



Steve  
Novick  
Commissioner

Leah Treat  
Director

## CEIC TPAC Subcommittee

Tuesday, January 13, 2015

4:00-5:30 p.m.

Multnomah County Building  
501 SE Hawthorne Boulevard  
5th floor Copper Room  
Portland, OR 97214

### [Meeting Notes](#)

#### **Members in attendance (6:12)**

Bob Wentworth, Brian Scott, Michael Zokoych, Rachel Novick, Steve Russell, 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 4:06 p.m. and welcomed the committee.

There was no public comment.

Bill provided an overview of the agenda. He said the committee will look at three options for long-term parking management in the district. He said that district priorities (priority users), parking inventory and survey findings, and parking management best practices will all go towards forming the group's final recommendations for formatting parking

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185  
FAX 503-823-7576 • TTY 503-823-6868 • [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

management. He said that next meeting they should hopefully have a draft recommendation.

Q: I didn't hear anything about permitting.

A: Permitting is one of the parking management best practices tools.

**Long-term management approaches: single and dual permit district scenarios**

Rick Williams introduced the committee to the handout entitled "CEID Zone G permit options, CEID Parking Management Plan (v.3)."

Q: Why are the zone boundaries depicted differently than the 2035 Plan's zoning map?

A: Staff is operating from the adopted Plan. When the 2035 Plan is adopted, the boundaries of the district's zones will change and the parking management applied to the zones will adjust to those boundary changes.

Rick said staff is currently not proposing to change the buffer zone.

Q: Why

A: The buffer area allows for people to park in the buffer instead of the neighborhood.

Committee members discussed the merits and potential pitfalls of the current buffer system. Some members mentioned concern that buffer-parkers will take spots from residents and businesses. Another member commented that the buffer decision made sense at the time in 2010. Rick said the committee will discuss the buffer issue more in the reformatting discussion.

Rick said there are more than 7,000 permits allocated in the district. He said they are allocated by address and that the committee now has a map that shows concentrations of permits by address where each has been issued. He said there are about 1,900 permits issued in the E-Zone and 5,100 permits issued to addresses in the I-Zone. He said that just because that is where their permits were issued to, does not mean that is where people who own the permits park.

## CEIC TPAC Subcommittee meeting notes 1.13.15

Rick reminded the committee that staff estimated the district would need to take about 1,000 permits out of the system in order to get down to 85% occupancy. He said right now the district manages parking in the district as one big zone, the G-Zone.

Rick said that at the last meeting, staff discussed methods to reduce the number of permits issued by 1,000 and take the occupancy down to 85% based on Full Time Equivalent (FTE). He said staff thought at the time that they would be able to do the same reduction with residential permits proportionally. He said that staff learned that permits can be reduced only from employment and not from residential. He explained that residential is an allowed use in the areas of Zone G permit area, which represents the I and E-Zones, however residential is not an allowed use in the I-Zone itself, only the Ex-Zone. He said that means permits issued to residential units may park anywhere in the G-Zone, however if there were two separate management districts, such as one for each the I and Ex-Zones, residential permits may only be allowed in the Ex-Zone. He said residential permits are not allocated by FTE, they are allocated by the number of cars registered to an address.

Rick said all vehicles registered to a residential address are allowed to be permitted, according to City Code. He said at this point in time, if the district continued to be managed as one zone, staff would be able to reduce the permits granted to businesses, but be required to issue permits to residents at 100%. He said at the same time, residential units are rapidly growing in the district and continuing to reduce business parking permits may not have any impact on the on-street parking occupancy levels at all. He said anytime the occupancy goes up, the district can only reduce permits from business.

Q: Business is an approved use in the Ex-Zone, why is it legal to restrict the number of permits the businesses can have, yet residential is a permitted use and can't be restricted?

A: The City Code pertaining to parking permits was essentially written as a residential parking permit program. There were changes to how permits are allocated based on FTE and there is no definition of "resident" is defined.

Q: Would an apartment be considered an address?

A: Yes.

## CEIC TPAC Subcommittee meeting notes 1.13.15

Q: How many residential permits are already in the district?

A: All through the district, there are 147 residential permits. Fifty-seven of those are in the industrial area and 90 of them are in the Ex-Zone. As far as residential permits in the industrial zone, staff is considering at this point that they are grandfathered in.

Rick explained that occupancies vary throughout the district, however as a single permit area, the district cannot manage one area differently from another to try and balance on-street parking occupancy levels.

Q: What would the process be to change the zoning code? To ballot everyone in Ex to ask if they are willing to change the code?

A: There would need to be a public process. Since the code affects all areas of the city and not just the CEID, it may be unlikely that it would be successful.

The committee discussed potential complications related to attempting to change the city code to be able to reduce the number of residential permits from 100%.

Q: Will anything the committee decides to do be over-ridden by the parking program of the Central City Plan?

A: Everything we are doing is under operational management. The Central City Plan is looking at policy issues. Some of those may affect the current process.

Q: How are residential permits managed downtown.

A: There are no residential permits downtown, with the exception of the Northwest District, which is primarily residentially zoned.

Rick presented a parking management option that would create two permit districts, separating the I-Zone and Ex-Zone.

Q: What would happen to the Exd-Zone businesses and residences if we separated the zones? If those businesses were removed from the I-Zone, would that affect the FTE we would need to reduce by?

A: We would still need to go down to 85%. On-street parking permits are still so oversold at this point.

Q: How many permits are sold in the I-Zone?

A: There are 5,079 permits with I-Zone addresses, however we do not actually know where they are parking.

### **Potential changes to issuing permits**

Rick said that unless the city has a major change in the code for the residential permit program, residents get the advantage of first cut for the parking because they always get 100% FTE.

Bill said his concern is that as time goes on and there is more residential development in the Exd-Zone, there will be less support for managing to businesses as the priority user.

Q: On the block faces abutting the I-Zone, can both sides of the street be I-Zone?

A: Not if it is Exd-Zone.

Rick said the Exd-Zone would become predominantly 2-hour spaces timed or metered.

Q: How often are we willing to look at this? Every one year or 2 years?

The committee discussed and came to agreement that if they went to a two district system, they would suggest making improvements to the on-street parking management program annually and collect new data annually or every two years to help them determine appropriate adjustments based on best practices.

Committee members discussed the options, during which they made the following statements:

- I'm leaning towards no permits in the E-Zone...
- I'm a little surprised because we thought that residential could be controlled. There would be a huge impact on employee parking
- A: 35% of the Exd-Zone is formatted for employee parking.

## CEIC TPAC Subcommittee meeting notes 1.13.15

- I understand the neighborhood is going to change, however it is a huge burden for employees.
- Let's get creative and come up with some solutions that are not going to have such a 'light switch' impact on the area.
- What about giving some 4-hour spots for employees.
- I think we should try permits.

Bill said he thinks the committee is in general agreement that having two districts makes sense. He said the I-Zone is pretty simple because it will be predominantly employee parking. He said for the Exd-Zone, the district has a range of approaches. He said one approach is to have it be a permit zone and rely on the tools of signage, timestays, and no permits allowed, to ensure that businesses preclude permit parking. He said they would still have a fair amount of permit parking in the district. He explained that as it develops, and there is more need for visitor and customer parking, the management shifts to meters, timestays, and no permits allowed until it looks like the Pearl District. He said the risk is that at some point, businesses just get outvoted because there will be more residential than businesses.

The committee discussed phasing out parking permits and agreed there should be a transition period. Committee members agreed the notice would start as soon as the CEIC votes on it. Bill said he wants the committee to take time to process this information and then they will need to make a decision. Chris Armes said the decision would need to be made by the end of Feb. Bill said the decision-making process will be that the TPAC subcommittee will make a decision then it will go to the full TPAC then to the CEIC Board. He said it is all going to start with a recommendation from this group.

### **Occupancy data**

Rick handed out an inventory table that showed I and Exd-Zone data independently, as well as an occupancy table, and detailed tables for all types of stalls in each zone.

## CEIC TPAC Subcommittee meeting notes 1.13.15

### **Next steps**

Bill said staff will come back to the committee at the next meeting with proposals for formatting the Exd-Zone.

### **Adjourn**

The meeting adjourned at 5:30 p.m.