Portland’s Recent Experience with Reduced Off-Street Parking Regulation

Rail~Volution

October, 2013
Portland’s Experience

- Portland had almost no off-street parking requirements for more than a decade
- Private market only started to respond to these allowances after 2006
- Recent City Council action to partly re-impose zoning regulation after neighborhood outcry
- Context, tools, and lessons learned
COMMUNITY CONTEXT
- Neighborhood notice and influence over building design
- Pace of neighborhood change
- Gentrification, demographic change
- Accessibility for people with disabilities
- Historic preservation
- Neighborhood economic development
- Parking spillover
- Affordability

POLICY CONTEXT
- Comprehensive Plan
- State Transp. Planning Rule
- Metro UGB and Growth Plans
- Climate Action Plan
Policy Goal: 70% active and green transportation commute mode by 2035 (transit, bike, walk).
Minimum Required Parking Spaces from Chapter 266 of the Portland Zoning Code (Before 2013 Amendments)

“There are no minimum off street parking requirements 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.”
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
Multifamily PERMIT DATA – 2006 to 2012

- 55% of new apt. buildings have off-street parking
- 64% of new units have parking
- 55 buildings (1,270 units) w/o off-street parking

<table>
<thead>
<tr>
<th>BUILDING SIZE</th>
<th>Number of Units</th>
<th>Number of Units</th>
<th>Off-street Parking</th>
<th>Parking Spaces per Unit</th>
<th>Percent All Buildings W/ Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NO PKG</td>
<td>PKG</td>
<td>NO PKG</td>
<td>PKG</td>
<td>W/ PKG</td>
</tr>
<tr>
<td>1-19</td>
<td>28</td>
<td>30</td>
<td>167</td>
<td>282</td>
<td>312</td>
</tr>
<tr>
<td>20-39</td>
<td>16</td>
<td>14</td>
<td>422</td>
<td>370</td>
<td>340</td>
</tr>
<tr>
<td>40-59</td>
<td>8</td>
<td>8</td>
<td>385</td>
<td>389</td>
<td>279</td>
</tr>
<tr>
<td>60-79</td>
<td>2</td>
<td>7</td>
<td>152</td>
<td>489</td>
<td>343</td>
</tr>
<tr>
<td>80 or more</td>
<td>1</td>
<td>8</td>
<td>329</td>
<td>1131</td>
<td>1078</td>
</tr>
<tr>
<td>TOTAL</td>
<td>55</td>
<td>67</td>
<td>1276</td>
<td>2611</td>
<td>2652</td>
</tr>
</tbody>
</table>
New Apartment Buildings, 2011-2012

- no off street parking
- ~ .5 to 1 ratio
- ~ 1 to 1 ratio
Historic Urban Neighborhood Character
Parking Development Costs per space

<table>
<thead>
<tr>
<th>Type</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface</td>
<td>$3,000</td>
</tr>
<tr>
<td>Tuck Under</td>
<td>$20,000</td>
</tr>
<tr>
<td>Podium</td>
<td>$20,000</td>
</tr>
<tr>
<td>Mechanical</td>
<td>$45,000</td>
</tr>
<tr>
<td>Underground</td>
<td>$55,000</td>
</tr>
</tbody>
</table>
Context: Frequent Service Transit Geography
Context: Changes in car ownership models
Minimum Required Long-Term Secure Bike Parking Spaces from Chapter 266 of the Portland Zoning Code

• 1.5 per 1 unit in Central City plan district;

• 1.1 per 1 unit outside Central City plan district
Context: Significant increase in bike commuting since 1990
Single Occupancy Vehicle Mode Split

Mode to Work
SOV
- 0% - 34%
- 35% - 55%
- 56% - 67%
- 68% - 76%
- 77% - 86%

Source: ACS 2006-2010
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
3810 SE Division: Peak Utilization By Block - Weekend 9:30 AM

3810 SE Division: Average Utilization

LEGEND
- 3810 Division St
- Future Planned Apartments
- Existing Business (No On-Site Parking)
- No Parking

Parking Utilization by Block

DRAFT Figure 8
3810 SE Division Apartments Parking Utilization

Parking and Travel Behavior Study

Car ownership
• 72% of surveyed households own cars
• 88% of households citywide own cars

Commuter trips
• 36% BY CAR
• 69% citywide (ACS data)

Non-Commuter Trips
• 46% are by car for ALL respondents
• 66% by car for car owners

Parking
• On-street parking on some blocks was congested.
• 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
Accessory and Micro-Dwellings
Commercial Buildings
Considerations for reduced parking regulations:

- Market response?
- Affordability?
- On-street parking management?
- Bike parking and facilities?
- Transit availability, walkable environment?
- Car-share options?
- Historic preservation goals?
- Neighborhood design input?
Acknowledgements:

City of Portland Project Staff: Matt Wickstrom
Parking Survey: David Evans and Associates