

Parking management

Vibrant urban places link people and activities. As Portland grows, we must manage both the demand and supply of parking. Providing too much parking can lead to 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 overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

Policy 9.48 Parking management. Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and improved air quality.

Policy 9.49 Central City, and centers parking. Limit the growth of off-street parking spaces and manage supply and demand for parking, loading, and unloading in the public right-of-way in the Central City, Gateway, Town Centers, and Station Areas.

Policy 9.50 On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to encourage safety, economic vitality, and livability. Recognize that the curb zone is a public space, and as such, a physical and spatial asset that has value and cost. Allocate and manage on-street parking and loading within the curb zone in a manner that achieves the highest and best use of this public space in support of broad City policy goals and local land use context.

Policy 9.51 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals. 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. Utilize transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.52 Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.53 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.