

NWDA Summary Position Statement and Resolution Regarding Parking Minimum Requirements in the Northwest Plan District

January 2014

The NWDA's Planning Committee, Transportation Committee and Ad Hoc Parking Committee have considered the "parking minimums" issue in light of recent development activity in NW Portland. This consideration has taken into account:

- The streetcar-oriented history of the Northwest that has provided over 100 years of multi-family development that is transit-dependent and largely absent the provisions of off-street parking.
- The adoption by City Council of a Northwest On-street Parking Plan, with likely implementation projected for early 2015.
- The City-wide adoption on April 10, 2013 of Portland Zoning Code parking requirements amendments for multi-dwelling development, from which plan districts (such as the Northwest Plan District) or overlay zones are presently exempt.
- Accelerated development pressure in the Northwest Neighborhood Plan District that presently has no minimum parking requirement in the EX zone where much of the multi-dwelling development is taking place.
- The rapid introduction of new and denser forms of development, including micro-apartments and multi-level industrial facilities.

As an urban community, the NWDA recognizes that:

- A diversity of development types is appropriate and encouraged to accommodate a diversity of families, lifestyles and household incomes.
- Alternative modes of travel, including public transit, walking and bicycling are popular means of getting around that will continue to be promoted to the convenience and safety of residents, shopper and employers.
- Notwithstanding the benefits of alternative modes of travel, some residents and visitors will continue to use vehicles, and adequate parking resources will be required to maintain the livability of the neighborhood.
- The introduction of a "Transportation and Parking Advisory Committee" under the Parking Plan will provide a forum for indentifying and addressing transportation concerns in the community with (limited) resources at its disposal to implement solutions.

Within this dynamic urban context, there remains an urgent concern over achieving an appropriate balance of on-street and off-street parking resources and the promotion of alternative modes of travel. These NWDA committees have concluded that even with elevated management of on-street parking, there remains an increasing deficit of off-street parking, particularly given the accelerated pace of denser forms of development that are presently exempt from the provision of any off-street parking.

Therefore, the Committees propose that the following resolution be adopted by the full NWDA Board of Directors as a position statement regarding off-street parking minimums:

RESOLVED, that the NWDA supports:

- 1. Prompt and coordinated action by the Portland City Council, Bureau of Planning and Sustainability, and Bureau of Transportation to address the increasing deficit of off-street parking, and resulting stress placed on on-street parking resources, caused by accelerated development in Northwest Portland with insufficient off-street parking.*
- 2. Interim application to the Northwest District Plan of language substantially in conformance with the "New Apartments and Parking Proposed Zoning Code Amendments" issued by the Bureau of Planning and Sustainability ("BPS") in April 2013, with the addition of EX and RH zones being subject to the prescribed parking minimum requirements, to provide a baseline off-street parking requirement that can be implemented as soon as possible. (Note that this is an interim measure, and is not intended as a comprehensive solution to the parking minimums problem.)*
- 3. Reduction in the demand for parking through the promotion and enhancement of public transportation (streetcar, bus routes and connections to regional MAX service) and non-motorized modes of travel that include safer streets and crosswalks, a complete bike network and a pleasant and convenient street environment.*