



PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner Leah Treat Director

TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 15: Parking Objectives and Code

TEG + Public Feedback	Commenter	Staff Response	Comment Source
What would be the downside to unbundling parking from housing in city policies?	Oct. TEG mtg	This would need to be carefully coordinated with other policies. For example, in much of the city, we require parking to be built. If it is "unbundled" and on-street parking is free, we would be requiring developers to build something that tenants would have less incentive to use, because they have a free alternative.	Oct. TEG mtg notes
When do all the different parking strategies come together?	Oct. TEG mtg	Then Citywide Parking Strategy is not one single item. It will be adopted by City Council through separate legislative actions (centers and Corridors permit program, Central City zoning code, Performance Based Parking Management, etc.).	Oct. TEG mtg notes
What about putting in charging stations for bikes and for cars in parking spots.	Oct. TEG mtg	We have car charging spaces several locations downtown. In general, the allocation of particular parking spaces is a Parking Operations issue and not a policy-level decision.	Oct. TEG mtg notes
At the last CC Parking Committee Meeting, it was said bike parking was an important consideration but it seems absent from the current parking discussion.	Oct. TEG mtg	Bicycle parking code updates are proposed to occur in TSP Stage 3.	Oct. TEG mtg notes

TEG + Public Feedback

Section 15: Parking Code Amendment - Commercial Parking in Mixed Use Zone: I have trouble following the pieces of this section as outlined - though they all are familiar as isolated subjects.

I also agree with the following points already submitted by Garlynn Woodsong:

- **Allowing commercial parking outright in more mixed use zones:**
- **Parking in mixed use zones should be un-bundled, priced, and capped. With these three things in place, if the structured parking in a building is sold/leased to people who otherwise have no relation to the building -- who cares?**
- **Surface parking lots should be discouraged, taxed, disincentivized, or outright banned.**
- **Purpose-built commercial parking garages should be heavily discouraged in all zones, and only allowed through a conditional use process, anywhere in the city, so that their effect can be measured against observed demand, mode share targets, VMT targets, and other considerations including the opportunity cost of not allowing the site to be used for its highest and best use.**

Finally, there was some new language in Stage 1 related to new development (policies 9.62 as well as 9.10, 9.11 and 9.12). This language lacks a requirement that all new development construct street improvements consistent with the street classification. Seems obvious, but there are at least 12,500 examples where the city did not require developers to construct much needed transportation infrastructure at the time the property was developed. Now, many of the infrastructure gaps are on the Project List and particularly needed in Centers and Corridors. At a minimum, the TSP objectives need to elaborate on expectations for new development to avoid creating the same infrastructure gaps that we are dealing with in many parts of Portland today.

Commenter

Phil Selinger

Staff Response

See above.

Comment Source

Email/ TEG facilitator

Marianne Fitzgerald

No change proposed. There are a number of TSP objectives for completion of transportation systems in a manner consistent with street classifications as part of both private development and public investments (e.g. modal street classification descriptions, and objectives 6.4.C, 6.22.B, 6.22. C, 11.11.B, 11.9.F, etc.) Recent neighborhood street plans (Cully, Division-Midway and Tryon-Stephens) were developed with the community to identify where traditional street improvements are needed most and the primary residential street connections, which are important parts of the active transportation networks despite being local service traffic streets. PBOT recently established a residential street program and is working on a Local Transportation Infrastructure Charge so developers can pay a fee in place of receiving a waiver of remonstrance. The LTIC is scheduled to go Council in March/April.

Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
It seems that bicycle parking should be considered as part of this work.	Keith Liden	Bicycle parking code updates are proposed to occur in TSP Stage 3.	Email/ TEG facilitator
I am, however, in favor of unbundling parking from the rental contracts. The more choices the better. However, I do hope that there is at least one parking spot per family or apartment unit.	Patrick Mok	Comments shared with the PBOT Centers and Corridors Parking Study project.	Email