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CEID Parking Management Plan Framework Opportunities and Concerns

The following is a summary of the observations of stakeholders who were interviewed during the 2009 scoping study and the discussion at the first SAC meeting. These stakeholder observations provide a framework for the parking management plan.

Opportunities

- More efficient use of existing parking will help in the short term
- Manage parking demand as growth occurs
- Increased use of alternative modes – transit, bike and pedestrian – could reduce vehicular parking demand
- Parking needs vary by sub-area, by types of land uses, by time of day, and day of week
- Review code to see if parking minimums for new development may be necessary and appropriate
- Consider policies to allow new off-street parking when new development removes existing off-street spaces
- Strategically locate new parking developments to meet changing needs
- Address liability issues associated with shared parking
- Underutilized/vacant public and private sites could provide opportunities for added off-street parking
- Address current problems due to construction by renting staging or parking areas to get trucks and equipment off streets
- Quality information and data are needed to inform decisions

Concerns

- Proximity to downtown creates issues with parking “poaching” in the CEID for drivers with downtown destinations
- Surrounding neighborhoods also affected by spillover commuter parking, especially with cuts in TriMet service
- Unemployment has reduced parking demand in the district, but it will get worse with economic recovery
- The changing nature of land uses in the district from an “industrial” to an “advanced technology” area has potential for higher land values and rents and added parking impacts
- The streetcar is expected to act as an economic stimulus, however existing users’ needs have to be balanced with changes in sub-area character and demand
- Streetcar and light rail infrastructure will remove some on-street spaces
- Parking needs vary by sub-area, by types of land uses, and by time of day and week, e.g. historic Grand Ave sub-area, Water Avenue and Taylor Street
- Both growth potential and existing customers’ patronage are constrained due to use of on-street supply and limited ability to expand off-street parking
- Additional off-street parking needed, especially with additional growth and the anticipated shift in land uses
- Existing on-street parking is used inefficiently as a result of the allocation of curb spaces and inadequate permit enforcement
- Zoning dictates surface parking requirements which impact costs and number of allowed spaces
- Increased demand for customer parking conflicts with long-term employee parking needs, especially as off-street options for employees and patron pay-for-parking options are limited
- Parking at corners affects sight distances and creates safety problems
- New development may result in loss of off-street lots without replacement