

MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY BUILDINGSIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

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MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY BUILDINGSIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
Jeff Deiss	2600 SE Clay St, Portland, OR 97214	deissjeff@gmail.com

My name is Richard Lishner. I live at 2545 SE 37th Avenue. Congratulations on your recent elections, re-elections and your continuing public service. Thank you allowing me to speak today.

Enough of the chit-chat. I am an architect and a photographer, and have happily lived my version of the American Dream with my wife and our son for the past 19 years in a 102-year old bungalow half way between Division and Clinton in Southeast Portland.

I am here to argue, shout, plead, and even beg you to do something about these developments. The time for listening, studying, planning and ignoring the parking issue is over. You must act to protect Portland's neighborhoods. There are no more excuses.

You can't keep walking into Ricks and loudly proclaiming that you are "shocked, shocked, shocked" that developers are taking advantage of our city and wishing that something could be done. Disabuse yourselves of the notion that there are two sides of this argument, pluses and minuses, short range hardships vs. long-range goals, blah, blah, blah.

This is not complex. I live half a block from a ticking time bomb, a new apartment building with 81 units and no parking. There is none on this panel, no one in this room, no one in this city, who could allow this to happen without demanding compromise, respect, justice, or at least sanity on this issue. Most observers rightly remark that this situation is so stupid as to defy belief that it is even possible, much less the probable result of your refusal to stop this in it's tracks.

What do you want us to do? This greedy, irresponsible, stupid, uncaring (I'm being polite) developer from Beaverton has refused to even meet with the neighborhood. I testified before the Planning Commission, who tut-tutted and said they were powerless to act or even comment, and yeah 81 units were probably a bit much, and maybe we should look at this in the future, blah, blah, blah. Oh, and isn't it nice about all the new restaurants, etc,etc,etc. Two of the commissioners even had the nerve to make sure that none of these developments were planned near their homes in Northwest, thank God.

My neighbors know that development is coming that it is here, that change is coming, and that we are going to have many new neighbors in apartments on Division. The compromise I am seeking is right there in your planner's paring study. I could quibble about their parking counts, which require New Yorker parking expertise, or their definition about parking utilization, which requires 85% capacity before we even discuss somewhere having a parking problem.

Yet your own planners conclude:

1. Most apartment residents will own cars. Even though a laudable percentage will bike or take the #4 bus to work, their cars will not somehow magically disappear from our streets during the workday or at night. The survey of the new building on 38th found 23 cars for 23 units.

2. Planning scenarios show that a 25% parking ratio, just one space per four units, would not cost the developers any appreciable building costs, and would still allow a development to pencil out.
3. A 25% ratio would not appreciably raise rents for workforce housing beyond the range that landlords are already willing to charge.

The answer is a moratorium on all apartment construction in these corridors without achieving a minimum 25% parking ratio. Do not wait for the new Portland Plan. You are planning while PORTLAND BURNS. Most of these projects will be finished before the new plan is in place. The developers are laughing at us and at you. Whose side are you on?

“We can’t stop them.” Why not? You are our leaders, you have the lawyers. Admit the planning mistakes, the unforeseen consequences, and lead. Delay, delay, delay, and force this developer to compromise. You don’t want to hurt construction? In the middle of a depression there are a dozen of these projects proceeding, and you don’t think that there are responsible developers ready to live with sustainable and sane rules? Stop rolling over.

Threaten irresponsible developers with future consequences if they won’t stop. “We are considering a Smart Park Lot on Division, and any building with less than a 25% parking ratio will be hit with so many thousands a space to develop it.” “We will put in a South East Parking Plan that issues neighborhood parking stickers – no parking longer than 2 hours without a sticker, 2 stickers per household at \$50.00 per year, no stickers to any resident in a building with less than 25% parking ratio. That will get his attention.

This developer is laughing at you. He is taking advantage of your refusal to play hard ball to protect the livability of our neighborhood. Many of my friends wonder why I bother coming to these council sessions. I tell them that while it is very difficult to change your minds, that I have seen in the past that sometimes you are searching for public support to get some backbone to do what you know is right.

This is your first test of the new year You k now that I am right, that my compromise is reasonable, that our fight for equity is just. You know that my neighborhood is being raped. WHAT ARE YOU GOING TO DO ABOUT IT?

Respectfully, Richard Lishner

503-231-2463

richarchitect@gmail.com

My name is Richard Lishner. I live at 2545 SE #7th Avenue. Congratulations on your recent elections, re-elections and your continuing public service. Thank you allowing me to speak today.

Enough of the chit-chat. I am an architect and a photographer, and have happily lived my version of the American Dream with my wife and our son for the past 19 years in a 102-year old bungalow half way between Division and Clinton in Southeast Portland.

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Doug Klotz
1908 SE 35th Place
Portland, OR 97214
January 10, 2013

Mayor Hales and Commissioners:

My name is Doug Klotz. I've been working on this stuff for a long time. I co-founded the Willamette Pedestrian Coalition (now Oregon Walks) 20 years ago. I've been on the city's Pedestrian Advisory Committee almost as long. I have learned that the most important factor in choosing walking over driving is the distance you have to travel, and that if things are closer together, people are more likely to walk.

Yesterday we learned that 2012 was the hottest year on record in the US, and 3.2 degrees hotter than the 20th century average. I think most Portlanders realize that the planet is warming and human actions are the cause.

Building a compact city, with higher density corridors and centers where activity is concentrated, is known to reduce energy use and carbon emissions, not only for transportation, but even for space heating. Economic forces have now aligned to produce a bloom of apartments in these corridors.

We need these apartments along Transit Streets to help meet local and state regulations. We need high density along transit streets – to reduce auto travel, and to save everyone money: the city, the residents and Trimet. And right now, in this economy with these regulations, banks are lending and developers are building apartments along Transit Streets.

Because they don't have to provide parking, developers can build these buildings that we need. And, the folks living in these buildings are driving less than their neighbors who live in single family homes. Only 36% commute by auto, vs. 53% for the inner neighborhoods. With parking or without, residents of these buildings drive less than others. The city is achieving reductions in auto travel, which help it comply with the state Transportation Planning Rule, and the city/county Climate Action Plan.

At the same time, it does turn out that many of these residents own cars, and they mostly leave them parked on nearby streets. As you have heard, in most cases there is plenty of room on these streets. But, if neighbors are unhappy with the parking, the sort of permit system laid out by Donald Shoup in Saturday's Op-Ed could be implemented in any area, and any time in the future. Discounted rates for seniors and low income would assure this is affordable for all.

While additional cars at the curb is an inconvenience (and they're in front of my house, too), this seems a very small price to pay for helping slow Global Warming. I can't stress enough that this is what this policy is really about: Reducing auto travel to save the planet. It is indeed disconcerting that Portlanders, renowned for their environmental

awareness, don't make the connection. To slow Global Warming, you have to put up with some cars parked on the street in front of your house, or get a permit. It's that simple.

You have heard from advocates for the disabled, specifically for those that are able to drive cars, and want theirs nearby. It seems reasonable to designate 2 or 3 on-street spaces for the disabled, and perhaps require a loading zone at larger buildings to accommodate taxi and Lift service.

It is also worth noting that some new buildings do have parking. On Division St., 3 of the 7 planned buildings have parking, with 27 spaces for a 55-unit building, and 18 for a 30-unit one. So there are options where parking is available.

If Council decides on tweaking the regulations with a few required on-site parking spaces, it should keep the numbers at a minimum. Commissioner Fritz's idea of only requiring them at residential-only buildings is a good one. It is worth remembering that each space that is built raises the price of the building and the rents for all tenants, reduces the number of units possible, reduces the number of built-in customers for local businesses and reduces the number of likely nearby riders for Trimet.

So, I recommend that any "tweaks" to the regulations be very minor. The city should take advantage of the desirable effects of these new buildings, and manage the street parking demand with permits.

January 10, 2013

Good Afternoon Mayor and Commissioners

My name is Mary Ann Schwab, Inner-Southeast Sunnyside Resident 40-years

RE: New Apartments and Parking

Ultimately [in-fill] condo sites within 500 feet of frequently operating transit service were exempt from providing on-site parking. (Frequently operating transit service is defined as MAX, streetcar or bus service that occurs at least every 20 minutes during morning and evening commute hours). These no on-site parking zones designations and associated parking exemptions were applied in the early 1990's. Currently, are generally applied on streets that have frequent transit service, access to daily services and high walkability. (#6 Frequently Asked Questions memo for new apartments and parking attached.)

As a senior citizen, who may be downsizing, I see broader related issues -- such as immediate impacts on classroom sizes, inner-southeast neighborhoods lack of parks, need for safe crosswalks for pedestrians' young and old. We must address tenants' need for reserved on-street parking for TriMet lift services, postal delivers, meals-on-wheels, drop off children for music lessons, assistance with homework, FedEx monthly medications, Grocery delivers necessary in future multi-generational condos.

I remain hopeful Developers first review Kurt Schultz, SERA Architects blue prints for 77-condos at SE 26th and Hawthorne. He called the style "streetcar apartments" based on the apartments built in the early part of the century along the old trolley lines. Did I fail to mention, this Developer first met with the neighbors to review the foot-print, reported number of on-site parking spaces in addition to space for on-site lockable bike storage, workshop for bike repairs, as well as an activity room to schedule after school Cub Scouts, Girl Scouts, birthday parties, family reunions, and tenant potlucks... ?

As for the next step returning "no apartment parking issue" will be reviewed by the Planning and Sustainability Commissioners -- trust me, I will be in attendance. Then late spring flips back to City Council for review prior to when approved within the Comp Plan 2035.

Prior to voting I trust the new City Council continue to ask -- Who really benefits? The Investors -- or -- the Tenants...? I am requesting boarder consideration of where and how exceptions to minimum parking requirements are applied. And remain hopeful BDS planning staff be out front in these issues for tenants that choose not to own a car.

Frequently Asked Questions memo for new apartments and parking

6. Why is no on-site parking required for these apartment projects?

Oregon's Transportation Planning Rule (TPR) adopted in 1991 and related Metro requirements restrict the amount of parking that may be provided in local cities. The TPR seeks to "promote the development of safe, convenient and economic transportation systems" designed to reduce reliance on the automobile. A core element of the TPR is a requirement for metropolitan areas to reduce parking spaces by 10 percent. These reductions may be accomplished through restrictions on the development of new parking spaces and/or requirements that existing parking spaces redevelop as other non-parking uses. Metro ensures that local jurisdictions, including Portland, implement the TPR requirements and has applied further restrictions on the number of parking spaces cities in the metro-region may require. Portland's Transportation Bureau explored a number of different alternatives to meet the Oregon TPR and Metro requirements as part of the 2002 Transportation System Plan. These alternatives included reducing parking requirements throughout Portland and reducing requirements within a quarter mile of transit service.

Project advisory committee members, the Planning Commission and community members provided feedback on the various alternatives. Ultimately sites within 500 feet of frequently operating transit service were exempt from providing on-site parking. (Frequently operating transit service is defined as MAX, streetcar or bus service that occurs at least every 20 minutes during morning and evening commute hours). These parking exemptions are also reflected through Portland zoning requirements. Residential development is allowed in all of Portland's commercial zones as well as in the Central Employment (EX) zone. Many commercial zones in Portland do not require on-site parking including the Storefront Commercial (CS on-site parking including the Storefront Commercial (CS), Mixed Commercial/Residential (CM) and Central Commercial (CX) zones. These zones are generally applied on streets that have frequent transit service, access to daily services and high walkability. These zoning designations and associated parking exemptions were applied in the early 1990's.

Mary Ann Schwab, Sunnyside Resident
No Apartment Parking Task Force member
January 10, 2013

2012 shattered heat record *Oregonian* by unprecedented full degree 1-9-13

By **SETH BORENSTEIN**
THE ASSOCIATED PRESS

WASHINGTON — America set an off-the-charts heat record in 2012.

A brutal combination of a widespread drought and a mostly absent winter pushed the average annual U.S. temperature last year up to 55.32 degrees Fahrenheit, the government announced Tuesday. That's a full degree higher than the old record set in 1998.

Breaking temperature records by an entire degree is unprecedented, scientists say. Normally, records are broken by a tenth of a degree or so.

"It was off the chart," said Deke Arndt, head of climate monitoring at the National Climatic Data Center in Asheville, N.C., which calculated the temperature records.

Last year, he said, will go down as "a huge exclamation point at the end of a couple decades of warming."

The data center's figures for the world come out next week, but through the first 11 months of 2012, the planet was on pace to have its eighth warmest year on record.

In the Northwest

Oregon, Washington and Georgia were the only three states in the contiguous United States last year with annual average temperatures below their 10 warmest in 118 years of record keeping — Oregon at 12th warmest and Washington at 30th warmest.

It was also the 15th-driest year on record, with summer drought engulfing nearly two-thirds of the nation. Oregon and Washington were again exceptions. Washington registered its fifth-highest precipitation total; Oregon its 12th.

— *The Oregonian*

Scientists say the U.S. heat is part global warming in action and natural weather variations. The drought that struck almost two-thirds of the nation and a La Niña weather event helped push temperatures higher, along with climate change from man-made greenhouse gas emissions, said Katharine Hayhoe, director of the Climate Science Center at Texas Tech University. She said temperature increases are happening faster than scientists predicted.

"These records do not occur like this in an unchanging climate," said Kevin Trenberth, head of climate analysis at the National Cen-

ter for Atmospheric Research in Boulder, Colo.

Global warming is caused by the burning of fossil fuels — coal, oil and natural gas — which sends heat-trapping gases, such as carbon dioxide, into the air, changing the climate, scientists say.

What's happening with temperatures in the United States is consistent with the long-term pattern of "big heat events that reach into new levels of intensity," Arndt said.

Last year was 3.2 degrees warmer than the average for the entire 20th century. Last July was the hottest month on record. Nineteen states set yearly heat records in 2012.

MARY ANN SCHWABE

1-10-13




MARY ANN SCHWABE

1-10-13



Memorandum

To: Honorable Mayor Hales and City Commissioners
From: Tamara DeRidder -AICP, Chairman, Apartment Parking Task Force(APTF) 
Date: January 9, 2013
Re: Surveyed Response to Apartments with Little or No Off-Street Parking

The Apartment Parking Task Force neighborhood survey received 1,188 respondents on the no parking issue in a 12-day period. Our Task Force was created by the Citywide Land Use Committee to help us better understand the breadth of issues being raised by numerous opposition groups in the community. The survey results have been made available for use by neighborhood groups and the city alike. These results are viewed by the community as a companion document to the BPS Parking Study as it consolidates the list of community concerns and asks for the ranking of these issues by the community. Please take time to review these documents as presented to the Planning and Sustainability Commission on November 13, 2012:

Website: <https://sites.google.com/site/apartmentparkingtaskforce/> Documents:

- | | |
|--|---|
| 1) FinalNeigh.Apt.ParkingSurveyResults - 11112012.docx | 4) Appendix2Q36-Comments 11132012.docx |
| 2) APTF&TDR Memo-PSC11132012.doc | 5) Appendix 3Q37-Comments 11132012.docx |
| 3) Appendix1Q35-Comments 11132012.docx | 6) Appendix4-ZipCode_11122012.xls |

The majority of the survey respondents clearly support earlier and more inclusive public involvement, System Development Charges directed to promote alternative modes of travel, 24-hour transit service, commercial uses in Commercial zones, and architectural standards that minimize the architectural massing of these units where they abut lower density residential uses. The general agreement is that the residents of the apartment developments will still own cars and proceed to park them along the streets throughout the area, whether these streets are already full or not. This concern is proven to be true as the BPS Parking Study reports that over 70% of the units in the apartments with little or no parking own one or more cars. Yet, over half of these residents do not use these vehicles daily to commute.

The APTF applauds the Planning and Sustainability Commission's direction to bring forward interim code revisions to address the most egregious problems being raised. But, care needs to be taken that this 'short-term fix' does not address some of the systemic issues that will require further attention.

Systemic issues include:

- Equity. Housing, access, mobility, and services for the poor, aging, and disabled populations. Many wish to be able to age in place.
- Off-Street and On-Street Parking Coordination. Families, health-challenged, and vehicle-dependent workers are facing imminent problems of being able to safely store their vehicles near their homes. The net effect of these types of apartments may push these populations into the suburbs.

- **Transit – Maintained Service & Increased Hours.** Securing existing or increased frequent service to apartments with little or no parking will be of primary importance to their intended success. Also, 85% of those surveyed agreed that the City needs to actively engage transit agencies, institutions and businesses, such as Industrial Parks, to provide reasonable transit service that includes evening work hours, 8:00 PM – 7:00 AM.
- **Facilities for and Promotion of Single Occupancy Vehicle (SOV) Alternatives.** The coordination of alternatives to SOV and their promotion needs to be lead by the City. Developers and property owners of apartments with little or no parking need to provide adequate storage, parking space for alternative vehicles larger than a typical bicycle, including cargo bikes, bike trailers, and electric mobility such as Hoveround. Car share opportunities and loading space need to be integrated at or near these apartments. Incentives should regularly be used to attract and maintain car-free tenants.

The Neighborhood Centers Policy Expert Group agreed at their December 20th meeting following APTF member testimony that there are policy changes that need to be made to address the issues arising out of this type of development. We now look to you to join us in embracing this community dialogue on this topic.

For some, the proposed fixes may come too late. Lasting damage may already be done. Two of the twenty-two approved apartments with no parking are located outside high frequency corridors. Division Hardware may not be able to stay open for lack of available parking.

Residential apartments have been approved on Fremont and other main street commercial areas.

Thank you for the opportunity to share our concerns with you. I hope that together we can identify opportunities to address and mitigate these important community issues.

Respectfully,

Tamara DeRidder, AICP
 Chairman, Apartment Parking Task Force
 Citywide Land Use Group
SustainableDesign@tdridder.users.panix.com
 503-706-5804

Apartment Parking Task Force participants include:

Tamara DeRidder, AICP -	Linda Nettekoven	Bonny McKnight
Chairman		
Ellen Burr	Doug Klotz	Susan Lindsay
Christine Yun	Terry Parker	Steve Guttman
Mary Ann Schwab	Rueben Deumling	Kevin Campbell
Bob Kellett	Tony Jordan	Maryhelen Kincaid
Allan Field	Tom Melville	Justin Woods - HBA
Cynthia Sulaski	Al Ellis	Jim Karlock
Nate Carter, AIA	Pam Allee	Adrian Baker Campbell
Paul Maresh	Claire Carder	Michelle Thompson

Mayor and Council Members:

I recommend that design review be mandatory for all proposed multifamily projects of more than say, 10 units.

The November 7, 2012 Memo from Chief Planner, Joe Zehnder, noted that in public testimony there was a call for the design review process to be applied more broadly. It would allow for at least an opportunity to address design failures that code compliance alone would not address.

I offer an example from the Sellwood-Moreland neighborhood. The November 7th memo cited a project that was pending approval located on SE Tacoma near SE 17th Avenue; it is for a four story, 46-unit apartment building, with no on-site parking. The front of the building is to be sited on the front property line, just behind the sidewalk. There is no space between the traffic lane and the sidewalk for parking. Any vehicle stopping in front of the proposed apartment building would block the only westbound lane for traffic headed toward the Sellwood Bridge. The developer is not required and does not intend to provide space on the site for unloading passengers or furniture.

The developer's architect has indicated that the building is likely to appeal to be people whose primary means of transportation will be by bicycle. Yet bicycle storage on the ground floor will be very limited. A bike rack will be provided within each unit. This is a building without an elevator. Residents will carry their bicycles up the stairs to the second, third and fourth floor. Does that seem reasonable? I do not think so. Either ground floor bike storage or an elevator would seem to be needed. Neither will be provided and we (the public) have no effective means of bring attention to that failure. I recommend that design review be mandatory for all proposed multifamily projects of more than 10 units.

Note: I am the retired former director of the Portland Multifamily Program Center for HUD. I strongly support well designed and appropriately sited multifamily housing; housing that is a good long-term investment for its owners, and housing that each of us would be proud to call home.

Michael Hayes
8848 SE 11th Avenue
Portland, OR 97202

January 10, 2013

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: Speaking for myself, testimony to the Portland City Council related to new multi-unit apartment complexes being constructed without parking, January 10, 2013.

It is fundamentally wrong for a developer to make a profit on a multi-unit apartment complex with no off-street parking which in turn it creates a neighborhood impact whereby existing households and businesses in the same neighborhood are then required to pay an on-street parking permit fee.

The family car represents the true meaning of freedom and mobility. History clearly demonstrates higher rates of personal mobility significantly contribute to greater economic productivity which in turn generates higher income jobs. Metro's latest study reveals 80 plus percent of trips in Portland are made by car clearly signifying that automobiles are the preferred mode of transport by the citizens of Portland. The Metro survey also found that children are a major travel generator: While a two-person household makes about twice as many trips as a one-person household, a household with two children makes more than three times as many trips per day as a two-person household with no children. Anti-car envirocrats are driving many families to live in the suburbs which also can include longer commutes.

Correspondingly, the City's own survey found that residents of apartments with no-off street parking are not less likely to own a car. Among the residents that responded, the survey found that 72 percent owned cars, and two-thirds of those owners park their car on the street. Moreover, the survey found that 36 percent use a car for a daily commute which means that many of the other cars are stored all day long in front of nearby businesses and homes in neighborhoods that previously had adequate on-street parking. The result is a decrease in the value of these properties thereby creating a transfer of wealth from the existing taxpayers to the developer. Add on a fee based parking permit system for existing residences and business that attempts to ration on-street parking, and again the developer wins while the existing residences and businesses lose. The streets should not be the primary parking place when a car is not in use. Existing residences and businesses should be grandfathered in and not required to pay to park on neighborhood streets when an available on-street parking deficiency is created due to the construction of new multi-unit apartment complex with no off-street parking.

Reliable sources indicate motorists pay somewhere around 90% of roadway infrastructure. In doing so, motorists already pay for the majority of on-street parking they utilize. On the flip side, transit fares only cover about 25% of the operating costs. Passengers on TriMet are receiving a taxpayer funded subsidy of approximately \$7.50 per one-way trip which does not include any of the capital costs. Subsidies for transit are more than 60 cents per passenger mile. There is a lack of equity here. It also needs to be noted the new technologically advanced cars coming off the assembly lines use less energy and produce less emissions per passenger mile than riding transit, even in Portland (*see attached*).

Finally, unlike even the utilities, with no user fees at all assessed on bicycling, bicyclist receive a free lunch as it applies to the dedicated right-of way space and specialized infrastructure they occupy and utilize. To establish equity, fairness and justice; both transit and bicycle infrastructure need to become more financially self-sustainable, paid for with user fees, directly assessed on the transit passengers and adult bicyclists respectively; but also with low income programs for people whom are truly in need. Even though the poverty level in Portland is close to 20%, only about 18% of all households are without a car. For some people, not owning a car is a choice; but for others it is often related to a lack of income. The implication here is that owning a car is an important priority, including for renters and households of low income. Minimal off-street parking – enough to handle all tenant owned vehicles – needs to be required for all new multi-unit new apartment developments, even on so-called frequent service transit routes. The parking mess social engineering has created in Northwest Portland must not be duplicated elsewhere in Portland.

Respectfully submitted, Terry Parker – Citywide Land Use Apartment Parking Task Force member

Other notes: If a proposed \$35.00 arts head tax can raise \$12 million annually, then an annual \$35.00 adult bicycle license and registration fee – better yet, an annual \$50.00 adult bicycle license and registration fee - could easily raise a significant amount of money to pay for bicycle infrastructure without being totally absorbed by administrative costs.

Motorist – Transit Comparison Chart

Mode	Highway	Transit
Subsidy per passenger mile	.06 to .09 cents	60.9 cents
Passenger Miles per Capita (2006)	11,258 (auto)	270
Share of Motorized Passenger Miles per capita (2006)		2.2% Portland
Energy Consumption in BTUs per passenger mile	3,700 All Autos 1,659 Prius	3,444 All Transit 3,008 Portland
Pounds of CO2 per passenger mile	0.58 All Autos 0.26 Prius	0.47 All Transit 0.36 Portland
Improvements in Energy Efficiency 1970 through 2006	27.9% Pass Cars 44.7% Light Trucks	-71.3% Busses -29.1% Light & Heavy Rail
Improvements in Energy Efficiency 1984 through 2006	13.6% Pass Cars 22.7% Light Trucks	-28.1% Busses 08.3% Light & Heavy Rail

In January 2007, the Federal Highway Administration sent Metro the following critical comments about the draft metropolitan transportation plan:

- "It is difficult to find the transportation focus" in the plan. "The current focus is about land use and attaining land use goals through other means, specifically controlling transportation."
- "The plan should allow for highway expansion as a variable alternative. The transportation solution for a large and vibrant metropolitan region like Metro should include additional highway options."
- "The plan should acknowledge that automobiles are the preferred mode of transport by the citizens of Portland – they vote with their cars everyday."

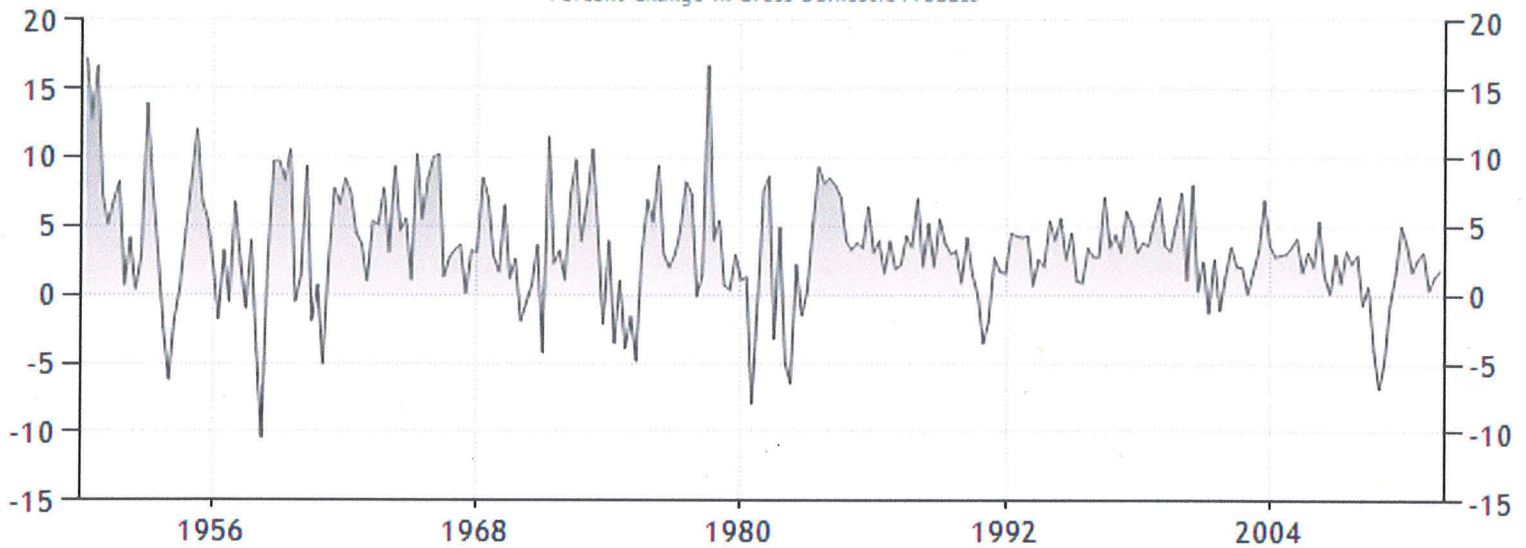
Other Notes:

Prior to 1920 American farmers dedicated as much as a third of their land to pasture for horses and other beasts of burden. Between 1920 & 2003, farmers reduced pasture and grazing lands by 244 million acres – much of it land that was reforested.

Europe's per capita GDP in 2004 was about the same as the US in 1982. Due to anti-mobility taxes, European mobility is more than 50 years behind the US. Per capita auto, bus & rail travel in 2004 were similarly the same as the US in early 1950s. Given the relationship between mobility and incomes, this lack of mobility is likely a major reason why European incomes are over all lower than in the US.

Freight is not carried on transit. Highway capacity improvements also benefit the movement of freight and interstate commerce.

UNITED STATES GDP GROWTH RATE
Percent Change in Gross Domestic Product



SOURCE: WWW.TRADINGECONOMICS.COM | BUREAU OF ECONOMIC ANALYSIS

Other Comments & Point – Counter Point

An economy can not be primarily based on service type jobs. An economy needs industrial components that manufacture products that can be sold to the private sector to be sustainable. Eight to ten percent of the jobs in the US are tied to the auto industry. The auto industry is about the only large scale private sector industrial component that is still doing manufacturing in this country. That is why President Obama supported a bailout. Any reduction in car ownership has a trickle down effect that is reflected in the loss of family wage jobs.

One argumentative question that keeps coming from anti-car advocates is:

“Why should the costs of parking be subsidized by those who choose to live without a car?”

If such a question/statement justifiable:

Then why should the high costs of transit and bicycle infrastructure be subsidized by the people who don't use it?

Both questions/statements use the same line of reasoning.

Parsons, Susan

From: Tamara DeRidder, AICP [SustainableDesign@tdridder.users.panix.com]
Sent: Tuesday, January 08, 2013 4:23 PM
To: Parsons, Susan
Cc: Wickstrom, Matt; Anderson, Susan
Subject: Re: Tentative Recommendations on Issue of Apartments with Little or No Off-Street Parking

Importance: High

Attachments: APTFTent.RecommendationsS.AndersonBPS01082012TDR.pdf



APTFTent.Recom
mendationsS.Ande.

Hi Sue,

In advance of the City Council briefing on Thursday about the new apartments and the parking study please distribute the attached is a letter that I had sent to Susan Anderson regarding the Apartment Parking Task Force recommendations.

Please contact me if you have any questions, 503-706-5804.

My best,

Tamara DeRidder, AICP
Chairman, Apartment Parking Task Force
Citywide Land Use Group

Wickstrom, Matt wrote:

```
> Hi Tamara,  
>  
> About your question concerning whether the letter you wrote to Susan  
> Anderson has been forwarded to City Council, it hasn't yet, but you  
> can take care of that... Send the letter to Sue Parsons who is the  
> Council Clerk. Sue is cc'd on this email. You'll just want to say "in  
> advance of the City Council briefing on Thursday about new apartments  
> and parking..."  
>  
> I hope this helps,  
>  
> Matt  
>  
> //Matt Wickstrom//  
>  
> //SE District Liaison//  
>  
> //City of Portland, Bureau of Planning and Sustainability//  
>  
> //503-823-2834//  
>  
> //matt.wickstrom@portlandoregon.gov//  
> <mailto:matt.wickstrom@portlandoregon.gov>  
>  
> -----  
> --  
>  
> *From:* Tamara DeRidder, AICP  
> [mailto:SustainableDesign@tdridder.users.panix.com]  
> *Sent:* Friday, December 21, 2012 3:43 PM  
> *To:* Anderson, Susan
```


> *Cc:* Zehnder, Joe; Stein, Deborah; Wickstrom, Matt; Scarlett, Paul
> *Subject:* Tentative Recommendations on Issue of Apartments with
> Little or No Off-Street Parking
> *Importance:* High
>
> Dear Ms. Anderson,
>
> Attached you will find a letter that summarizes the Tentative
> Recommendations by the Apartment Parking Task Force for consideration
> in the City of Portland near-term code amendments relating to
> apartments with little or no off-street parking. These are tentative
> recommendations as they are being forwarded to the Citywide Land Use
> Group for review at their next meeting in late January.
>
> The Task Force responded to your November request for us to develop
> our top three recommended code changes by meeting on December 3rd and
> 17th to discuss, debate, and vote on the attached concepts. You will
> find we have included eight recommendations, due to the breadth of the
> issues surrounding this topic. Nonetheless, they have been placed in
> order by the highest percentage approval given by the Task Force members.
>
> Thank you again for your willingness to engage us in this important
> process. It is our hopes that by improving the opportunities for
> communication, addressing the growing need for managed parking, and
> improving strategies for compatible design the neighborhoods and the
> city together can continue to build a vibrant, welcoming community.
>
> My best,
>
> Tamara DeRidder, AICP
> Chairman, Apartment Parking Task Force Citywide Land Use Group
> 503-706-5804
>

December 21, 2012 (reissued January 8, 2013 with minor amendments)

City of Portland
Attn: Susan Anderson, Director BPS
1900 SW Fourth Ave., Suite 7100
Portland, OR 97201
E-mail: Susan.Anderson@portlandoregon.gov

Subject: Tentative Recommendations on Issue of Apartments with Little
or No Off-Street Parking

Dr. Ms. Anderson:

The Apartment Parking Task Force is pleased to submit tentative code change concepts to help address the issues arising from the new apartment infill, as identified in our Neighborhood Apartment Parking Survey (Nov. 13, 2012). These concepts are tentative as they are being forwarded to the Citywide Land Use Group for their review at their meeting in late January of the New Year.

As Chairman of the Apartment Parking Task Force, I want to urge your staff to review the results of our neighborhood survey for insights as we move forward with any short or long term fixes on this issue. The voice of 1,188 respondents can always speak more representatively than the few of us who take on the hard-scrabble task of trying to find a majority opinion out of the many divergent views on this issue in a task force. Our website is: <https://sites.google.com/site/apartmentparkingtaskforce/>

One overarching reality rings true: every neighborhood is different. The one-size fits all code language does little to address the numerous divergent issues impacting each neighborhood area. It is here I wish to appeal to you and your staff to integrate a new methodology into our City of Portland Zoning Code. We are appealing for a methodology where these neighborhood issues can be shared with the Developer AND there is a requirement for the Developer to be responsive to, at the least, the most prominent neighborhood needs.

As an example of this diversity of issues, include the fact that some neighborhoods contain no off-street parking for their low density residential uses. Yet, even with the fact there is already limited on street parking it does nothing to stop a multitude of new apartment developments from being built that provide NO off-street parking. While in another neighborhood a business district supports their 2-story profile 'Main Street' but is struggling with apartment development proposed on commercial property that exceeds 4-stories and provides no commercial use space. These neighborhood complaints have continued to have no effect on the construction being approved.

The Apartment Parking Task Force is recommending the following code amendment concepts for apartment developments outside the Central City District. They are list in order of importance.

1. A tiered parking requirement: 0.5 parking spaces buildings with 20-50 units and 0.75 parking spaces buildings with > 50 units. An exception to these requirements is where a cumulative impact applies, as follows: if there are currently (or under permit) buildings with >75 units w/in 3-block radius, then 0.6 for 20-40 units, and 0.8 for buildings with over 40 units. Developers are allowed to count as parking in these formulas the immediately adjacent on-

street parking spots which have no time limits and no storefront businesses (so, only residential side streets).¹

2. New apartment buildings with greater than 5 units and little² or no off-street parking should include the following provisions for an early notification process to the Neighborhood Association and Business Association:
 - a. Developers are required to provide notification of the development to the Neighborhood Association and Business Association as well as property owners within a 2 block radius of the proposed project.
 - b. Developers are required to attend a minimum of 2 public community meetings facilitated by the city, prior to the city's acceptance of their application as complete and submittal for permit review.
 - c. Developers are required to provide 3-D drawings at all public meetings. They must include adjacent structures to provide neighborhood context.
3. Where site abuts a zone/designation of lesser height requirement, the developer shall be required to implement architectural design features which reduce the impact of massing
4. Where demolition is slated to occur for infill development there will be a 45-day notification process to all property owners and neighborhood associations within a 2-block radius. This is particularly important in preserving Portland's unique and historic structures.
5. The privilege of providing apartments with no off-street parking should be earned. Create two options for developers:
 - a. Allocate points to a list of neighborhood supported public benefits which requires 100% compliance. This will include a requirement to provide a percentage of housing for tenants with diverse needs, such as the elderly and less able; or
 - b. A fee must be paid into a fund. The off-street parking requirement can be waived if they spend \$10,000 - \$13,000 per required parking spot. This fund is to be split equally with half to go to the neighborhood association affected for neighborhood improvements in and around the impacted area and half to the city for the implementation of improvements that facilitate alternative mobility to vehicles fueled by gasoline or diesel. These may include means to attract and cater to car-free tenants, e.g., bus passes, rent rebates/discounts, car share memberships, better bike amenities, payments to Tri-Met to ensure maintenance of frequent bus service, etc.
6. Developers of apartments with little or no parking should be required to conduct a parking demand study that includes at least a 2-block radius that is then made available to the public as a requirement of their application submittal.

¹ A similar tiered parking proposal also was approved with fewer hands of support, as follows: Tiered parking requirements 0.25 parking spaces for 40-80 units and 0.5 parking spaces for > 80 units with a cumulative impact exception as follows: if there are currently (or under permit) >75 units w/in 3-block radius, then 0.3-0.5 for 20-40 units, and 0.5-0.6 for over 40 units. Developers are allowed to count as parking the immediately adjacent on-street parking spots which have no time limits and no storefront businesses (so, only residential side streets).

² 'Little' is defined as less than 0.8 parking spaces per unit.

7. Create a 3-year monitoring program that measures the cumulative impacts of the apartments with little or no parking on the various communities that includes the following factors: neighborhood demographics (including age, disability, and race), parking, affordability, and historic assets.
8. Commercial zones should be used for commercial uses. Development on property zoned commercial must have commercial components on the ground floor (such as commercial uses along right-of-way frontage) and the construction of the entire ground floor area must be built to Commercial standards. (Intent is to develop structures that have some market flexibility for both commercial & residential where the comprehensive plan identifies commercial designations).

Thank you, again, for your request for the Apartment Parking Task Force's input on this matter during our meeting on November 20, 2012. I realize that you had requested that we come up with three things that could be considered for inclusion in the near-term code amendment on this topic. Given the complexity of the issues at hand, we felt that a broader list was warranted. Nonetheless, these items have been prioritized by percent of vote given by members of the Task Force.

Please let me know if you have any questions or I can be of further assistance.

My best,



Tamara DeRidder, AICP
Chairman, Apartment Parking Task Force
Citywide Land Use Group
503-706-5804; SustainableDesign@tdridder.users.panix.com

CC: Portland Mayor and City Commissioners: Susan.Parsons@portlandoregon.gov
Joe Zehnder, Chief Planner: joe.zehnder@portlandoregon.gov
Deborah Stein, Principal Planner/District Manager: Deborah.Stein@portlandoregon.gov
Matt Wickstrom, SE District Liaison: Matt.Wickstrom@portlandoregon.gov
Paul Scarlett, Director BDS: Paul.Scarlett@portlandoregon.gov
Apartment Parking Task Force-Members: Linda Nettekoven, Ellen Burr, Allen Field, Mary Ann Schwab, Doug Klotz, Christine Yun, Susan Lindsay, Kevin Campbell, Adrian Baker Campbell, Steve Guttman, Jim Karlock, Cynthia Sulaski, Tom Melville, Tony Jordan, Al Ellis, Reuben Deumling, Nate Carter, Paul Maresh, Pam Allee, Bob Kellett, Michelle Thompson, Maryhelen Kincaid, Bonny McKnight; Advisors not mentioned above: Justin Wood-HBA, City of Portland Planners Rebecca Esau, and Bill Cunningham

Moore-Love, Karla

From: Steve Gutmann [gutmann.steve@gmail.com]
Sent: Wednesday, December 19, 2012 12:06 PM
To: mayorelecthales@portlandoregon.gov; Hockaday, Bryan; Adams, Mayor; Ogden, Casey J.; Commissioner Fritz; Park, Nicole; Commissioner Saltzman; Grumm, Matt; Commissioner Fish; Moore-Love, Karla; Anderson, Susan; Michael Paulsen and Armstrong
Cc: brian@cleanenergyworksoregon.org; wordsandnumbers@gmail.com; Adrienne Stacey; Ashe Urban; Becky Luening; Bill Stites; Bob Stacey; Catherine Ciarlo; David Aulwes; David Sweet; Doug Klotz; Doug Klotz; Eli Spevak; Erik Brakstad; Glen Lamb; Jane Pullman; Kasandra Griffin; Mark Wheeler; Michelle Machado; Pamela Kislak; RAHMAN Lidwien; Reuben Deumling; Rex Burkholder; Bennett, Rob - pdxinstitute; Rob Sadowsky; Robert Liberty; Sean Barnett; Steve Gutmann; Sue Knight; Ted Labbe; Thomas Robinson; Tony Jordan; jcropp@runbox.com
Subject: PNSD: Parking Management, not Mandates
Attachments: PortlandNeighborsforSustainableDevelopment (2).pdf
 Current and Incoming City Council and Staff-

Thank you for your work on behalf of our great city.

The undersigned residents of various close-in, increasingly parking-constrained Portland neighborhoods, in order to reduce our carbon footprint and help build more sustainable, economically diverse and prosperous neighborhoods and commercial corridors, have informally associated as *Portland Neighbors for Sustainable Development*. We believe the City should aggressively pursue carbon-reduction efforts, including compliance with State and regional requirements to reduce auto travel and auto parking spaces in the city.

The people who have signed the attached document do not believe that the perceived parking crisis in our neighborhoods can effectively be addressed by imposing minimum parking requirements on new developments; in fact, we consider such requirements counter-productive, as they simply attract more vehicles (and associated traffic). We believe that the existing on and off-street parking supply should be actively managed in accordance with modern parking management principles. Some of our policy suggestions are outlined in the attached statement.

Thank you for your consideration,

--

Steve Gutmann
 E: gutmann.steve@gmail.com
 P: 503-333-7564
 Skype: sgutmann1

To Whom It May Concern:

The undersigned residents of various close-in, increasingly parking-constrained Portland neighborhoods, in order to reduce our carbon footprint and help build more sustainable, economically diverse and prosperous neighborhoods and commercial corridors, have informally associated as Portland Neighbors for Sustainable Development. We believe the City should aggressively pursue carbon-reduction efforts, including compliance with State and regional requirements to reduce auto travel and auto parking spaces in the city.

The people listed below do not believe that the perceived parking crisis in our neighborhoods can effectively be addressed by imposing minimum parking requirements on new developments; in fact, we consider such requirements counter-productive, as they simply attract more vehicles (and associated traffic). We believe that the existing on and off-street parking supply should be actively managed in accordance with modern parking management principles as outlined by Donald Shoup in his well-known book on the subject, The High Cost of Free Parking¹.

Specific measures that the Bureau of Planning and Sustainability should consider implementing include:

- installing dynamic parking meters along the busiest stretches of every close-in commercial strip, and pricing these meters to achieve 85% occupancy.
- establishing a neighborhood parking permit program to give residents and their guests the exclusive right to park on neighborhood streets overnight.
- establishing one or more Parking Benefit Districts² to collect revenues from local meters and neighborhood permits, and stipulating that all funds collected net program management costs be spent on neighborhood improvements as prioritized by an oversight board made up of local residents and business owners.
- encouraging the rapid establishment of an active marketplace in off-street parking supply by a) promoting a locally-focused peer to peer parking e-marketplace; and b) encouraging rental property owners to de-bundle parking space leases from residential leases.
- requiring new developments to establish "loading and unloading zones" in front of their buildings, so that elderly or disabled persons visiting apartment dwellers can park at the curb, and have the person they're visiting "valet park" their in a nearby space.

The above approaches will better serve the neighborhood, its residents and its businesses than a return to minimum parking requirements because:

- parking requirements are expensive -- and regressive. They result in higher rents and raise prices for everyone, even residents and shoppers who don't own cars and don't need off-street parking.

¹ <http://www.powells.com/biblio/61-9781884829987-0>. A summary of Shoup's approach is available here: <http://www.uctc.net/papers/351.pdf>

² http://www.sonic.net/~woodhull/trans/Pkg_Benefit_District.htm

- car ownership rates are declining across the developed world, especially among young people, as more people are working from home, shopping online and locally, and relying on alternative transportation.³
- the supply of car share vehicles in Portland is increasing dramatically, making car-lite lifestyles increasingly convenient and less expensive. Whereas there were 185 Zipcars in January 2012, today there are also 300 Car2go and 435 Getaround vehicles, for over 900 car share vehicles in all.
- a lot of off-street parking spaces are currently either un-utilized or under-utilized (i. e. used only during evenings and weekends). We encourage the rapid deployment and aggressive promotion of an e-marketplace to bring these spaces into the overall supply and manage them to maximize their utilization.

Increased demand for housing is a compliment to our neighborhoods. Others want to live here, too! This increased demand will result in more investment and development, better local services -- and higher property values. As more detached homes are renovated and converted back from rentals to owned homes, demand for affordable housing should be accommodated via steady, market-driven increases in the local rental housing supply: Accessory Dwelling Units in single-family residential areas as well as well-designed, high quality apartment buildings, condominiums and townhouses along high frequency transit corridors such as SE Powell, SE Division, SE Hawthorne, SE Belmont and E Burnside and N Williams.

Meanwhile, parking management efforts should reflect and take advantage of the basic laws of supply and demand. If parking demand begins to exceed local supply, the cost of parking in the public right of way should be allowed to increase from zero to a level where it begins to influence shoppers' decisionmaking. (I.e. "Does my household really need two cars?" and "I'm going to run in, do my shopping quickly, and split!" Or, "maybe I'll walk or bike to the bookstore this time." Similarly, putting a price on residential neighborhood parking via a permit system will either bring new demand into the market (i.e. developers will voluntarily add off-street parking to their developments if it's needed in order to successfully rent out their apartments⁴), or it will dampen parking demand as more current and future residents opt to sell their cars.

The "parking problems" facing our neighborhoods are not inevitable. They are management problems with readily-available and well-known solutions that have been successfully implemented in cities around the world. We believe that this problem can and should be managed to maximize the overall benefits to residents and local businesses. We believe that desired reductions in auto travel and attendant carbon emissions can be achieved by working with the market. With modern parking management techniques and technologies a supply-demand balance can be achieved nimbly and thoughtfully with price-nudges, rather than with the blunt, counter-productive tool of minimum parking mandates.

³ Source: <http://www.theatlanticcities.com/commute/2012/10/end-car-ownership-developed-world-least/3452/#>

⁴ Note that the D Street Village development is already adding parking for their residents and commercial tenants, even though they're not required to do so. They believe that providing on-site parking will be a long-term competitive advantage.

David Aulwes
Sean Barnett
Rob Bennett
Erik Brakstad
Rex Burkholder
Catherine Ciarlo
Brian Detman
Reuben Deumling
Kasandra Griffin
Steve Gutmann
Tony Jordan
Pamela Kislak
Doug Klotz
Sue Knight
Jeff Cropp
Glenn Lamb
Ted Labbe
Robert Liberty
Becky Luening
Michele Machado
Jane Pullman
Lidwien Rahman
Thomas Robinson
Stephanie Routh
Rob Sadowsky
Justin Sawyer
Eli Spevak
Adrienne Stacey
Bob Stacey
Bill Stites
David Sweet
Mark Wheeler
Ashe Urban

Moore-Love, Karla

From: Allen Field [allen_field@yahoo.com]
Sent: Thursday, November 15, 2012 7:18 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Leonard, Randy; Zehnder, Joe; Adams, Sam; Anderson, Susan; Planning and Sustainability Commission
Cc: Wickstrom, Matt; Moore-Love, Karla
Subject: Richmond Neighborhood Association Recommendations re Parking issue
Attachments: Parking Motions.pdf

Dear Mayor, Commissioners, Director Anderson, Planner Zehnder and the Planning & Sustainability Commission: Please find enclosed a letter from the Richmond Neighborhood Association discussing the two motions which were voted on this past Monday, November 12, 2012, concerning the issue of apartment buildings with little or no parking.

Respectfully yours,
Allen Field
Co-Chair Richmond Neighborhood Association

11/16/2012

Critique of: City of Portland Parking Impacts – Parking Study

Problems:

- Lack of objectivity –Consultant is dependent on the City for Traffic, and Civil contracts. Difficult not to try to support a perceived hoped for result. Many statements seem to be slanted to please the client “... only a 2 minute walk.”
- Over interpretation of small data base. Inadequate response to survey, over sized study areas, characterization of literature.
- Indifference to the Stakeholder input. One major purpose would be to assess the impact on neighborhood households.

Study

Literature Review

“The literature review ...suggests that the unbundling of parking and rent lowers rental costs.”

“Suggests that density reduces personal motorized vehicle ownership rates..”

Critique

A suggestion (unsubstantiated) is characterized as a take away. Marsden (cited in the study) did the wide ranging meta-analysis and concluded that there was too little data.

Marsden states, “residential parking suffers from the biggest dearth of research evidence.”

Weinberger, et al. (cited in the study) compare Park Slope and Jackson Heights (NYC). Park Slope (.06 parking per unit), Jackson Heights (1.14 parking per unit). Rents are 35% higher in Park Slope (maybe the market?)

Cause or effect is undetermined. Taking close in NYC on average vs suburban communities would definitely show that. But to increase density in neighborhoods may not lead to lowered car ownership.

Their own study suggests that it is not the case. Car ownership is the same in study area as the rest of the city.

The study--Methodology

"Peak period parking utilization below 85 percent of the existing capacity, which there is adequate parking within a two block walking distance of each project."

Most of the vehicle owners park on the street... and have to walk less than 2 minutes..

Stakeholder interviews

Survey response

Utilization is based on very wide area, a significant distance, which brings the utilization figure down.

For example: ref Draft figure 5 (Irvington Gardens) attached- 2 block radius includes 12th and Thompson (2200' ,approaching .5 miles). Is this supposed to be walkable for everyone? It is easily a 10 minute walk each way, which may be very difficult for some age and ability groups.

Drilling down on the above example shows the parking situation much worse in the two blocks closer to the apartment.

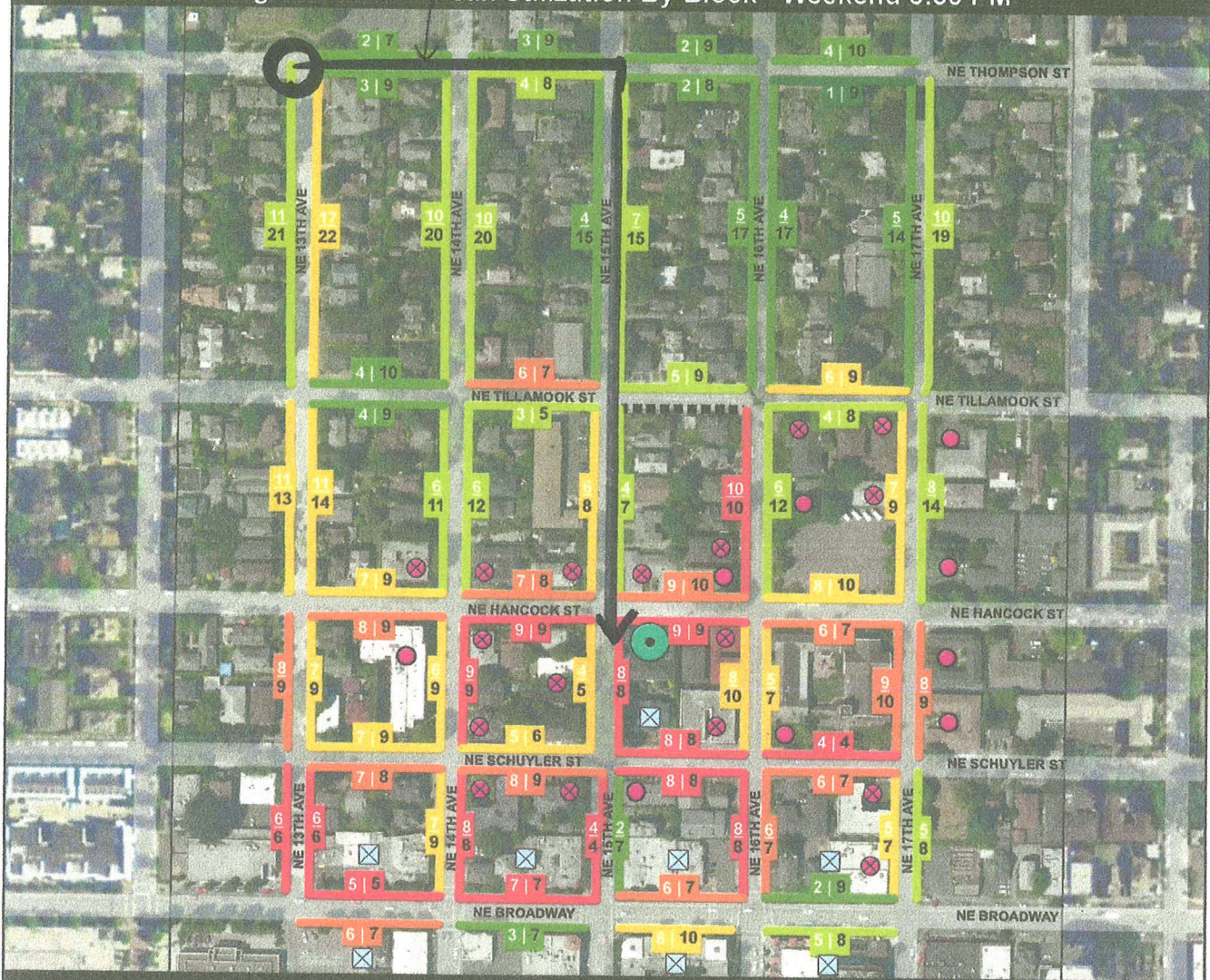
Characterization by tenants of development, not surrounding neighbors. Why not ask them? 2 minutes for ½ mile?

Paucity of interviews: 3 Developers, 1 neighborhood association member, 2 business owners –If neighborhood impacts are of any importance why not survey property owners adjacent to the developments?

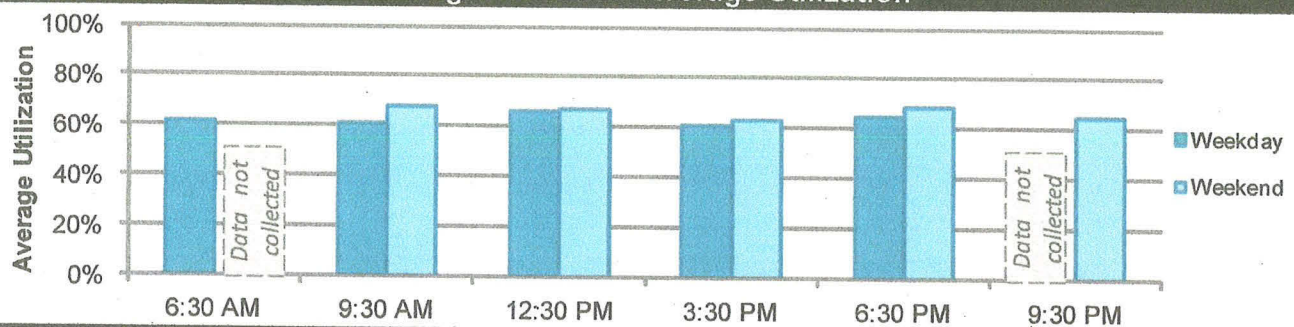
Questionable validity. Only 35% response rate. Unknown why these people responded. According to this response, there is a 95% confidence that there will be 1.3 cars/unit

--Wishing away cars may create suburban flight for certain groups key to a vibrant city. Young families with children are significant car users, for easily imagined reasons. Seniors who need to get to grocery stores, who cannot walk ½ mile to their cars. Young people who want to explore the natural beauty of Oregon. Skiers, kayakers, campers, ...

Irvington Garden: Peak Utilization By Block - Weekend 6:30 PM



Irvington Garden: Average Utilization



LEGEND

- Irvington Garden
- No Parking
- Peak Use Capacity
- Existing Apt. (No On-Site Parking)
- Existing Apt. (Limited On-Site Parking)
- Existing Business (No On-Site Parking)

Parking Utilization by Block

- < 15%
- 15 - 45%
- 45 - 65%
- 65 - 85%
- 85 - 99%
- 100%

DRAFT Figure 5 Irvington Garden Parking Utilization

RLIS Data. 2012. Portland, Oregon.
Aerial Imagery: City of Portland, 2012.



0 400 Feet



Richmond Neighborhood Association

*c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010*

<http://richmondpx.org/>

RNAnewsletter@gmail.com



November 15, 2012

sent via email

Mayor Sam Adams
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Randy Leonard
Commissioner Nick Fish
1221 SW 4th Avenue
Portland, OR 97204

Susan Anderson, Director
Joe Zehnder, Chief Planner
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

Planning & Sustainability Commission
1900 SW 4th Avenue
Portland, OR 97201-5380

Re: Recommendations Concerning Apartments with Little or No Parking

Dear Mayor Adams, Commissioners Fish, Fritz, Leonard, and Saltzman, Ms. Anderson, Mr. Zehnder and the Planning & Sustainability Commission:

At the Richmond Neighborhood Association's (RNA) November 12, 2012 regular monthly meeting, the RNA Board passed the following motions which were prompted by the tremendous amount of development that is occurring on SE Division, from SE 31st to 43rd Ave., and the strains that such developments will place on our neighborhood:

The RNA urges the City:

1. To revise the parking exemption rule for commercial lots on frequent transit streets, such as Division, to require:
 - (a) .3 - .5 off-street parking for buildings between 20-40 units, and
 - (b) .5 - .6 off-street parking for buildings w/ 40 or more units, and
2. To develop code to incentivize developers to do significantly more to attract car-free tenants to these buildings, such as a system to actively encourage them to provide rent rebates/discounts, bus passes, car share membership, and/or more and better bike amenities, and to seek ways to use SDCs (System Development Charges) to help fund these incentives.

In a 2-year period, there will be 9 new apartment buildings on SE Division along a 7-block stretch; all except one will be 4-story buildings and many will have little or no parking. This represents approximately 320 units, which according to the .91 average

car-unit ratio described in the study "City of Portland Parking Impacts for New TOD Along Portland Inner Corridors" ("Parking Study"), represents approximately 291 cars.

Along with these 291 additional cars parking in the neighborhood, there is also (1) the loss of a heavily used parking lot which was full every night with approximately 40 cars (the former Wild Oats parking lot at SE 32nd and Division, which is being turned into an apartment building), and (2) the addition of approximately 9-27 new destination businesses in these mixed-use buildings which will bring many cars into the neighborhood seeking parking. (Each mixed-use development will likely have 1-3 restaurant/bars in them, e.g., Wafu, Sunshine Tavern, Bula Kava House in one building, and the forthcoming Salt & Straw and St. Honore Boulangerie in another forthcoming building.)

The Parking Study shows there is already high parking utilization on streets adjacent to Division. The new apartment building at SE 38th and Division is one of the eight subject properties examined in the Study. It has a parking ratio of 1.1, so essentially 1 car per unit, based on a 100% response rate. While the *average* utilization rate in the 2-block radius around the building is under 85%, some of the nearby blocks adjacent to Division are already at a 65%-85% utilization rate: SE 36th and 37th Aves south of Division, which are 2-blocks long. Other nearby streets south of Division (SE 33rd Ave, 33rd Pl, 34th Ave, SE 35th Ave and 35th Pl) which were not examined in the study are just as congested as 36th and 37th Aves. This is *before* the 81-unit building with no parking will go in at SE 37th Ave and *before* the 6 other 4-story apartment buildings are going in from SE 31st to 33rd Aves (this includes the Lorentz Bruun building at SE 31st Ave (referred to in the Parking Forum as "the Prison") which is not yet renting units).

It is the cumulative effect of so many new buildings (and new businesses they bring) along such a short stretch of Division that is so problematic. Such extreme level of development in a 2-year time frame will bring more cars than the adjacent streets can absorb. After all these new buildings and new businesses are built, when parking utilization will very likely over 85%, it will be too late to address the problem. What is to keep more buildings with no parking from being built after parking utilization exceeds 85%? The RNA's motions are an effort to prevent this scenario from getting worse.

The first motion, asking for a revision of the parking exemption rule, can be viewed as a short term, more immediate fix that can be implemented in 3-6-9 months. The second motion is more of a long-term proposal, to be refined and implemented through the Comprehensive Plan Update process.

The RNA's request that the City implement a parking requirement of .3 - .5 off-street parking for buildings of 20-40 units, and .5 - .6 off-street parking for buildings with 40 or more units is based on what is occurring along SE Division St. Developers, like Green Light Development and Urban Development Partners, who have heard the concerns of many neighbors voiced at RNA meetings, have voluntarily added .5 onsite parking to their projects, recognizing that some amount of on-site parking is needed.

If BPS and PSC do not find such minimum parking requirements to be appropriate for city-wide application, then the RNA urges them to arrive at other threshold numbers. The important point is to impose some threshold level parking requirement for buildings of a certain size for which parking should be required. The RNA recommends a 2-tiered threshold approach, regardless if the City does not adopt its specific recommendations.

The following ideas were not voted on nor discussed at the RNA meeting, but the City could formulate a system that combines features of a multi-tiered minimum parking requirement with an incentive system that requires or encourages developers to actively attract car-free tenants. For example:

- developers could be given the choice to provide either
 - a minimum level of parking (the ratio could vary according to the number of units such as in the tiered system presented above), or
 - spend \$__ per parking spot not built that must be spent on incentives to attract car-free people, such as rent rebates/discounts, bus passes, car share membership, better bike amenities, etc.
- these requirements could vary according to the size of the building, the width of the street, the density of units or apartment buildings on the street, the historical size and scale of buildings on the street, the current level of parking utilization, etc., and
- developers could be required to do parking studies and/or create Transportation Demand Management Plans for buildings over a certain size.

In short, there needs to be a better balance between accommodating the growing density and population in Portland and mitigating the strains placed on livability, the handicapped and disabled, and on an aging population from all the cars this growing population is bringing to these new apartment buildings. It should not be density at all cost; we should not sacrifice livability concerns for the sake of density and allow developers to externalize the social costs onto their neighbors associated with higher density and so many vehicles coming into the neighborhood. The RNA trusts that the Mayor, Commissioners, BPS, and PSC realize that a better balance needs to be achieved and *can* be achieved.

Sincerely,



Allen Field
Co-Chair Richmond Neighborhood Association

cc: Mayor-Elect Charlie Hales
Commissioner-Elect Steve Novick

Moore-Love, Karla

From: Bertelsen, April (PDOT)
Sent: Friday, November 02, 2012 3:05 PM
To: Adams, Mayor; Fritz, Amanda; Fish, Nick; Leonard, Randy; Saltzman, Dan; Moore-Love, Karla; Miller, Tom; Ocken, Julie; Dillmann, Katja; Ogden, Casey J.; Zehnder, Joe; Duke, Courtney; Schooley, Sara; Bower, Dan; Cunningham, Bill; Wickstrom, Matt; Raggett, Mark; Charlie Hales; 'info@jeffersonsmith.com'; 'dan@marynolanforcitycouncil.com'; 'novickforportland@gmail.com'
Cc: Betsy Clapp; Betsy Clapp (elizabeth.clapp@multco.us); Carolyn Briggs (carolynlloydneighbor@gmail.com); David Aulwes (david.aulwes@ibigroup.com); Don Baack (baack@q.com); 'Doug Klotz'; Elizabeth Mros-O'Hara; Ellison Pearson; Erin Kelley; Marian Rhys; Marianne Fitzgerald; Rebecca Hamilton; 'Rod Merrick'; Roger Averbeck; 'sale7843@comcast.net'; 'staleystowing@gmail.com'; 'sturdy.darla@gmail.com'; Trish Ryder
Subject: Letter Regarding Apartment Parking Minimums from Portland Pedestrian Advisory Committee (PAC)
Attachments: Parking Minimums for Apartments_PAC Letter_1-2-12.pdf

Greetings Mayor Sam Adams, City Commissioners, Mayoral and City Council Candidates, Members of the Portland Planning and Sustainability Commission and Bureau staff, PBOT Director Tom Miller, and others whom this may concern,

The Portland Pedestrian Advisory Committee (PAC) has written a letter supporting the continuation of the current CS and CM zone regulations with no parking requirements, and the continuation of the exemption from parking requirements in all zones for sites within 500 feet of Transit Streets with Frequent Service.

I am sending this letter to you on their behalf, as staff support to the PAC. I have copied PAC members and included other staff they ask to be copied in the letter. Please share further as you deem appropriate.

Julie Ocken,

Please distribute to members of the Portland Planning and Sustainability Commission prior to the meeting.

Thank you all for your time and attention to this matter.



Parking
mums for Apartm

Best regards,

April Bertelsen
Pedestrian Coordinator
Portland Bureau of Transportation
april.bertelsen@portlandoregon.gov
Phone: 503.823.6177
Fax: 503.823.7609

Please note my new email address above.

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Portland Pedestrian Advisory Committee

1120 SW 5th Avenue Suite 800
Portland OR 97204

November 2, 2012

Members

David Aulwes

Roger Averbeck

Don Baack

Carolyn Briggs

Betsy Clapp

Marianne
Fitzgerald

Rebecca
Hamilton

Erin Kelley

Doug Klotz

Rod Merrick

Elizabeth
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Ellison Pearson

Marian Rhys

Darla Sturdy

Mayor Sam Adams
1221 SW Fourth Avenue, Room 220
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City Council
1221 SW Fourth Avenue
Portland, OR 97204

Mayoral and City Council Candidates

Planning and Sustainability Commission
& Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Tom Miller, Director
Portland Bureau of Transportation
1120 SW 5th Ave, Suite 800
Portland, Oregon 97204

Re: Minimum Parking Requirements for Multi-family Residential Development

To Mayor Sam Adams, members of City Council, Mayoral and City Council Candidates, Members of the Portland Planning and Sustainability Commission and Bureau staff, PBOT Director Tom Miller, and others whom this may concern,

Why apartment buildings with no parking are good for the neighborhoods and good for the city.

The City of Portland's Pedestrian Advisory Committee consists of volunteers who advise the City on improving the walking environment and pedestrian travel. We have noted the controversy surrounding new apartment buildings with no off-street car parking, and also the current Comprehensive Plan update process, which will address this issue.

The Committee supports the continuation of the current CS and CM zone regulations with no parking requirements. We believe that these multi-unit buildings with less parking, along frequent-service transit routes, will provide more customers for local businesses, more riders on the transit system, more affordable housing, and more car-free households.

National studies have shown that Transit Oriented Development located near transit lines results in lower car ownership by residents, as well as a lower number of vehicle trips per day. This type of development in Portland, in Neighborhood Centers, and along transit Corridors, will help reduce Single-Occupant Vehicle use in the city.

The Oregon State Transportation Planning Rule (TPR), (Goal 12 of the Comprehensive Plan) requires the city to reduce auto travel, and these higher-density residential buildings will help achieve that goal, as well as move the city toward compliance with the Portland/Multnomah

County Climate Action Plan, which calls for reduced Vehicle Miles Traveled per capita, and for significant reductions in greenhouse gas emissions in the region. The State TPR also requires Portland to reduce the number of parking spaces in the city, and removing parking requirements along Frequent Service Transit Streets is one of the strategies Portland has used to do this.

We are aware of the concerns of the Portland Commission on Disabilities, and acknowledge that some who are mobility-impaired need access to parking spots and designated loading areas. We suggest that the city require the inclusion of disabled parking spaces, both long- and short-term, in these new multi-unit buildings. Short-term parking can be provided on the street, and directly adjacent to the building, and a number of long-term spaces should be available at or below market rate, off street.

In addition, if the new development does not provide accessible connections to transit, pedestrians could face problems in trying to get to and from transit stops. Hence we also suggest that the city require developers of these parking-free buildings to include ADA-compliant pedestrian connections between the unit and the frequent service transit stops, and between the unit and accessible parking nearby.

We also note that there are a few areas, such as Multnomah Village, NE Fremont, and Sellwood, where the exception stems from the zone, such as CS or CM, rather than resulting from proximity to a Frequent Service Transit Street. Where these areas are coupled with a lack of accessible sidewalks fronting the building and leading to transit stops, the parking-space exemption might be reconsidered, and perhaps that reconsideration could be used as an incentive to provide sidewalk, curb and gutter improvements.

For all these reasons (with the afore-mentioned additions and exceptions), the Pedestrian Advisory Committee supports the continuation of the current CS and CM zone regulations with no parking requirements, and the continuation of the exemption from parking requirements in all zones for sites within 500 feet of Transit Streets with Frequent Service.

Thank you for this opportunity to provide input. We appreciate your time and consideration of these matters.

Sincerely,



David Aulwes
Chair, Portland Pedestrian Advisory Committee

CC:

Courtney Duke, PBOT
Sara Schooley, PBOT
Dan Bower, PBOT
Joe Zehnder, Bureau of Planning and Sustainability
Bill Cunningham, Bureau of Planning and Sustainability
Matt Wickstrom, Bureau of Planning and Sustainability