



# Lake Grove Village Center Parking Management Plan

## Technical Advisory Committee (TAC) Meeting #1 Summary

Tuesday, April 14, 2015

1:30 PM – 3:30 PM

Location: City of Lake Oswego Council Chambers

### Attendees:

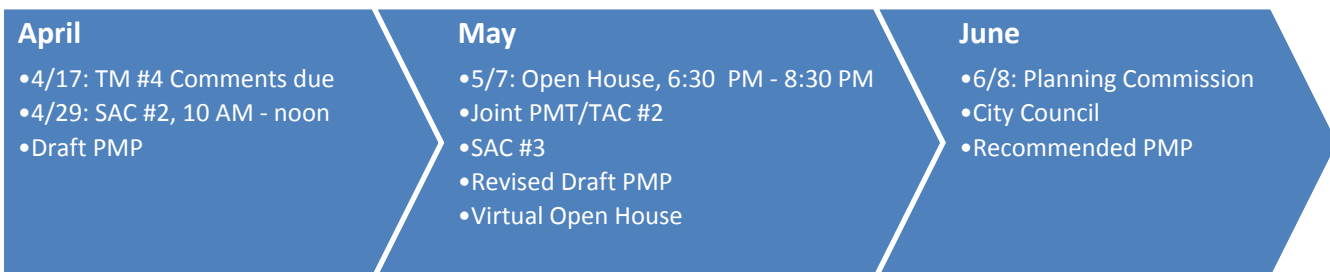
Jordan Wheeler (City)	Gail Curtis (ODOT)	Rick Williams (RWC)
Johanna Hastay (City)	Scott Harmon (DEA)	Cathy Corliss (APG)
Sid Sin (City)	Angela Rogge (DEA)	Andrew Parish (APG)
Amanda Owings (City)	KC Cooper (DEA)	

### Project Overview and Introductions

Scott Harmon (DEA) opened the meeting by giving a short introduction about the project and background. All in attendance introduced themselves. Cathy Corliss (APG) introduced Andrew Parish (APG) as who will take her place at upcoming meetings should she be unable to attend. Scott then requested comments on Tech Memo #4 be submitted by Friday, April 17<sup>th</sup>.

### Schedule

Scott Harmon explained what work has been done thus far and the next steps, including upcoming project milestones and how to transition from the Planning Commission meeting to the City Council meeting. There will be minimal time between the Planning Commission and the City Council meetings for revisions, due to the need to finish the project in June. One option is to present outcome “bullet points” from Planning Commission meeting at the City Council meeting.



### Draft Memo #4: Parking Management Strategies

Draft Memo #4 was organized by four distinct types of parking management solutions: Code, Parking Management (City and Business), Alternative Travel Modes and Capacity. The intent was to walk through each possible strategy and comment on, the opportunities and barriers associated with each, and feasibility.

#### Code

Cathy Corliss led the discussion on the Code. The following comments were made:

- Code-1: Reduce parking minimums and maximums for office use
  - Recommend a specific target (2.7 spaces/1,000 SF)
  - Change would make consistent with Metro
  - Only applicable within the LGVC



- Code-2: Provide reductions to parking minimums that benefit small sites
  - Assumes parking structure in the future
  - May not make sense with Code-1
- Code-3: Expand locations where off-street parking can be located to 1000 feet
  - Current language is not clear
  - The map/figure currently in the code should be removed (confusing)
  - Should be considered with future public parking
  - Change to anywhere in district?
- Code-4: Allow cross-access easement to count as “hardscape” for landscape
  - Formalizes pedestrian-made pathways
  - Eventually, want sidewalk only to facilitate role of access for pedestrians
  - Places circulation concerns over capacity
  - Potential to add language to allow adjacent lots to share a buffer (double count)
- Code-7: Delete “Special Street Setback” requirement
  - Change “adoption” to “construction” or “completion”
- Code-8: Better enable shared parking by allowing long-term leases
  - Remove permanent easements and consider leases
  - Tie duration of lease into date of a potential parking facility
- Code-9: On-street parking opportunities through fee-in-lieu
  - Parking benefit district should be in place first

### ***Parking Management***

Angela Rogge led the discussion on Parking Management solutions specific to Businesses and Scott Harmon led the discussion specific to the City. The following comments were made:

- PM-1: Establish TMA
  - Rick Williams explained how Oregon City and Lloyd District operate
  - Idea is to make it so the City doesn’t have to manage the businesses parking
  - Potential for funding from Metro – review the Oregon City Model
- PM-2b: Preferential parking for carpools
  - Already exists ✓ (will update matrix to indicate strategies already in use)
- PM-2e: Alternative work schedules
  - Keep as a recommended option, but indicate for office use
- PM-6: Determine desired use for on-street parking
  - May want to have different uses
  - Near Lake Grove Shopping Center: encourage turnover
  - Near office use: on-street serve as long-term parking
- PM-10: Establish residential permit program
  - Would require additional enforcement, administration, management and costs
  - Angela noted that this may not make sense now, but could in the future if parking spills into the neighborhoods
  - Change to “challenging”
  - Link to PM-11 and PM-13

### ***Capacity and Alternative Travel Modes***

The group ran out of time, but was able to have a short discussion about potential sites for public parking. A northern site still needs to be chosen. It was mentioned that the parking layouts in the Tech Memo Appendix need to be quality checked against the City’s standards for buffers, etc. The goal for the PMP is to use input from the PMT and SAC to refine a graphical representation of what a parking garage could look like. This graphic could be a collection of static images or a 3-D visualization; the City and ODOT are to provide guidance on building treatments and desired format of graphic.



### **Action Items**

- Update Matrix for SAC with TAC/PMT comments
- Reorganize TM #4 to move Code to end
- Sid to supply “one-page” update of the Boones Ferry Rd Project for the Open House
- Jordan to publicize open house #1, and post strategies by May 4 on the project website.
- Rick Williams to supply “rule of thumb” information for the Open House
- Identify a northern public parking location
- City and ODOT to provide guidance on parking structure treatments/aesthetics for visualization