

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING A ) ORDINANCE NO 99-807A  
METRO PARKING POLICY AND )  
AMENDING CHAPTER 2.14 OF THE ) Introduced by Councilor Park  
METRO CODE )

WHEREAS, Metro owns and operates parking lots and structures throughout the Metro region related to the use of its regional facilities, and is planning significant additions or modifications to parking at EXPO, the Oregon Convention Center, and several parks facilities; and

WHEREAS, Existing policy is insufficient to guide the operation of current and future parking lots and structures; and

WHEREAS, Metro uses parking to benefit its regional facilities and assist the public in reaching, and obtaining maximum benefit from, those facilities; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. Metro Code Chapter 2.14 Title is amended to read:

FACILITY-RELATED PARKING POLICY AND REGULATIONS

SECTION 2. Metro Code Section 2.14.010 is amended to read:

2.14.010 Purpose and Policy

The purpose of this chapter is to give policy direction as to the use and regulation of parking lots and structures at Metro regional facilities.

It is the policy of Metro to obtain maximum use of its regional facilities by assisting the public and Metro employees to gain access to, and use of those facilities, consistent with their planned use and with other region-wide Metro policies and objectives.

Parking is an integral part of the regional facility that enables the facility to fulfill its mission and objectives. The administration of parking lots and structures is carried out as part of the administration of the facility.

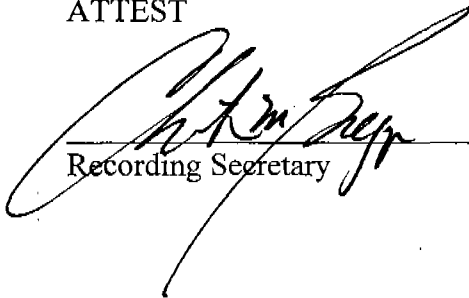
Parking lots and structures are for the use of the visitors to the facility, and Metro employees and staff assigned to the facilities. Metro may assist employees in gaining access to its regional facilities in a manner that promotes alternatives to the use of single occupancy motor vehicles.

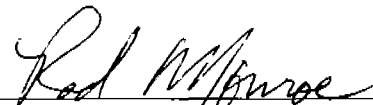
Parking lots and structures may be operated in an entrepreneurial manner that generates revenues for Metro and its facilities.

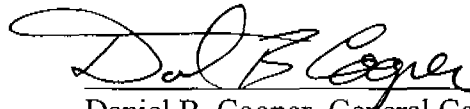
Metro will work with appropriate local jurisdictions, to ensure that design and operation of its parking lots and structures is consistent with this parking policy.

ADOPTED by the Metro Council this 1st day of July 1999.

ATTEST

  
Recording Secretary

  
Rod Monroe, Presiding Officer  
Approved as to Form:

  
Daniel B. Cooper, General Counsel

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WHEREAS, Existing policy is insufficient to guide the operation of current and future parking lots and structures; and

WHEREAS, Metro uses parking to benefit its regional facilities and assist the public in reaching, and obtaining maximum benefit from, those facilities; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. Metro Code Chapter 2.14 Title is amended to read:

FACILITY-RELATED PARKING POLICY AND REGULATIONS

SECTION 2. Metro Code Section 2.14.010 is amended to read:

2.14.010 Purpose and Policy

The purpose of this chapter is to ~~provide for regulations governing the use of Metro parking lots and controlling the parking of automobiles on Metro facilities.~~ give policy direction as to the use and regulation of parking lots and structures at Metro regional facilities.

It is the policy of Metro to obtain maximum use of its regional facilities by assisting the public and Metro employees to gain access to, and use of those facilities, consistent with their planned use and with other region-wide Metro policies and objectives.

Parking is an integral part of the regional facility that enables the facility to fulfill its mission and objectives. The administration of parking lots and structures is carried out as part of the administration of the facility.

Parking lots and structures are for the use of the visitors to the facility, and Metro employees and staff assigned to the facilities. Metro may assist employees in gaining access to its regional facilities in a manner that promotes alternatives to the use of single occupancy motor vehicles.

Parking lots and structures may be operated in an entrepreneurial manner that generates revenues for Metro and its facilities.

Metro will work with appropriate local jurisdictions, to ensure that design and operation of its parking lots and structures is consistent with this parking policy.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 1999.

\_\_\_\_\_  
Rod Monroe, Presiding Officer

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

## **METRO OPERATIONS COMMITTEE REPORT**

CONSIDERATION OF ORDINANCE NO. 99-807A, FOR THE PURPOSE OF CREATING A METRO PARKING POLICY AND AMENDING CHAPTER 2.14 OF THE METRO CODE.

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Date: June 14, 1999

Presented by: Councilor Park

**Committee Action:** At its June 9, 1999 meeting, the Metro Operations Committee voted 2-1 to recommend Council adoption of Ordinance No. 99-807A. Voting in favor: Councilors Kvistad and Washington. Voting no: Councilor Atherton.

**Council Issues/Discussion:** Councilor Kvistad moved to substitute an A version of the ordinance which had been introduced by Councilor Park. After the unanimous agreement to accept the substitute, Councilor Park spoke to the ordinance. The ordinance was created to create a broader policy context for the use of Metro parking facilities than currently exists. It amends current Metro code that only speaks to parking regulations at this time. The new policy is a general statement, meant to cover all facilities, and stating that the primary use of parking structure and lots is to serve the mission and operation of the Metro regional facility of which it is a part. Councilor Park noted new parking lots and structures were coming on line at Expo, Oregon Convention Center and at various parks.

Jeff Boley, president of the Arlington Heights Neighborhood Association testified during the public testimony period. He felt that parking policy should limit the need for parking by encouraging the use of public transit, and he submitted written amendments to support that point of view.

Eric Hoffman spoke on behalf of the Southwest Hills Neighborhood Association. His neighborhood association had worked closely with the Zoo to monitor traffic and other issues, and it opposed using the Zoo parking lot as a park-and-ride. He felt the proposed ordinance was consistent with the position of his neighborhood association. He said that if other uses were allowed for the parking lot (i.e. park-and-ride), this created a situation where a greater likelihood would be created for Zoo, World Forestry and eventually Children's Museum patrons to park on neighborhood streets.

Mark Reed of the World Forestry Center supported the proposed policy.

An amendment proposed by councilor Atherton to delete a clause in the fourth paragraph of the proposed policy failed. The clause stated that the parking lots and structures were (also) for the use of Metro Employees and staff assigned to the facilities. Councilor Atherton had been suggesting that Zoo staff be required to pay to park at the Zoo, to which Councilor Kvistad strenuously objected. The Zoo director pointed out that Zoo staff only had use of an auxiliary gravel lot, and that the Zoo strongly encouraged the use of transit for its employees.

## STAFF REPORT

### FOR THE PURPOSE OF CREATING A METRO PARKING POLICY AND AMENDING CHAPTER 2.14 OF THE METRO CODE

May 7, 1999

Prepared by: Michael Morrissey

#### **Proposed Action**

Ordinance 99-807 creates a comprehensive policy statement guiding the creation and operation of parking, and transit and transportation related support; and modifies existing Metro code chapter 2.14, which currently applies only to parking regulations.

#### **Background and Analysis**

Metro owns and operates many facilities throughout the region. It endeavors to operate these facilities in a manner that allows users of the facilities, and staff who operate the facilities, to get to and from, and remain at the facility in an efficient manner. Chapter 2.14 of the Metro Code, Parking Regulations, focuses on the regulation of parking in Metro facilities. However, there is no stated policy that guides the construction, maintenance and use of parking facilities, nor which guides transportation considerations to and from the facility, other than on a case-by case basis. An explicit policy would help the agency, and the public understand the prioritized purposes for which parking is made available.

Parking--Metro owns and operates facilities pertaining to Metro's operation of its various programs in solid waste, parks, Zoo, MERC, and central operations. Each of these facilities has parking available, in varying quantities and configurations. If Metro adds or modifies parking, it must, at a minimum, comply with local jurisdiction requirements based on facility size, use and level of use. Consultants are also called in to assist with the design of parking. However, no Metro policy guides parking construction or use related to the purpose and operation of the facility, the benefit to the public or employees or related to other Metro policies.

Transportation and Transit—Metro has an interest in assuring that the public and employees can adequately get to and from a facility by helping to ensure adequate transportation facilities, e.g. roads, streets and driveways, and helping to provide transit options as well. Examples include advocacy for the Max stop at the Oregon Zoo, which in a recent sample was used by 30% of Zoo attendees. Another example is Metro's Transportation Demand Management Program (TDM) that helps provide incentives for employees to carpool, use bike, transit or walk to work as an alternative to use of a single-occupant automobile. It also reduces the need for parking.

Considerations involving the use of the parking lot which the Zoo shares with the City of Portland and the World Forestry Center, have raised several questions, including whether paid parking should be instituted at the Zoo, and whether residents and/or commuters could use that parking lot for non-zoo related purposes. Inadequate Metro policy has hindered solutions to these discussions.

### **Proposed solution**

Amend Metro Code to enlarge the purpose of Chapter 2.14 Parking Regulations. The new purpose should state that parking transit and transportation capabilities exist to assist the public and employees to access Metro facilities in an efficient manner, consistent with the planned use for the facility, and consistent with other region-wide Metro objectives.

Key concepts to be integrated into the policy:

- parking is a resource that assists the facility fulfill its mission and objectives
- parking may be operated in an entrepreneurial manner that generates revenues for the facility, when appropriate.
- parking will be created and managed consistent with local code and Metro transportation and growth management policies.
- transportation and transit (streets, intersections, bus access, etc.) improvements will be sought to the extent that they improve access to the facility and assist the facility reach its objectives.
- Metro will design facilities, support transit and transportation options and assist employees with transit options, to reduce parking demand and reliance on single occupancy vehicle transportation.

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WHEREAS, Metro owns and operates parking lots and structures throughout the Metro region related to the use of its facilities, and is planning significant additions or modifications to parking at EXPO, the Oregon Convention Center, and several parks facilities; and

WHEREAS, Existing policy is insufficient to guide the operation of current and future facilities; and

WHEREAS, Metro desires to utilize parking to benefit Metro facilities and assist the public in reaching, and obtaining maximum benefit from, those facilities; and

WHEREAS, Metro plans and advocates for appropriate transportation and transit in order to help the public reach and gain maximum enjoyment or use of Metro facilities; and

WHEREAS, Metro desires to support transit options in gaining use of its facilities for the public and Metro employees; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. Metro Code Chapter 2.14 Title is amended to read:

FACILITY-RELATED PARKING, TRANSPORTATION AND TRANSIT POLICY  
AND REGULATIONS

SECTION 2. Metro Code Section 2.14.010 is amended to read:

2.14.010 Purpose and Policy

The purpose of this chapter is to ~~provide for regulations governing the use of Metro parking lots and controlling the parking of automobiles on Metro facilities~~ guide the creation, regulation, maintenance and use of parking and parking structures at Metro facilities. It is also to guide the development of transit and transportation in support of those facilities.



It is the policy of Metro to obtain the fullest use of its facilities by assisting the public and Metro employees in gaining access to those facilities, consistent with their planned use, and consistent with other region-wide Metro policies and objectives.

Transportation and transit: Metro will design facilities and work with appropriate local jurisdictions to ensure that users of its facilities have adequate access to and from the facilities. This section applies to design and capacity of roads and highways, as well as provision for adequate transit choices.

Parking: parking is a resource that assists the facility to fulfill its mission and objectives. Where appropriate, parking may be operated in an entrepreneurial manner that generates revenues for Metro and its facilities. Parking will be created and managed consistent with local code and Metro transportation and growth management policies.

Employee assistance: Metro will assist employees in gaining access to its facilities in a manner that is alternative to the use of single-occupancy vehicles.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 1999.

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Rod Monroe, Presiding Officer

APPROVED AS TO FORM:

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Daniel B. Cooper, General Counsel