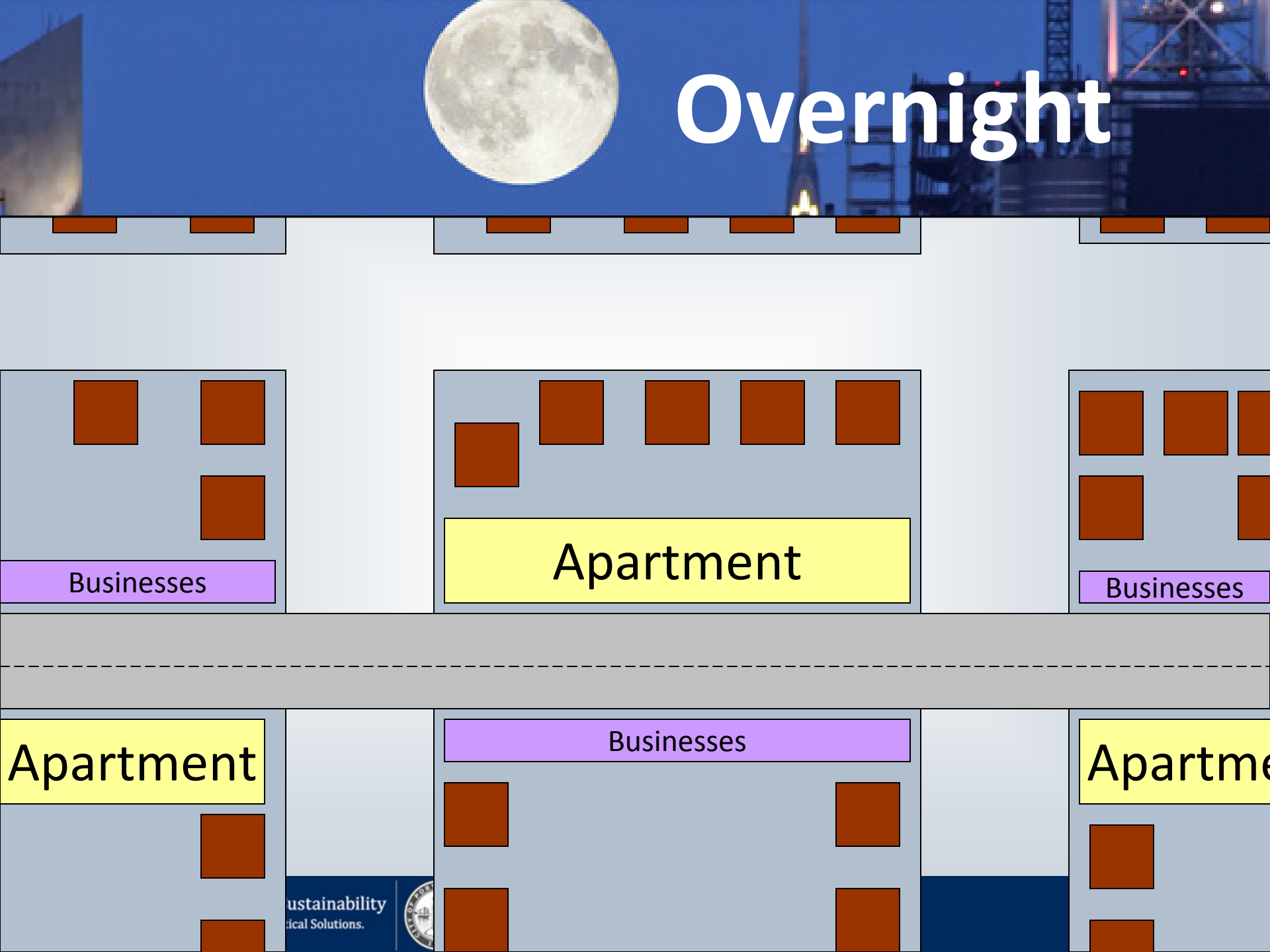
- Permits cost \$60
- Unlimited for residents
- Varied for employees per zone
- Visitor passes available

Guiding Principles of a Permit Program



- Allows for legitimate uses
- Encourages travel demand management
- Efficient use of existing parking infrastructure
- Equitable

Overnight



Apartment

Businesses

Businesses

Apartment

Businesses

Apartment

Sustainability
Solutions.



Overnight

\$15/year

Apartment

Businesses

Businesses

Apartment

Businesses

Apartment

Overnight

\$15/year

Apartment

Businesses

Businesses

\$720/year

Apartment

Businesses

ustainability
solutions.

Overnight

\$15/year

Apartment

Businesses

Businesses

\$720/year

Apartment

Businesses

ustainability
solutions.

10:00
am

Overnight

Apartment


Businesses

Businesses

Apartment

Businesses

Apartment



5:30
pm

Overnight

Apartment

Businesses

Businesses

Apartment

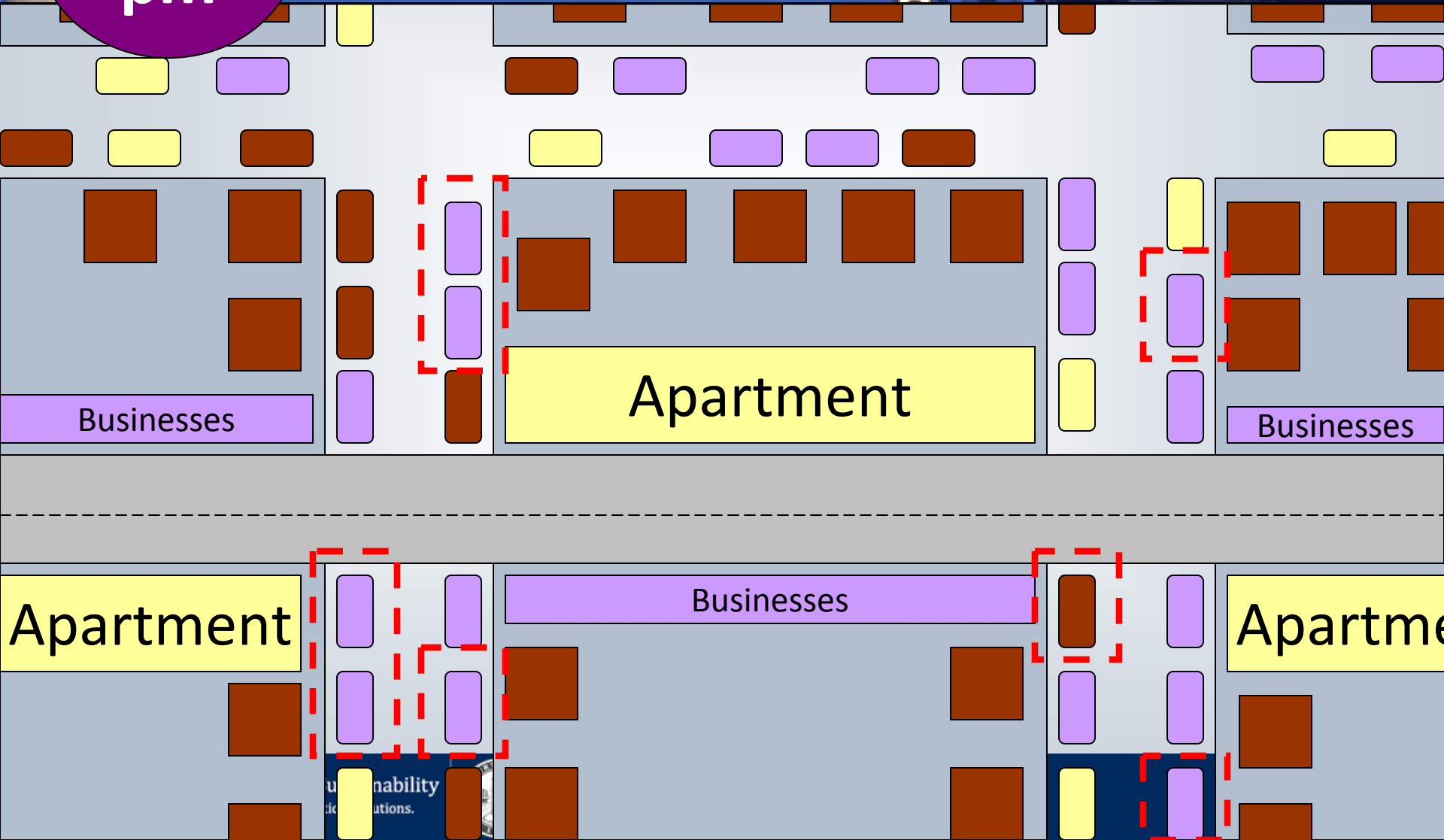
Businesses

Apartment



Overnight

7:00
pm



Overnight

3:00
am

Apartment

Businesses

Businesses

Apartment

Businesses

Apartment

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