

# Chapter 6



## Site Plan and Phasing

## VI. SITE PLAN AND PHASING – PCC 33.820.070.D AND F.

**Site Plan.** Figure 20 contains a site plan. The site plan illustrates all of the existing campus facilities including buildings, open spaces, circulation systems, bicycle parking, adjacent streets, transit stops and adjacent development. Figure 21 shows the areas where development will occur in the future on both upper and lower campuses. These areas are illustrated with FAR limitations, height and building coverage restrictions. All proposed developments within these FAR, height and building coverage zones are subject to the University's design and development standards addressed in Chapter 4, Proposed Uses.



Figure 20 (See enlarged Figure in Appendix)

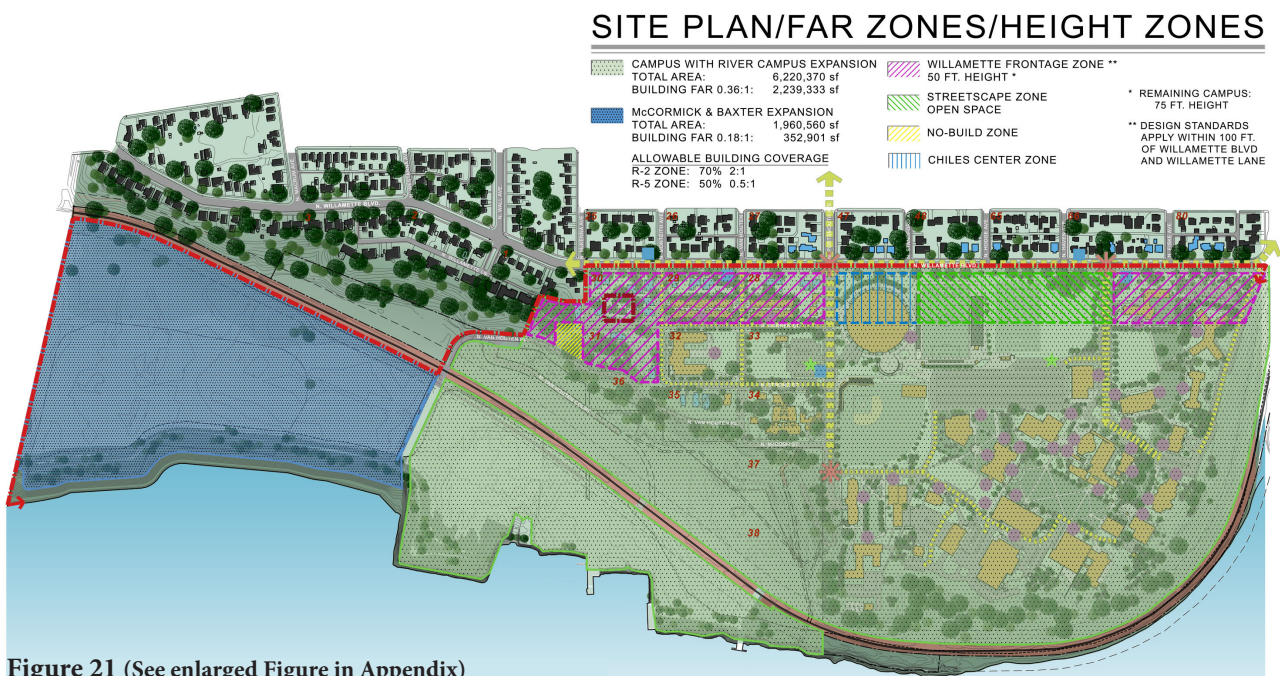


Figure 21 (See enlarged Figure in Appendix)

**Phasing.** The Master Plan contemplates a phasing schedule organized around student growth and parking supply. As detailed under Chapter 5, Transportation and Parking, if the University continues its modest growth rate, it could reach an enrollment of 5,000 students after 20 years. Once the current enrollment of 3,200 students reaches 3,600 students, the on-campus parking supply will not be sufficient to accommodate the demand. Thus, the University is proposing a phasing plan that requires the monitoring of fall enrollment numbers and an annual report to ensure that each phase of enrollment meets the targeted parking needs or demonstrates through Transportation Demand Management measures that the parking needs have been mitigated or eliminated by successful and implemented strategies to reduce single occupancy vehicle trips to the campus. Table 8 below illustrates the proposed phasing plan based on parking and student enrollment. This parking and student enrollment phasing plan is described in more detail under Chapter 5, Transportation and Parking.

**Table 8 Student Enrollment Phases and Future Average Weekday Conditions Parking Needs**

Student Enrollment	85 Percent Utilization (0.47 spaces/student)		90 Percent Parking Utilization (0.45 spaces/student)	
	Parking Supply Need	Expected Surplus/Deficit <sup>1</sup>	Parking Supply Need	Expected Surplus/Deficit <sup>1</sup>
3,200	1,510	+180	1,427	+263
3,500	1,652	+38	1,561	+129
3,800	1,794	-104	1,695	-5
4,100	1,935	-245	1,829	-139
4,400	2,077	-387	1,962	-272
4,700	2,218	-528	2,096	-406
5,000	2,360	-670	2,230	-540

<sup>1</sup>Based on existing on-campus capacity of 1,690 parking spaces



## Phasing Plan Summary

The Phasing Plan will be implemented through conditions of approval that will track enrollment increases and predict parking needs before the demand occurs. These conditions are described in Chapter 5, Transportation and Parking and repeated here for ease of reference.

1. The University of Portland shall maintain a parking inventory of .47 spaces per (full-time undergraduate, on-campus) student based on a 85 percent parking utilization. Using the parking matrix below, the University shall ensure the following on-campus parking supply in each fall term prior to when the enrollment trigger is anticipated. The Parking Supply Report shall be submitted to the City of Portland with the fall student enrollment and parking supply count.

Student Enrollment	85 Percent Utilization (0.47 spaces/student)	
	Parking Supply Need	Expected Surplus/Deficit <sup>1</sup>
3,200	1,510	+180
3,500	1,652	+38
3,800	1,794	-104
4,100	1,935	-245
4,400	2,077	-387
4,700	2,218	-528
5,000	2,360	-670

2. The City recognizes that the parking supply shown in Condition 1 is based in part on the Transportation Demand Management (TDM) measures that were in place at the time this Conditional Use Master Plan was approved. If the University opts to implement additional TDM measures, those measures may help to lessen and/or delay the need for new parking supply to be provided on-campus. If the University opts to or does provide less on-campus parking spaces than is otherwise required under Condition 1, the University shall submit a Parking Supply Report to the City of Portland and the University Park Neighborhood Association to justify any modifications from Condition 1, must be approved by PBOT. The Parking Supply Report shall evaluate changes in mode-split, average weekday parking demand, and potential modifications to policies and programs that may further reduce/delay need for new parking. This analysis should be conducted in the fall term prior to when the parking supply modification is needed or anticipated.

With these conditions, the University will be able to ensure that each phase of new growth will be met by a supply of parking or TDMP measures that will ensure that an adequate supply of on-campus parking is provided to accommodate weekday demand and protect neighborhood livability.