

34. Removal of minimum off-street parking requirements

Code section: 33.266.110

Requested by: Hales

Explanation: This amendment would change the recommended draft to remove minimum off-street parking requirements from sites close to frequent transit. This would undo a 2012 code change that imposed minimum requirements for developments of more than 30 units.

Related testimony (for or against): Portlanders for Parking Reform, Oregon Walks, Hawthorne Boulevard Business Association, Hosford Abernathy Neighborhood Development, Bicycle Transportation Alliance; Portland for Everyone, UPNA, Rose City Park, several individuals

Amendment text:

33.266.110 Minimum Required Parking Spaces

- A. [No change to Recommended Draft]
- B. **Minimum number of required parking spaces ~~required~~.**
 - 1. Minimum for sites located close to transit. There is no minimum parking requirement for sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service.
 - 2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service, the minimum number of parking spaces required is stated in Table 266-1.
 - 1. ~~The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.~~
 - 23. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:
 - a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - b. The location and number of parking spaces that are being shared;



- c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
- C. [No change to Recommended Draft]
- D. [No change to Recommended Draft]

Staff recommendation: Support. Economic analysis related to the proposed inclusionary housing code has raised concerns about the impact of parking costs on affordable housing. This recommendation is in tandem with recommending expanded Transportation Demand Management requirements, and new on-street parking management tools.

35. “I” overlay application on Golf Courses

Code section: 33.475 and 33.565

Requested by: Hales

Explanation: This clarifies that the “I” overlay will be added to the Riverside Golf and Country Club if the zoning on that site is ever changed to IG2 in the future (it is currently zoned OS, but the adopted 2035 Comprehensive Plan allows IG2). This relates to Amendment #8, which removes the “I” overlay from that site while it is still zoned OS.

Related testimony (for or against): Riverside Golf and Country Club, Broadmoor Golf Course

Amendment text:

33.475.030 Applying the Prime Industrial overlay zone

The Prime Industrial overlay zone is to be applied to all land designated as Prime Industrial in the Comprehensive Plan except for land that is zoned Open Space.

33.565.400 Zoning Map Amendments

The IG2 zone is the only zone that can be requested during a Zoning Map Amendment on the Golf Course/IG2 Transition Area sites shown on Map 565-4. Requesting a zone other than IG2 is prohibited. In addition, the Prime Industrial overlay zone must be applied in conjunction with the zone change to IG2.

Staff recommendation: Support. The “I” overlay is not intended for Open Space zoned sites. The “I” would be applied upon conversion to industrial zoning (see related map change in amendment #6).

