



Steve
Novick
Commissioner

Leah Treat
Director

CEIC TPAC Subcommittee

Wednesday, December 09, 2014

4:00-6:00 p.m.

River East Center

1515 SE Water Ave. 3rd Floor

Portland, OR 97214

Meeting Notes

Members in attendance (8:12)

Bob Wentworth, Dan Yates, Michael Zokoych, Peter Stark, Rachel Novick, Steve Russell, Susan Lindsay, Susan Pearce.

Staff, consultants, and guests in attendance

Chris Armes, Bill Hoffman, and Francesca Patricolo of PBOT. Rick Williams of Rick Williams Consulting.

Welcome + public comment

Bill Hoffman called the meeting to order at 4:10 p.m. and welcomed the committee.

There was no public comment.

Bill provided an overview of the agenda. Bill said the committee's work is important because the next cycle of issuing permits will be in April 2015, but in order to be ready for April, the committee needs to make some decisions about how to handle permits. He said the committee has been doing the rough framing for the formatting right now and will keep working to refine the general reformatting tools. He said next month the committee will

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have the benefit of additional analysis and visuals of the survey data then the committee will begin to refine their recommendation.

Overview of on-street parking inventory

Rick Williams provided an overview of the on-street parking inventory. He said staff is pretty sure that there are 6,781 total stalls in the district. He said they sampled 2,048 stalls, which is about 30% of the entire supply. Rick advised that different areas of the district be sampled every year until eventually all of the stalls are sampled. He said there were about 400 stalls added since the 2010 inventory so the supply has grown. He said reasons for the additional stalls could be that they were under construction before, streets could have been realigned and changed, or the preliminary data could have had measurement error.

Q: What is a stall?

A: About 23 feet equals an on-street parking space, or stall.

Rick said the main type of stall in 2010 was a 'no-limit stall', representing 45% of the district. He said the second main type of stalls were '2-hour or by permit stalls'. He said since the 2010 survey, stalls have been resigned due to the CEID Parking Plan, and now the district has reduced the no limit stalls and increased the 2-hour or by permit stalls. He said the majority of no limit stalls are within the buffer zone but there are some scattered throughout the district.

Committee members discussed suspected sign removals on the part of individuals in the district, which they believe could have mistakenly resulted in a 'no-limit' categorization during the inventory.

Action: As part of the reformatting, the no limit signs outside of the buffer will be eliminated.

Question regarding disability parking.

A: Disability parking spaces are designated spots scattered throughout the City and implemented by request.

Staff and the committee discussed that there are still too many 30 and 15-minute stalls in the district, according to the district's parking plan, and they are being under-utilized.

Rick said the district has still not achieved the simpler system that it seeks to achieve per the parking plan. Bill said the parking program has gone through a big change and he thinks that the City will be able to adhere to the recommendations of the plan in a way that staff was unable to do before.

Staff and committee members discussed the interest of some businesses that would like some nearby short time stays in order to open up spaces for customers and visitors, not just employees who fill the spaces all day. Some committee members commented about past concerns about poaching and current concerns about employee parking.

2015-2016 Permit program

Chris Armes said at the October meeting the committee discussed priority users. She said in the industrial zone the committee prioritized employees, loading/unloading, customers and visitors. She said in the EXd zone the committee prioritized customers, visitors, employees, residents. She said at the November meeting the committee reviewed a table on best practices in how to manage the different zones based on occupancy.

Peter identified changes in the zoning map that will take place when the City's Comprehensive Plan is updated. Chris said the City is using the currently adopted zoning map until the time that the Comprehensive Plan is approved. Bill added that although the map will continue to change through the City's land use processes over time, the principles the committee is establishing for adaptive parking management will remain the same.

Chris proposed that the district create different parking management areas for each the industrial and central employment zones.

Q: People in the EXd couldn't park in the industrial zone?

A: Yes.

Bill said one of the desires was to not have residential parking in the industrial zone so within the industrial zone it can just be parking for employees and parking. He said that having two districts allows the City to really enforce the management in each zone.

Q: What about properties that sit on both zones?

A: Permits are issued directly to the property. I-Zone properties will get I-Zone permits and EXd Zone properties will get EXd Zone permits.

Chris discussed processes for phasing out residential permits in the industrial zone. She said there are currently 147 residential permits that have been issued in district: 50 in the industrial area and 97 in EXd. She said currently they can park anywhere in the CEID. Chris said there are a couple different ways to look at reducing the residential permits in the industrial zone. She said one way is to send a letter to everyone with a residential permit and provide them with a date that the City will no longer issue residential permits in the industrial zone. She said under that condition, individuals who already have permits would get to keep them until they move or die so there would never be any more than 50 residential permits in the industrial area.

Q: Would the permit be for the person or the address?

A: The person.

Committee members discussed how to treat homes that predate the industrial district that are located west of 12th Ave. and south of Hawthorne Blvd. One concern was that the occupants may not have permits at the present time but will eventually turnover ownership and new people living there may need permits. Some members voiced that they did not want to see the historical houses become jeopardized if the people who occupy them do not have access to parking. Some mentioned they thought the existing residential units should all be allowed to receive permits in the future. Some mentioned they are not concerned about the residential in the industrial zone because there are not that many total residences. Committee members discussed concern for new residential apartment complexes being developed because they will not have adequate off-street parking and are

concerned they will exacerbate the on-street parking problem. Some members agreed that the committee already said that housing was the last priority for both zones so they ought to be moving towards not having any residential permits in the district.

Committee members discussed the two management zone proposition. One member said they would hate to see meters go in the entire EXd area where there are no need for them and then have the parking problem pushed to another area. Staff said the parking management tools would be implemented be based on occupancy. Bill said to think of the Pearl and Lloyd districts when thinking of the EXd because the on-street parking supports the commercial uses. He also said there is no permit parking in the Pearl, Lloyd or Downtown and there is a lot of residential. He said the CEID is pretty close to the characteristics of those other districts. He said the area for residential permit parking will get smaller and smaller until it looks like a business district. Rick added that permits in the EXd is an interim use.

The committee further discussed how to manage residential permits in the district. Some comments included:

- We are supporting the grand plan to reduce vehicles by not allowing residential to park on the street.
- Charge residential apartments more than the cost of building a parking spot so that they have incentive to provide off-street parking for their residents rather than freeloading the on-street parking.
- New housing comes in should get last priority or no priority.
- You can't cut off the spigots just to one group or they will sue. The rule needs to apply to everybody, not just one group.
- Permits can't be made too expensive either because it would be inequitable.
- Employment permits provide a rotation of vehicles eventually leaving and new ones parking, however residential permits keeps a car in the same spot all day. If you issue residential permits, cars will be warehoused on the street and take up those spots without turnover.

- We are the Pearl district along the Burnside-Couch corridor right now. The developers don't care about parking, the only reason they are putting parking in would be if the City requires it.
- Incentivize residential parking garages. Market price mechanism drives resident choices to park on or off-street. If the residential building charges more for an off-street parking spot than it costs to buy an on-street parking permit, they will park on-street, however policies could reverse that incentive structure.
- At some point we should move toward TDM strategies for employees.

Rick said the City needs to consider that the decisions for parking management in the district will set a precedent for other areas. He said the EXd zone would employ meters or time stays to manage parking and could be considered a separate zone. One committee member said separate parking management zones would make it so that their employees would be forced to park illegally someplace else.

Action: Staff will further develop the permit area propositions and bring them back to the committee to discuss.

Rick current permit float

Rick provided a summary of permits in the inventory, noting that the results are an extrapolation from a sample of 2,048 total stalls. He said out of those stalls, about half are 2-hour or by permit stalls. He said in the peak hour the 2-hour or by permit stalls is 97% occupied, indicating a high demand for parking in the 2-hour stalls. He said there are enforcement issues. The district float is 291%, however typically 125-150% float is good. He said the district is selling too many permits. To get down to 84% on-street parking occupancy, the City would need to reduce the number of permits sold in the district by 1,000. Rick said the number of permits sold could be high in part because people might buy more than one permit or hold permits they don't use because they are inexpensive. Rick advised reducing permits to 85% FTE rather than 100% FTE because the district is oversubscribed leading to high occupancies of 2-hour or by permit stalls, which are so full they are pushing employees into non-permitted stalls.

One committee member shared that they hear in the community that people are buying permits and then have no place to park and also that people are finding no-limit stalls so they don't need to buy a permit.

Initial survey data review

Rick showed the committee 'heat maps' from the inventory where red represented 85% occupied, yellow represented 84-60%, and green represented less than 60% occupied on-street parking stalls in the district. Committee members reacted to the results. Bill said staff will work to try and consolidate the information to bring in the next wave of data. Bill said staff will look to Rick for his best practice recommendation for formatting. Committee members agreed they want people to be able to find parking.

Next steps

Bill said the committee is building on the adopted plan and the data the committee will review at the next meeting will help inform which tools to use to begin to control the balance of on-street occupancy in the district.

Adjourn

The meeting adjourned at 5:50 p.m.