

## **EXHIBIT A**

### **PORTLAND STREETCAR LOOP Project Advisory Committee Resolution on Parking Management Concepts**

Whereas, the city of Portland adopted in 1988 the Central City Plan that established a plan for high density zoning for mixed use development along Broadway/Weidler and Grand/MLK in the Lloyd and Central Eastside Districts, and

Whereas, Metro conducted an alternatives analysis for transportation access along the corridor that concluded that a streetcar is the locally preferred alternative for serving the planned densities of the corridor, and

Whereas, the Portland Streetcar Loop Project prepared economic development projections that indicated the potential new development in the corridor would exceed 2 million square feet, and

Whereas, ED Hovee and Company prepared an analysis of potential new development in the corridor that has identified \$795 million in projects in the Lloyd and Central Eastside corridor accommodating up to 16,000 net new jobs and over 4,000 housing units, and

Whereas, Rick Williams Consulting has prepared a report entitled *Portland's Inner Eastside Parking Management Concepts* that reviews best practice processes and principles for managing parking in the district to more efficiently accommodate development and employment growth in the inner Eastside, and

Whereas the Rick Williams Consulting report has identified potential "parking management zones" that establish a relationship between unique land uses and the parking within those zones, and

Whereas, the Project Advisory Committee has reviewed the report and determined that parking should be managed to support desired land uses and priority users accessing the district.

Therefore, be it resolved, the Project Advisory Committee supports a process through the City of Portland that would develop parking management plans for each of the districts identified in the Lloyd and Central Eastside Districts.

Be it further resolved, that the primary purpose of preparation of parking management plans for the districts is to assure that the economic activity of the districts are supported by the parking policies and the that access to the area is maximized.

Be it further resolved, that area property owners, businesses and neighborhood associations be fully involved in the development of the parking management plans. The plans should place a priority on the local needs determined.

This action approved on December 5, 2007.