

PBOT

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Chloe Eudaly Commissioner Chris Warner Director

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NW Parking Supply Subcommittee Meeting Notes:

Member in attendance: Nick Fenster, Don Singer, Tom Ranieri, Jeanne Harrison

Nick reads an update from Kathryn; Legacy's physician service lot is open, and she will be sending an email to the SAC with details.

Supply Subcommittee Goals:

- Nick wants to discuss the committee's goals. He suggests having long-term structural goals as opposed to short term goals because many of the shareable lots in the neighborhood have been tapped into.
- Tom- I understand concept behind managing on-street supply, but don't have confidence in it. The legacy lots are great, but they don't reach many dense areas of the neighborhood.
- Nick says that one of the most effective ways to manage parking is to require minimums for new construction. However, City Council is prioritizing affordable housing, therefore that is not an option at this time.
- Don: You do have growth, and if that growth accelerates, you're not gaining any ground and therefore not accomplishing anything. I think we have to be opportunistic, I can envision the SAC and City buying a 2,500 square foot lot and putting in stacked automated parking. That type of parking isn't suitable for commercial use, but it is useful for residential use. We have to look at opportunities for piggybacking on development opportunities.
- Jeanne- most developers are building for what they're projecting the split is, in terms of car owners vs. non-car owners.
- Tom, we don't know the challenges coming down the pipeline because we don't know what future development will yield in terms of parking.
- Nick suggests hiring professional consultants to help with parking supply.
- Don: hiring someone would identify sites that may be in play. It's unrealistic to think we would develop structured parking on our own, but maybe as part of a development. What does the negative look like? We need to know the costs associated with that.
- Jeanne: a consultant could be useful because they can create a report that outlines the pros and cons, the costs, next steps and opportunities, etc.
- Nick mentions that Rick shared concerns the SAC would be ahead of the NWDA in taking action. He asks if his concerns are justified.
- Jeanne explains what happened at the meeting. There's no consensus between the planning committee, the transportation committee and the board. What we're trying to do is put together a group of people from those three groups. All we have right now is the district plan, but no specifics. Do we still support a garage? There is a lot of concern from some members that the SAC is stock piling all this money until we have enough to build a garage.
- Nick explains that the SAC strives to be transparent, there are no secrets regarding funding. The SAC is charged with researching parking options.



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- Don – do we make a recommendation to KDC to draft an RFP that would go out to professional consultants that have expertise in parking development. It would be good to know that is realistic in terms of parking structures and location. You don't know until a professional tells you what is feasible.
- Jeanne – the city seems like they don't want to be responsible for building free-standing parking. We need to know our options; do we want a private company to build parking and make a profit? These are questions for a consultant.
- Jeanne is interested to see this year's data from RWC.
- Nick would like this topic to be added to next month's agenda.
- **If permissible to vote, Jeanne makes a motion to contact KDC with proposal to add an agenda item for next month with a draft proposal for hiring a consultant who would be charged with looking at the feasibility of off-street parking in a variety of areas in the neighborhood.**

Brainstorm potential partners and sites:

- Don mentions that KDC has been working with the Future's building, MLC, etc. She's been the point of contact for that effort. When we get a number like 600 to achieve a ratio of 85%, we're planning for the peaks and yet the rest of the day, there is plenty of parking. Turnover is really having a good effect. Are you penalizing yourself by not taking a weighted average approach because you're planning for the extreme and the extreme is only happening for 4 hours a day?
- Nick asks if there are variable options, like somehow adding supply during peak hours.
- Don – something tells me that we have hit a good balance. Our parking revenue is down over 20% yet customer traffic is strong, and leasing is going well, which tells me most of that has migrated to on-street parking because there is more available.
- Nick- that indicates that through permit restrictions, we have brought the floor down. At times when it's not peak, the floor is lower.
- Tom – does it seem like the challenge for people coming in after 5pm, for recreational uses, can be handled by future shared parking opportunities?
- Don- if someone built it right and managed it effectively, Mark's site would be a great parking asset in the neighborhood because it is centrally located.
- Nick- there are microclimates within the district. One big structure in the middle of the neighborhood won't serve all of it.
- Tom – I can't think of a better origin for funds than addressing the supply challenge. Would we have problems with people being reluctant to use public funds for parking structures, even though in the city ordinance it was specified that one of the intended uses for funds is additional parking supply?
- Jeanne says that Kathryn mentioned an engineer has been assigned to evaluate 21st/Glisan.
- Don – our meter funds should be used to create parking opportunities and making sure traffic flows on the outside edges of the neighborhood.

Meeting adjourned.