

## CEID PARKING MANAGEMENT PLAN FRAMEWORK

### RELEVANT ADOPTED PLANS, POLICIES, OBJECTIVES, STRATEGIES AND REGULATIONS

The following is a compilation of purpose statements, goals, policies, strategies and code sections drawn from selected existing adopted plans and codes. These have been identified as being of particular applicability to the CEID Parking Management Plan – some apply to the types of development foreseen for the Central Eastside, and more specifically, others address the relationship that development has to transportation and parking in the District. It is not intended to be the final word on every publicly adopted goal or policy that is applicable to the CEID and additional suggestions are welcome if specific plans or policies are not included which would add to an understanding of the plan and policy framework for the parking management plan.

#### **City of Portland Comprehensive Plan (1980; amended though July 2006))**

- Goal 2. Urban Development: Maintain Portland’s role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established neighborhoods and business centers.
  - Policy 2.14: Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing processes
- Goal 5. Economic Development: Foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city.
  - Policy 5.1. Urban Development and Revitalization: Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities
    - 5.1 C. Retain industrial sanctuary zones and maximize the use of infrastructure and intermodal transportation linkages with and within these areas
  - Policy 5.4. Promote a multi-modal regional transportation system that encourages economic development
    - 5.4H. Pursue transportation and parking improvements that reinforce commercial, industrial and residential districts and promote development of new districts
  - Policy 5.8. Diversity and Identity in Industrial Areas: Promote variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland
    - 5.8A. Recognize and promote the variety of industrial area in Portland through regulations that reflect the varied physical characteristics of the city’s industrial areas
    - 5.8D. within industrial districts, allow some lands designated for commercial or mixed use employment. Provided for this while maintaining the overall industrial orientation of the districts
- Goal 6. Transportation: Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of

neighborhoods; supports a strong and diverse economy; reduces, air, noise and water pollution; and lessens reliance on the automobile while maintaining accessibility

- Policy 6.9 Freight Classification Descriptions: designate a system of truck streets, railroad lines, and intermodal and other freight facilities that support local, national and international distribution of goods and services
  - 6.9A. Freight districts are intended to provide safe and convenient truck mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement
- Policy 6.25 Parking Management: Manage the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality
  - 6.25 C. Develop parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to drive-alone commute, and educate and involve businesses and neighborhoods
  - 6.26 On-Street Parking Management. Manage the supply, operations and demand for parking and loading in the public right-of-way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods
    - 27B Maintain existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile
- Policy 6.27 Off-Street Parking. Regulate off-street parking to promote good urban form and the vitality of commercial and employment areas
- Policy 6.28 Travel management. Reduce congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies.
- Policy 6.29 Multimodal Freight System. Develop and maintain a multi-modal freight transportation system for the safe, reliable and efficient movement of freight within and through the City
- Policy 6.30 Truck Mobility Develop, manage and maintain a safe efficient and reliable street network to serve freight districts, commercial areas and neighborhoods
- Goal 10. Plan review and Administration: Portland's Comprehensive Plan will undergo periodic review to assure that it remains an up-to-date and workable document for land use development
  - Policy 10.4 (21) Industrial Sanctuary: This designation is intended for areas where the City policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry. The corresponding zones are General Industrial 1 (IG1), General Industrial 3 (IG2), and Heavy Industrial (IH)
  - Note: Comprehensive Plan designations for the CEID in December 2003 were approximately as follows (Source: Central Eastside Industrial Zoning Study, December 2003):

- 63% Industrial Sanctuary IS
- 25% Central Employment EX
- 9.5% Mixed Employment ME, and
- 2.5% in Open Space OS, MD Multi-Dwelling R1, and Central Residential RX

### **Central City Plan (1988)**

- **Functional Policies**
  - Policy 1: Economic Development - Build upon the Central City as the economic heart of the Columbia basin, and guide its growth to further the City's prosperity and livability
    - D. Support and maintain manufacturing and distribution as significant components in the Central City economy
  - Policy 4: Transportation – Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability
    - D. Recognize that parking is an important element in the transportation system which supports growth and ensure that each district has adequate parking while improving air quality and traffic flow
  
- **District Policies**
  - Policy 20; Central Eastside – Preserve the Central Eastside as an industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade
    - A. Encourage the formation of incubator industries in the district
    - B. Reinforce the district's role as distribution center
    - C. Allow mixed use developments, which include housing, in areas committed to nonindustrial development
    - D. Preserve building which are of historic and/or architectural significance
    - E. Develop Union and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians
    - F. Continue implementation of the Central Eastside Economic development Policy

### **Central City Transportation Management Plan (December 1995)**

- **Policies and Actions**
  - Policy 2: Circulation and Access
    - Program 1a. Develop a system for resolving conflicting demands of different transportation modes
  - Policy 4 Linking parking to the development of new floor area
    - 4.3 Growth Parking: Parking Ratios for New Development
    - 4.3 Preservation Parking – parking for existing buildings

- 4.4 Management of Parking Associated with Existing Buildings
  - 45 Parking for Buildings with Less than the Allotted Ratio
  - 4.6 Parking not in Conjunction with Specific Development - promoting short-term parking
- Parking Action Items
  - 7. Evaluate the Use of parking meters and other parking control, techniques to control the intensity of Central City activities to maintain....the viability of businesses in the Central City
- Central Eastside District
  - Central City Plan; Policy 20 – Preserve the Central eastside as an industrial sanctuary while improving freeway access ....B. Reinforce the district’s role as a distribution center and E. develop Union (MLK,Jr.) and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians
  - Strategy 1: Parking
    - 1.1. Examine the feasibility of implementing an Area Parking Permit Program for the Central Eastside
    - 1.2 Objectives: Eliminate free on-street commuter spaces and transition on-street parking in certain areas to favor short-term parkers
    - 1.3 Objective: Limit the increase in the supply of parking in the District for office uses as the density in the District increases
    - 1.4 Objectives: Ensure that existing and new parking is tied to economic uses; Discourage the removal of buildings to provide for surface parking lots; Do not allow surface parking lots in adjacent industrial area to be used to service the retail and commercial core
    - 1.5 Objective: protect neighborhoods from overflow parking from high-density development, particularly when other strategies are implemented
    - 1.6 Manage on-street parking through elimination of illegal signs, increased enforcement of parking repudiations and improved signing of on-street parking
    - 1.7 Objective: Ensure that parking in the EX zone does not spill over and impact parking needed in the IG1 zone
    - 1.8 Provide additional parking by closing unused curb cuts
    - 1.9 Balance the needs of industrial; businesses for parking and loading with the need for on-street parking and pedestrian safety

**City of Portland Transportation System Plan/Comprehensive Plan Transportation Element**

- Chapter 10. Themes Issue and Constraints: Framework Policies are summaries of the specific policies and objectives found in Chapter 2 of the CCTMP:
  - 1, Minimize commuter travel by automobile in each of the Central City districts in order to ensure growth in employment.
  - 2. Allocate sufficient parking to land uses that are economically essential to the central city

- 3. Manage the availability of parking in each Central City District, taking into consideration density, land use, congestion, and the level of transit service
- 4. Establish mode split goals for transit and alternative modes by district, and develop strategized to achieve these goals

**Portland Zoning Code: Central City Plan District Zoning**

- **Industrial Sanctuary**

- 33.140 : Three zones designed to implement the industrial sanctuary – IG1, IG2 and HI
- Note; CEID has eight zones plus the Employment Opportunity Overlay, as follows (Source: Central Eastside Industrial Zoning Study December 2003 – estimates do not reflect any changes since December 2003):
  - IG1 – 66%
  - EX – 21%
  - EG1 and EG2 – 5.5%
  - IH – 5%
  - OS – 1.5%
  - R1 and RX – 1%
  
  - ES Overlay – 12.5%

- **Central City Transportation Management Plan: Amendments to Zoning Code (1995)**  
(Chapter 33.510.261 and 33.510.265)

- Six different kinds of parking are identified – each is regulated differently- Generally, Growth and Preservation Parking are allocated based on floor area of buildings. Visitor parking may be located where demand is shown. Undedicated General parking, i.e. some existing parking, is free to operate any way the owner chooses
- In parts of central eastside maximums are required for office uses and in a few other specific situations.
- 33.510.265F. There are no minimum parking requirements
- Some special regulations affect parking locations, e.g. surface parking not permitted next to a light rail line and access near light rail allowed under certain circumstances; and surface lots and structured parking are regulated differently

- **Employment Overlay Subarea (EOS) Zone** (Chapter 33.510.112C/2005) (48 acres west of Grand to river, Morrison Bridge to SE Caruthers)

- Purpose: Promote the preservation of industrial land and development and support the vitality of industrial businesses while providing for a broad and diverse mix of employment uses that are compatible with industrial activities and that build on the economic strengths, locational advantages and urban character of the Central Eastside
  - Allows new developments of up to 60,000 square feet of “industrial office uses such as computer-related design, software development, graphic design, telecommunications, data processing, science and technical services, and medical and dental labs

- More than 60,000 square feet could be built with conditional use review
- Allows 5,000 square feet of traditional office, up to 60,000 square feet with conditional use review, and prohibits more than 60,000 square feet
- Allows 5,000 square feet of retail uses and prohibits uses with more than 5,000 square feet

**Central Eastside Urban Renewal Plan (1986/2007)**

- **Objectives and Goals** (PDC website - Urban Renewal Areas: Central Eastside)
  - Improve the level, distribution and stability of jobs and income for resident industry, businesses and people
  - Enhance the Central eastside as a near-in job center featuring a diverse industrial base with compatible, supportive and appropriately located commercial and residential activities. Encourage the vitality of existing firms, provide an attractive climate for complimentary ventures, and offer a positive environment for adjacent neighborhoods.