

Citywide Parking Strategy

<p>Parking Projects and Related Implementation Projects At a Glance</p> <p>Key PSC and City Council dates</p>	<p><i>Bold: Parking elements</i> <i>Non-bold: related non-parking elements</i></p>
<p><i>Central City 2035 Plan</i></p> <p>Key dates</p> <ul style="list-style-type: none"> • PSC Briefing 5/24/2016 • PSC Hearings 6/14 and 6/28 • PSC Work sessions on 7/26 and 8/9 (plus 8/23 optional) • City Council Briefing 9/20 • City Council Hearings on 9/22 and 9/29 • City Council Deliberations on 10/6 and 2nd Reading and Vote 10/13/2016 	<ul style="list-style-type: none"> • Update the parking maximums. • Simplify regulations. • Expand allowances for shared (commercial) parking. • Limit new surface parking • Eliminate several Central City Parking Review requirements • Require pre-approved/off-the-shelf Transportation and Parking Demand Management (TDM) plan including education, incentives, and performance monitoring, when more than 10 units or 25,000 sf of net commercial space are built.
<p><i>Mixed Use Zones Project</i></p> <p>Key dates</p> <ul style="list-style-type: none"> • PSC Hearings 5/10 and 5/17/2016 • PSC Work Sessions on 6/28 and 7/12/2016 • City Council Hearings in Fall 2016 	<ul style="list-style-type: none"> • Allow shared (commercial) parking in commercial/mixed-use zone • Simplify parking related zoning code structure • Expand allowances for joint-use parking • Set parking maximums for residential uses in mixed-use zones in areas with good transit service • Require pre-approved/off-the-shelf TDM plan including education, incentives, and performance monitoring, when more than 10 units are built.
<p><i>Campus Institutional Zoning</i></p> <p>Key dates</p> <ul style="list-style-type: none"> • PSC Public Hearing on Map 5/24/2016 (tentative) • City Council Fall 2016 	<ul style="list-style-type: none"> • Standardize TDM requirements for large hospitals and colleges. • Title 33 Code amendments recommended for approval. • Zone Map amendments.
<p><i>Northwest Plan District</i></p> <p>Key dates</p> <ul style="list-style-type: none"> • PSC Hearing on 3/18/2016 • City Council April/May 2016 	<ul style="list-style-type: none"> • Expand allowances for shared (commercial) parking. • Establish minimum off-street parking ratios for residential development with 31 or more units (extend existing requirements that apply to other areas to the NW district).
<p><i>Performance-based Parking Management</i></p> <p>Key dates</p> <ul style="list-style-type: none"> • City Council Spring 2016 	<ul style="list-style-type: none"> • Council action to initiate the development of a Performance-based Parking Management Program in 2016 that includes “dynamic” meter rates - on-street parking meter rates responsive to demand based on occupancy performance targets.

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<p>Centers and Corridor Parking</p> <p>Key dates</p> <ul style="list-style-type: none"> • City Council Spring 2016 	<ul style="list-style-type: none"> • Develop a new toolkit for parking management in high growth areas. • Develop a new Residential Parking Permit Program.
<p>Bicycle Parking Code Update</p>	<ul style="list-style-type: none"> • Update bike parking zoning regulations for new development (currently underway).
<p>Truck Parking and Loading Study</p>	<ul style="list-style-type: none"> • <i>Update parking and loading practices and develop new tools</i> • <i>Potential update of loading requirements for new development (currently underway).</i>
<p>On-Street Parking Management (ongoing)</p>	<ul style="list-style-type: none"> • NW Portland Parking Program - A multi-phase plan to improve parking in NW Portland. Installation of 360 meters scheduled to be completed April 1st 2016. • Central Eastside Parking Program, limit number of permits and convert to meter and increase fees over time. In May 2016 start the transition from time stays and permit stalls to meter stalls.
<p>TSP Performance Measures</p> <p>Key dates</p> <ul style="list-style-type: none"> • PSC Hearings 3/8/16 and 3/22/2016 • City Council 4/14/2016 	<ul style="list-style-type: none"> • Update transportation system performance measures for mode share, climate pollution reduction, and vehicle miles traveled to be consistent with Portland Plan, Growth Scenarios Report, and Climate Action Plan. • Propose vehicle ownership target for new mixed-use buildings to increase the number of carless households from 13% to 25%.

Comprehensive Plan Parking Policy

Parking management

Vibrant urban places link people and activities. As Portland grows, we must manage both the demand and supply of parking to achieve climate, health, livability, and prosperity goals. Providing too much and/or underpriced parking can lead to more driving and less walking, cycling, and transit use; inefficient land use patterns; and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. These policies provide guidance to manage parking demand and supply to meet a variety of public objectives, including achieving compact walkable communities, reducing private vehicle ownership and overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

Policy 9.54 Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

Policy 9.55 Curb Zone. Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize

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parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Policy 9.56 On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand. Policy

9.57 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.58 Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.59 Cost and price. Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

Policy 9.60 Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.