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## Draft Meeting Notes

### Mixed Use Zones Project Advisory Committee (PAC)

**Date:** September 16, 2015

**Time:** 4:00 p.m. to 6:00 p.m.

**Location:** 1900 SW 4th Avenue, Portland, 2nd Floor - Room 2500

**Project Staff in Attendance:** Barry Manning, Bill Cunningham, Eric Engstrom, Mary Heberling (BPS), Deb Meihoff (Facilitator)

**PAC Members in Attendance:** Bob Boileau, Eric Cress, Brendon Haggerty, Damien Hall, Michael Hayes, Duane Hunting, Sarah Iannarone, Doug Klotz, Dennis Petrequin, Curt Schneider, Vicki Skryha, Yu Te

**Public** (24)

**Meeting Goals:** Provide an overview of the preview copy of the Discussion Draft

#### Welcome and Introductions

#### PAC Announcements and Feedback

Meeting notes

- Are available in printed form and online

Project Update, Schedule, and Overview

- BPS staff has been developing code for the last two months from the concept report. A public discussion draft will be released no earlier than September 28<sup>th</sup>, 2015.
- We are looking for comments on this draft through October and will synthesize those comments and publish another document by late November.
- Informational sessions in October will take place within various parts of the city to provide outreach to the community on the discussion draft. More details of these dates and locations will be released with the discussion draft.

Other/Announcements

- The intent of this meeting is to walk through the code and how it is structured. No decisions will be made tonight at the meeting. A more detailed discussion and comments on the discussion draft will occur at the next PAC meeting on Wednesday, Oct. 21<sup>st</sup>.



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### Transportation Updates

Grant Morehead and Peter Hurley from PBOT gave a presentation on the Centers and Corridors Parking Study and Transportation Demand Management (TDM). **A summary of their presentation is below, along with questions they would like comments on and their contact information.**

- The Centers and Corridors Parking Study is not fully related to the Task 5 Comprehensive Plan. It is a separate study for PBOT related to the Mixed Use Zone project.
- The study's problem statement: parking supply is getting tighter and they worked with a committee to create new policies for parking within the Mixed Use areas.
- Two solutions to this problem: on-street parking management & transportation demand management.
- On-street parking management – Grant Morehead
  - They studied 5 areas: St. Johns, Mississippi, Hollywood, NE Burnside & 28<sup>th</sup>, and Division
  - While collecting on-street and off-street parking occupancy in spring 2015 they found that Mississippi was at capacity and Division and NE Burnside/28<sup>th</sup> were closing in on capacity.
  - How do we address these impacts?
    - Residential parking permit concept
      - The permit proposal ties the priority parking access to the primary land use.
      - It will use zoning to establish the boundaries of these permit areas and will only include R-zoned properties.
      - All residents of R-zones would have priority access to permits, but PBOT will create a cap on the number of permits in each zone. There will also be a progressive pricing scheme.
- Transportation Demand Management (TDM) – Peter Hurley
  - What is TDM? It is a tool to provide incentives & education designed to reduce drive alone trips and auto ownership.
  - Why TDM? Reduces demand for parking, reduces neighborhood impacts, and reduces need for additional structured parking.
  - TDM is quick, cheap, and effective in reducing trips compared to building new infrastructure.
  - Incentives also help with equity, reduce green house gas emissions, and have substantial health benefits for increase in movement (walking, biking) among citizens.

### Key questions for feedback:

- Require TDM for MUZ over \_\_ units or \_\_ parking?
  - What are the right thresholds? (20 units currently proposed)
  - What are the right performance targets?
- Include TDM funding in residential parking permit base price?
  - If so, how to determine how much?
- How do we manage commuter parking in MUZ buildings?
  - Commuter pays (no subsidies)?
  - Daily or monthly, not annual?





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To provide comments on these questions, please email:

Grant Morehead: [grant.morehead@portlandoregon.gov](mailto:grant.morehead@portlandoregon.gov)

Peter Hurley: [Peter.T.Hurley@portlandoregon.gov](mailto:Peter.T.Hurley@portlandoregon.gov)

More information about the Centers and Corridors Parking Study can be found at:

<http://www.portlandoregon.gov/transportation/63980>

The public is welcome at their next committee meeting: Thursday, September 24, from 6-8 PM, in room 315 of the Multnomah County office building (501 SE Hawthorne Blvd).

### **PAC feedback and questions – *PBOT staff responses in italics***

Are there proven records of the R-Zone pricing in other cities?

***Do not know of in any other cities in the U.S.***

How do you prevent people from buying up a bunch of parking permits?

***You must have a car to buy a permit. You would then have to prove a car for each permit.***

Have you looked at ADA access for parking?

***For on-street parking, DMV spaces will still be available with a DMV permit. If you live in a permit area, you must also buy a parking permit to park in DMV spaces within the parking permit area.***

What about transitional uses in these zones? (I.e. school events, farmers markets, etc. that change the parking demand)

***We want to establish ground rules for the program first, but we will eventually be able to address specifics for neighborhoods and other areas. The area or neighborhood could address these events later.***

Is there any other data on parking demand?

***No, this was the first study that we have done on this. We will be using a 3-D camera to assess ongoing parking demand to continue looking as the program is implemented.***

Is there any move to make it possible for shared parking within these residential zones?

***Yes, there is a study being done to look into this type of parking. The MUZ project is allowing more flexibility for commercial parking - which can be shared - in the new code.***

How do you accommodate guests under this permit structure?

***There are a couple of ideas: buy 1-day passes (maybe 10 at a time). Another idea is to provide opportunity for residents to buy 2 passes depending on what the neighborhood wants.***

How big are the permit districts going to be? Will neighborhoods determine the sizes?

***8,000 ft of the curb or a 40 block distance (whichever is greater). Neighborhood associations could request from PBOT to assess that they want a permit area. If PBOT***





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***agrees on an area, they will then send out a ballots to residents to vote on this program. If at least 50% of the neighborhood approves it will be addressed.***

This does not include commercial zones correct?

**Yes.**

Can you only get a permit if you live in the district?

**Yes. However, we are looking at providing 25% of non-residential permits for each area.**

### Preview of Discussion Draft Zoning Code

The Discussion Draft code is to be released in late September. In October will be when the PAC addresses comments. To make it easier for the PAC to review the Discussion Draft when it is released, City Staff did a walk-thru and listed some proposed zoning code amendments that will be part of the upcoming draft. Summaries of the proposed changes the staff highlighted during the meeting are below:

#### Chapter 33.130, Commercial Mixed Use Zones

- This is a rewrite of the commercial zones chapter and reconfigures the zones applied outside of the Central City and Gateway into four new commercial/mixed use (C/MU) zones, and CX. The new proposed zones are CM1, CM2, CM3, and CE.
- There are new FAR allowances for all zones to count residential use in floor area in C zones.
- A new system of performance bonuses for the C/MU zones now allow additional FAR and in some cases height when new development includes key benefits. More details on these bonuses will emerge over the coming months.
- New development standards include a change in maximum allowed FAR to provide more incentive to use the performance bonuses to achieve more height.
- New design-related standards are now required around building facades, and other tools help to break-up massing of large buildings.
- New requirement for residential outdoor space and standards.

#### Chapter 33.266, Parking, Loading, and Transportation Demand Management

- Amendments to this chapter address the reconfiguration of commercial zones and the parking requirements of each zone. It also recasts to include new Transportation Demand Management requirements. As is the case today, parking is generally not required near areas well served by transit, except for developments that have over 30 units. There is also a new, similar parking exception for lots 7500 square feet or less.

#### Chapter 33.415, Centers Main Street overlay zone

- This project is proposing to apply a new "Centers Main Street" overlay zone to key locations within centers identified in the Comprehensive Plan.
- The intent is to create a pedestrian main street environment and ensure minimum levels of development intensity in core areas.
- The overlay includes requirements for ground-floor commercial or community uses (disallowing purely residential development) in core commercial areas, which will be a new regulatory approach for Portland.

#### Chapter 33.508, Cascade Station/PIC PD

- This is a technical code revision driven by recasting/reorganization.





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### Chapter 33.520, Division Street PD

- This is a new chapter and captures regulations specific to this area that were included in 44.455 and 33.460 which are being repealed and that are not addressed in new base zone or other codes.

### Chapter 33.545, Lombard Street PD

- This is a new chapter and captures regulations specific to this area that were included in 44.455 and 33.460 which are being repealed and that are not addressed in new base zone or other codes.

### Chapter 33.575, Sandy Boulevard PD

- This is a new chapter and captures regulations specific to this area that were included in 44.455 and 33.460 which are being repealed and that are not addressed in new base zone or other codes.

### Chapter 33.730, Quasi Judicial Procedures

- This is a technical code revision driven by recasting/reorganization.

### Chapter 33.852, Transportation Impact Review

- Codifies the Transportation Impact Review process (an alternative to pre-approved TDM plans).

### Chapter 33.860, Large Site Master Plan Review

- Codifies the Large Site Master Plan Review process that allows additional height on large sites when key bonus requirements are met: affordable housing, plaza/park space, low-carbon buildings.

### Chapter 33.910, Definitions

- This is a revision to address the way floor area is addressed for balconies.

### Chapter 33.930, Measurements

- This is a revision to amend the measurement points for mixed use buildings.

### Chapter 33.455, Main Street Node and 33.460 Main Street Corridor

- These overlay zones are being repealed. The repealed code is not included in the preview draft. Provisions that are not significantly captured by base zones or other codes are being recast as plan districts (33.520, 33.545, and 33.575).

### Other items to be included in the Discussion Draft

- Proposed zoning map amendments
  - Default zoning map
  - Discussion draft zoning map
  - Design overlay zone
  - Centers main street overlay maps
  - Buffer overlay zone changes





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Other Issues to be Resolved in the next few months

- Bonuses – continue work with bureau and agency partners such as, further economic testing, implementation features and administration.
- Code Conflicts – staff is in the process of updating the list of plan district, overlay zone and other Title 33 provisions that may need to be reconciled upon adoption of new base and overlay zones.
- Code References – many code sections in Title 33 and others will require minor amendments to address references to commercial zones and specific zones.

### **PAC feedback and questions – *staff responses in italics***

Are drive-thru facilities vehicular areas?

***We will need to look into that more.***

The Tables and charts (page 31) and the code itself are switched from low density to high density. Why is that?

***We'll look into it.***

I think there should be something about what can happen within historic districts.

Can we say somewhere where districts could create their own plan districts that supersede the base zone?

***We're not quite there yet, but it may happen, but subsequent planning work could result in more plan districts.***

### **Public Comment**

Will the accessory dwelling unit zone updates be included in this mixed use revision?

***Staff: We are trying to keep updates from that study in the discussion draft.***

How would green walls be enforced?

***Staff: That is one of the challenges we're dealing with. It definitely is an enforcement issues and we will try to address it in the next few months.***

How does this affect the total capacity of the Comprehensive Plan?

***Staff: There is a table in the concept report that has this analysis. We did look into some of the bonuses, but it's hard to know how much everyone will use.***

### **Adjourn**

