

IMPACT STATEMENT

Legislation title: Authorize Temporary Commercial Parking on Oregon Department of Transportation Blocks as part of the Central Eastside Interim Commercial Off-Street Parking Pilot Program (Ordinance, waive Title 33 and Stormwater Management Manual)

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Purpose of proposed legislation and background information:

This Ordinance is part of the Central Eastside Commercial Off-Street Parking Pilot Program, which is the subject of a concurrent Ordinance before City Council. This element of the Pilot Program specifically addresses parking supply along SE Water Ave, which is the part of the district that has seen the most job growth since the creation of the Employment Opportunity Subarea (EOS) in 2006.

The EOS created a new zoning designation, industrial office, which generally allows for greater job densities than the traditional manufacturing and industrial uses historically prevalent in the IG1 base zone. The EOS has resulted in the rehabilitation and adaptive reuse of many historic structures west of SE Martin Luther King, Jr. Blvd. Significant job growth in the EOS, along with a historic development pattern that does not provide much off-street parking, has added significant pressure on the on-street parking supply. Employees and short term parking needs are generally competing for limited on-street parking, which is full for most of the workday.

The Portland Development Commission is in the process of purchasing several vacant parcels from ODOT, west of Water Ave between the Hawthorne and Morrison Bridges. PDC intends to develop the site with a significant employment component, and off-street parking that will be available for use by district employees and visitors. Temporarily allowing parking on the northernmost of these blocks, as part of the Central Eastside Interim Commercial Off-Street Parking Pilot Program, will provide immediate relief to the oversubscribed parking system while permanent parking solutions are pursued through the redevelopment of the 3 ODOT Blocks. Several code provisions, in Title 33 and the Stormwater Management Manual, prevent this property from currently operating as a parking lot.

In Resolution 37147, adopting the Central City 2035 Southeast Quadrant Plan, City Council directed PBOT to initiate and manage a District Parking Pilot Program on the ODOT Blocks in the Central Eastside, to allow commercial off-street parking to be leased on a month-to-month basis for employees and residents of the district. This Ordinance implements that directive as an interim measure, while PDC pursues a permanent parking solution and redevelopment of the site.

Financial and budgetary impacts:

There is no budgetary impact to this Council action. PBOT's Parking Operations group has staff dedicated to implementation of the Central Eastside Parking Management Plan, and the Commercial Parking Pilot Program fits within their existing work plan, scope, and budget.

Community impacts and community involvement:

There is broad support for the Commercial Parking Pilot Program, and parking on the ODOT Blocks, and no known opposition. The Central Eastside Industrial Council's Transportation and Parking Advisory Committee (TPAC) is a standing group that works closely with PBOT staff on the ongoing implementation of the recommendations from the Central Eastside Parking Management Plan. The TPAC includes business and neighborhood representatives, was closely involved with the development of the plan in 2012, was represented on the SE Quadrant Plan SAC, and will remain a partner in the implementation of the Commercial Parking Pilot Program. The SE Quad SAC also had broad representation from affected neighborhoods within the Central Eastside, beyond the TPAC membership.

Budgetary Impact Worksheet**Does this action change appropriations?**

- ☐ YES: Please complete the information below.
☒ NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 9-30-15