

CENTRALCITY 2035

Parking

PSC Work Session 2 – 11/16/2016



Bureau of Planning and Sustainability

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City of Portland, Oregon
Charles Stokes Moore • Street Architecture, Director



What we've heard

- Strong support for the recommendations overall
- Issues raised at PSC Hearings
 - Parking ratios
 - Electric charging stations
 - Unbundling parking
 - Parking access for a particular block



Process

- 30-member Stakeholder Advisory Committee and met 9 times
 - Modal advocates, businesses, non profits, universities, labor, affordable housing advocates, and others
- Met on numerous occasions with business, neighborhood and non profit organizations, private organizations and individuals
- Public events. Several public events, including an open house in Nov 2015



Title 33.510 Recommendations

Private Parking

- Adjust parking ratios
 - Maintain no minimum parking requirement
 - Impose maximum parking ratios on all uses
 - Adjust ratios in all Central City sub districts downward
- New limitations on new surface parking lot development
- Increase flexibility in parking operations on existing and future stalls
- Simplify Parking Entitlement regulations and reporting
- Reduce parking sectors from 26 to 6



Parking Policies in a Nutshell

- No requirement to build parking if you don't need it
- If you need some, see if you can find existing parking nearby first (sharing parking resources)
- If you still need to build, build the minimum amount you can to support your development
- If you need more parking later, you can use your remaining parking entitlement to add parking to your building, on or off site



The Post WWII Vision



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Lloyd District in the 1960s



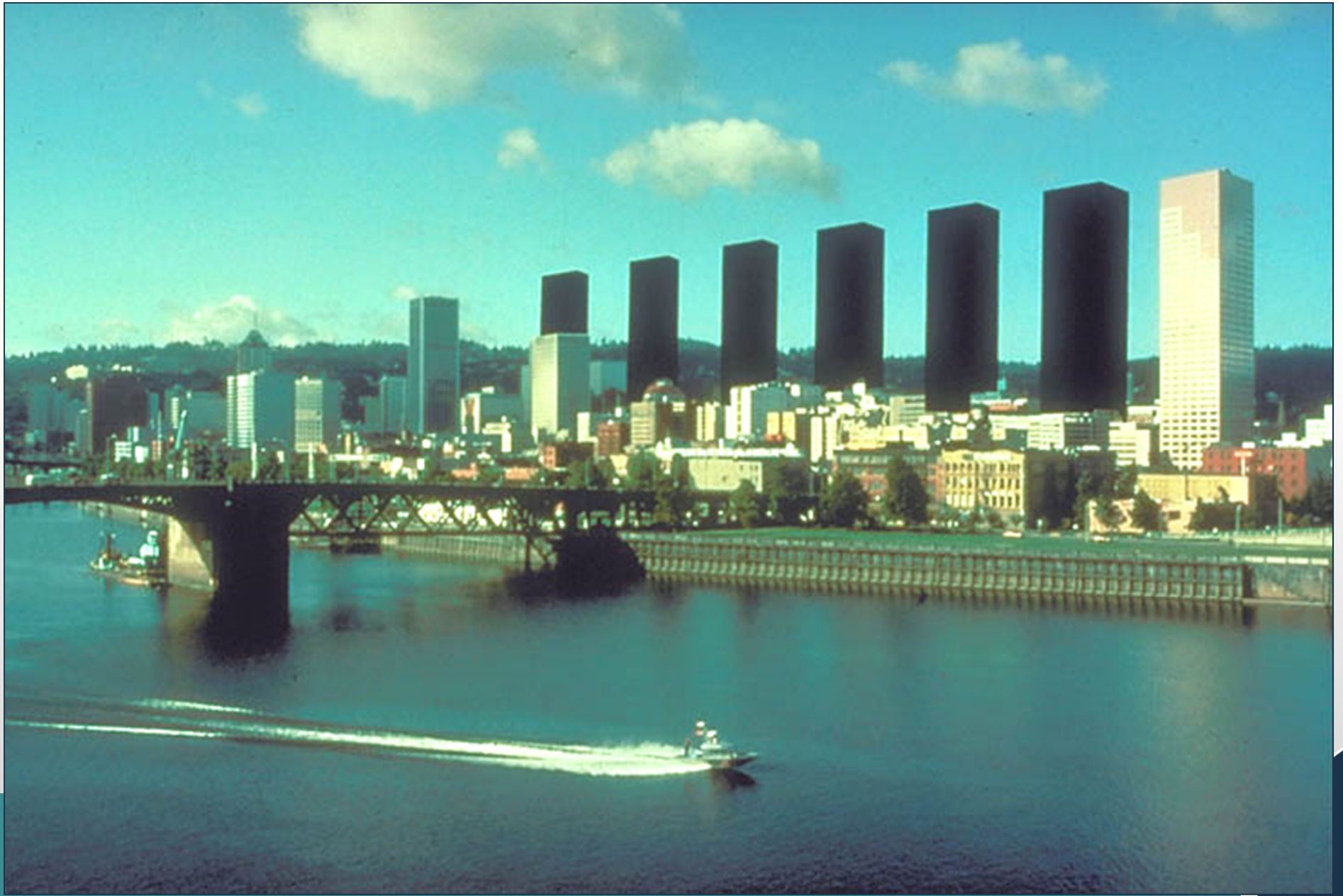
Downtown Portland looking south



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The “Parking Solution” to 1960s Suburban Flight



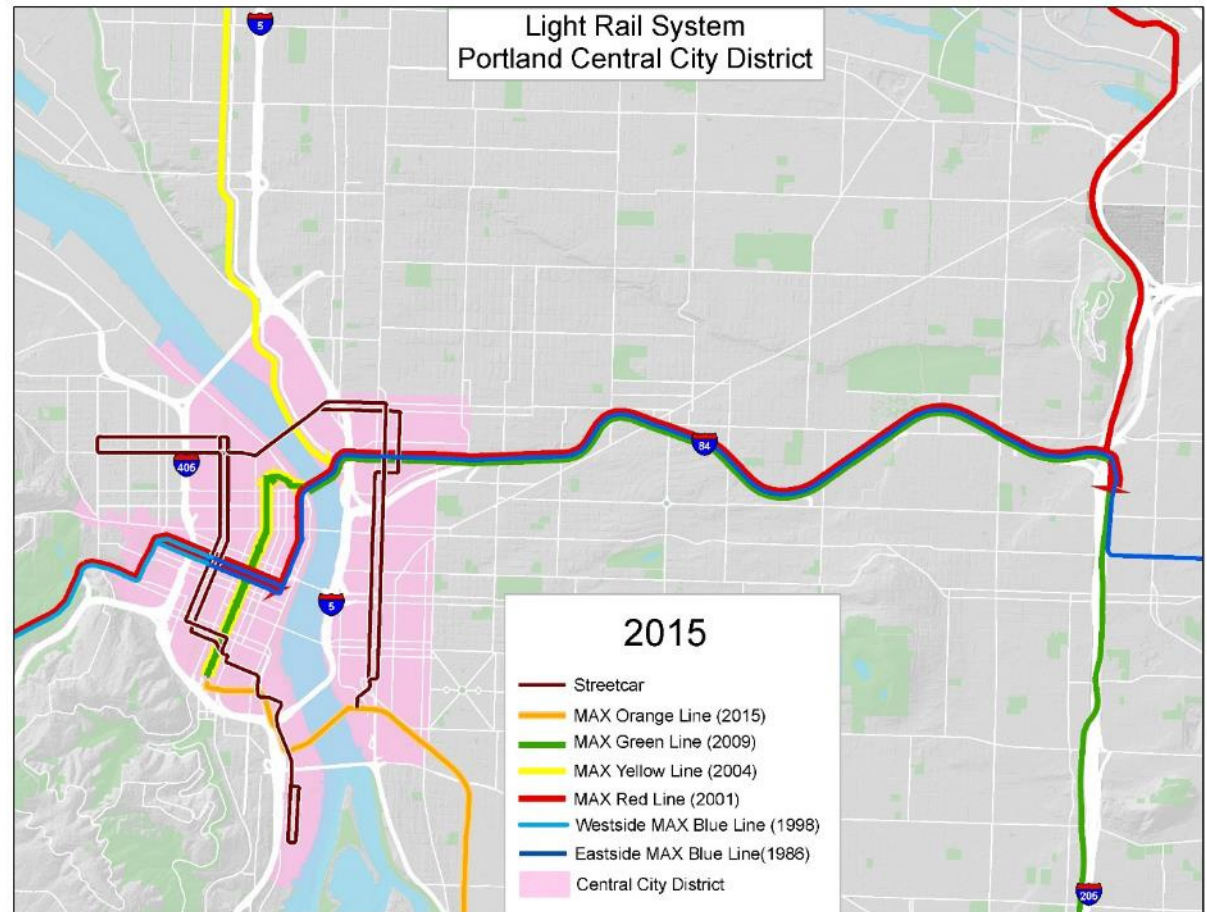
Transit

- Five new MAX lines since Banfield opened in 1986
- \$4 billion since 1995
- New Transit Mall
- Streetcar and Streetcar Loop
- All areas of the Central City have access to rail transit



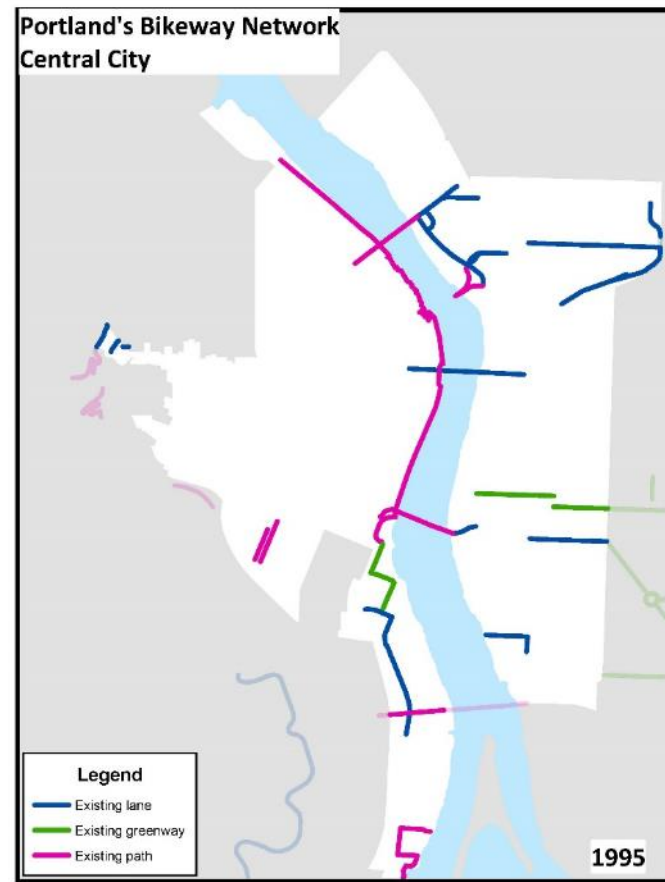
Multimodal Investments

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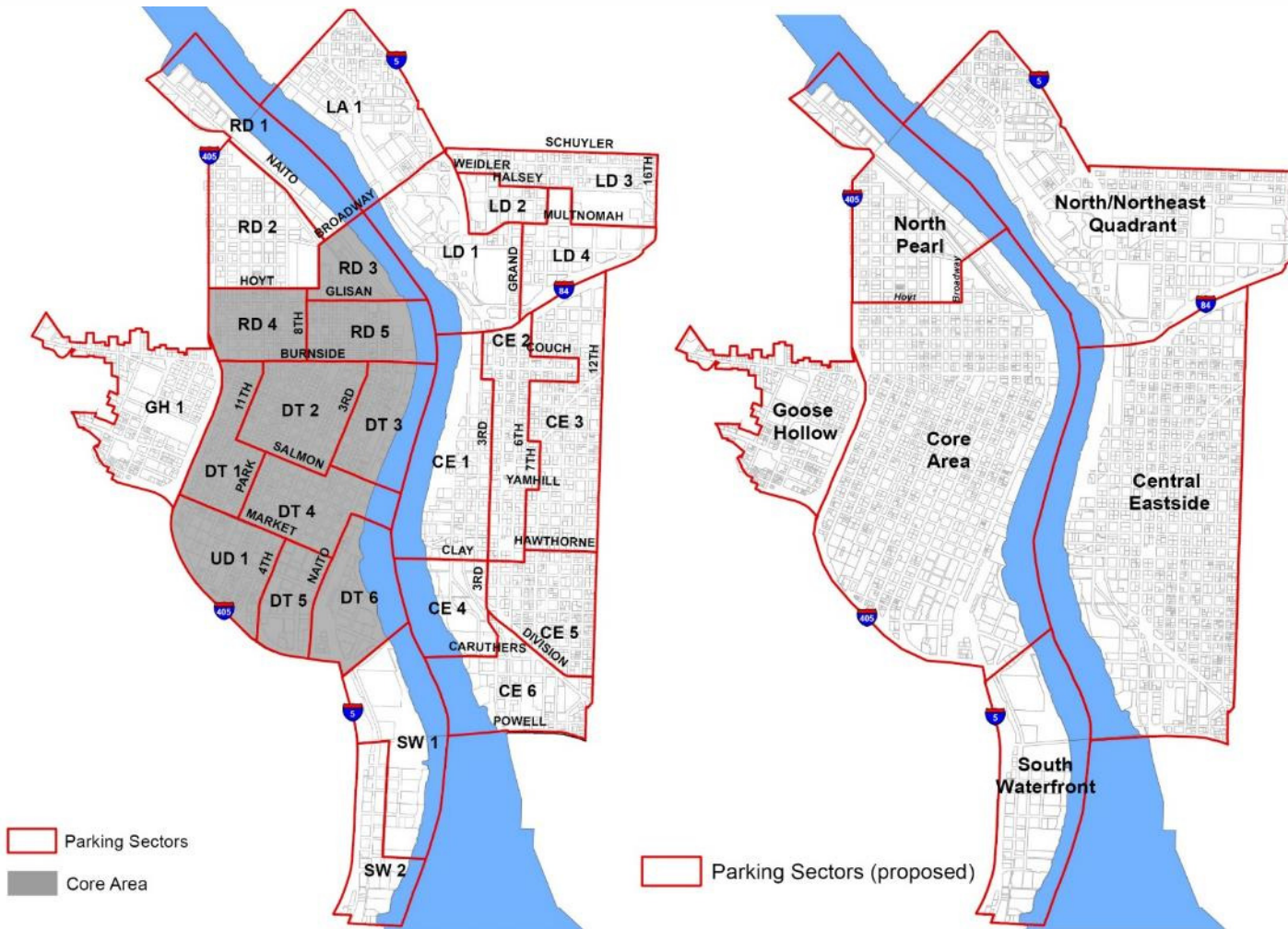


Multimodal Investments

- From 10 miles in 1995 to 38 miles of bicycle facilities in 2015

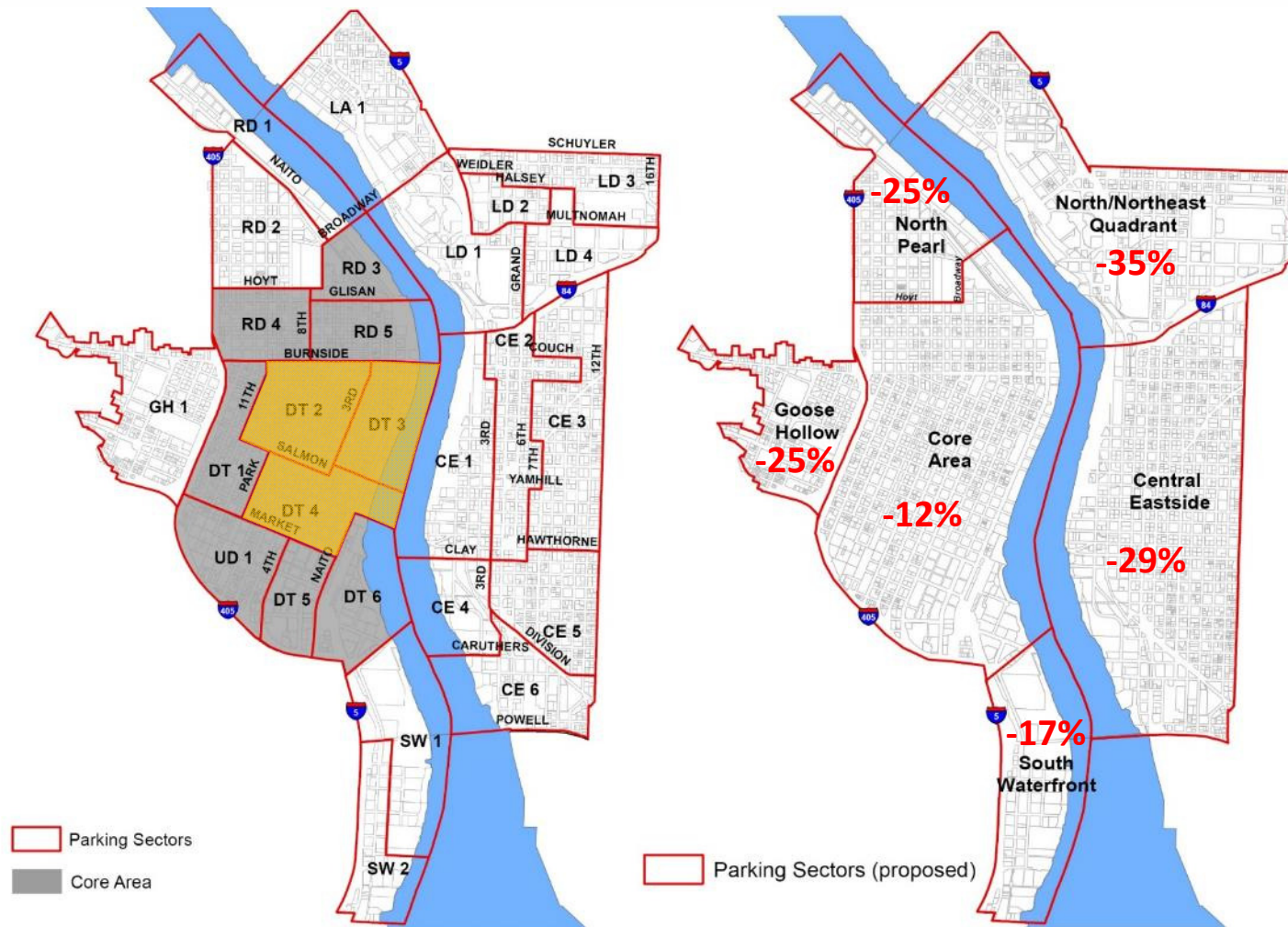


Parking sectors



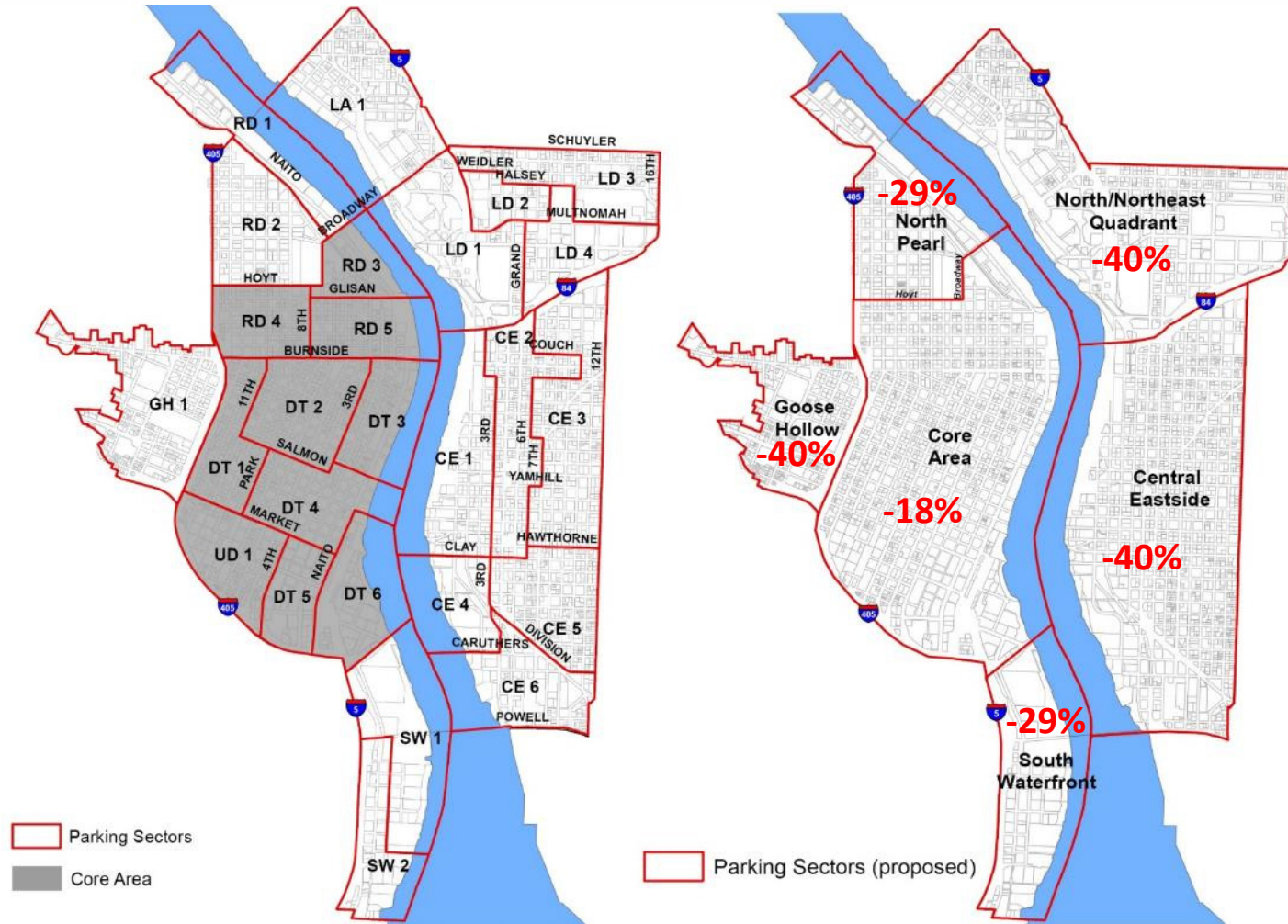
Office

Parking Maximum Ratios



Parking Maximum Ratios

Residential



Parking Maximum Ratios

Overall, comparing existing maximum ratios for office and residential:

- About 25% decrease for office uses
- About 30% decrease for residential uses

PARKING SECTOR	OFFICE			RESIDENTIAL*		
	EXISTING COMBINED RATIO	PROPOSED COMBINED RATIO	% CHANGE	EXISTING COMBINED RATIO	PROPOSED COMBINED RATIO	% CHANGE
Core	1.13	1.00	-12%	1.46	1.20	-18%
North Pearl	2.00	1.50	-25%	1.70	1.20	-29%
NE Quadrant	2.07	1.35	-35%	2.00	1.20	-40%
Central Eastside	2.82	2.00	-29%	2.00	1.20	-40%
South Waterfront	2.40	2.00	-17%	1.70	1.20	-29%
Goose Hollow	2.00	1.50	-25%	2.00	1.20	-40%
Central City	1.87	1.44	-23%	1.73	1.20	-31%
*For residential uses, where no maximum ratio exists, it was assumed 2/1000, based on the highest residential ratio built since 1995						



Parking Ratios

Central Business District Comparison

North American cities have a wide variety of parking policies and policy contexts.

- Some have no parking minimums or maximums (Denver)
- Some have both
- And many have one or the other

Examples

Residential uses

- Vancouver BC has minimums and no maximums
- Seattle has no minimums or maximums
- San Francisco and Minneapolis have no minimums and have maximums

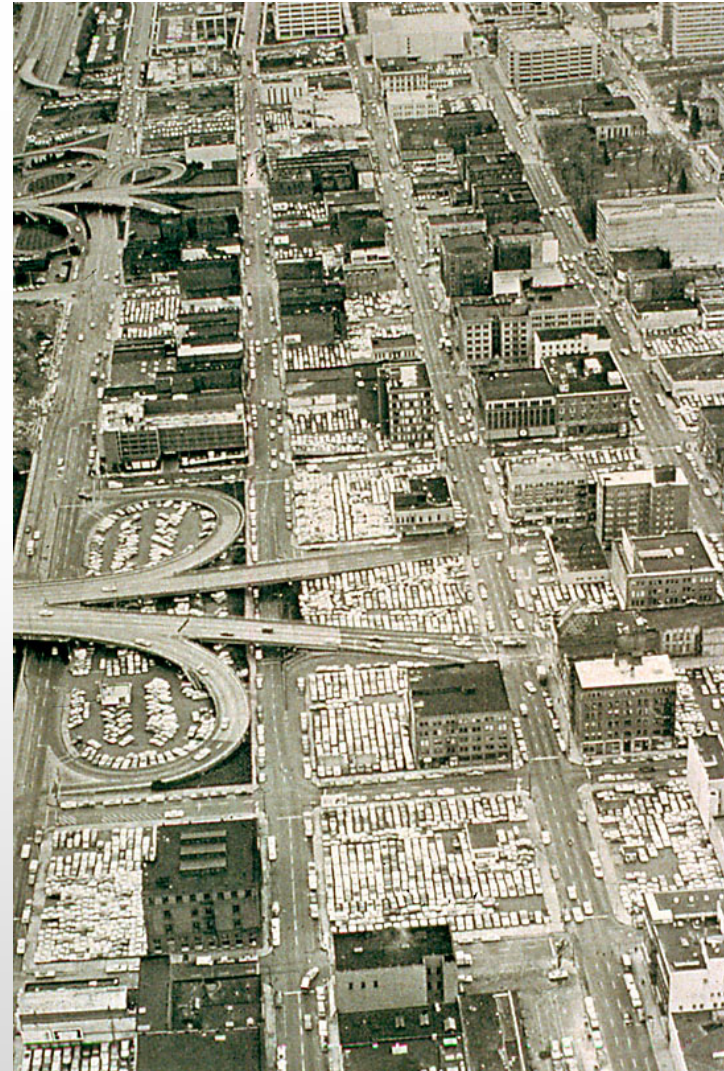
Commercial uses

- Vancouver BC has both minimums and maximums
- Seattle, San Francisco and Minneapolis have no minimums but have maximums



Parking Ratios

- No minimum parking requirements support:
 - Affordable development
 - Rehabilitation of old buildings
 - Non auto trips
- Parking maximums include parking for:
 - Workers
 - Customers and clients
 - Residents and their visitors



Parking Ratios

Parking maximums do not mean “district average”

- A district is very likely to build to an average that is lower than its parking maximum
- Net parking is key driver of supply (the parking lost plus parking added)
- New development often happens on land previously dedicated to parking
 - About half of the surface parking supply has redeveloped since the 1990s
- Development, even with parking, improves a district’s parking ratio over time as it replaces surface parking with active uses



Land use is a transportation tool



Land use is a transportation tool

- New code has tighter ratios and restrictions on new surface lots but also has built-in flexibility to support redevelopment
- Meeting our growth targets is a transportation objective
- Increased density and mix of uses support walking and short trips
- Development in Central City has lower impact on transportation system
- Development supports investments in non auto infrastructure such as light rail, streetcar, better sidewalks and cycling environment



Thank you



Unbundling Parking

- Analysis indicates that there may be complications implementing it via Title 33
- Staff approach is to add it to the TDM Phase II work PBOT will engage in in 2016/17

Electric Vehicle Charging Stations

- Request to add in Title 33
- BPS staff has initiated a separate process that will include electric vehicle charging

Parking Access

- Request to exclude the block of 1st Ave between Stark and Washington from parking access restriction due to being grade separated from light rail line
- Staff agrees and has proposed an amendment to the code language

