



ACCESSORY SHORT TERM RENTAL (ASTR) : Required PBOT Transportation Analysis for (Type B) ASTRs

For all (Type B) ASTR applications, the transportation-related approval criterion is the same (33.815.105.D.2). This criterion reads as follows:

The transportation system is capable of supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies.

For Type II ASTR applications, the assigned case planner should provide the following information to the applicant so that they are aware of what PBOT will need to determine that this criterion is met:

1. A professionally prepared analysis from a licensed traffic consultant including expected trip generation, trip distribution assumptions, comprehensive parking analysis, and a separate Transportation Demand Management Plan (TDMP). The TDMP must outline all the measures the applicant will implement that will reduce single-occupant vehicles associated with the short term rental use of the site. Their traffic engineer should be able to assist the applicant in creating a TDMP plan tailored to the proposal and its location.
2. The trip generation analysis should utilize rates associated with the “Motel” land use category (#320) from the ITE Trip Generation Manual. This analysis should inform the potential impacts to the operations of area intersections.
3. Regarding the parking analysis, the applicant’s traffic consultant will need to conduct parking area surveys during (at least) traditional times/periods of high parking demand related to residential uses. (PBOT should be consulted as to what these periods are.) If the site is near other zoning/uses, additional parking observations may need to be conducted to capture the different peak demand periods. BDS staff should inform the applicant that once they have contracted with a traffic engineer, that engineer should contact Jennie Tower (PBOT Development Review Traffic Engineer, 503-823-7738, jennifer.tower@portlandoregon.gov) to determine the final boundaries of the parking survey. Depending on the configuration of the block pattern near the site, the boundaries are typically two to three blocks in each direction from the site. The parking analysis must include parking generation expected with the proposed ASTR, utilizing the “Motel” land use category (#320) from the ITE Parking Generation Manual. The 85th percentile parking rate should be used in this analysis.
4. All evaluation factors must be adequately and individually addressed in the submitted document.