

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

At its Thursday, April 10, 2013 session, City Council voted on several amendments to the Portland Zoning Code parking requirements for multi-dwelling development. Code amendments include:

1. **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.*¹ (ATTACHMENT A)
2. **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.*² (ATTACHMENT A)
3. 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.* (ATTACHMENT A)
4. **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)
5. 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.* (ATTACHMENT B)
6. 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.* (ATTACHMENT B)
7. 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.* (RECOMMENDED DRAFT PAGE 29)

¹ Parking regulations in a plan district or overlay zone (e.g. Central City, Gateway and Northwest plan districts) supersede minimum parking requirements.

² Parking regulations in a plan district or overlay zone (e.g. Central City, Gateway and Northwest plan districts) supersede minimum parking requirements.

8. 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.* (RECOMMENDED DRAFT PAGES 25 AND 27)
9. 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)
10. 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)

Further evaluation

City Council asked for further analysis of the following:

1. How minimum parking requirements for multi-dwelling development could impact historic buildings and affordable housing projects.
2. Applicability of parking permit programs for inner neighborhoods such as Richmond.