

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

Portland Planning and Sustainability Commission

Katherine Schultz, Chair

André Baugh, Vice Chair

Jeff Bachrach

Mike Houck

Katie Larsell

Gary Oxman

Chris Smith, Vice Chair

Michelle Rudd

Eli Spevak

Teresa St Martin

Maggie Tallmadge

March 29, 2016

Mayor Charles Hales and Members of Portland City Council
Portland City Hall
1221 SW Fourth Ave
Portland, OR 97204

Subject: Northwest Parking Update Project

Dear Mayor Hales and City Commissioners:

On March 8, 2016, the Planning and Sustainability Commission (PSC) held a public hearing on the Northwest Parking Update Project (NWPUP). This project proposed changes to two parking related regulations in the Northwest Plan District. The two changes under consideration were 1) to add minimum parking standards for new multi-dwelling development with more than 30 units and 2) to liberalize existing provisions that allow accessory parking to be used as commercial parking in the Residential and Central Employment zones.

We heard testimony on both elements of the proposal, both in favor and in opposition of the proposed minimum parking provisions. Those in favor of the proposed minimums based their support on current development demands and future growth potential of the area coupled with a constrained on-street parking environment. Those testifying in opposition to the parking minimums articulated concerns about the potential impact of minimums on overall affordability of new units as well the effect on supply of new units. They also saw on-street parking management and appropriate market pricing as the best tools to help balance parking needs and demand in the area.

During the discussion, we acknowledged the importance of considering any impacts to housing affordability, whether directly via building costs or indirectly by reduced supply. Commission members also considered the on-street parking context in the NW Plan District, comparing it with other areas of the city where no on-street parking management is in place today but where parking minimums were added in 2013. As a result, the commission was concerned about implementing minimum parking standards without further study of the impact of parking on affordable housing and the success of the area's on-street parking management plan.

The Commission also noted that even though some buildings were being constructed with no off-street parking, overall the market was producing substantially more off-street parking in multi-family buildings than would be required under the proposed minimums, and that the proposed commercial parking system could provide a mechanism to make this total pool of parking available to more residents.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Printed on 100% post-consumer waste recycled paper.

Testimony was generally positive about allowing accessory parking to be used as commercial parking, focusing largely on administrative clarifications. However, there was concern that the program could expire with the dissolution of the NW Parking Management Plan Stakeholder Advisory Committee (SAC). A request was made to ensure that the program continue to be administered by the city (PBOT) even without this committee. During the discussion, PSC members also acknowledged the importance of creating a streamlined application process for the program and assuring that the application review by the SAC be underscored as advisory only.

Based upon the testimony and discussion, we recognize that there needs to be a larger conversation on the relationship between housing affordability and parking requirements, which could lead to future incentives for including affordable housing as one way to reduce parking required. However, this conversation was outside the scope of the staff proposal.

The Commission voted 5-2 to recommend forwarding the zoning code amendments for the shared parking portion of the proposal, with applicable staff amendments to that section included; and to add language that the City (PBOT) continue to administer the shared parking program if the NWPMP SAC ceases to exist. Our recommendation does not include support for new minimum parking standards in the NW Plan District.

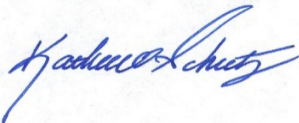
Recommendations

The Portland Planning and Sustainability Commission recommends that City Council take the following actions:

1. Adopt the *NW Parking Update Project: Recommended Draft*, dated April 2016; and
2. Amend the Zoning Code (Title 33) as shown in *NW Parking Update Project: Recommended Draft*.

Thank you for the opportunity to participate in the review of this project and for considering our recommendations.

Sincerely,



Katherine Schultz
Chair

