

Visitor Parking Objective 2019

End the “interim” operating condition that allows the Naito-Davis garage to sell up to 200 monthly parking permits” so visitors to our neighborhood have more parking options as from a regulatory perspective, the garage is considered a “visitor” parking facility.



Ruth Ann Barrett, October 17, 2019 Update

From a regulatory perspective, the garage is considered a “Visitor” parking facility.

...the City approved an “interim” operating condition that allowed the garage to sell up to 200 monthly parking permits. These parking permits were specifically limited to “preservation building” tenants and employees. “Preservation buildings” being defined as existing older and historic buildings in the OT/CT

Role of City - Primary Use. The City will manage its parking facilities, including Naito/Davis, to ensure that the primary purpose is to provide short-term (Visitor) parking, with the second priority being for carpooling.³

The opportunity to provide this parity for publicly-owned garage now would be very useful, given that (a) the *interim* condition of use that allows the sale of monthly parking to employees of older and historic buildings is nearing **20 years old** and is likely unmonitored/unreported by the City and (b) privately-owned visitor facilities older than 10 years are allowed to request just such a change in use.

GOALS AND POLICIES

Parking and Loading

POLICY 3.15 Public Parking.

Continue to manage public parking on the street system and in public garages to support Central City parking needs, **prioritizing short trips and turnover to serve retail and visitor needs.**

Develop a performance-based parking program that manages Central City public parking to meet performance targets via dynamic pricing and other parking management tools and by providing clear and transparent parking information. Balance the need for on street parking with other uses of the curb zone. **In managing the supply of on-street parking, the first priority is for short-term parking, followed by carpool and finally long-term parking.**

The manager of the Smart Parks is Michael Jacobs at

503-823-7527 or michael.jacobs@portlandoregon.gov

Volume 5A: Implementation**Transportation Targets**

By 2035, at least 80 percent of commute trips to and from the Central City will be occupancy vehicle (SOV).

The targets for trips by non-SOVs by subdistrict are shown below:

Subdistrict	Target
Downtown	85%
West End	85%
Goose Hollow	75%
The Pearl	80%
Old Town/Chinatown	85%
Lower Albina	55%
Lloyd	75%
Central Eastside	65%
South Waterfront	75%
University District / S. Downtown	80%

OTCA Letter to Mayor Wheeler 2018

Action Plan Priorities

Naito-Davis Garage (Downtown Waterfront)

—

An engineering study was to have commenced at the beginning of 2018. PBOT has been highly reluctant to build additional structured parking and partnership with Prosper Portland has been challenging. Financing garages through the City will take significant leadership to leverage the system of garages for this purpose

OTCA Letter to Mayor Wheeler, Action Plan Priorities June 2018.pdf

Research on the attitudes and beliefs of Oregonians (video*) indicates a majority of our citizens are supportive of lifestyle changes that reduce the effects of climate change on our planet, people, and economy.

Parking Needs/Demand Strategies

Permit Holders' Transition Workshop

Audience

Employers with employees who are losing their parking permits

Employees who are losing their parking permits

Background

...the City approved an “interim” operating condition that allowed the garage to sell up to 200 monthly parking permits. These parking permits were specifically limited to “preservation building” tenants and employees.

“Preservation buildings” being defined as existing older and historic buildings in the OT/CT

Role of City – Primary Use. The City will manage its parking facilities, including Naito/Davis, to ensure that the primary purpose is to provide short-term (Visitor) parking, with the second priority being for carpooling.³

Climate Action Plan

40 percent reduction in carbon emissions by 2030 and an 80 percent reduction by 2050 (compared to 1990 levels)

Central Plan 2035 - Transportation Targets (page 4)

Link is to EarthSayers.tv, Places, Portland, Sustainability Leaders/Adam Davis/Oct. 2013

Commuter Incentive Programs

Changing commuter behavior isn't easy. Commuter incentive programs provide a way forward.

Connecting commuters to transportation options that don't require parking is the simplest and most effective way to cut costs and enhance community safety.

Most public transport providers have programs already in place that allow employers to provide discounted or pre-tax fare cards to their employees. In addition to making public transport cheaper for employees, many employers are able reap tax benefits by participating in these programs.

Trimet Pilot Programs

nwea



Perks

Benefits for staff members also include localized perks, such as:

- Free onsite parking
- Mass transit passes
- Various retailer discounts

<https://www.portlandoregon.gov/transportation/78470>

Hiring managers don't like you as much if you have a long commute ([article](#))

Parking Needs/Demand Strategies

Workshop

Alternatives to Commuting by Car

Sustainability



SERA's Portland office was selected for its central location along the downtown transit mall, within a 1/4 mile of five light rail lines and 36 bus lines. We have a commute policy that rewards those who do not use single occupancy vehicles for commuting, and consequently we don't provide parking at our downtown office. **We provide public transit passes to those who commute via public transit,** and provide an equivalent cash bonus to those who commute by walking, bicycling, or carpooling. We track employee commute practices with a daily sign-in system to understand the carbon impacts of commuting. SERA supports a strong bicycling culture with secure indoor bike storage, two office bikes, changing rooms, and a showering facility. The office also has hybrid office cars for daytime travel such as to job site visits.

Parking Needs/Demand Strategies Workshop

Alternatives to Commuting by Car Incentive Development

Trimet

July 27, 2019

Memo from Aisha Muso, Board Member, OTCA, to Land Use Committee

Peter and Ruth Ann are talking about two different discussions related to "safety" that occurred in TriMet meetings. Peter is talking about the issue of safety raised in relation to closing the Skidmore MAX stop, in which MAX riders who use the stop were concerned because the stop is within the area visible to Mercy Corp security. If the stop were closed, they would have to walk to a more distant stop outside the view of Mercy Corp security. Ruth Ann is talking about the TriMet Board's discussion of the report from TriMet police about safety on buses and MAX and the results TriMet's public surveys about whether or not people consider riding TriMet to be safe. TriMet police reported that there are very few problematic incidents on buses and MAX. **TriMet surveys find that the people who actually ride TriMet feel safe, while those who do not feel riding TriMet is safe do not ride TriMet, and that the public feeling that riding is unsafe correlates to media coverage of specific incidents, such as the 2017 MAX stabbing.**

Dr. Aisha Y. Musa
Foundation for the Study of Abrahamic Religions

Attachment A 1

Title 33, Planning and Zoning
3/1/19

Chapter 33.510
Central City Plan District

33.510 Central City Plan District

510

Attachment A 2

C. Assignment of parking types. The parking types assigned below are the same types as described in Subsection 33.510.261.B.; or if not assigned below the parking is Undedicated General. Undedicated General is all parking other than Visitor Parking, that is not associated with a particular development.

1. If the parking was built as Growth Parking it continues to be Growth Parking.
2. If the parking was built as Preservation Parking it continues to be Preservation Parking.
3. If the parking was built as RX Zone Parking or Residential/Hotel Parking it is now Growth Parking.
4. If the parking was built as Visitor Parking it continues to be Visitor Parking.
5. All other parking is Undedicated General Parking.

D. Operation.

1. If the parking is in a structure:
 - a. Growth and Preservation parking may operate as accessory or commercial parking.
 - b. Visitor Parking is operated as commercial parking except as follows:
 - (1) "Early Bird" discounts are prohibited on weekdays, and
 - (2) The sale of monthly permits that allow parking between 7:00 AM and 6:00 PM on weekdays is prohibited.
 - c. Undedicated General Parking is subject to all previous conditions of approval.

4. Parking structures. Where parking occupies more than 50 percent of the gross building area of a structure the following must be met. Adjustments to the following standards are prohibited.
 - a. The structure may not be on any block bounded by both Fifth and Sixth Avenues between NW Irving and SW Jackson Streets.
 - b. The structure must be at least 100 feet from Fifth and Sixth Avenues between NW Glisan and SW Jackson Streets.
 - c. The structure may not be on any block bounded by both SW Morrison and SW Yamhill Streets between SW First and SW Eighteenth Avenues.
 - d. If the site is within a historic district, the building coverage of the portion of the parking structure within the district may not be larger than 20,000 square feet.
 - e. Street-facing facades.
 - (1) Street-facing facades in Parking Sector 6. Within Parking Sector 6, 50 percent of facades that face and are within 50 feet of streets, accessways, or the South Waterfront Greenway Area must be designed to accommodate Retail Sales And Service or Office uses at the time of construction. The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33.510.225, Ground Floor Active Uses.

5. Operation reports. The applicant must provide operation reports to the Director of the Bureau of Transportation upon request. The operation reports must be based on a sample of four days during every 12-month period, and must include the following information:
 - a. The number of parking spaces and the amount of net building area on the site.
 - b. A description of how the parking spaces were used in the following categories. Percentage of parking used for:
 - (1) Short-term (less than 4 hours);
 - (2) Long-term daily (four or more hours);
 - (3) Average number of monthly permits issued (other than carpool), and
 - (4) Number of signed monthly Carpool stalls in the facility.
 - c. Rate schedule for:
 - (1) Hourly parking;
 - (2) Daily Maximum Rate;
 - (3) Evening Parking;
 - (4) Weekend Parking;
 - (5) Monthly parking; and
 - (6) Carpool parking
 - d. The hours of operation on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.
6. Changes from one type of parking to another.
 - a. Changes from one type of parking to another are processed as if they were new parking. For example, changing Growth Parking to Preservation Parking requires a Central City Parking Review.
 - b. 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.

Attachment A 5

**Old Town Community Association
Land Use and Transportation Committee
Agenda
October 17, 2019
220 Building, 220 NW 2nd, First Floor
Conference Room**

1. Michael Jacobs of Portland Bureau of Transportation Smart Park - Operation of Naito Davis Garage. [Here are stats on the Naito Davis Garage \(link\)](#).

<https://app.box.com/s/5p0bpy9igm5xricad1wpvjwkjhq0rtkx>

Attachment A

6

<https://app.box.com/s/5p0bpy9igm5xricad1wpvjwkjhq0rtkx>



SmartPark Naito & Davis SmartPark Garage

Stats for August 2019

Total Capacity: 408 Parking Stalls	August 2019	FY 2018-2019 Average
Average Peak Time Weekday Occupancy:	93%	92%
Average Peak Time Weekend Occupancy:	77%	
Highest Weekday Average Peak Time Occupancy:	Tuesdays – 101%	
Peak Time of Day (range)	1100 – 1345	
Transient¹ Parking		
Number of Transient Transactions:	13,370	12,840
Short term ² parking as a % of all transient parking:	42%	
Short term average stay:	2.41 hours	2.20 hours
Long term ³ average stay:	9.17 hours	
MONTHLY PARKING CONTRACTS		
Carpool Permits	20	
Monthly General Access Permits	164	
Building Tenants	2	
Swing Shift	2	
Reduced Rate Swing Shift	5	
Anticipated Impacts on the Naito & Davis Garage		
Reduction in Monthly General Access Permits Q1-Q2 2020	114	
Rate Adjustments to manage occupancy		

SmartPark Mission

Our mission is to support the economic viability of the Central City by providing an affordable system of parking garages which primarily meets the short-term needs of shoppers, visitors and business clients and by investing in other Central City transportation improvements.

Presentation with links at
pdxcaringcommunity.com/parking-2019

Ruth Ann Barrett, October 17, Update
PDXdowntowner.com