

**CENTRAL CITY
TRANSPORTATION
MANAGEMENT PLAN
ADMINISTRATION SECTION**

**City of Portland
Office of Transportation
Bureau of Planning
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Portland City Council

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CCTMP ADMINISTRATION

I. GENERAL ADMINISTRATION OF THE CENTRAL CITY TRANSPORTATION MANAGEMENT PLAN

This portion of the Administration section describes the general responsibilities and procedures for dealing with transportation issues and projects within the Central City Plan District. The Administration chapter is adopted by City Council to provide guidance to the Office of Transportation.

- A. The Portland Office of Transportation is responsible for the Central City Transportation Management Plan (CCTMP) and will coordinate transportation project development within the Central City Plan District and suggest revisions to the policy as necessary.
- B. The policies, objectives, district strategies, and street classifications of the CCTMP will be reviewed by City staff every five years. The review will be limited to Council directives, street reclassifications, new programs, policy amendments, land use changes, and legal issues. This review process will include a citizen involvement process.
- C. City staff will work with affected neighborhood and business associations, businesses, citizens, and staff of other agencies to develop sub-area transportation studies within the Central City Plan District to address special problems and opportunities associated with housing, commercial, and mixed-use opportunities.
- D. City staff will work with representatives of federal, state, and regional agencies and affected neighborhood and business associations, businesses, and citizens in the development of transportation plans, policies, and projects to ensure that the viability of the transportation system is maintained for all modes.
- E. City staff will review proposed amendments to the Zoning Code that are required to comply with the Transportation Planning Rule, particularly those relating to bicycle parking ratios, to ensure consistency with the CCTMP.

II. DESCRIPTIONS OF OFF-STREET PARKING CATEGORIES

In the Central City Plan District, there are six types of parking. While a proposal may include several types of parking, each type of parking is an exclusive category. For example, a garage may include both some growth parking and some preservation parking, yet the same spaces cannot be both growth parking and preservation parking.

- A. Growth parking. Growth parking is created in conjunction with additions of floor area. Floor area is added either as part of new development or adding floor area to existing development. Parking for floor area that will be in residential or hotel use is not Growth parking, it is Residential/Hotel Parking. The ratios for Growth parking are based upon the needs of both employees and those who come to the building for other reasons, such as customers and clients.
- B. Preservation parking. Preservation parking is created to serve existing floor area in non-residential/non-hotel uses. For residential and hotel uses, see E. below. The ratios for preservation parking are based on the needs of both employees and those who come to the building for other reasons, such as customers and clients.
- C. Visitor parking. Visitor parking is created to serve shoppers, tourists, and other such visitors who make occasional trips to the area. Visitor parking is not associated with particular development.
- D. Undedicated General parking. Undedicated general parking is all parking, other than visitor parking, that is not associated with particular development.
- E. Residential/Hotel parking. Residential/Hotel parking is created in conjunction with dwelling units or hotel rooms.
- F. RX Zone parking. RX Zone parking is parking on a surface lot zoned RX that was operating as parking accessory to nonresidential uses on December 16, 1994, as shown in the Surface Parking Use and Landscaping Inventory. All regulations for RX Zone parking are in Subsection H, Special Regulations for Existing Surface Parking Lots.

III. ADMINISTRATION OF PARKING RESOURCES

The CCTMP provides direction for the management of parking resources in Portland's Central City Plan District. The administration of the CCTMP Parking Policies will include maintaining the parking inventory of the former Downtown Parking and Circulation Policy (DPCP) area and expanding the inventory throughout the Central City Plan District. The CCTMP also requires managing the supply of both surface and structured parking facilities, implementing and monitoring air quality measures, and overseeing programs to encourage the use of alternative transportation modes.

Within the Office of Transportation, the Parking Manager has the primary responsibility for administering the parking policies of the CCTMP. The major elements of this responsibility are:

- A. Coordinate the activities of the Office of Transportation, the Bureau of Planning, the Portland Development Commission, Tri-Met, the Bureau of Buildings, the Department of Environmental Quality and other agencies as needed as they relate to the administration of the CCTMP Parking Policies.
- B. Meet on a regular basis with representatives of the appropriate city, state, and regional agencies; affected neighborhood associations; and business organizations, in order to assemble all available information and current proposals relevant to present and future parking and transportation in the Central City Plan District. Conflicts, discrepancies, and requirements for coordination shall be reported on a regular basis to the Director of the Office of Transportation, together with suggestions for improvements.
- C. Prepare and maintain an inventory of all parking spaces in the Central City Plan District, both on- and off-street, indicating location, number, description, and characteristics of use; and conduct surveys as necessary to determine the current characteristics of parking space utilization and requirements.
- D. Develop an improved parking data system, to monitor use patterns of existing parking and to evaluate the effects of future changes to the CCTMP on existing businesses, new development, and air quality.
- E. Recommend changes and revisions to the CCTMP as needed and ensure that the Zoning Code remains consistent with the Parking Policies of the CCTMP. Any changes to the CCTMP that changes the SIP for carbon monoxide will also require an amendment to the SIP.
- F. Develop and refine parking strategies for specific subareas within the Central City Plan District in cooperation with the Bureau of Planning, the Portland Development Commission, the City Traffic Engineer, and affected neighborhood and business associations, businesses and citizens.
- G. Prepare recommendations for additional parking facilities the City should build or joint venture in cooperation with the Portland Development Commission and other public and private agencies.
- H. Continue to review signage of public and private off-street parking to ensure that off-street parking remains a viable parking option.
- I. Update parking ratios. Outside Downtown sectors 1-6, future updates of the parking ratios should consider transit service coverage within the district or sector along with overall transit capacity. This will be reviewed at least every five years.

- J. Review and monitor the impact of the "Parking for Buildings with Less than the Allowed Ratios" policy and zoning code on the vacancy rates of existing buildings and on the utilization of surface parking lots and structures every five years.
- K. Monitor rate structures for commercial short-term parking to ensure that monthly rates or special rates for "early bird" parking are not in place.
- L. Monitor and evaluate the need for 10 year minimum agreements for preservation parking to protect the supply of parking for buildings with less than the allowed ratios while continuing to allow preservation parking garages to operate in a viable manner.

IV. ADMINISTRATION OF ON-STREET PARKING

The Parking Manager has the primary responsibility for administering the following activities as they relate to on-street parking in the Central City Plan District.

- A. Implement appropriate on-street parking measures consistent with this policy, including giving priority first to short-term parking, second to carpooling, and lastly to commuter parking.
- B. Review rates for on-street parking annually. These rates will vary, depending on the differing characteristics and needs of the districts of the Central City Plan District. These rates are intended to encourage the use of off-street parking facilities, to reduce traffic circling, and to increase turnover of on-street parking.
- C. Administer Area Parking Permit Programs.

V. ADMINISTRATION OF CITY-OWNED PARKING FACILITIES

The Parking Manager has the primary responsibility for managing the following activities in City-owned parking facilities:

- A. Manage existing City-owned parking garages to ensure that the primary purpose is to provide short-term parking, with the second priority being for carpooling.
- B. Manage carpool rates in City-provided carpool locations to maximize their use and efficient administration while minimizing the City's subsidy of the spaces.
- C. Where monthly parking is allowed, ensure that monthly parking rates at City-owned garages are comparable to market rates in surrounding areas.

VI. ADMINISTRATION OF OFF-STREET PARKING

- A. General Information: The Parking Manager shall make recommendations to the Bureau of Planning and the Land Use Hearings Officer on new off-street parking and renewals of surface parking in the Central City Plan District. Regulatory aspects of these guidelines are contained in the Zoning Code and are repeated here for convenience.

- B. Surface Parking Lots
 - 1. Five-year renewal: The purpose of the five-year renewal process is to check for compliance with all conditions of approval and applicable provisions of the Zoning Code; and where there is a phased development plan, check for reasonable progress towards meeting the plan. The Office of Transportation may require a Transportation Impact Analysis (TIA) if the applicant requests a change in access/egress or an increase in the number of spaces.
 - 2. Phased development plans: The purpose of the phased development plans is to encourage the redevelopment of surface parking for more intensive uses.
 - 3. Renewal fee: The Office of Transportation, in conjunction with interested parties, will explore options for imposing a renewal fee on surface parking subject to the five-year renewal provisions. The fee is intended to be used on improvements to the pedestrian environment. It is anticipated that the fee will be \$10 per renewable space per year.
 - 4. Renewal notice: The Parking Manager shall notify the owners/operators of existing parking lots as to their impending renewal date. Notice of the renewal date will be sent to the owners/operators with every six-month operations report.

- C. For New Off-Street Parking:
 - 1. Parking facility layout: The Parking Manager will require written evidence of the final number and layout of the spaces to be constructed for all new parking facilities.
 - 2. Parking Operations Reports: The Parking Manager will require periodic reporting for parking facilities on how the spaces were used.
 - 3. Transportation Impact Analysis (TIA): The purpose of requiring a TIA is to determine if the transportation system is capable of supporting the proposed facility. Evaluation is based on such things as street capacity and level of

service, on-street parking impacts, access requirements, impacts on transit operations and movements, impacts on the immediate and adjacent neighborhoods, pedestrian and bicycle safety.

4. Hot Spot Analysis (HSA): The purpose of a Hot Spot Analysis is to evaluate the impact of new off-street parking facilities in Carbon Monoxide Hot Spot Zones in the Central City Plan District. If the new parking site is within two blocks of a Carbon Monoxide Hot Spot Zone, as determined by DEQ in the State Implementation Plan for carbon monoxide, and the proposal is for more than 400 parking spaces, compliance with Federal air quality standards must be shown through a carbon monoxide hot spot analysis. The “CCTMP Hot Spot Area Map” will be maintained by the Parking Manager.
5. Parking Management Plans (PMP): The Parking Manager will require Parking Management Plans for new off-street parking facilities subject to Central City Plan Review (CCPR) to ensure that the use of the parking conforms to provisions of the CCTMP, including a goal of 15% for carpool permits and a goal of 20% for short-term parking.
6. Transportation Management Plans (TMP) : for growth parking requiring a CCPR which will generate more than 100 peak hour vehicle trips, the Parking Manager will also work with developers and building owners to establish transportation demand management measures. The following is a menu of some of the potential elements of a Transportation Management Plan:
 - Alternative work hours
 - Financial incentives to employees to encourage the use of transit, carpooling, bicycling, and walking to work
 - Preferential parking for carpools
 - Bike parking (beyond Zoning Code requirements) and service facilities for bicyclists.
 - Equitable travel allowances for all modes
 - “Guaranteed ride home” programs
 - Transportation Coordinator
 - On-site transit ticket and pass sales
 - Loop shuttle
 - Telecommuting
 - Orient building entrances to encourage pedestrian/transit activity

The determination of 100 peak hour auto trips will be based upon the results of the applicant’s Transportation Impact Analysis (TIA) which is required for growth parking requiring a CCPR.

D. Preservation Parking

1. Preservation Parking In the Core Area

The purpose of these provisions is to encourage development of off-street parking for buildings in the Core Area that have no (or little) dedicated parking. These provisions acknowledge the case studies and older and historic building study that identified a need for parking for these buildings to ensure their viability as, over time, the surface parking lots they depend on are redeveloped. Parking constructed for preservation parking is intended to be the permanent parking resource for eligible buildings. The CCPR approval for a preservation parking garage will require at least a 10 year commitment from the owners of buildings with less than the maximum ratios. Where an agreement between the owner of the parking and the owners of the buildings is terminated, changes will not be made to the Preservation Parking Eligible Buildings List until a new use or new agreement has been approved for the spaces by the agreement. The definition of a building which qualifies for preservation parking in the Core Area is : A building which appears on the Parking Manager's Core Area Preservation Parking Eligibility List which has less than .7 parking spaces per 1,000 square feet of floor area available for tenants and visitors.

When a Preservation Parking proposal is submitted, the Parking Manager will verify the eligibility of a building contracting for Preservation Parking. If the Core Area Preservation Parking Eligibility List does not accurately reflect a building's eligibility, the Parking Manager will revise the List based upon new information.

The Parking Manager will review requests for preservation parking and will make a recommendation to the Bureau of Planning and Land Use Hearings Officer. The recommendation will address whether the relevant factors of this sections are met. These factors are:

- a. Parking Pool and Parking Reserve
 - (1). The Parking Pool contains 4,600 spaces, which are available for Preservation Parking. The 4,600 represents the net number of long-term surface parking spaces expected to be removed due to development under the High Growth Scenario (a total of 5,200 spaces minus 600 short-term spaces).

- (2). The Parking Reserve contains 750 spaces and is set aside to stimulate the development of preservation parking prior to the removal of any surface spaces. The Parking Reserve will be replenished as surface parking is removed and diminished as new preservation parking is developed. In 1999, an additional 250 parking spaces will be added to the Parking Reserve based on reductions in auto emissions.
- (3). The following table indicates how the Parking Pool and Parking Reserve will be administered.

Core Area Preservation Parking Administration Chart

Type of Preservation Parking	Maximum Parking Ratio	Deduct from Parking Reserve	Deduct From Parking Pool
Parking created within or under an existing building which the preservation parking is based upon.*	per Sector	no	yes
Parking not created within or under an existing building which the preservation parking is based upon.	.7 spaces per 1,000 sq. ft of gross floor area	yes	yes

* This includes parking created through internal conversion of a building, by excavating under the building, or by adding floor area to the building.

- (4). Short-term parking spaces in the following City-owned garages may not be converted to preservation parking:
 Tenth and Yamhill Garage
 Third and Alder Garage
 Fourth and Yamhill Garage
 Old Town Garage
- (5). Owners of short-term parking in existence on January 1, 1994 may request approval to convert up to 103 spaces to preservation parking. The spaces will be deducted from the

Parking Pool but not from the Parking Reserve. The maximum parking ratio for this type of preservation parking is .7 spaces per 1,000 square feet of gross floor area.

b. Agreements

As part of the application process, the applicant must submit a legally-binding affidavit or agreement* to the Parking Manager that includes:

- Ownership and legal descriptions of the buildings which are contracting for the spaces.
- A minimum ten-year commitment to the garage by the owner or managing entity of each building contracting for the preservation parking.

*The affidavit must be signed by the building owner, however, a lessee may sign the affidavit if they: 1) have the authority to sign for the building owner, and 2) have a building lease which extends for at least as long as the required minimum term of the preservation parking agreement.

Owner's of preservation parking shall notify the Parking Manager within 30 days of changes in building owners contracting for parking, duration of parking agreements, or in the number of stalls under parking agreements. The Parking Manager shall review the changes or renewals to determine if the buildings are eligible for preservation parking.

While contracts must cover the initial 10 years of operation of a Preservation Parking facility, the contracts may contain provisions that allow for early termination. If an agreement is changed during the initial 10 years, it may not cover less than the remainder of the initial 10 years.

If an agreement is terminated during this period, the building that contracted for the parking will not go back on the Preservation Parking List until either:

- Another building on the List contracts for these spaces for the remainder of the initial 10 year period; or
- The parking receives a CCPR to convert to another type of parking.

Preservation Parking may be converted to other types of parking within the initial 10-year period.

c. Monitoring

The Parking Manager shall maintain a record of:

- contracts, legal agreements or affidavits for preservation parking
- the list of buildings eligible for preservation parking
- parking ratios of buildings which are contracting for preservation parking
- the number of spaces in the Parking Pool and in the Parking Reserve.

d. Beginning Construction

The intent is to place a condition on the approval of a preservation parking facility to ensure that construction is begun within one year of the date of the final land use approval so spaces can be made available for underparked buildings if the approved spaces are not built.

e. Request for Proposal for Public Garages

The City may initiate a Request for Proposal (RFP) process to construct preservation parking under this program. Garages proposed to be constructed for preservation parking with public funds will be subject to the same approval criteria as privately constructed garages. In addition, the City may attach additional requirements as part of the RFP process. The City will consider initiation of this process when the Parking Reserve is reduced to 200 spaces.

f. Parking for Residential Buildings

Residential parking for existing dwelling units is subject to CCPR if the parking is created through internal conversion of the building, by excavating under the building, or by adding floor area to the building. This type of parking is deducted from the Parking Pool and not deducted from the Parking Reserve. Residential parking for existing dwelling units where the parking area is not created in this manner is prohibited. The need for parking for residential buildings with less

than the maximum allocation will be monitored during the first five years after adoption of the CCTMP. If problems emerge during this period, an interim action plan will be developed.

g. Parking for Hotels

The maximum ratio for existing hotels is 0.7 spaces per 1000 square feet of floor area. Parking for hotels is exempt from the Parking Reserve and the Parking Pool.

2. Preservation Parking in Lloyd District, Central Eastside Sectors 2 & 3 and Goose Hollow District

The purpose of these provisions is to encourage development of off-street parking for existing buildings outside the core area. These provisions are based on a need for parking for these buildings to ensure their viability as, over time, on-street long term spaces and the surface parking lots they depend on are converted to other uses. Parking constructed for preservation parking is intended to be the permanent parking resource for existing buildings. Existing office buildings which are eligible for preservation parking must have less than maximum parking ratio available for tenants and visitors. Preservation parking will require at least a 10 year commitment from the owners of existing buildings. Where an agreement between the owner of the parking and the owners of the buildings is terminated, changes will not be made to the Preservation Parking Eligible Buildings List until a new use or new agreement has been approved for the spaces by the agreement.

When a Preservation Parking proposal is submitted, the Parking Manager will verify the eligibility of a building contracting for Preservation Parking. If the Non-Core Area Preservation Parking Eligibility List does not accurately reflect a building's eligibility, the Parking Manager will revise the List based upon new information.

The Parking Manager will review requests for preservation parking and will make a recommendation to the Bureau of Planning and Land Use Hearings Officer. The recommendation will address whether the relevant factors of this sections are met. These factors are:

a. Parking Reserve

- (1). The Central Eastside and Goose Hollow Districts will not have Parking Reserves. The Parking Reserve for the Lloyd District will initially contain 300 spaces and is set aside to stimulate the development of preservation parking. Surface parking spaces that are redeveloped or on-street long-term spaces removed or converted to short-term will be added to the parking reserve. The Lloyd District Parking Reserve will be replenished as surface parking and on-street spaces are converted/removed and diminished as new preservation parking is developed.
- (2). The following table indicates how the Parking Reserve in the Lloyd District will be administered.

Lloyd District Preservation Parking Administration Chart

Type of Preservation Parking	Maximum Parking Ratio	Deduct from Parking Reserve
Existing office buildings	2 spaces per 1,000 sq. ft. of gross floor area	yes
Existing office buildings with parking created within or under an existing building.*	2 spaces per 1,000 sq. Ft. of gross floor area	no
Existing non-office buildings	no parking maximum	no
Existing mixed office\ non-office buildings	2 spaces per 1,000 sq. ft. of gross floor area for office, no parking maximum for non-office	yes - office no - non-office

* This includes parking created through internal conversion of a building, by excavating under the building, or by adding floor area to the building

b. Agreements

- (1). For all uses: As part of the application process, the applicant must submit a legally-binding affidavit* or agreement to the Parking Manager that includes:

- Ownership and legal descriptions of the buildings which are contracting for the spaces.
- A minimum ten-year commitment to the garage by the owner or managing entity of each building contracting for the preservation parking.

*The affidavit must be signed by the building owner, however, a lessee may sign the affidavit if they: 1) have the authority to sign for the building owner, and 2) have a building lease which extends for at least as long as the required minimum term of the preservation parking agreement.

(2). For existing buildings with office uses:

Owner's of preservation parking shall notify the Parking Manager within 30 days of changes in building owners contracting for parking, duration of parking agreements, or in the number of stalls under parking agreements. The Parking Manager shall review the changes or renewals to determine if the office buildings are eligible for preservation parking.

While contracts must cover the initial 10 years of operation of a Preservation Parking facility, the contracts may contain provisions that allow for early termination. If an agreement is changed during the initial 10 years, it may not cover less than the remainder of the initial 10 years.

If an agreement is terminated during this period, the building that contracted for the parking will not go back on the Preservation Parking List until either:

- Another building on the List contracts for these spaces for the remainder of the initial 10 year period; or
- The parking receives a CCPR to convert to another type of parking.

Preservation Parking may be converted to other types of parking within the initial 10-year period.

c. Monitoring

The Parking Manager shall maintain a record of:

- contracts, legal agreements or affidavits for preservation parking
- the list of office buildings eligible for preservation parking
- parking ratios of buildings which are contracting for preservation parking
- the number of spaces in the Parking Reserve.

d. Beginning Construction

The intent is to place a condition on the approval of a preservation parking facility to ensure that construction is begun within three years of the date of the final land use approval so spaces can be made available for other existing buildings if the approved spaces are not built.

3. Preservation Parking in Other Sectors Outside the Core Area

Preservation Parking in other sectors where there are no maximum parking ratios will be treated as Growth Parking.

E. Administration of Visitor Parking

1. General Information: The purpose of these provisions is to encourage the development of off-street parking for shoppers, tourists and other such visitors who make occasional trips to the Central City Plan District. This parking is intended to serve trips to the area which are under four hours in duration. Visitor parking is based on the market demand for customer parking associated with retail attractors or visitor parking for other uses. It is not associated with particular development. Visitor parking must operate as visitor parking for at least 10 years before it may be changed to preservation parking. Changing visitor parking that has been operating for less than 10 years is prohibited.

2. Requests for Visitor Parking

The Parking Manager will review visitor parking demand studies required by the Zoning Code and recommend conditions to be placed on the CCPR approval to assure short-term parking. The items listed in a. are required. The items in b. are a menu of some options that may be used by the

applicant/owner.

a. Required for visitor parking:

- (1). No monthlies.
- (2). No “early bird” discount rates.

b. Options for visitor parking: 1. or 2., and 3.

- (1). If within three blocks of a City-owned visitor parking facility: a daily rate which is not lower than the (non-holiday) daily rate at the City-owned visitor parking facility

If not within three blocks of a City-owned visitor parking facility: a daily rate which is not lower than the average of all (non-holiday) daily rates at City-owned visitor parking facilities.

- (2). A rate structure which prices parking for durations under four hours at a significant advantage over parking for more than four hours.
- (3). A business parking validation program or FreePark, as long as it is available.

VII. INTERIM REGULATIONS

The following sections are in place for an interim period until adoption of the CCTMP by EPA. They are taken from the previous Downtown Parking and Circulation Policy and relate to how parking is allocated throughout the downtown including the maximum parking "lid" for the Downtown and for South Waterfront.

Regulations, including maximum parking ratios for the interim, implementing this section are in the Immediate version of the Zoning Code.

This portion of the Administration section is adopted by ordinance by City Council because it includes provisions that are regulatory and work in conjunction with the approval criteria of the Immediate Zoning Code.

A. Inventory

1. At the end of any quarter of any year, the Maximum Parking Inventory existing or approved shall not exceed the following except as provided in B. below:

In Downtown Sector 7 (the South Waterfront Area): 1,185 spaces

In the remainder of Core: 42,729

2. Additional spaces beyond these limits may only be approved in conjunction with the identification of offsetting spaces for removal as described below or following implementation of offsetting air quality programs approved by the DEQ.

In order to approve new parking above the Maximum Parking Inventory, spaces must be identified which are to be removed when the new spaces open so that the numbers of existing and approved spaces do not exceed the maximum parking reserve.

3. Parking spaces for residential and hotel uses approved after May 29, 1973 are exempt from this total inventory.

B. Additions to the Inventory in Association with Approved Offsets

1. As approved December 14, 1990 by the EQC, the Maximum Parking Inventory specified in the Carbon Monoxide State Implementation Plan will be revised to reflect the actual number of parking spaces, based on a more accurate count taken in 1986. The new base inventory is set at 43,914 existing and approved spaces.
2. Under an Offset Rule proposed and accepted by the State DEQ (OAR 340-20-400 through 440) and approved by the Federal EPA, the maximum Parking Inventory of 43,914 spaces could be increased by up to 1,370 spaces, providing emission offset measures are implemented and an approved contingency plan is in place.
3. If further increases are need, over the allowed 1,370, the City of Portland shall make a request to the DEQ for an appropriate rule change and State Implementation Plan revision at least six months prior to the needed increase.
4. The Parking Manager will submit to the DEQ periodic requests for additional parking spaces based on measurable and enforceable offsets up to a maximum

of 1,370 additional spaces. The following are examples of air quality offset measures which may be considered to add parking spaces Downtown, under current guidelines. To be considered as an offset, any program must include monitoring and enforcement and be backed by the City contingency plan.

- a. Alternative Work Hours Program: Any system for shifting the work day of a permanent employee so that the work day consistently ends outside the designated afternoon peak traffic period. Programs may include both compressed work weeks and five-day work weeks set off peak.
 - b. Carpool Program: A program which sets aside, provides matching service for, sells permits for, and monitors use of parking spaces for exclusive use of cars with three or more employees traveling together from outside the Central City Plan District boundaries.
 - c. Transit Subsidy: An employer-paid subsidy of at least \$15 per month toward the cost of employee travel to their work site by transit.
5. New parking inventory allowed through air quality offsets approved by the DEQ shall be added to the Downtown Parking Reserve and assigned to new development using the conditional use permit process for parking allocation.

Changes in the Parking Reserve will be reported to Council every six months in January and July.

C. Parking Reserve

In the period between adoption of this Plan by City Council and approval by the Environmental Protection Agency (EPA), the Maximum Parking Inventory will remain in place.

In order to address the special needs of existing buildings which lack parking in the DPCP area, 682 spaces of the Parking Reserve will be available. These spaces cannot be allocated to new projects and must be used exclusively to serve the needs of existing buildings with less than the maximum allocation of spaces.

The remaining spaces in the Parking Reserve, as well as new spaces made available under the Air Quality Offsets Program, will be allocated to new buildings, short-term parking or major remodeling projects.

If any surface parking lots are re-developed in between the effective date of the

CCTMP and the effective date of the part of the CCTMP which needs approval from the EPA, the number of parking spaces removed will go into a separate pool (Flexible Pool) of spaces that can be used for parking for either existing or new development. If there are any parking spaces left in this Flexible Pool and/or the initial 682 space allocation from the Downtown Parking Inventory Reserve at the time of adoption of the portions of the CCTMP requiring EPA approval, they will be added to the number of spaces in the Preservation Parking Reserve.

Parking Reserve Management System		
Reserve category	Existing building	New building
Lid Reserve 1,367 (as of 7/1/95)	yes 682 spaces	yes 685 spaces
Max. # of new Offsets (853 spaces)	no	yes, 853 spaces
Lapsed CU cases	no	yes
Flexible Reserve Surface lot spaces removed due to development	yes	yes

D. South Waterfront Redevelopment Area

1. At the end of any quarter of any year, the total inventory of parking spaces available for use in Downtown Sector 7 shall be established at 1,185. The parking space inventory for Downtown Sector 7 is reserved exclusively for existing and planned development within the sector and may not be reallocated to other parking sectors on a temporary or permanent basis.
2. Parking spaces for residential uses are exempt from the inventory for Downtown Sector 7.
3. In order to promote initial development within the South Waterfront Redevelopment Area, interim parking space ratios have been established that recognize the unique transportation needs of the area.
4. Upon application for a conditional use approval for a new parking facility in Downtown Sector 7, the Portland Development Commission and/or developer

shall submit a parking plan specifying measures to be taken to discourage excessive long-term parking. The ratios are based on a 50 percent transit rider assumption.



Resolution No. 35472 As Amended

Adopt some components of the Central City Transportation Management Plan and direct staff to continue work on some elements (Resolution)

WHEREAS, in March 1988, the City Council adopted the Central City Plan to guide the growth and livability of the Central City area. Policy 4, Transportation of the Central City Plan called for an improvement in the Central City's accessibility to the rest of the region and its ability to accommodate growth while maintaining livability; and

WHEREAS, in September 1990, the Portland City Council adopted Resolution 34771 which established a process for developing a Central City Transportation Management Plan (CCTMP). The Plan was developed in several phases with a structure of public and private sector involvement on all levels of planning effort; and

WHEREAS, the purpose of the CCTMP is to maintain air quality, promote economic development, support an efficient transportation system, and encourage the use of alternative modes of travel; and

WHEREAS, the City of Portland adopted its Comprehensive Plan on October 16, 1980 (effective date January 1, 1981). The Plan was acknowledged as being in conformance with Statewide Goals for Land Use Planning. The Plan complied with State Goal 12. The Land Conservation and Development Commission's Administrative Rule for Goal 12 (660-12), adopted April 1991, subsequently imposed additional requirements on local jurisdictions to achieve compliance with Goal 12; and

WHEREAS, the CCTMP updates the Transportation Goal and Policies to comply with State Goal 12 and the Transportation Planning Rule and replaces the Downtown Parking and Circulation Policy; and

WHEREAS, there are some elements that require further work;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, that the following portions of the Planning Commission Recommendation on the Central City Transportation Management Plan and Policy are adopted:

- a. The Action Items
- b. The District Strategies
- c. The explanations following the policies and objectives; and

d. The Glossary

BE IT FURTHER RESOLVED that the Planning Commission Recommendation on the Central City Transportation Management Plan Administration Section is adopted.

BE IT FURTHER RESOLVED that the staff of the Office of Transportation and the Bureau of Planning are directed to do the following:

- a. Conduct a study to evaluate parking for facilities that have frequent, large events. The evaluation will include aspects of congestion and demand management, considering the CCTMP policies and implementation strategies. The study should be completed no later than 6 months after the effective date of the CCTMP.
- b. Continue the current interpretation of accessory parking regulations, which allows “event” parking to continue. This interpretation will continue until the issue is resolved by City Council taking final action on the study directed in a, above.
- c. Participate in development of the DEQ CO/Ozone State Implementation Plans (SIPs). After development of the two SIPs, staff is to evaluate the next steps for adopting rations for the balance of the Central City plan district.
- d. Work with Portland State University to develop a University District Strategy as described in the Memorandum of Understanding attached as Exhibit D.

Adopted by the Council, DEC 06 1995

Commission Charlie Hales and
Commissioner Earl Blumenauer
J. Richman
October 31, 1995

Barbara Clark
Auditor of the City of Portland

