

# CITYWIDE PARKING STRATEGY

## Briefing on Major Planning Efforts

Planning and Sustainability Commission - February 23, 2016

WE KEEP PORTLAND MOVING.



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PORTLAND BUREAU OF TRANSPORTATION



*“The conversation has turned to parking.”*

Source: Edward Koren, *New Yorker Magazine*, April 25, 1988



# Topics covered today

## Portland Parking: Then and Now

### Central City Parking Policy Update

- Zoning Code Update
- Public Parking
- Performance Based Parking Management Program

### Centers & Corridors

- Parking Toolkit
- New Residential Permit Proposal

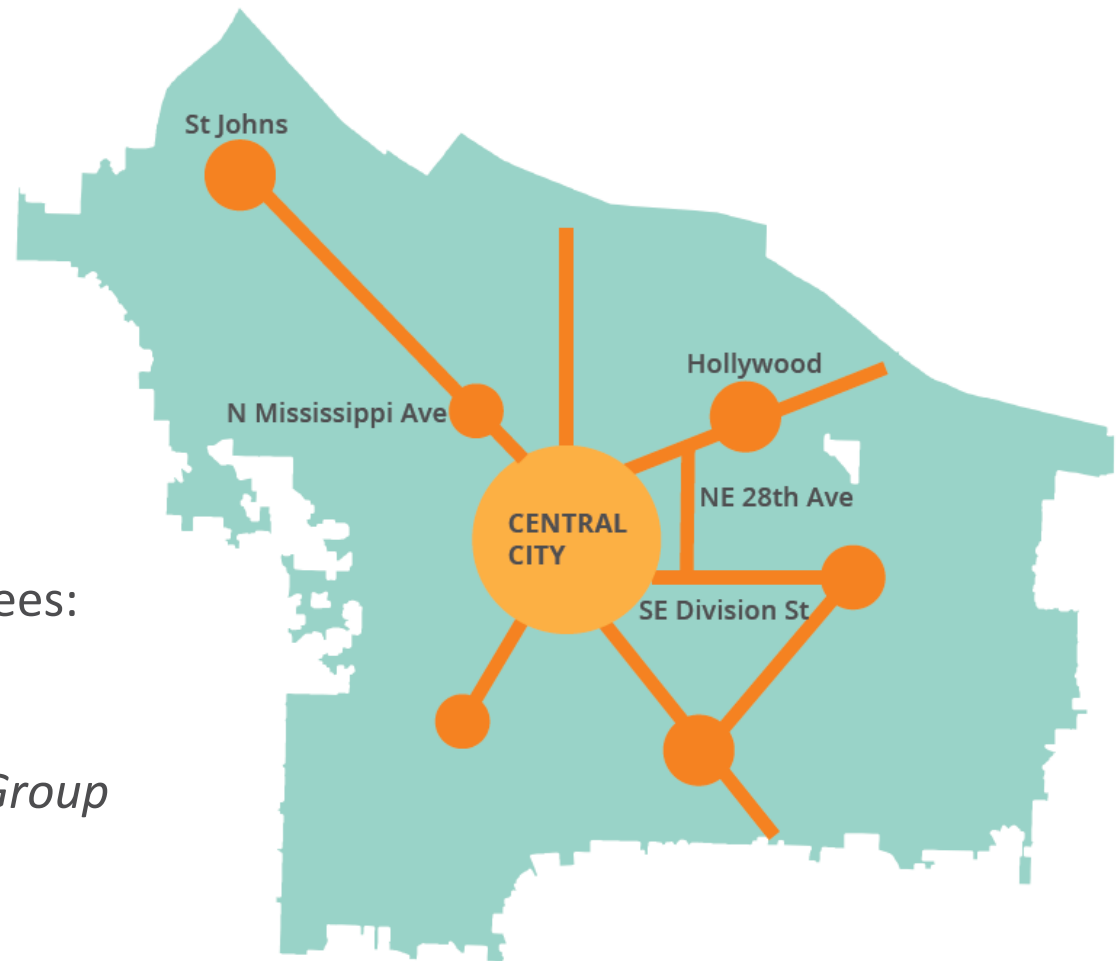
## The **Citywide Parking Strategy** is a multi-faceted effort

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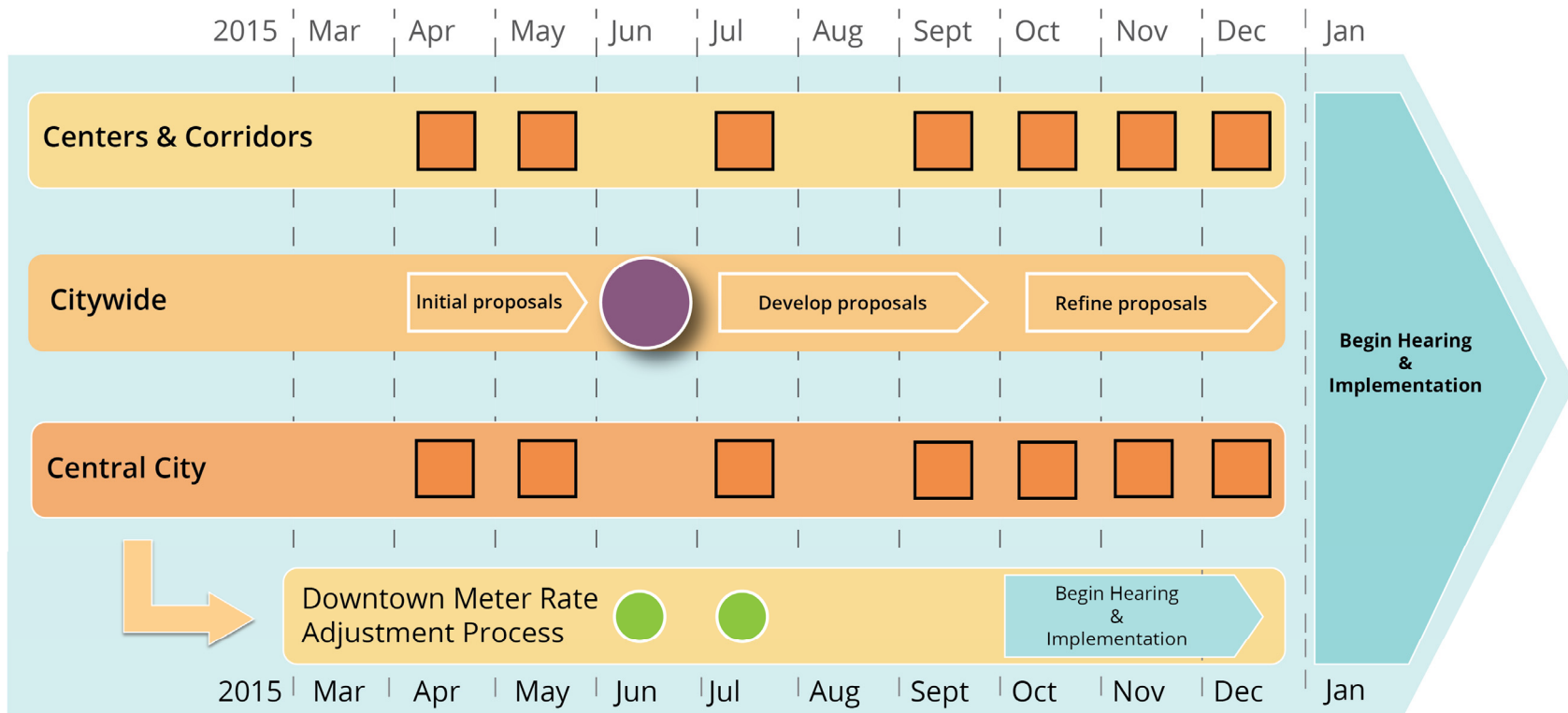
- Central City
- 2 centers
- 3 corridors




Stakeholder Advisory Committees:

- *Central City*
- *Centers + Corridors*
- *TSP Transportation Expert Group*



# How we got here:



-  Stakeholder Advisory Committee Meeting
-  One day Parking Symposium
-  Downtown Meter Subcommittee Meeting

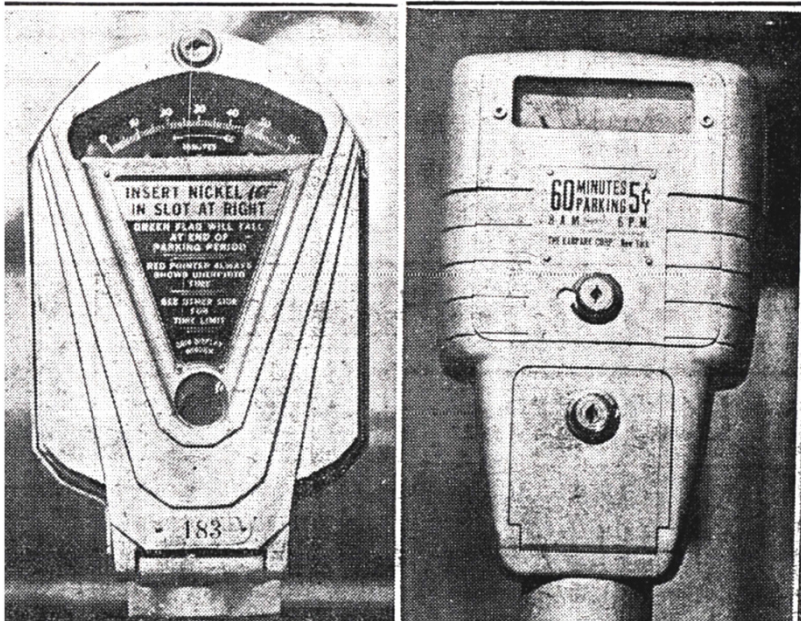
An aerial photograph of a city area, showing a large parking lot in the center, a highway interchange on the left, and various buildings and streets. The image is overlaid with a semi-transparent orange filter.

# PARKING THEN AND NOW



1938

Coins N.T. - 3/8/38



1,336 parking meters installed between SW 3<sup>rd</sup>, SW 10<sup>th</sup>, SW Salmon and SW Oak Streets

1981



Gander Ridge became the first neighborhood in the City to have permit parking. Today it is Zone B



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**In the early 1970s, Portland violated Clean Air Act standards for carbon monoxide 1 out of every 3 days.**

**Under DEQ order, The 1975 *Downtown Parking and Circulation Policy* capped the number of stalls downtown at ~39,000 (the Parking Lid).**

**No new surface parking lots allowed.**

**Expansion of transit service was a key aspect of the mitigation strategy.**

**Manage growth via regulation and provision of on- and off-street parking.**



**Additional parking needed at suburban levels to accommodate Central City growth**



# Central City Transportation Management Plan and Air Quality

- The 1995 *Central City Transportation Management Plan* (CCTMP) removed the parking stalls cap but remained as an Air Quality Management Plan.
- New policy directive was to “pinch” the supply of parking to provide the necessary incentive for:
  - redevelopment
  - use of alternative transportation modes
- Last carbon monoxide violation was August 31, 1987.



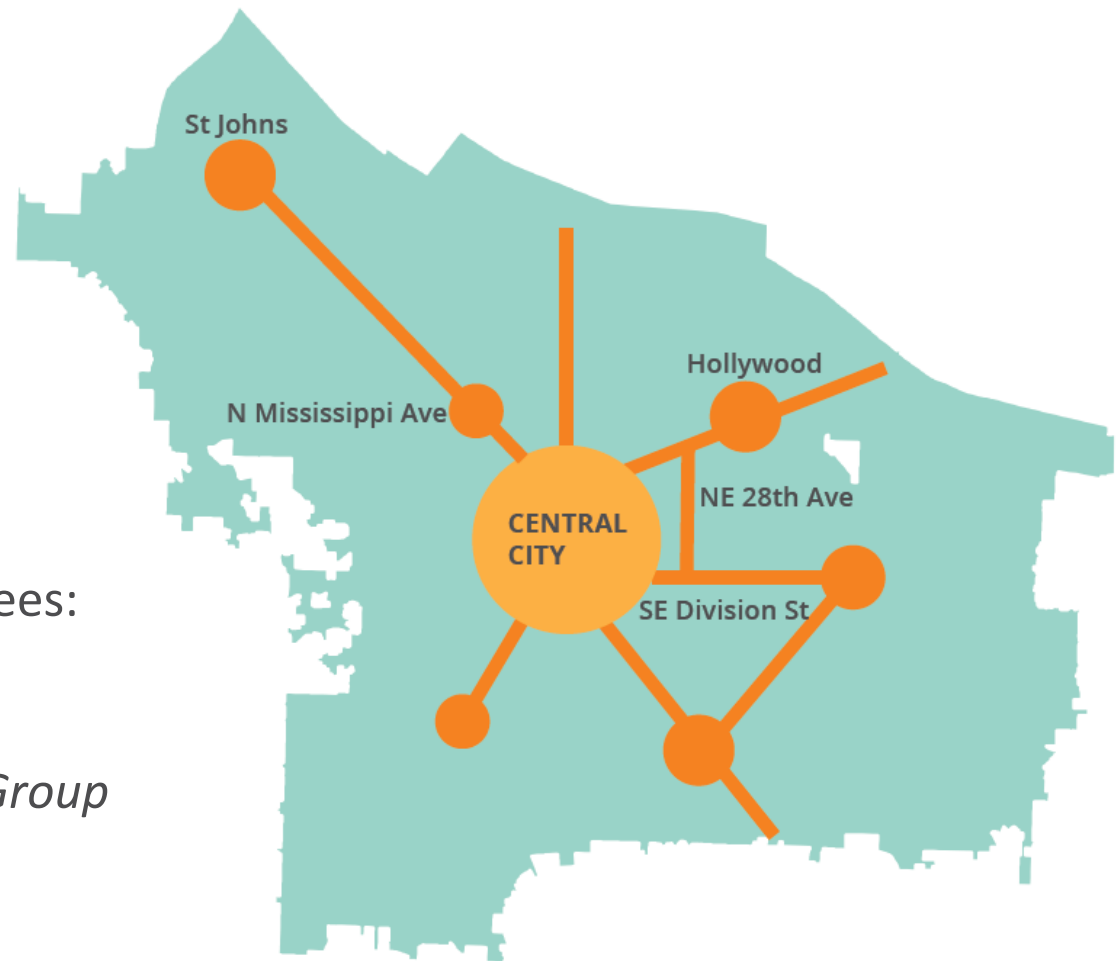
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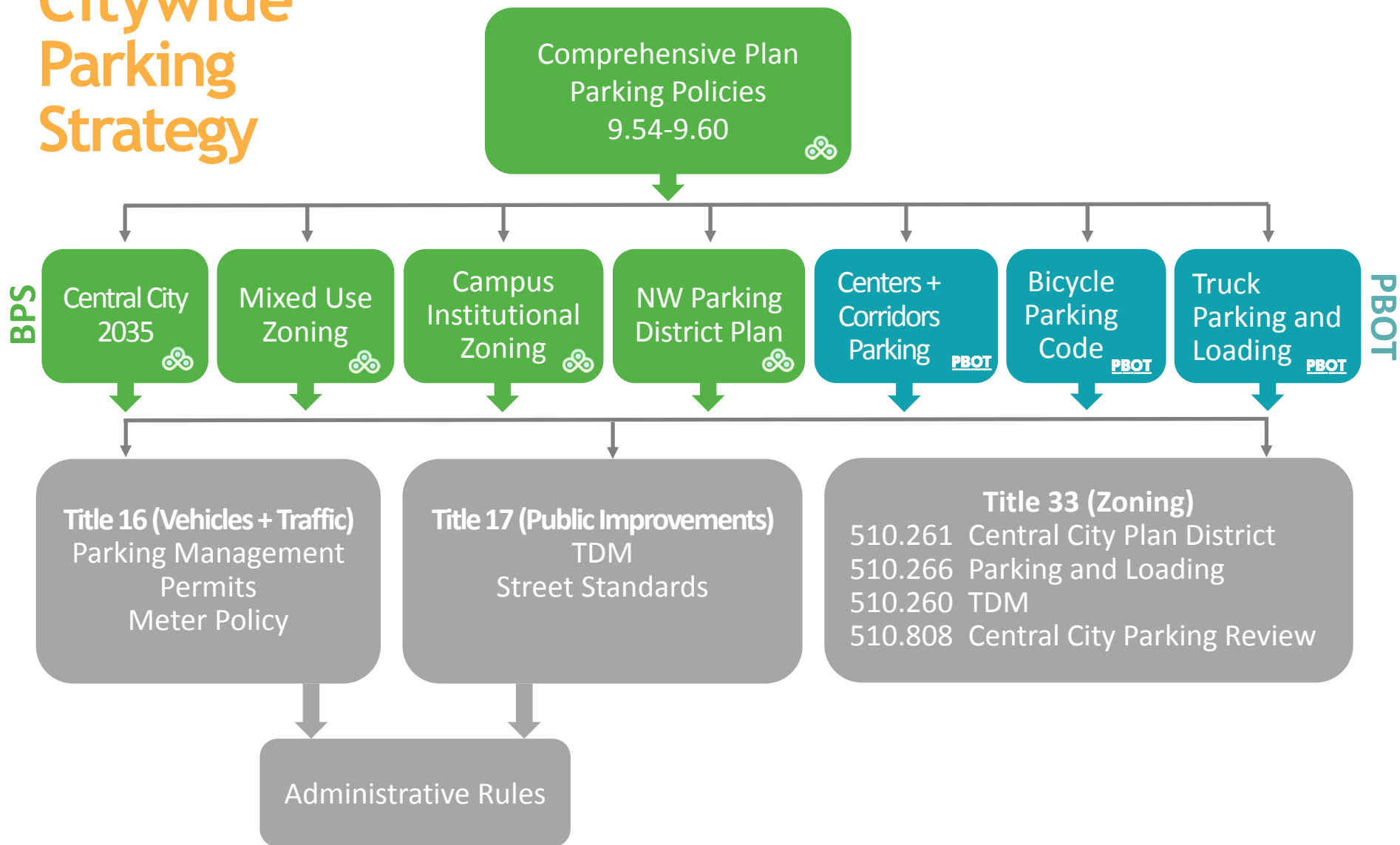
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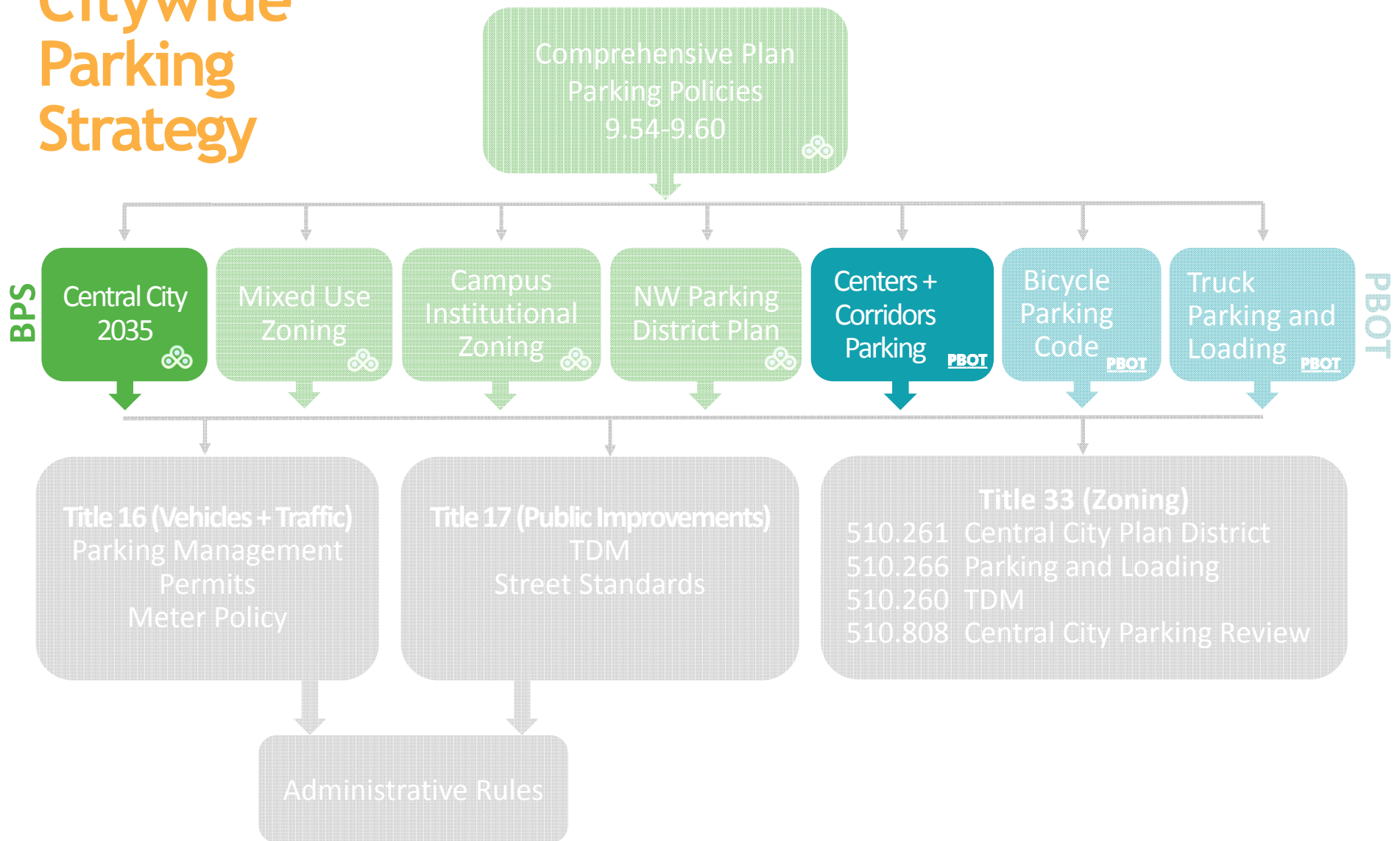
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# Citywide Parking Strategy



# Citywide Parking Strategy



# Better use of existing parking

- Existing parking assets are often underutilized for much of the day
- We are **simplifying parking regulations** to allow sharing of parking



# More demand-responsive management

- It is challenging to adjust parking rates and initiate parking management plans
- New technologies allow more responsive management
- We are developing a **new approach to parking management**



# Better on-street management

- Parking supply is getting tighter as commercial districts redevelop and demand for limited parking spaces increase
- Parking demand spills over into single family neighborhoods
- We are expanding our parking **toolkit** and developing a **new permit program**





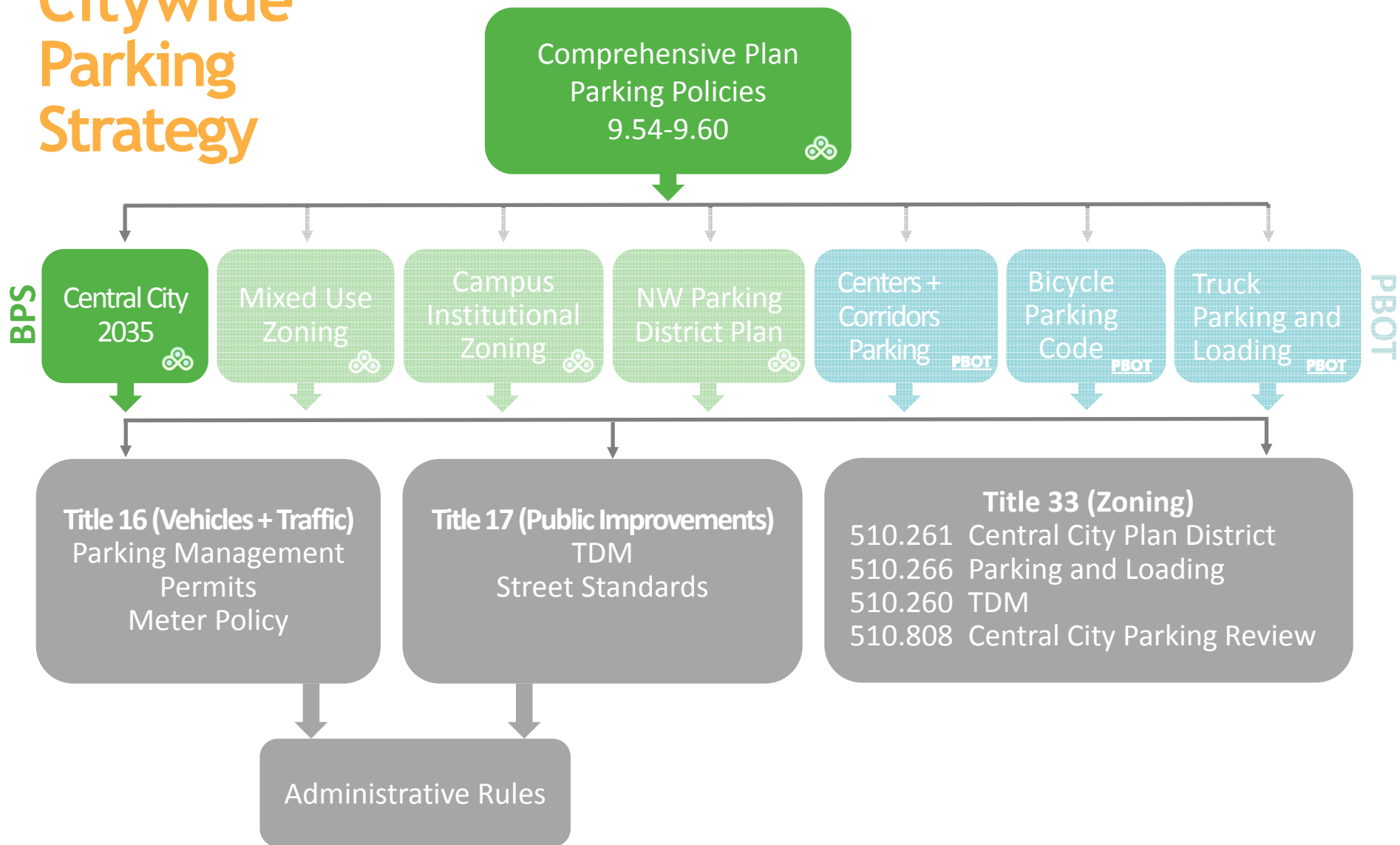


# CENTRAL CITY PARKING POLICY UPDATE



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# Citywide Parking Strategy



# Foundational Principles

- Encourage the development of Central City
- Support the mode split goal targets established in the Central City 2035 Plan
- Continue to limit the growth of parking
- Introduce greater flexibility to how parking can be operated in private and public lots
- Simplify existing regulations

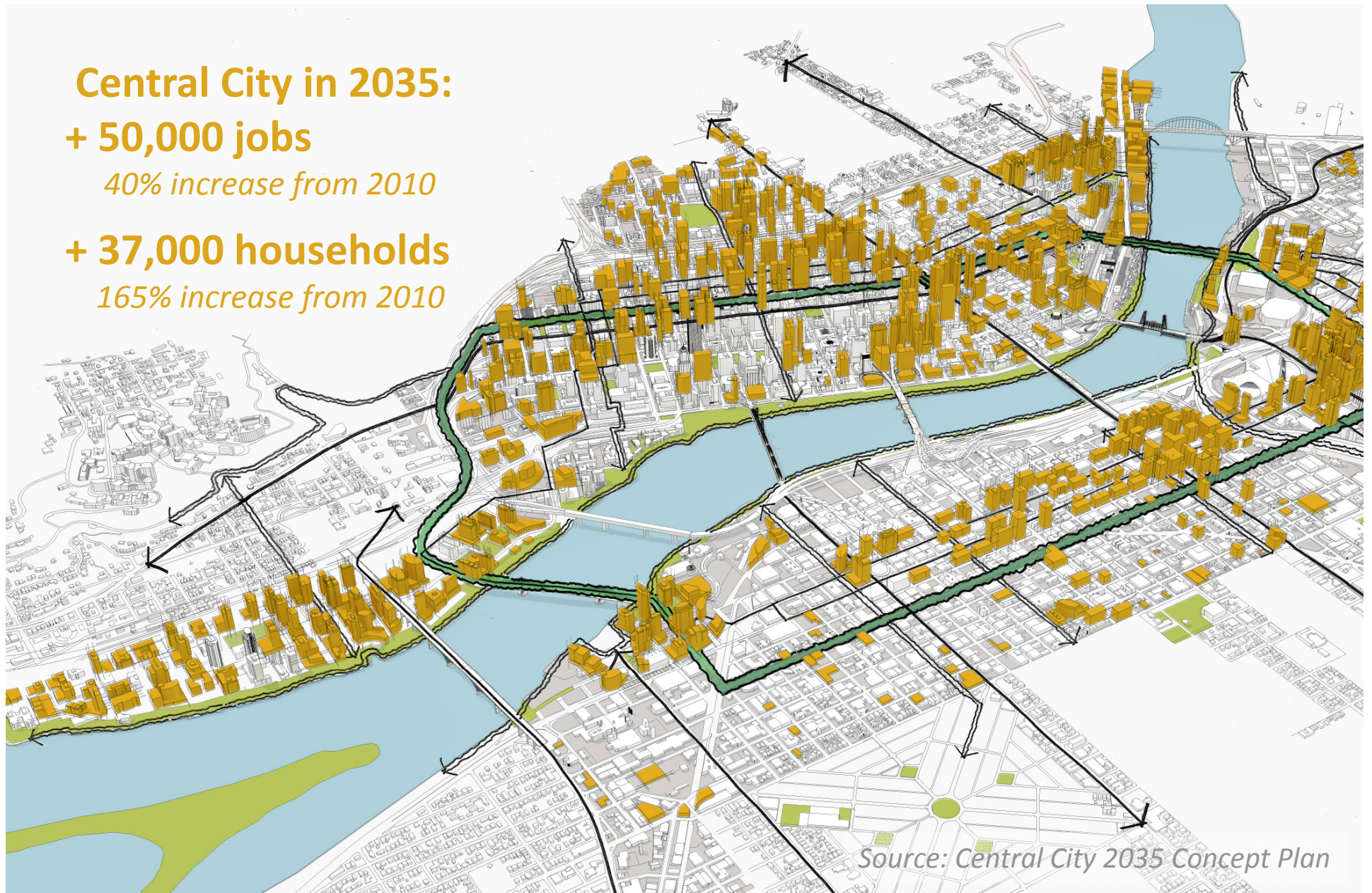
## Central City in 2035:

**+ 50,000 jobs**

*40% increase from 2010*

**+ 37,000 households**

*165% increase from 2010*



Source: Central City 2035 Concept Plan



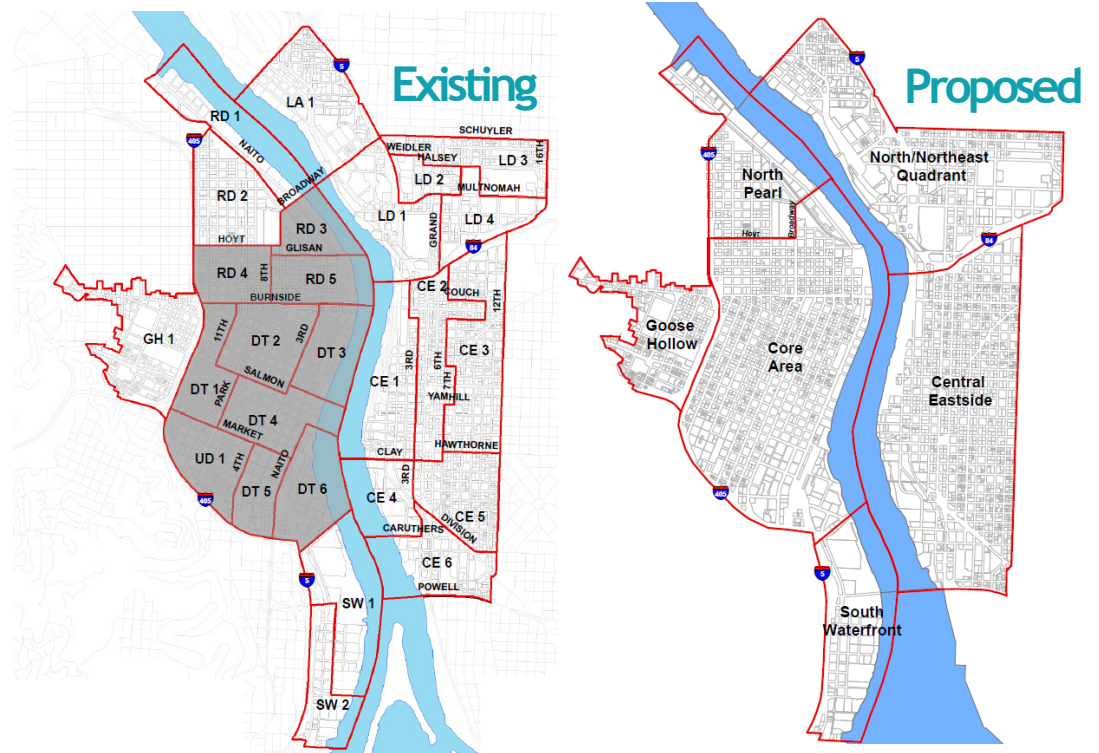
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# Summary of zoning code amendments

- Simplify **Central City Parking Review**
- Reduce **parking sectors** from 26 to 6
- Adjust **parking ratios**
- Limit new **surface parking** lot development
- Simplify **Preservation Parking** regulations
- Remove barriers to **shared parking**

# Simplification

- Reduce **parking sectors** from 26 to 6
- Reduce **types of parking** from 6 to 4
- Allow “**sharing**” (commercial) parking for structured parking
- Simplify **code language** from 70+ pages to ~10 pages
- Reduce **triggers** for Central City Parking Review (CCPR)



# Parking Ratio Recommendations

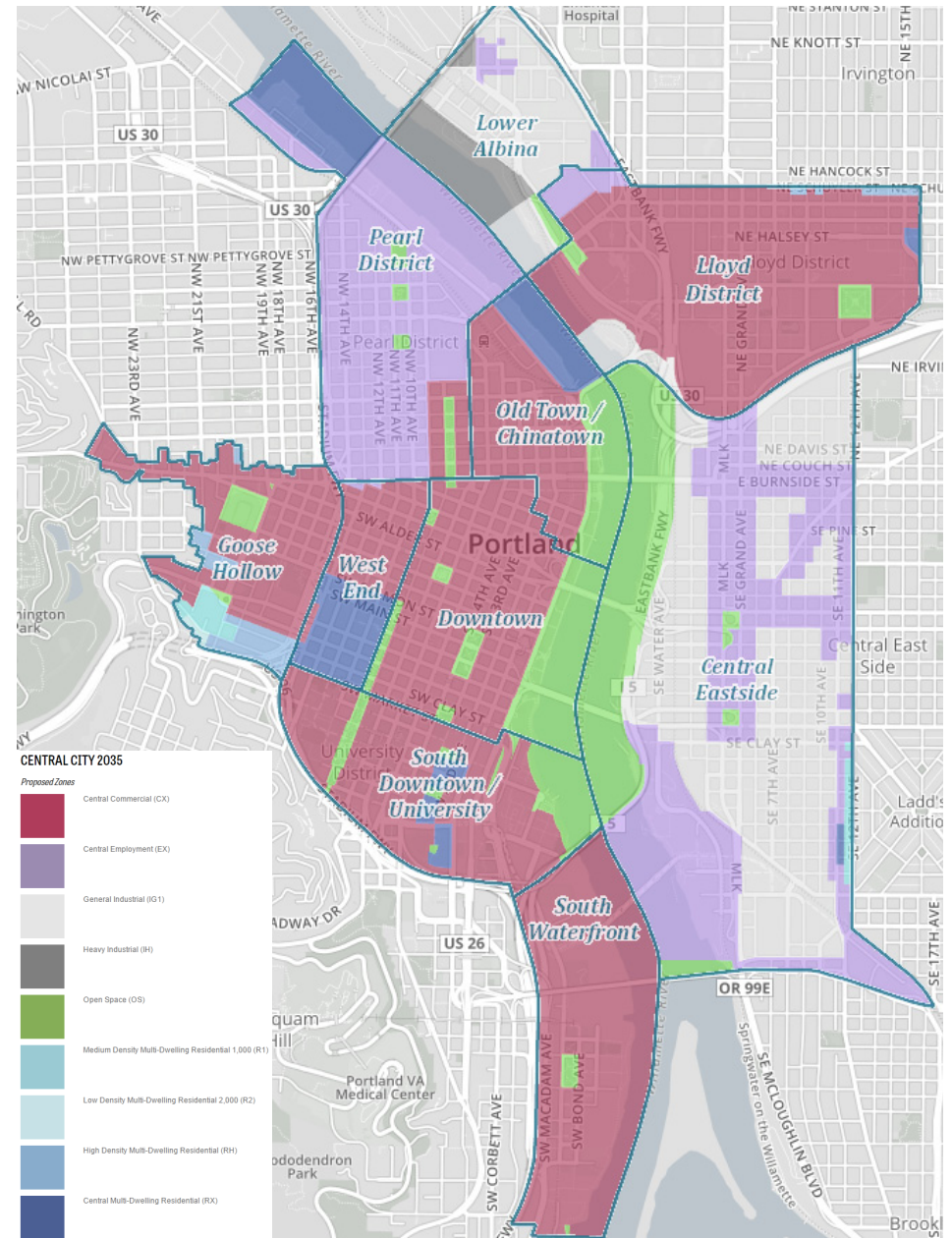
*Applies to new development (Growth Parking) and parking for existing buildings (Preservation Parking)*

- Maintain no minimum parking requirement
- Impose maximum parking ratios on all uses throughout Central City
- Adjust ratios to reflect investments in infrastructure
- Standardize ratios for residential and hotels



# Surface Lot Recommendations

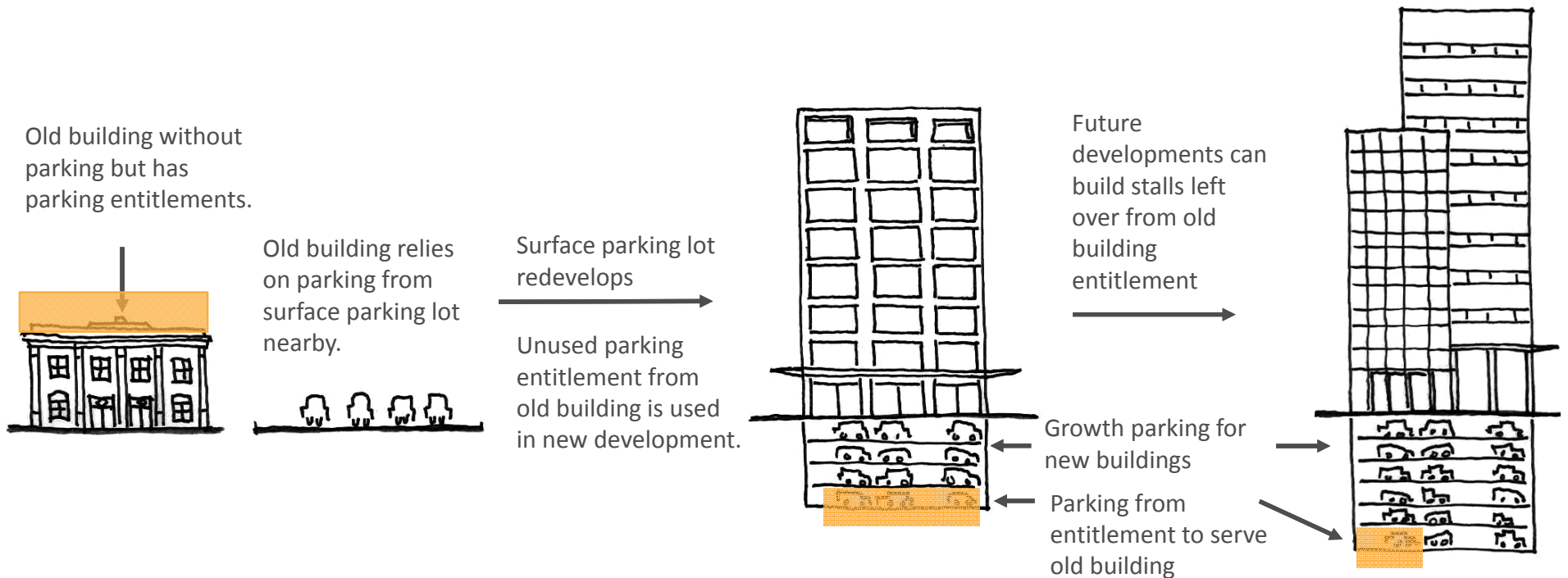
- New surface parking lots will be prohibited, except in industrial zones.
- Rehabilitation of structures would not trigger restriction





# Preservation Parking

- Assures parking (if necessary) for buildings without parking
- Encourages development to build less parking as more could be built later
- Changes include expanding preservation parking to **residential and hotel** uses
- Simplifies regulations and operations



# Summary of Public Parking

- Prioritize **on-street** parking for short stays
- Prioritize **off-street (SmartPark)** parking for short and longer stays—not commuters
- Develop a **performance-based parking management** program



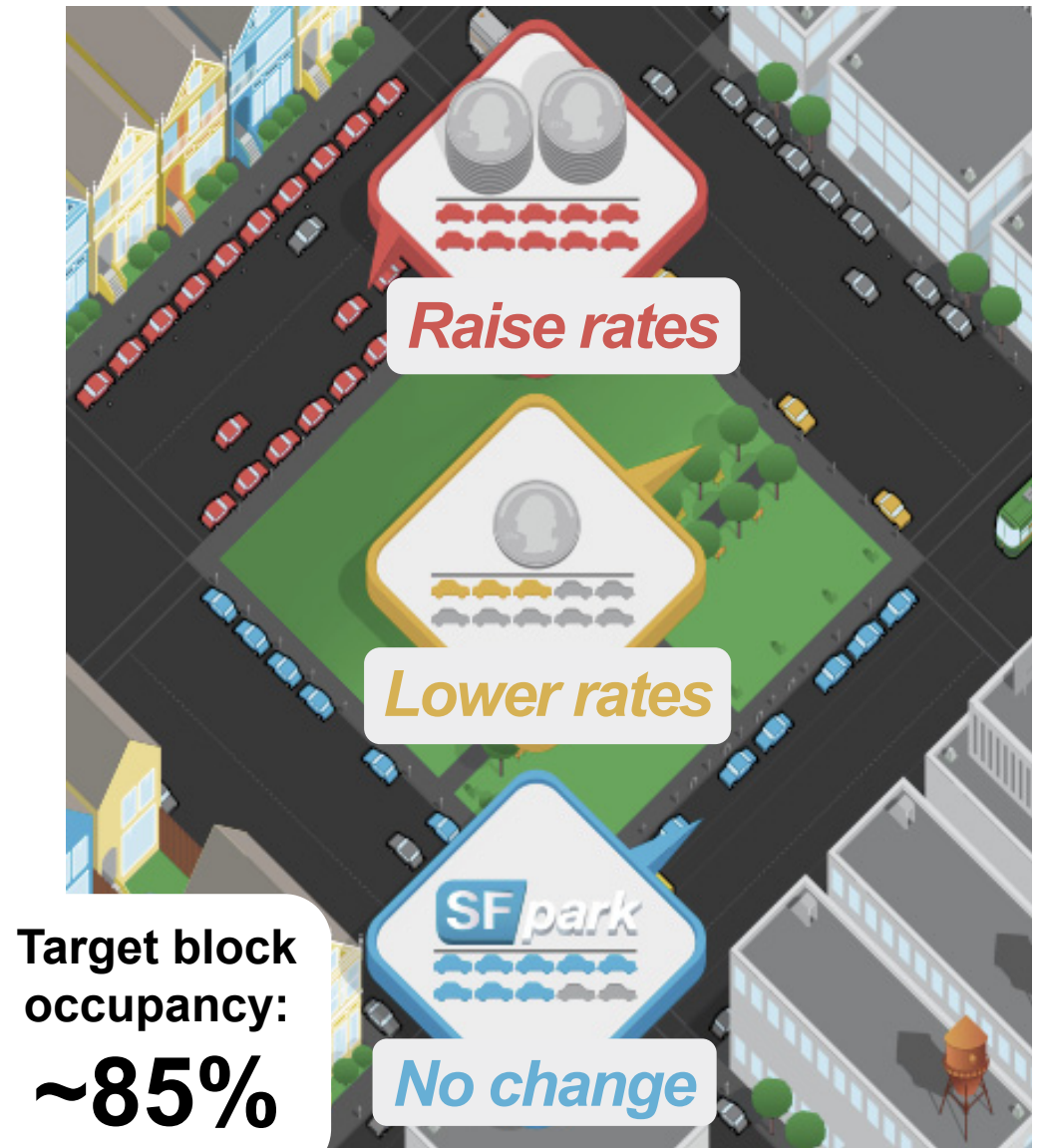
# Performance-based parking management

## On- and Off-Street Public Parking:

- Stakeholder advisory committee recommended that staff develop a **performance-based parking management program** that includes:
  - Establishing performance targets
  - Coordinating on- and off-street parking
  - Adjusting parking prices to meet parameters

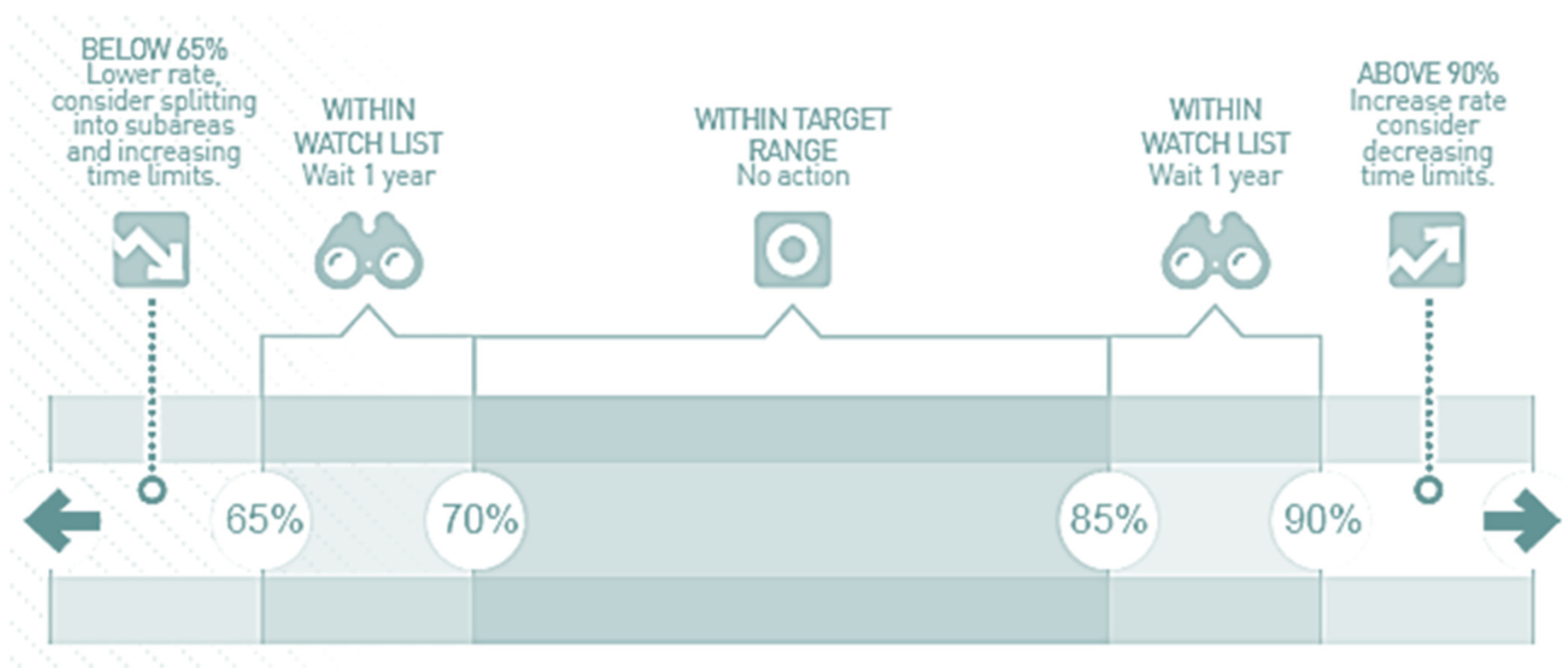
# What is performance-based parking management?

- Maximizes customer experience of parking system
- Data-driven and transparent government policies
- Not driven by revenue
- Improves reliability and overall livability of places



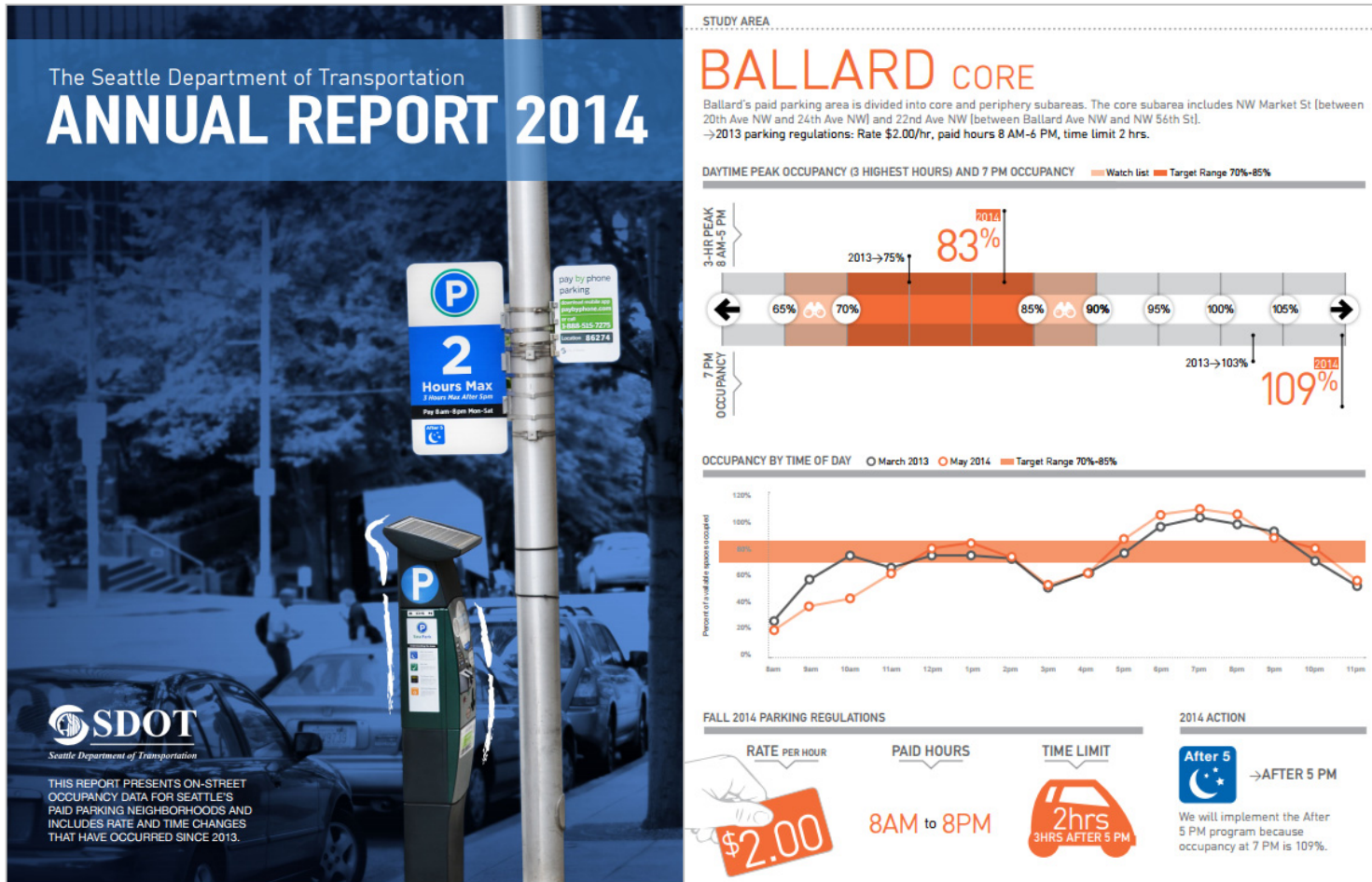
*EXAMPLE: San Francisco's SFpark program*

# Seattle example: PROGRAM PARAMETERS



*EXAMPLE: Seattle Department of Transportation (SDOT) 2014 Annual Paid Parking Report*

# Seattle example: REPORTING



**EXAMPLE:** Seattle Department of Transportation (SDOT) 2014 Annual Paid Parking Report

# Next Steps:

## **Code changes part of Central City 2035 Plan**

- PSC hearings starting in late May 2016

## **Performance Based Parking Management (PBPM)**

- Council action to develop a citywide program in Spring 2016



# CENTRAL CITY PARKING QUESTIONS?



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# CENTERS + CORRIDORS PARKING POLICY UPDATE



# Better on-street management

- Parking supply is getting tighter as commercial districts redevelop and demand for limited parking spaces increase
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# 2013 Zoning Code Changes

Increased the minimum required parking for certain multi-family developments near transit lines.

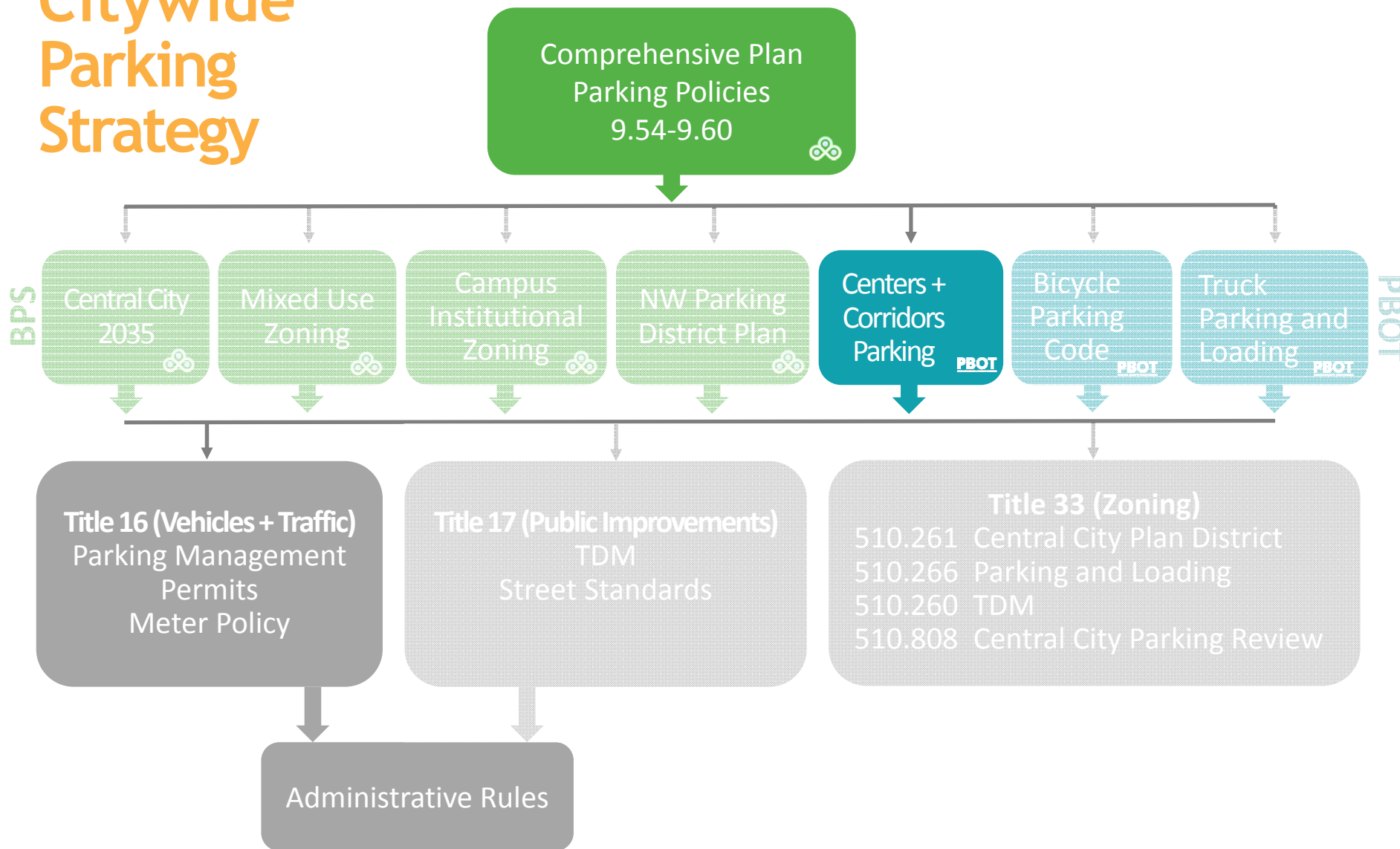
- In a March 25, 2013 PSC letter to Council, PSC described the changes as, *“an initial approach...while a more holistic and long-term policy direction is developed.”*
- PSC requested that Council direct **PBOT to update our on-street parking permit program** to reflect today’s parking demand.
- PSC recommended that any new permit system *“operate as a piece of a greater Transportation Demand Management strategy for areas that have been impacted by the recent multi-dwelling development projects.”*

# Centers + Corridors

A HOLISTIC APPROACH TO PARKING MANAGEMENT:

- **Off-street parking supply:**  
*How much parking has to be built? 2013 zoning changes*  
*How is it managed? Mixed use zoning project (BPS lead)*
- **On-street parking management**  
*Who has priority access to parking?*
- **Transportation Demand Management**  
*How do we reduce demand for parking?*

# Citywide Parking Strategy



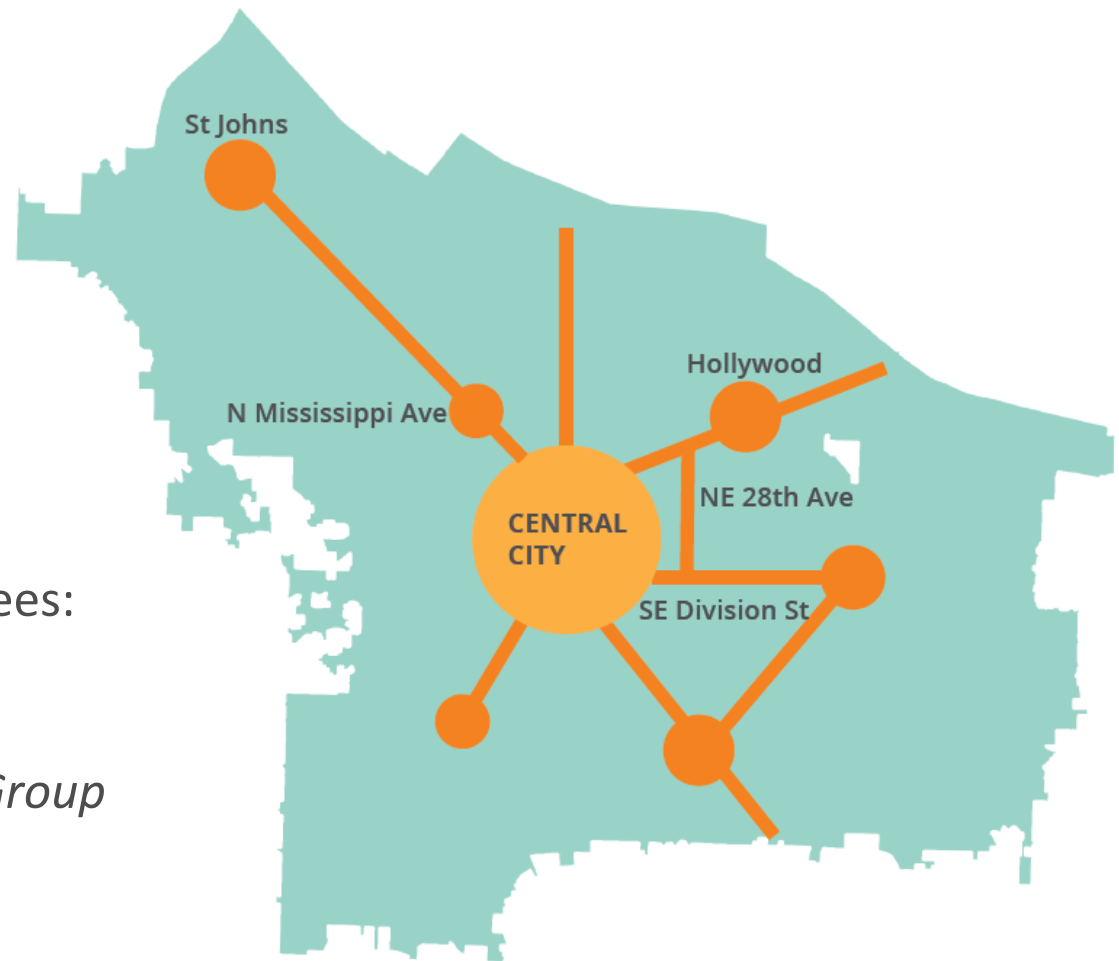
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# Stakeholder Advisory Committee Recommendations

*Develop a parking management toolkit that is responsive to local land use and parking conditions*



*The toolkit is a hierarchy – generally a “shelf” is utilized after tools in a lower shelf have been deployed*

# Area Parking Permit Program

- Designed specifically to address commuter parking
- Established in 1981; modified in 1992 to include non-residential areas
- There are currently 14 permit areas
- Only people who live or work within a permit area may purchase permits





# Area Parking Permit Program

Limitations on current program:

1. No explicit link between land use and parking management
2. No limit on permits issued to residents
3. No limit on the total number of permits issued
4. Annual fee is based on the cost of administration and enforcement (currently \$60/year)
5. Does not address equity



# New Strategies and Tools

- 1) Manage on-street parking access
- 2) Transportation Demand Management (TDM)

The residential permit system addresses both of these approaches, without further increasing mandatory minimum parking.



# Residential Parking Permit Concept

The permit proposal ties the **priority parking access** to the **primary land use**, based on zoning:

- Boundaries would be drawn to only include R-zoned properties; residents have priority access to permits
- Allows limits on the number of permits issued to any one address
- Allows limits on the total number issued in a permit area
- Area-wide TDM services (education, outreach, incentives) included in permit fee
- Equity lens

Single-dwelling houses  
Zone: R2a



Garden Apartments  
Zone: R2a



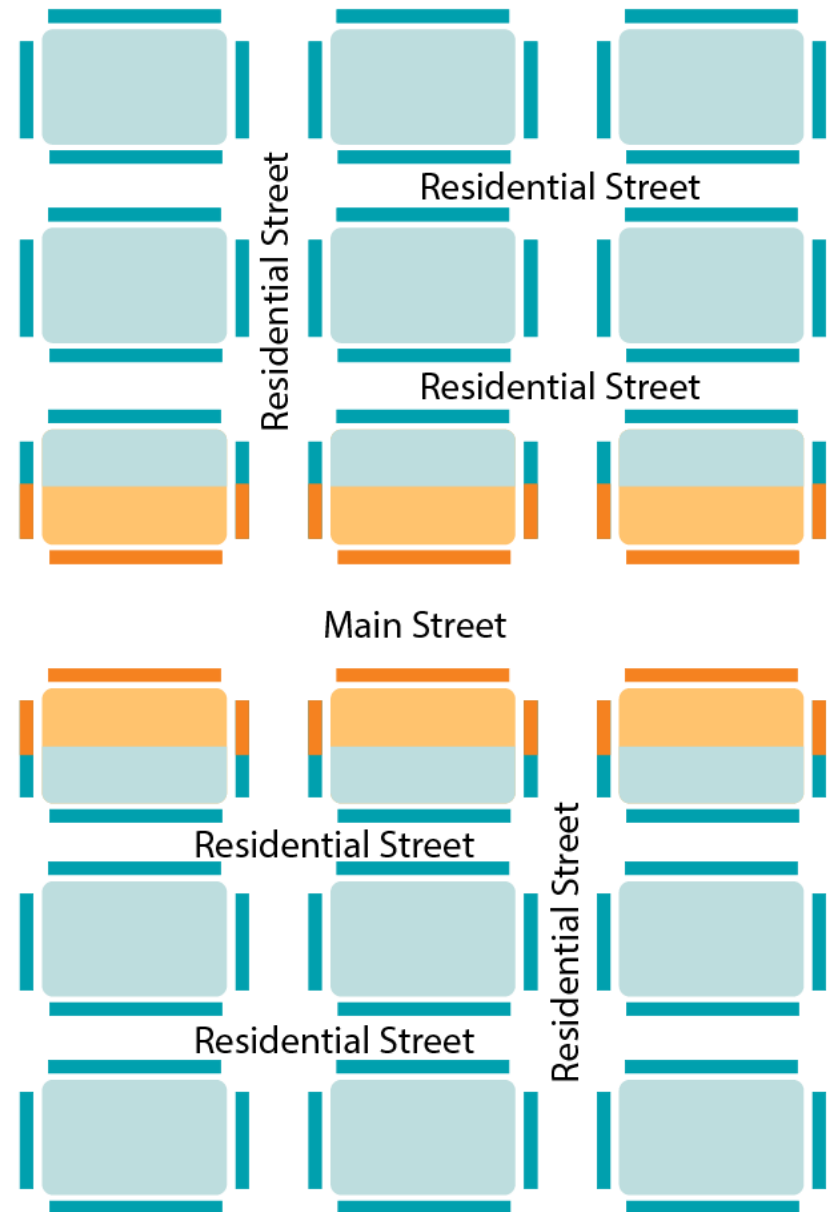
# Residential Parking Permit Concept

## Commercial/Mixed Use zoning

Short-term parking is prioritized.  
No one may stay beyond posted time limits during enforcement hours.

## Residential zoning

Resident parking is prioritized.  
Non-permit holders will have time limits.



# Residential Parking Permit Concept

- All residents of permit areas would have equal access to permits
  - Single family and multi-family buildings
  - Renters and owners
- Residents and employees of adjacent mixed-use areas would also be able to purchase permits, up to the cap for each permit area.



# Residential Parking Permit Concept

- TDM services will be included in the base price of a permit
- Escalating fee structure: second permit costs more than the first, third more than the second, etc.
- Residents with access to off-street parking would start at the second tier.



Multi-dwelling house  
Zone: R5



Garden Apartments  
Zone: R1



# Equity recommendations

*Directive: evaluate how policies might have a disproportionate burden on low-income residents, and mitigate any resulting impacts, while ensuring that parking policies do not make driving more convenient than walking, bicycling, and transit.*

- Identify parking needs of low-income housing that would be affected by a new permit area, and accommodate them to the extent possible
- Provide discounts on permit cost to low-income residents
- Provide a monthly payment option
- Provide enhanced TDM services in neighborhoods with permit areas

# Next Steps:


**Council action on Residential Permit Program**

Spring 2016

**Council action on Parking Toolkit**

Spring 2016





# CENTERS + CORRIDORS PARKING QUESTIONS?

