



Department of Community Services
MULTNOMAH COUNTY OREGON

Land Use and Transportation Program
1600 SE 190th Avenue
Portland, Oregon 97233-5910
PH. (503) 988-3043 Fax (503) 988-3389
www.co.multnomah.or.us/landuse

ADDENDUM ONE: PARKING

STAFF REPORT TO THE PLANNING COMMISSION

PROPOSED CODE AMENDMENTS TO IMPLEMENT THE HISTORIC PROPERTIES PLAN AMENDMENT IN THE NATIONAL SCENIC AREA.

**APRIL 17, 2006 PUBLIC HEARING
CASE FILE # PC 06-004**

After discussion with Gorge Commission staff, County staff determined it was necessary to supply additional information to the Planning Commission regarding the proposed parking standards. Additionally, staff is proposing to modify the language presented under MCC 38.7380(G)(3) on pages 21-22 of the staff report.

Part I of this addendum provides additional explanation of the parking-related provisions in the staff report. Part II proposes additional modifications to the language of MCC 38.7380(G)(3) and explains why the changes are needed.

Part I

The language currently proposed for MCC 38.7380(G)(3) requires parking to be provided in accordance with the Off Street Parking and Loading Standards of MCC 38.4100 through 38.4215. These standards establish parking ratios, dimensional standards, and surfacing requirements. In Section II of the staff report on pages 24-29, staff has proposed changes to the Off Street Parking and Loading Standards to provide ratios for newly allowed uses, such as overnight accommodations. Staff has also proposed a flexible option ((G) on page 28) which would allow an applicant to propose a parking and loading plan that does not rely on the parking ratios. Instead, the applicant can provide an alternative proposal backed up by tangible data to allow parking in different ratios. This could include the parking of shuttle vehicles which bring patrons from urban areas to the site in larger numbers than would otherwise be able to park on the property. It is unrealistic to expect that a shuttle service is a way to satisfy day-to-day parking needs; however, it can accommodate periodic commercial events that would otherwise exceed a site's capacity for parking. The requirement that the plan be based on tangible evidence is necessary to ensure that the parking arrangement will work on the property without spilling over onto side streets or properties in the surrounding area. The impact of spill-over parking on neighboring rural residential properties was raised by a number of

citizens at the public workshops. A shuttle service from an urban area could result in fewer auto trips, resulting in an expanded use for the historic property while simultaneously not increasing the traffic to the rural areas of the County inside the NSA. This addresses concerns raised by citizens at the workshops who don't want to see significant increases in traffic associated with commercial uses on rural roads.

While the use of a shuttle service could be allowed, staff has been unable to find a legally defensible way to allow that shuttle service to operate from a parking facility inside the National Scenic Area or the rural portions of Multnomah County. This is explained in the Memo from Sandra Duffy, Assistant County Attorney, included as Attachment 5 of the Staff Report.

Where a shuttle service originates from is immaterial in terms of protection of historic buildings as a cultural resource. The Plan Amendment envisions commercial events and other uses as an economic incentive for owners to maintain historic properties. Commercial events may be the most intense use and the option for a shuttle service, contained in the staff proposal, provides for this use even on smaller sites where the amount of available parking would preclude it from being an option.

Part II

After further consideration of the parking standards, staff recommends modifying MCC 38.7380(G)(3) to read as follows:

(3) Parking shall be provided in accordance with the Minimum Required Off-Street Parking Spaces in MCC 38.7205. **Existing off street parking and loading areas on an historic property shall be allowed to be used in their current configuration. New parking areas or expansions to existing parking areas shall meet the design and improvement standards of MCC 38.4100-38.4215 with the following exceptions.**

MCC 38.4130(B) and (C) shall not apply to Special Uses in Historic Buildings. All parking associated with the use shall be provided on the subject property.

Additionally, the surfacing requirements of MCC 38.4180(A) shall not apply. Instead, the surfacing requirements of MCC 38.7380(F)(2)(a) shall be employed.

The newly proposed text is in bold. This text is necessary to avoid confusion about how the parking code is to be applied to commercial uses in historic buildings. The existing parking code requires that all parking associated with a new use or a change of use be brought into compliance with the current standards. This would require an historic parking area to be modified to meet current parking standards. The Plan Amendment seems to make a distinction between new and existing parking on the historic property, and it is clear that new parking areas would need to be reviewed. The language we propose makes a similar distinction, allowing the use of existing parking areas as they currently exist but requiring new parking areas to meet the standards of the parking code.

This accommodates re-establishment of a historic use on a property as the amount of existing parking should be commensurate to what was needed at the time the use was last conducted, assuming it still exists. The parking areas may be inadequate to serve an expanded use or an adaptive re-use. Any new parking areas constructed to meet the needs of an expanded use or an adaptive re-use will be required to meet the design and improvement standards which establish how big a parking stall should be, how large drive aisles need to be, and establish setbacks from property lines.