

MILWAUKIE TSP UPDATE

Downtown Parking
Workshop #2 – May 31
5:30pm – 7:30pm

MEETING NOTES

PURPOSE

Discuss policies to guide long-term planning for downtown parking.

- The City's role in providing for parking.
- Strategy for replacing parking over the long term as surface lots are developed.
- Strategy for planning and funding public parking facilities.

SCHEDULE

5:30	Welcome and Introductions	Katie Mangle
	Downtown Parking and the TSP	
5:45	Summary of April 12 Meeting	Rick Williams
6:00	Review and Discussion of Consultant's Recommended Actions	Rick Williams and Participants
7:15	Wrap-up and next steps	Katie Mangle
7:30	Close	

I. Summary of TSP Parking Workshop #1 (April 12, 2007)

Katie Mangle welcomed participants and led the group in introductions. She reminded the group that parking is not usually included in a city's TSP, but that Milwaukie is including it because of the importance of managing downtown parking to the community.

Rick Williams summarized the April 12 meeting including the 2003 parking management study.

Consensus items from April 12 Forum

- Support for adopting the key elements of the 2003 Parking Management Study in the 2008 Transportation System Plan, with updates to address current issues.
- Support for implementing changes to manage the parking system according to the Guiding Principles. Proposed changes include:
 - Enforce the "moving to evade" ordinance more rigorously to get employees out of customer parking spaces.
 - Improve/streamline the employee permit process.
 - Enhance communications about the availability and cost of employee parking.
 - Consider "tiered pricing" in lots to encourage more use/sales.

- Engage owners of private parking facilities (with demonstrated availability) to provide employee parking.
- Standardize on-street parking for short-term parking (4 hours or less).
- Allow employee parking by permit in underutilized east/west streets.

Items needing more discussion

- More discussion is needed regarding the following aspects of the parking system:
 - Residential parking in downtown zones (outside of the Downtown Residential zone.)
 - Creating a new Residential Permit zone for the neighborhoods east of downtown.
 - How to manage attrition of surface parking lots.

II. Key Elements of 2003 Parking Management Study

- Established consensus based Guiding Principles for Parking Management
- Strategies to manage supply efficiently and to maximum potential
- Policy direction to manage supply to assure priority uses are accommodated (i.e., customer/visitor parking as City's primary role on public facilities)
- Direction to balance parking and other access modes (i.e. transit, bike, walk) in order to achieve a higher percentage transition of employees to non-auto modes.
- Endorsement of 85% Rule "trigger" as means to provide for informed and strategic decision-making.
- Future actions to implement residential permit program(s) in adjacent neighborhoods.
- Plan for and guide future parking supply.

III. Refinements Needed to 2003 Parking Management Plan

- Clear statement about the ongoing and future role of the City in the provision of parking, particularly off-street.
- Recommendations for new parking development standards for commercial development.
- Recommendations for new parking development standards for residential development in the downtown (i.e., commercial area of downtown).
- Recommended format for establishing residential permit programs in adjacent neighborhoods.

IV. Existing Development Requirements

Katie summarized the city's existing parking policies.

The City zoning code regulates not only building form and use, but also the amount of parking that can and should be built on a site. With the exception of the Downtown

Storefront Zone, the City's parking requirements for downtown development is currently the same as for other sites in other parts of the city. Some examples of development

- In the Downtown Storefront zone, no off-street parking is required. Parking is allowed, but the applicant determines how much to provide.
- In the other Downtown zones, off-street parking is required. The amount required is determined by the type of use.
 - Applicants are required to provide between 1 and 15 stalls per 1000sf of retail, restaurant or office area.
 - Applicants are required to provide 1.25 stalls per unit of multifamily residential development.

A participant raised questions about current parking regulations and how they are impacting North Main residents.

V. Consultant Recommendations for Consideration

Rick then turned to the consultant recommendations. Rick Williams, the City's parking consultant, presents the following considerations as actions that most directly support the Guiding Principles for Parking Management outlined in the 2003 Parking Plan and Study. These considerations are formulated to address the elements needing further review as summarized in III, above. Edits included below reflect changes suggested by the participants.

a. Role of City in provision of future parking supply.

1. The City of Milwaukie will prioritize the on-street parking system for customer/visitor use. The City will state clearly that the on-street system is not intended for employee parking.
2. To provide support for existing downtown ~~businesses and their customers buildings (commercial and residential)~~, the City will adopt a policy to make attempts to accommodate users of stalls now in City off-street lots. The City will continue this practice as long as off-street surface spaces are available. Over time, the City envisions that these lots will redevelop and city-owned or leased lots will gradually disappear.
3. The City supports the provision of future structured public parking facilities for visitor and employee parking. The City supports moving forward with development of public structured parking as funding is identified through community discussions.
4. Future City facilities (owned or leased) will be managed using the 85% Rule. This means that as demand for parking increases, the City will manage its parking stalls, parking permits and rates to assure that the Guiding Principles for parking established in the 2003 Plan are supported.
5. The City ~~expects the private sector to hold a greater role and responsibility in transitioning~~ will support downtown businesses in transitioning more downtown employees into alternative modes (i.e., transit, bike, walk, rideshare) through business-based programs and incentives. This will ensure that parking constructed by the City in the

future serves customer/visitor access in the downtown at the highest level of efficiency and cost effectiveness.

These policy positions infer that, in the future, new development will be responsible for assuring that employee and resident access to a site is the responsibility of the private development (balanced with the availability and encouragement of other modes of access).

6. While transit park and ride ~~facilities-structures~~ are discouraged downtown, the City may allow for the provision of such should it to lead to future control/ownership of the facility by the City for public parking to serve downtown under the principles of this plan.

b. Recommendations for new parking development standards for commercial development in the study zone.

Currently, parking standards for new development within the downtown parking study area are varied. Different business uses have minimum parking development ratios that range from 0 stalls/1,000 SF (in Storefront zone) to 15 stalls per 1,000 SF (commercial/retail) across approximately 59 use categories. Actual parking demand numbers from the 2002 study are found in the table below. Data derived from the study indicate that demand for parking is fairly evenly distributed between different land use types and not representative of the multiple parking standards currently in place in the City code.

The 2003 utilization study and the subsequent 2006 update indicates that parking demand in the downtown ranges between 1.9 stalls per 1,000 SF (2002) to 2.14 stalls per 1,000 SF. This demand range encompassed nearly every use currently outlined in the existing parking standards in the City code (i.e., 59 different uses).

Given this, it is recommended that:

- The City aggressively control and manage the on-street system to assure customer parking is prioritized as outlined in V.a, above.
- The City amend the Code to eliminate minimum parking ratios for commercial/retail uses in Downtown zones.
- The City change the Code to establish a maximum parking ratio of 2.5 stalls per 1,000 SF for all commercial uses within the Downtown zones that include office, retail, personal service, restaurant, auto use, government, bowling, church, fraternal organization, gym and funeral home found in the current code.
- This maximum would be in place for parking in surface lots. There would be no maximum parking ratio for parking provided in structured stalls that meet the City's development standards and design guidelines.

Table 1: Downtown Milwaukie, OR - Actual Parking Demand

Land Use	Size* (KSF)**	Parking Demand (Vehicles)	Demand Rate (Vehicles/KSF)
Office	161.47	291	1.8
Retail	45.30	86	1.9
Personal Service	10.56	28	2.7
Restaurant	38.97	63	1.6
Auto Use	20.99	16	0.8
Residential	10 units	8	0.8
Government	23.06	39	1.7
Theater	4 screens	0	0.0
Bowling	4.71	4	0.8
Church	9.12	1	0.1
Fraternal Organization	11.85	2	0.2
Gym	8.02	8	1.0
Funeral Home	7.62	4	0.5
Park-and-Ride	-	110	-
Total	341.67	660	1.9

* City of Milwaukie Land Use Inventory, 2002

** KSF = 1000 square feet of floor area

▲ System peak hour is from 11:00 a.m. to 12:00 p.m. Demand numbers reflect demand during this peak hour.

c. Recommendations for new parking development standards for residential development in the study zone.

Given that the on-street system in the downtown is prioritized for customer/visitor use, the vision to bring greater levels of new residential development (over retail) to the downtown will create potential conflicts for access to on-street parking. To mitigate this and assure that (a) residential parking is available in the downtown and (b) on-street parking remains available to customers/visitors, the following is recommended:

- Establish a minimum per unit parking requirement of 1.00 per unit
- Establish a maximum per unit parking requirement of 2.0 per unit
- These maximums would be in place for parking in surface lots. There would be no maximum parking requirement for parking provided in structured stalls that meet City's development standards and design guidelines.
- Where parking is required, establish a ~~Fee in Lieu program~~ TMP requirement to accommodate residential developments that cannot incorporate parking into development sites (i.e., for reasons of site size, geometries, etc.).
 - Prohibit creation of a residential permit parking zone on-street within the downtown parking management zone.

d. Residential permit zone(s) in neighborhoods adjacent to the downtown parking management zone.

As downtown grows and land uses intensify, conflicts for parking in residential neighborhoods adjacent to the downtown will likely occur as downtown uses attempt to spill over in the residential areas. In response, it is recommended that the City initiate residential parking zones (RPZ's) at the request of affected neighborhoods. To facilitate such a process it is recommended that the City adopt the following process for establishing an RPZ:

- Affected neighborhoods, coordinated through neighborhood district associations (NDAs), petition the City for creation of an RPZ by formally polling affected residents within a boundary.
- If 51% of affected residents within a boundary poll in favor of an RPZ, the City would then move to implement a permit program.
- At that time, a formal RPZ boundary would be established and any parking between the hours of 7:00 a.m. and 6:00 p.m. (Monday – Friday) would be limited to two hours unless by displayed permit. This would be posted by signage and enforced through code enforcement.
- Permits would only be available to residents with address in the zone and only to vehicle license numbers with addresses in the zone.
- A “guest pass” program would be established to accommodate visitors to residential properties within the zone.
- A system for determining cost to the city and the neighborhoods would be established prior to implementing the program. Costs include creation and replacement of signage, permit creation and processing, and enforcement.

In addition to specific changes noted above, the group noted the following:

- Parking policies need to protect existing businesses in Milwaukie today, but also the existing buildings (respect past investment choices).
- There is an existing problem with North Main development because there was no policy in place when development occurred and now the city is restricting overnight parking.
- City should consider shared parking between library and residential development. Clarify that the city’s parking management policies aren’t meant to apply to the Library parking lot.
- As the City considers changing the parking requirements in the code, need to understand how the parking policies will influence developers’ decisions.
- The group thought a fee-in-lieu program would encourage development without appropriate parking and that a program that required developers of constrained sites to show an appropriate parking management plan would be preferable.

Katie told the group that she would circulate recommendations and the draft Parking chapter by email for review and thanked participants for their help in developing parking recommendations for the TSP.