

From: martie sucec
To: [Council Clerk – Testimony](#); [Commissioner Fritz](#); [Hales, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Novick](#)
Subject: Parking
Date: Friday, November 18, 2016 5:00:50 PM

All of you live where parking is fine, no doubt. So do I. But I live close to Multnomah Village, and the adjacent streets are parked with cars--a firetruck couldn't get down them. They've also been reduced to barely one lane, with little kids walking to a martial arts school on 34th, dangerously, I might add. Employees who work in the Village park on the streets, as well as shoppers and other visitors park up the adjacent streets--employees can't afford to live here, so who can blame them for clogging neighborhood streets. This will only get profoundly worse with this monster building going up on Captiol Hwy.

Multnomah has been a walkable neighborhood since its beginnings, but the Village and environs for at least a couple of blocks is virtually unwalkable without great risk. Please do not judge the reality of neighborhoods by your own situation.

MartieSucec

From: Schramm, Oliver
To: [BPS Comprehensive Plan Testimony](#)
Subject: Fwd: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:58:47 PM

Hello,

I herewith state that I oppose Item 34. Removal of minimum Off-street parking requirements.
The adequate public notice was NOT satisfied.
Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Thank you, best regards,

Oliver Schramm
7621 SE 36th Ave
Portland, OR, 97202

From: Anne
To: [Council Clerk – Testimony](#)
Subject: Maintain parking requirements for new buildings
Date: Friday, November 18, 2016 4:50:03 PM

I live one block off of Division at 35th pl. As new businesses and apartments are added, Clinton is continually adding traffic and cars parked in front of our houses. Many of our houses were built before garages and rely on street parking. Much traffic is added to neighborhood streets as many folks spend a lot of time trolling for parking spaces.

Preserve the parking requirement.

Thanks,

Anne Rowe
2712 SE 35th PL.

From: [Engstrom, Eric](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: FW: Mayor Charlie Hales give away to Developers Hales future TDM proposal trade for Off-Street Parking?
Date: Friday, November 18, 2016 4:58:32 PM

From: Mary Ann Schwab [mailto:e33maschwab@gmail.com]
Sent: Friday, November 18, 2016 4:48 PM
To: cctestimony@portlandoregon
Cc: McKnight, Bonny <bonnymcknight@gmail.com>; DeRidder Tamara <SustainableDesign@tdridder.users.panix.com>; McCullough, Robert <Robert@mresearch.com>; Sunnyside Neighborhood Association Board <board@sunnysideneighborhood.com>; Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>
Subject: Mayor Charlie Hales give away to Developers Hales future TDM proposal trade for Off-Street Parking?

Mayor Hales, and City Commissioners:

I do not support Mayor Charlie Hales give away to Developers looking for cheap dirt.

Take for example the 72.5% over-flow tenant over-flow vehicles in the 106 rentals at Eastside 101 — with 40 on-site parking spaces. , I might add very few rented by their tenants. Up to six cars park on my corner — take Trimet to work.

What I find troublesome is knowing the visiting Adventist Home Health Care Nurse and Physical Therapist can not find parking closer to our address. To be honest, nor can two professional landscapers serving my two neighbor's property find parking for their pick-up and trailer. . I've watched men pushing lawnmowers, carrying leaf blowers, and rakes. The housekeeper, pulls her equipment 1.5 blocks from my house. UPS parks in the street delivering packages. The US Postal Carrier reports trouble parking alone his route.

For reasons I've stated above, I strongly oppose Mayor Charlie Hales give away to Portland for Every-Developers. I am asking you to table this fast tracked agenda until the CityWide Land Use Group, who meet last Monday — has had ample time to review and respond to item 51. Yes, I also served on their overflow tenant parking committee.

Your consideration to Table amendment 51 is greatly appreciated.

Thank you,

Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214-3203

[Mayor Hales proposes in item 51 of this](#)

memo, <https://www.portlandoregon.gov/bps/article/597256>, that PBOT is to further the TDM program as phase 2 to address parking management in centers and corridors as a trade-off for removal of the off-street parking requirements as item 34 for the same areas.

Furthermore, I'm not sure that Tamara DeRidder's questions to Eric Engstrom on November 15th were answered in a timely manner.

1. Doesn't this removal of off-street parking in effect occur right away after the approval of this ordinance? (well 1 month after, technically)
2. Would this not leave a significant gap, as long as 2 years, before PBOT and BPS hammer out the centers and corridors parking management amendments with the public?

[Eastside 101 Rentals - Portland, OR | Apartments.com](https://www.apartments.com/eastside-101-portland-or/qf7c5by/)
www.apartments.com/eastside-101-portland-or/qf7c5by/

700 SE Cesar E Chavez Blvd, **Portland**, OR 97214. ... **Apartment** Reviews at **Eastside 101**. ... The area contains two of **Portland's** most iconic streets (Hawthorne and Belmont), famous for great shopping, dining and entertainment options.

From: Lisa Abramovic
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:57:31 PM

I am testifying against eliminating or changing the parking requirement wording for the 120 public notice of development. The City is required to provide the public and neighborhood associations at least 120-day notice for quasi-judicial legislative changes to the Code that are Major Amendments, per ORS 197.763 (<http://www.oregonlaws.org/ors/197.763>). DO NOT change this to minor amendments, and DO NOT consider removing it.

Lisa Abramovic
3415 SE Glenwood St
Portland, OR
97202

From: Linda Nettekoven
To: [BPS Comprehensive Plan Testimony](#)
Subject: Removal of Parking Minimums
Date: Friday, November 18, 2016 4:56:01 PM

Dear Mayor Hales and Commissioners:

RE: The removal of parking minimums.

Please do not remove parking minimums (as proposed in item 34) until Phase II of the proposed TDM package (described in Item 51) is ready for implementation.

- 1) Develop and implement TDM education packages for the Association of Building Managers and other managers of EXISTING buildings as soon as these amendments are adopted. Educational efforts such as those contained in the Smart Trips model could be developed and implemented for existing buildings prior to the full adoption of the Phase II TDM requirements for new buildings.
- 2) Complete and adopt the Phase II TDM package
- 3) Ensure parking permit systems are flexible and understandable for neighborhoods and business districts that must work together to implement them
- 4) Ensure there is adequate PBOT staff support to enable neighborhoods and business districts wishing to create Transportation and Parking Management Districts to do so.
- 5) Evaluate and share data from past three years on units built and their cost, number of off street parking spaces created and their associated costs and charges for tenant use, demand for parking in adjacent areas, use of shared parking, etc.

Then consider removing parking minimums after fully engaging developers, neighborhoods, business associations, schools, etc. Use the existing minimums to leverage other parking options going forward. Don't simply remove them.

Thank you.
Linda Nettekoven
2018 SE Ladd Ave
Portland, OR 97214

From: Greg Spencer
To: [BPS Comprehensive Plan Testimony](#)
Subject: Testimony on Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:52:50 PM

Comprehensive Plan Implementation: the Nov. 4, 2016, BPS Memo to the City Council containing the Proposed Council Amendments

RE: Item 34. Removal of minimum Off-street parking requirements

I SUPPORT this!!

The city has no business requiring car parking space on private development. Let the market take care of it. Portland has plenty of transport alternative to private cars, so residents can do fine without parking spaces.

As a matter of policy, the city needs to do all it can to promote sustainable alternatives to cars. The parking-space requirement undermines these efforts. Please remove the requirement -- it's a step in the right direction!!

best,
Greg Spencer

--

Greg Spencer
3921 NE 81st Ave.
Portland, OR 97213
Blog: <http://cyclingsolution.blogspot.com/>

From: Susan Lindsay
To: [BPS Comprehensive Plan Testimony](#); [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Novick](#)
Subject: Oppose Item 34..also Notification not proper
Date: Friday, November 18, 2016 4:52:34 PM

Dear all CPU deciders,

I write in strong opposition to the ultra fast-tracked item 34. Removal of minimum off-street parking requirements.

While this will certainly further expand the already considerable financial largess of developers and their corporate affiliates, it will not result in cheaper housing...and will hurt the lives of working people and families who can not afford to live in the wealthy parts of town.

Parking will still be built in wealthy areas. As for the poorer folks and with kids, let them suffer in the rain and dark with an inadequate public transportation system.

The idealistic elite who promote this plan travel by Uber/Lyft and rental cars...*'cause they can afford it*....just as they can afford to not be at work and lobby city hall repeatedly against the evils of "car storage".

Most of us who are taking the time to oppose this have driveways or garages. We are doing this 'cause we actually care about our city, the character of our neighborhood, and the tenants in the many apartments who deserve more.

Want more affordability? Tackle greed. Not the small smattering of parking that is going into to these buildings. It is not the cause of the astronomical rates and removing this just destroys any future bargaining power. Another giveaway....what's with that?

Additionally, proper and required public notice was NOT satisfied.

You need to provide the affected parties a state of Oregon required 120-day notice prior to a final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and the existing Measure 56 notification requirements.

Thank you.

Sincerely Yours,

Susan Lindsay
625 SE 17th Avenue
Portland, OR 97214

From: Roy Ettinger
To: [BPS Comprehensive Plan Testimony](#)
Subject: my comments regarding my (3) properties at: 1627/1611/1616 s.e. tacoma st., (sellwood), oregon
Date: Friday, November 18, 2016 4:52:33 PM

To City Council Members:

I would like to go on record stating my opposition to rezoning my aforementioned (3) 50'x100' lots (with buildings). they are presently zoned CM. I m an architect+contractor and have plans to develop two of them with 20-30 unit apartments each. The first notice I received stated that they are being rezoned from CM to CM2 (no overlays/adding "m" as of Sept. 6, 2016. A more recent updated notice (Nov. 4, 2016) now further includes the "d" overlay!. This new overlay is for design review which will, I believe, will add another restrictive layer for me to deal with both in terms with added time and cost and neighborhood input...where did this/these restrictions come from?/who is initiating them?/why are they needed?!!!!! The City definition of "d" overlay is to promote conservation, enhance areas of special scenic architectural or cultural value by requiring design review or compliance with Community Design Standards for properties that include Town Centers and corridors close to the Central City...boy, this far from the truth!. Tacoma Street is far from those definitions!. It is lined with small, old, ugly, low-scale minimal housing, some commercial, etc. Unless I'm reading this wrong...staff is way off base here...and these designations are unnecessary and unreasonably burdensome...I thought you guys were trying to make housing more affordable...it seems to me that you are going in the wrong direction...I would appreciate it if you reconsider this "downzoning" attempt...could someone please give me a call to respond to my comments and concerns?!

Sincerely:

RoyEttinger/GEOMETRIX; ARCHITECTURE+CONSTRUCTION/LLC/503-701-2618/(info@allaboutbuildings.com)

From: Cecily Williams
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Matt Williams](#)
Subject: Please require buildings to include parking
Date: Friday, November 18, 2016 4:48:59 PM

My husband and I lived in the Clinton-Division neighborhood for nine years, just a half block off Division at SE 30th Avenue. I took the bus to work downtown every day. We spent our time at Clinton Corner Cafe, Clay's Smokehouse, Sub Rosa and other neighborhood joints, we watched the Clinton-Division Street Parade every July and we gloated about how lucky we were to live in such a thriving part of town. Life was beautiful. Then we had kids.

As our family grew, so did the businesses along Division. We loved being able to walk to restaurants and shops and being part of such a wonderful neighborhood. We loved Abernethy Elementary and the community we built there. We loved the idea of public transportation. But with two kids at two different schools, it became impractical to take the bus. We worked out a family carpool, and we made it work. Then the traffic along Division got to be too much, and we had to circle the neighborhood every evening to find a place to park. Then Clinton Street became a greenway, an idea that I support - but the gridlock along Division got worse.

We ended up moving out of the neighborhood in August 2016 after nine years at that house and another five years at SE 28th and Francis. We moved to a place on the west side, where we have more space and privacy and yes ... a garage. We have lost the proximity to great restaurants and businesses, and the (ever so slight) diversity that mixed-income housing brought to Division, but we've gained a little sanity.

I love the idea of public transit and bicycles for all. I want to live that lifestyle. But it's simply not practical for families with young children who have to commute to child care and work and back to childcare before 6 p.m. I would like to see SE Portland - and the Clinton-Division area - protect parking for local residents in some fashion, whatever that is. Every time I read about a new 28-unit condo being built on our block, with little to no parking for its residents, I knew that the parking situation would only get worse. Please support these communities by providing a place for residents to park their cars -- especially in neighborhoods that get a lot of business traffic for restaurants and shops. Public transit and bikes can only do so much.

Thank you for your consideration.

Sincerely,

Cecily Williams
1510 SW Highland Parkway
Portland

From: Derek Blum
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:46:30 PM

This email serves as testimony regarding the "Comprehensive Plan Implementation" regarding "the Nov. 4, 2016, BPS Memo to the City Council containing the Proposed Council Amendments".

I have two primary objections to this plan:

1. I strongly oppose Item 34 about the "Removal of minimum Off-street parking requirements." This is terrible policy that adversely affects all nearby residents, businesses, and commuters. Insufficient parking contributes significantly to congestion and reduced safety as it pushes more vehicles into street areas and residential neighborhoods. In areas such as SE Division, parking is so bad that I often patronizing supporting the local businesses there. And new development that does not include parking only congests nearby residential roads making them nearly impassable for two-way traffic and reducing visibility of vehicle and pedestrians.
2. Adequate public notice was NOT satisfied. The city is obligated to provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Sincerely,
Derek Blum

Portland resident, Eastmoreland neighborhood
510-565-8525

From: Michael Peterson
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation re: Nov. 4, 2016, BPS Memo to the City Council
Date: Friday, November 18, 2016 4:46:24 PM

1. i oppose item 34, remove offstreet parking requirements for new development
2. why no notice and comment. this violates city code requirement for 120 day notice period.

Mike Peterson
SE Portland

From: Stefanie Schramm
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:46:23 PM

Hello,

I herewith state that I oppose Item 34. Removal of minimum Off-street parking requirements. The adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Thank you, best regards,

Stefanie Schramm
7621 SE 36th Ave
Portland, OR, 97202

From: Jeff Cole
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:46:05 PM

Jeff Cole
4343 SE Madison St.
Portland, OR 97215

I am opposed to 2035 Comprehensive Plan Early Implementation Council Amendment #34 - Removal of minimum off-street parking requirements. Code section: 33.266.110.

Small businesses along our transit corridors are what make Portland special, and indeed, they represent a large part of what people visit and move to our great city for.

These small businesses survive not only on customers who walk, bike, or take transit: a crucial piece of their business model relies on those who drive to visit these business districts, often from outside of Portland.

Inadequate parking supply can strangle these businesses.

Some argue removing parking minimums encourages more affordable housing. Yet so far the savings of providing less parking appears to be going into developers pockets - not into lower rents. Even so, it would be better to establish parking minimums across the board which are in turn reduced for guaranteed below market housing.

It's worth noting the Pearl District has over 13,000 parking spaces, good urban fabric, a relatively high percentage of below-market housing, and a vibrant ground floor commercial scene.

In the long term I do support more creative efforts to develop shared parking resources throughout our city. in the meantime, however, parking minimums are essential to prevent larger residential projects from overrunning the parking capacity of adjacent neighborhoods.

This last minute amendment appears to be in response to a well coordinated effort of a small segment of special interests. It should be voted down.

Thank you,

Jeff Cole

From: Cherie
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34"
Date: Friday, November 18, 2016 4:45:22 PM

I request that the city maintain or increase the parking requirement for any new construction. Requiring that builders and developers include parking will serve in the long run to help preserve the quality of our neighborhoods. There is no evidence that requiring parking increases the cost of rental or purchase here. Even without parking, the market is such that property owners can and do charge exorbitant prices/rents on housing because it's what the market will bear. New construction is a for-profit business. It doesn't provide "affordable" housing.

Thank you,

Cherie Weintraub

From: Francisco Gadea
To: [BPS Comprehensive Plan Testimony](#); [Commissioner Novick](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Commissioner Fritz](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:43:40 PM

Street parking is a real issue in many neighborhoods. I live in Woodlawn which has seen an big increase in the number of vehicles parked in the streets. We have several new apartment and condo buildings built, being built or planned and none of them contain parking for the residents.

The reality is that many of these new residents will have vehicles which will need to be parked somewhere.

I strongly opposed the repeal of the 2013 minimum parking requirements!!!

Sincerely,

Francisco Gadea
7115 NE 10th Ave
Portland, OR 97211

From: Mark Hnath
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:40:21 PM

As a long-time resident of Portland, I oppose "Item 34. Removal of minimum Off-street parking requirements.". Further, as a former City of Portland employee who holds a Master's degree in Public Administration, I find it offensive that this change was categorized as "minor" amendment to skirt the required 120-day notice for "major" amendments. As adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Sincerely,

Mark Hnath

Mark Hnath
mark@hnath.com
503-407-0959



From: amaxwe5
To: [BPS Comprehensive Plan Testimony](#)
Subject: Re: Opposition to Removal of Minimum Off-Street Parking Requirements, Adequate Public Notice NOT Satisfied
Date: Friday, November 18, 2016 4:40:20 PM

TO: City Council of Portland
RE: Opposition to Removal of Minimum Off-Street Parking Requirements, Adequate Public Notice NOT Satisfied

I am a longtime resident of Portland who opposes Item 34, the Removal of Minimum Off-Street Parking Requirements.

It's bad for business and negatively affects neighborhoods. I no longer shop in the Hollywood District because I cannot find a place to park close enough to the shops I wish to frequent. I am a senior citizen who is not disabled, but cannot walk for blocks and blocks with packages, as would happen using mass transit, or safely ride my bike to stores. Sadly this means I shop by computer more and more and locally less and less. I am not alone. This hurts Portland businesses.

You are treating parking changes as a minor amendment, when it has major impacts on our neighborhoods and businesses. The City Council did NOT satisfy public notice requirements. Please provide the "affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements."

Thank you,
Ann Maxwell
4138 NE 64th Ave.
Portland, OR 97218

From: dan@danbrazelton.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:40:14 PM

Please repeal the minimum parking amendment. As a Richmond resident, I know there are a lot of complaints from a vocal minority who thinks there is no parking because of the new buildings.

There is of course less parking. But there is plenty of street parking. Yes this means the homes a block off division may have to look for 5 minutes and may have to walk a block.

This is a reasonable expectation this close to the city center.

Sincerely

Dan Brazelton.

From: Penny Hill
To: [BPS Comprehensive Plan Testimony](#)
Subject: keep the parking minimums!
Date: Friday, November 18, 2016 4:38:25 PM

Hey there,

I don't know how the data really plays out. There is an assertion that having off street parking is responsible for less affordable housing in Portland. somehow, I doubt that. Data can be used to support almost any preconceived notion.

And not just wealthy people have cars, for heavens sake.

- People who work out on Sauvie's Island, but live in town for example.
- Anyone who works odd shifts or on Sundays, when **public transit options are VERY limited.**
- **Any woman who may have to park blocks from her home will face increased danger if she comes home in the dark.**
- Anyone who skis, goes camping, or uses a vehicle for volunteer work.

Many folks use bikes in town

but if you want to recreate in the PNW- you'll have a car that needs to be off the street.

We shouldn't try to reverse engineer society by presuming that only rich people have and NEED cars. The solution to affordable housing is much more prosaic. Rent control? Affordable unit minimums? Lets try some stuff that is known to work.

Businesses will have far fewer customers coming in the door if all the parking is taken up by cars of people who have ridden their bikes to work.

The minimums should stay! they are reasonable steps into a future with fewer cars. Portland has to have a vision, BUT LIVE IN THE REAL WORLD TOO.

Thanks
Penny Hill

Penny Hill, L.M.T.and Certified EFT Practitioner
Rising Sun Massage
(503)493-5954
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www.RisingSunMassage.massagetherapy.com
<https://TapIntoYourBrilliance.blogspot.com/>
<https://www.facebook.com/pages/Rising-Sun-Massage>

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From: Carl Liebhardt
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:37:29 PM
Attachments: [image.png](#)
[image.png](#)

Dear City Staff,

I am a resident in the Sellwood Moreland neighborhood and wish to convey my concern with on street parking.

As you are aware, many new developments are currently under construction all over Portland. In the past 12 months I have witnessed the conversion of two single family homes on my block into multi-unit developments. What is most concerning is the scale of the developments as they are within the RH zone. Our street has seen the addition of 25 (apartment units) on top of the existing homes. As these developments are under 30 units each, there was no off street parking requirement. In essence, this has caused the influx of 25 more vehicles on our small block, and parking is now at a premium. There are days when the homeowners on my street cannot park in front of their own homes – myself included. This may seem trivial, but it is a nuisance and somewhat disheartening to us tax paying residents in Multnomah County.

In addition to the availability of parking, we as homeowners are also charged with taking out our own trash – something new apartment renters do not have to deal with. With the curb frontage at a premium, there are also days when we cannot place our garbage, recycling, composting, and glass recycling bins next to each other on the street for garbage haulers to pick up. Again, this may seem trivial, but this is a required service we have to pay for and regulations mandate garbage bins be on the street for pick up.

I know I must not be alone in stating my concern regarding this issue. It just seems like City development standards are aligned with development only, rather than trying to promote development yet keep existing property owners best interest in mind. At least some of our interests.

And, regarding the design overlay district standard:

Attached pictures show google street view of our small two story home with the new 45'+ tall apartment next door. Interestingly, the butterfly style roof pitch must have been implemented to adhere to the design overlay standards which streamline development in our neighborhood. I was watching them frame up the building to the 3rd floor ceiling and thought, hey this isn't so bad having 3 stories (about 35') along the entire 150' stretch of my property, (honestly, I disliked all of it but was hoping for the best). But when framers added the additional 10-12' of pitched roof to the top with no vaulted ceilings on the top floor – well that really took me by surprise. How can the City allow erroneous construction (the upper roofs have no impact on the interior experience of the apartment dwellers) to be installed just to adhere to a butterfly style roof design overlay standard? In essence, we now look at a 45' wall along our entire property line. And the profusion of windows on the entire 150' building elevation must also be to adhere to design overlay standards. Yet the windows do not provide any natural light into individual units, the entire side of the building is the access corridor to the unit front doors.

While it is better for us not to have over lookers into our private space - the multitude of windows allow the 24hr hallway lights to cast light at all hours into our yard and home. I just think there should be some rationale given to the design decisions rather than turning a blind eye as long as developers adhere to a list of what the zoning considers a 'good looking building'.

Thank you for your consideration,

Best Regards

Frederick Carl Liebhardt

1624 SE Harold Street

Portland Or, 97202





From: Anne Foley
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:36:07 PM

I oppose "Item 34. Removal of minimum Off-street parking requirements."
Adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Sincerely,
Anne M. Foley
2000 NE 59th Ave.
Portland, OR 97213

From: Brian
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:35:14 PM

To Whom it may concern,

I am opposed to repealing the min parking requirements.

I live in Richmond near Division. About 70% of the new apartment residents have cars.

The parking helps businesses too who depend on automobile traffic for their livelihood.

The automobile hopefully will become, hybrid or electric and smaller, but it is not going away in the foreseeable future.

When it does these parking spaces can and will be repurposed.

Again, do not repeal min parking requirements.

Thank you,

Brian Hochhalter
2133 SE 32nd Ave.
Portland, OR 97214

From: shanewendell@gmail.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:34:22 PM

I am completely opposed to this. This is just another way big business can sneak around bullying for whatever it wants. Small business needs parking.

Shane Wendell
4038 s.e. Caruthers
Portland, Or 97214
(503)757-3277

Sent from my iPhone

From: Erik Matthews
To: [BPS Comprehensive Plan Testimony](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:32:40 PM

dear council members—

please eliminate minimum parking requirements.

housing is more important than car parking. please pass Amendment 34 to the Comprehensive plan to eliminate minimum parking requirements in mixed use zones.

thank you for all that you do for our city.

erik

erik matthews aia, owner

em architecture llc

2712 se 47th avenue, portland, or 97206 t: 503.544.7210 e: erik@emarchitecture.net

www.emarchitecture.net

From: Iris Hodge
To: [BPS Comprehensive Plan Testimony](#)
Cc: shanewendell@gmail.com
Subject: "Comprehensive Plan Implementation: Amendment 34"
Date: Friday, November 18, 2016 4:30:33 PM

I am opposed to this amendment to remove parking minimums. This would allow big developers to be even more irresponsible than they already are. Small business owners all along division need to have spaces for their customers to park and this loss of parking minimums would be disastrous.

Thank you,

Iris Hodge
4038 SE Caruthers St.
Portland, OR
97214

From: Sherri Johns
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [Commissioner Fish](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:29:07 PM

PLEASE respect off-street parking requirements for new development. Portland government has a responsibility to all residents requiring new apartments and mixed use to provide off-street parking.

It appears that developers have Mayor Hales in their pocket and the city planning commission since proposing to delete the parking requirement.

If you believe people will use public transportation only and not actually own a car while residing in Portland, you are mistaken.

Developers have a responsibility to protect the environment and neighborhoods.

Thank you for your consideration.

Sherri & Danny Johns
Hawthorne district &
Se Milwaukie

From: amaxwe5
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:28:11 PM

TO: City Council of Portland
RE: Opposition to Removal of Minimum Off-Street Parking Requirements, Adequate Public Notice NOT Satisfied

I am a longtime resident of Portland who opposes Item 34, the Removal of Minimum Off-Street Parking Requirements.

It's bad for business and negatively affects neighborhoods. I no longer shop in the Hollywood District because I cannot find a place to park close enough to the shops I wish to frequent. I am a senior citizen who is not disabled, but cannot walk for blocks and blocks with packages, as would happen using mass transit, or safely ride my bike to stores. Sadly this means I shop by computer more and more and locally less and less. I am not alone. This hurts Portland businesses.

You are treating parking changes as a minor amendment, when it has major impacts on our neighborhoods and businesses. The City Council did NOT satisfy public notice requirements. Please provide the "affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements."

Thank you,
Ann Maxwell
4138 NE 64th Ave.
Portland, OR 97218

From: Jon Walker
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:28:10 PM

Dear Council,

I'm writing in support of eliminating parking requirements. Parking requirements drive up cost, distort the market, and needlessly encourage driving.

I'm a resident of Portland who lives in the SE Richmond neighborhood.

Thank you
Jon Walker

From: Steve Armbrust
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:26:53 PM

Regarding "the Nov. 4, 2016, BPS Memo to the City Council containing the Proposed Council Amendments", I, as a member of the Eastmoreland neighborhood:

1. I oppose "Item 34. Removal of minimum Off-street parking requirements." This is getting way out of hand. I never travel to NW Portland to shop because there is no place to park. I have now stopped going to SE Division for the same reason. No parking. Removing the off-street parking requirements places an undue burden on neighbors who will be inconvenienced by new residents who, whether you like it or not, will have automobiles.

2. Adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Steven Armbrust
7230 SE Reed College Place
Portland, OR 97202
503-775-7869

Steve Armbrust

From: William Henderson
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:26:22 PM
Attachments: [testimony.pdf](#)

Please find testimony from the Portland Independent Chamber of Commerce on amendments 34 and 51. This testimony is co-signed by over 40 Portland-based businesses.

Best,
William



Comprehensive Plan Early Implementation

Comprehensive Plan Testimony c/o Council
Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 972014

Portland Independent Chamber of Commerce
Suite 304, 1300 SE Stark St
Portland, OR 97214
October 7, 2016

Commissioners,

PICOC is a coalition of business and community leaders who believe Portland can do better. We call on City Council to eliminate parking minimums that drive up the cost of housing, and instead enact policies that encourage alternative transportation and efficient use of existing parking.

Portland's parking policies are failing. Our free on-street parking has led to streets that are increasingly crowded with cars, while building additional off-street parking spaces has undermined our goals of creating an efficient, low-carbon city. Worse, these policies have contributed significantly to our growing affordability crisis and have hurt our local businesses. Imagine that instead of spending money on free and subsidized parking, we spent it on providing affordable housing and frequent transit service. Imagine that instead of giving residents free parking, we gave them cheaper rent and a free bus pass. We can do better.

Requiring parking in residential developments contributes significantly to the rising cost of housing. According to a recent White House report, "parking requirements generally impose an undue burden on housing development, particularly for transit-oriented or affordable housing." This is because parking spaces are worth far less than living spaces, especially when off-street parking is available nearby for free. Parking minimums are distorting the market by requiring developers to build parking at a loss that is passed directly on to renters. A study in Seattle found that renters on average pay an additional \$246 per month to subsidize the cost of parking—whether they own a car or not. Instead of subsidizing off-street parking, we should be subsidizing affordable housing.

Our parking policy also hurts Portland businesses. Businesses thrive when they are accessible on foot, by bike, and by transit. And when employees and customers do need to drive, it's important they can quickly find a spot to park. Our parking policies have filled our streets with parked cars, impeding traffic, endangering people biking and walking, and making it all but impossible to find a parking space. This is because Port-

landers can keep their car (and their second or third cars) on the street all day, for free. Instead of building ever more spaces and driving up the cost of housing, let's manage our existing parking supply more efficiently. Let's subsidize efficient transportation options instead of parking spaces – and make sure parking is easy to find for those who need it.

On November 17th, City Council will consider two amendments to our 2035 comprehensive plan. Amendment 34 would eliminate parking minimums for mixed use neighborhoods near transit, while amendment 51 would require developers to use transportation management policies to manage parking and ensure fewer residents and visitors are traveling by car. PICOC and the following businesses call on our City Commissioners to pass these amendments.

Signed,

The Board of Portland Independent Chamber of Commerce

Alex Payne
Investor

Aliza Tuttle
General Manager, Know Thy Food Cooperative

Andrew Neerman
Owner, Beacon Sound

Andy McMillan
Co-organizer, XOXO

Anna Hutson
CEO, Avenue

Astrid Scholz
CEO, Sphaea Solutions

Chris Anderson
Director, Fauna

Crystal Beasley
CEO, Qcut

David Keltner
Principal, Hacker Architects

Elly Blue
Co-owner, Microcosm Publishing

Eric Cress
Principal, Urban Development + Partners

Eric Holscher
President, Read the Docs

Garlynn Glen Woodsong
President, Woodsong Property Renovation Partners

Jeffrey Todd Fahrner
Partner, Clever Cycles

Jessie Maran
Director, KLiK Concepts

Jonathan Maus
President, Pedaltown Media Inc.

Joshua Cohen
Principal, Fat Pencil Studio

Joshua Lifton
CEO, Crowd Supply

Kiel Johnson
Owner, Go By Bike

Lennon Day-Reynolds
Owner, Old Gilbert Road Tavern

Leslie Carlson
Principal, Brink Communications

Lisa Sedlar
Founder & CEO, Green Zebra Grocery

Marcus Estes
CEO, Chroma

Mara Zepeda
CEO, Switchboard

Mary Harmon
Principal, Encountering Tech

Michael Drew Tyson
Co-founder, Chefs Week PDX

Mychal Tetteh
CEO, Community Cycling Center

Nat West
Owner, Reverend Nat's Hard Cider

Niles Armstrong
Owner, Worn Path

Noah Brimhall
Associate Director, Obility

Rick Turoczy
General Manager, PIE

Robby Russell
Principal, Planet Argon

Robert Alan Ping
Executive Director, Walkable and Livable Communities Institute

Ryan Buchanan
CEO, eROI

Sarah Iannarone
Founding Owner, Arleta Library Cafe

Sohrab Vossoughi
Founder, Ziba Design

Steve Gutmann
Co-founder, Stuffstr

Steve Hanrahan
Co-owner, Mirador Kitchen & Home

Tom Bauer (Individual)
Associate Principal, Bora Architects

Tov Arneson
CEO, Validated

Will Fain
Owner, Handsome Pizza

William Henderson
CEO, Knock Software

William Stites
Owner, Truck Trike

From: Judith Gram
To: [BPS Comprehensive Plan Testimony](#)
Subject: Minimum parking requirements
Date: Friday, November 18, 2016 4:25:47 PM

Do **NOT REMOVE** the 2013 minimum parking requirements.

Sent from Judi's iPad

From: catherine dee
To: [BPS Comprehensive Plan Testimony](#)
Subject: parking
Date: Friday, November 18, 2016 4:21:10 PM

I strongly think their should be parking requirements. You should not change it and require no parking spaces for buildings.

I have lived in the Richmond neighborhood for 30 yrs and value the character of the neighbor hood. I know we need more affordable housing but it seems like the builders are always getting their way and their money.

Too much has happened in this neighborhood too fast without thinking things thru.

People do drive even if they don't drive a car everyday.

Catherine dee
3112 se 35th
Portland or 97202

Sent from [Mail](#) for Windows 10

From: Jim Karlock
To: [BPS Comprehensive Plan Testimony](#)
Cc: transport-policy@yahoogroups.com; [PreservingtheAmericanDream](#); urban-policy@yahoogroups.com
Subject: Parking requirement
Date: Friday, November 18, 2016 4:20:50 PM

DO NOT let our neighborhoods be over-run with parked cars because apartment builders are too cheap to provide on site parking.

We must require on site parking for ALL apartments at a realistic ration. Enforcement would be to ban apartment dwellers from parking on area streets EXCEPT curb faces bordering the apartment.

thanks
JK

From: osmill.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:18:37 PM

I support the repeal of parking minimums.

In addition, there needs to be more proactive management of on-street parking to reflect the value of storing private vehicles in the public right of way.

Michael Miller
Richmond neighborhood

From: Catherine Riddell
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan implementation item 34
Date: Friday, November 18, 2016 4:15:34 PM

Please don't reduce minimum parking requirements on new development!
Cathy Riddell
100 NE 58th Ave.

From: Scott Jeffries
To: [BPS Comprehensive Plan Testimony](#); [Commissioner Novick](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Commissioner Fritz](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:13:30 PM

I do not support parking minimums. In a city with a housing crisis, affordability must be paramount. We should be planning for a future of greatly reduced car ownership and encouraging alternative transportation.

Scott Jeffries
Homeowner, car owner, TriMet user

From: Stephen Judkins
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:13:10 PM

Hello,

I'd like to support amendment 34 to the comprehensive plan. I believe that, while lack of parking can be inconvenient, a lack of affordable housing represents a true crisis and mandatory parking minimums play a role in exacerbating that crisis.

There are other mechanisms for handling a lack of parking, such as permit systems or the "parking management toolkit". These can address parking scarcity problems without making new construction more expensive, driving it out of reach of the working poor or even the middle class.

Thank you,
Stephen Judkins



OREGON LOCUS

Responsible Real Estate Developers and Investors

an affiliate of Smart Growth America's national developer coalition

President
Sam Rodriguez
Mill Creek Development

Vice President
Dennis Allen
Holland Partner Group

Secretary/Treasurer
Tim O'Brien
Urban Asset Advisors

Board Members
Cassidy Bolger
*Portland Lloyd Center
Community, LLC*

Tom Brenneke
Guardian Real Estate Services

Eric Cress
Urban Development + Partners

Matthew Goodman
Downtown Development Group

Jeremiah Jolicoeur
Alliance Residential Company

Noel Johnson

Lance Killian
Killian Pacific

Wade Lange
American Assets Trust

Michael Nagy
Wood Partners

Peter Skei
Specht Properties

Christe White
*Radler White Parks & Alexander
LLP*

Brian Wilson
Mainland Northwest

Sarah Zahn
Gerding Edlen Development

Executive Director
Mike Kingsella

November 18, 2016

Portland City Council
1221 SW Fourth
Portland, OR 97201

**Re: Comprehensive Plan Implementation—Amendment 34
Elimination of Minimum Parking Requirements in Mixed Use Zones**

Dear Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman:

Oregon LOCUS appreciates the opportunity to briefly comment on the proposed elimination of parking minimum requirements in mixed use zones and urges you to vote yes on Amendment 34.

As noted in the White House Housing Development Toolkit (September 2016), “[b]y reducing parking [requirements] and designing more connected, walkable developments, cities can reduce pollution, traffic congestion and improve economic development.”

To be clear, the elimination of the City of Portland’s minimum parking requirement regulation in the mixed-use zones will not result in a complete end to new housing development being built with parking. Indeed, certain amounts of parking are frequently required by investors, lenders and tenants.

Having said this, Oregon LOCUS believes that for smaller apartment projects whose tenants do not demand parking, elimination of the City’s parking minimum requirement can potentially reduce rent by approximately \$40/month/unit, which will help affordability.

As an affiliate of Smart Growth America’s coalition of responsible developers and investors, we look forward to working with the City on a wide range of smart, sustainable, walkable and affordable development public policies. Elimination of city mandated parking minimums is one element in a framework of policies that will help promote these goals. There are many other tools that Oregon LOCUS stands ready to support in partnership with the City.

Oregon LOCUS urges you to eliminate the parking minimum requirements in mixed use zones by voting yes on Amendment 34.

Sincerely,

Mike Kingsella
Executive Director

From: Betsy Scherzer Roberts
To: [BPS Comprehensive Plan Testimony](#)
Subject: RE: Comprehensive Plan Implementation on the Nov. 4, 2016, BPS Memo to the City Council containing the Proposed Council Amendments
Date: Friday, November 18, 2016 4:12:09 PM

I oppose "Item 34. Removal of minimum Off-street parking requirements."
Adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

--

Betsy Roberts
betsy.s.roberts@gmail.com
3721 SE Nehalem St
(949) 433-6772

From: Non Important
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:10:31 PM

Regarding Item 34. Removal of minimum off-street parking requirements, proposed by Mayor Hales.

Oppose. Keep the off-street parking minimum requirements as is until such time as there is a community discussion and agreed upon implementation measures for a parking program and Transportation Demand Management program.

1. Supporting local business clientele. As it even now, it is difficult to support many local businesses due to lack of parking. Only chain business seem to have parking for shoppers. Let's keep our support local!!
2. Provide better access for disabled and an aging population. An increase in disability parking spaces is definitely needed. We need to value our senior citizens and not make access more difficult.
3. Quality of life for homeowners. Lack of parking spaces brings out the disrespect in some people and they block driveways etc. in frustration.

Sincerely,

Claudette Summerville

4425 NE 74th Ave, Portland, OR 97218

Sent from my iPad

From: tomhard2@gmail.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:08:43 PM

Portland City Council:

I understand Council is considering repeal of the 2013 minimum parking requirements for multi-unit dwellings. I strongly oppose repeal. Instead, the minimum requirements should be strengthened to apply to new residential structures of 10 or more dwelling units.

Thomas M. Hard
3258 SE Sherman St
Portland OR 97214

From: Cyd Manro
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:06:48 PM

We don't need more cars, we need more humans. We don't need parking minimums. Inconvenience is a small price to pay for assuaging homelessness and rent increases.

Best regards,

Cyd Manro
4124 SE Caruthers ST
Portland, OR 97214

From: Nancy Wirsig McClure
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:05:44 PM

As a Portland homeowner, I would like to testify on the Comprehensive Plan Implementation's Proposed Council Amendments.

I strongly OPPOSE "Item 34. Removal of minimum Off-street parking requirements." Reducing residents' use of cars is a good goal, but this won't work to do that. People are NOT going to suddenly give up their vehicle just because they move to a building with no off-street parking. Meanwhile, everyone suffers.

I am also very concerned that adequate public notice was NOT given. Portland is famous for transparent government, but you let us down badly with this LAW-BREAKING move. You failed to provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial -- as is the case with Item 34 (this is not MINOR!). Per Oregon Statute 197.763 and Measure 56 notification requirements.

Please drop Item 34 and start being better about transparency. We are watching.

Yours,

Nancy Wirsig McClure

503.957.6763

From: Ben Earle
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34
Date: Friday, November 18, 2016 4:05:38 PM
Importance: High

Dear Mayor Hales, and Commissioners Fish, Fritz, Novick, and Saltzman,

I strongly oppose any reduction, much less the elimination of, in the minimum parking requirements for mixed use commercial developments and urge you to at the very least table / defer any action on Amendment #34 until the new City Council takes office in January and the public can have proper full advance notification that such a significant change under consideration and have ample opportunities to provide comment before any Council vote would take place.

Respectfully,
Ben Earle
Secretary, Land Use Committee
Concordia Neighborhood Association

Ben Earle
CBE Consulting
5524 NE 30th Ave.
Portland, OR 97211
503-680-8322
ben.earle@comcast.net

From: Ellen Finneran
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:04:58 PM

Mayor and Commissioners,

I'm writing to advocate for the passage of Amendment 34 to remove the parking requirements from mixed used zones.

I've been both a renter and a homeowner in Portland. I've also lived with and without a car so I feel I have a unique perspective on this.

When my husband and I moved to Portland, we moved into a relatively new rental building in North Portland. After signing our lease we were told that if we had a car and wanted to park it in the garage, it would be \$60/month.

At the time, we didn't have a car so it was an easy decision for us at the time. However, had we had a car, \$0/month for on-street parking in the neighborhood would have been a steal compared to \$60/month for a garage space. I also have no doubt that part of my monthly rent was paying for upkeep on the parking garage even though I wasn't using it.

This is, as I see it, the fundamental problem with parking minimums. It suppresses housing supply by adding to the costs of building apartments, raise rents and encourages people to keep their cars by subsidizing the cost of parking. It doesn't keep people from using the on-street parking.

Please pass Amendment 34 and remove parking requirements from mixed use zones.

Thank you!
Ellen Finneran

(503) 871-1186
801 NE 53rd Ave, Portland

From: Andrew Seubert
To: [BPS Comprehensive Plan Testimony](#)
Cc: pdxshoupistas@gmail.com
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:02:33 PM

Please eliminate minimum parking requirements in Mixed-Use Zones by supporting Amendment 34.

Arbitrary Parking Requirements Suppress Housing Supply And Raise Costs

The arbitrary 30-unit+ threshold for required parking went into effect in much of Portland in 2013. Since 2013, a large number of developments have been built with *exactly* 30 apartments, just under the threshold for required parking. Why? The 31st apartment brings a mandate for 6 parking spaces. For underground parking, six stalls can cost more than \$300,000 in construction and lost opportunity. **Minimum parking requirements have worsened the housing crisis by suppressing housing supply and making new housing more expensive.**

Minimum Parking Requirements Are Ineffective At Solving Transportation Problems

Requiring off-street parking is ineffective at solving parking problems because as long as on-street parking is cheaply or freely available, residents will keep their cars and store them at the curb. Parking requirements can dramatically increase rents, congestion, and reduce housing supply. On-street parking management, such as market-rate permits, will have a greater impact on parking problems without exacerbating the housing crisis further.

Exempting Affordable Housing From Parking Requirements Is Not Enough.

Exempting affordable housing units from the calculation of required parking is a good policy, but parking requirements will continue to increase housing costs for middle-class Portlanders. Portland has a housing shortage, not parking shortage. Parking minimum requirements will produce empty parking spaces at the cost of homes. The bottom line is we need to prioritize housing for people over shelter for cars.

The White House's Housing Development Toolkit Identifies Parking Requirements As A Barrier to Housing Affordability

The White House released a report earlier this month to provide policy recommendations to ease housing shortage and improve affordability in cities. According to the report, minimum parking requirements "have a disproportionate impact on housing for low-income households" and "[b]y reducing parking and designing more connected, walkable developments, cities can reduce pollution, traffic congestion and improve economic development."

Sincerely,
Andrew Seubert
1332 NE 47th Ave
Portland, OR, 97213

From: macmaddie@juno.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation: Amendment 34a
Date: Friday, November 18, 2016 4:02:19 PM

Really? Really? There is a proposal to get rid of the minimum parking requirements for multi-unit parking? You have got to be kidding. I live off of 52nd between Division and Powell and I have lost count of the number of units in new apartment / condos going up in my neighborhood. Even with the existing minimum parking requirements, there are concerns within the Richmond neighborhood about parking.
Please do NOT allow this change to go through. PLEASE.

Thank you,
Marsha A. Campbell
5109 SE Tibbetts St
PDX

From: BGI
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 4:00:44 PM

I am shocked, however I shouldn't be, to see that the City is not recognizing the public's right to give testimony regarding off street parking for new developments. It seems that the Mayor in his remaining time continues to snub his nose at our voice and the city council is going along with this.

Our city is being ruined by these buildings that look either like they were designed by Russian architects or for use in public housing. The least you can do is to mandate off street parking be created.

Please honor the 2012-2013 decision to implement off street parking that was based on public input at least until more time is given to provide adequate feedback by the public.

Mickey Lee
NE Portland

From: Jessica Gillard
To: [BPS Comprehensive Plan Testimony](#)
Subject: Please vote YES on Amendment 34
Date: Friday, November 18, 2016 3:57:28 PM

I'm sorry, I sent a previous email without my address: 2725 SE 36th Ave, Portland, OR 97202

I may be too late but just wanted to send a quick note in favor of eliminating parking requirements for housing developments in mixed use zones.

I believe that minimum parking requirements contribute to the development of luxury housing over affordable housing. With increasing demand for housing close to the city, and car traffic exceeding road capacity, Portland needs to take a progressive approach by promoting the development of housing and transportation infrastructure for people rather than cars.

Please vote YES on Amendment 34!

On Fri, Nov 18, 2016 at 3:54 PM, Jessica Gillard <gillardjess@gmail.com> wrote:

Hello,

I may be too late but just wanted to send a quick note in favor of eliminating parking requirements for housing developments in mixed use zones.

I believe that minimum parking requirements contribute to the development of luxury housing over affordable housing. With increasing demand for housing close to the city, and car traffic exceeding road capacity, Portland needs to take a progressive approach by promoting the development of housing and transportation infrastructure for people rather than cars.

Please vote YES on Amendment 34!

Thank you,

Jessica Gillard

--

[\(503\) 504-6349](tel:(503)504-6349)
gillardjess@gmail.com

--

(503) 504-6349
gillardjess@gmail.com

From: Jessica Gillard
To: [BPS Comprehensive Plan Testimony](#)
Subject: Please vote YES on Amendment 34
Date: Friday, November 18, 2016 3:55:47 PM

Hello,

I may be too late but just wanted to send a quick note in favor of eliminating parking requirements for housing developments in mixed use zones.

I believe that minimum parking requirements contribute to the development of luxury housing over affordable housing. With increasing demand for housing close to the city, and car traffic exceeding road capacity, Portland needs to take a progressive approach by promoting the development of housing and transportation infrastructure for people rather than cars.

Please vote YES on Amendment 34!

Thank you,

Jessica Gillard

--

(503) 504-6349
gillardjess@gmail.com

November 18, 2016

VIA EMAIL

Mayor Charles Hales
Portland City Council
City of Portland
1900 SW Fourth Avenue #7100
Portland, OR 97201

**Re: MUZ Project - Supplemental RTF/ICSC Testimony
Equitable Auto-Accommodating Zoning for Grocery Stores and Drive-Throughs**

Dear Mayor Hales and Council Members:

This letter supplements the RTF/ICSC's oral testimony to Council yesterday regarding the need to include auto-accommodating zoning in the MUZ Code to comply with adopted Plan policies 4.85 (Grocery Store), 6.16 f. (Regulatory Climate) and 6.67 (Retail Development).

MUZ Needs Auto-Accommodating Zoning

A multimodal system must accommodate all modes, including auto. The proposed MUZ Code does not accommodate the auto. The City's own traffic analysis shows that the auto mode will remain at over 75% in 2035. The CE zone is primarily a mixed use zone that is only incidentally auto-accommodating in its purpose statement, but which has virtually no auto-accommodating development standards to match the Zoning Code's definition of "Auto Accommodating Development".

Auto-Accommodating Development. Development which is designed with an emphasis on customers who use autos to travel to the site, rather than those which have an emphasis on pedestrian customers. This type of development usually has more than the minimum required number of parking spaces. The main entrance is oriented to the parking area. In many cases, the building will have parking between the street and the building. Other typical characteristics are blank walls along much of the facade, more than one driveway, and a low percentage of the site covered by buildings.

Use CE Zoning as Short-Term Market Placeholder

Good planning for the future is also required by Plan Policy 6.16.f. to accommodate the short-term market. Auto-accommodating zoning and development standards are required to provide a full range of retail and grocery store development to implement the other new Plan policies 4.85 and 6.67. The CE zone should be used to implement Policy 6.16.f. by providing placeholder zoning to accommodate current market investments until it is feasible to achieve greater urban densities. Policy 10.2 (Relationship of land use designations to base zones) supports that solution by saying: “In some cases, there are long-term or short-term obstacles to achieving the level of development intended by the land use designation ...”. Lack of proper market conditions for urban densities in suburban areas is a short-term obstacle to mixed use zoning that the CE zone can solve.

We reiterate the request made to PSC to adopt the following: 1) revision to the CE zone purpose statement; and 2) reasonable auto-accommodating standards:

1) Revise CE Zone Purpose statement to make more auto-accommodating (new language underscored):

D. Commercial Employment Zone. The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution uses that have few off-site impacts. The emphasis of this zone is on auto-accommodating commercial and employment uses, but residential use is also allowed. Buildings in this zone will generally be up to four stories tall. Development is intended to be auto-accommodating, as well as pedestrian-oriented, ~~as well as auto-accommodating~~, and complement the scale of surrounding areas.
(Marked to show changes.)

2) Provide development standards in CE zone for auto-accommodation (See marked copies of key standards attached, as summarized below):

- Allowance for parking between buildings and streets.
 - Section 33.130.215.C.1. & Table 130-2. Exempt street frontages in a CE zone abutting major city traffic streets on district collector streets in Section 33.130.215.C.1 attached. Change the Max. Building Setbacks in CE from 10’/20’ to "NA" for sites adjacent to a Major City Traffic Street or a District Collector;

add an exemption from the vehicle area frontage limitations of Section 33.266.130.C.3.b., for sites adjacent to a Major City traffic Street or a District Collector. Note: the pedestrian standard of Section 33.130.240 provide a safe and convenient crossing of these areas.

- Transit street main entrance location oriented to parking.
 - Section 33.130.242.B.3. Applicability – Add new subsection “3. This section does not apply to street frontages in a CE zone abutting Major City Traffic or District Collector streets.”
- Allowance for blank walls.
 - Section 33.130.230.B.2.d. Ground Floor Window Standard Exemption
 - Revise subsection 2. to add a new subsection “d exemption.” Retail store walls devoted to truck loading or external to interior areas used for storage, refrigeration or mechanical equipment, are exempt from this Section.”
- Alternative maximum building setback for large retailers in mixed-use zones other than CE.
 - Section 33.130.215.E.2
 - Change 60,000 sq. ft. to 40,000 sq. ft.
- See copies of above code sections (except 33.130.215.E.2) marked to show proposed changes by underlining the new language.
 - (see attachments above)

As stated at the hearing yesterday, please adopt additional amendments to the MUZ Project to avoid nonconformity under Plan Policy 6.16.f. and to foster new grocery store development under Plan Policy 4.85 and Plan Policy 6.67.

Thank you for your additional attention to these important economic development matters.

Respectfully submitted,



Mark D. Whitlow

MDW:sv

Enclosures

Cc: RTF/ICSC GR Committee

33.130.215

- C. **Maximum building setbacks.** Except as stated in Subsection E., the maximum building setback standards are stated below.
1. **Maximum setback standards.** Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet, **and street frontages in a CE zone abutting Major City Traffic or District Collector streets, where there is no maximum setback.** At least 50 percent of the length of the ground level street-facing facade of the building must meet the maximum setback standard.
 2. **Applying the standard.**
 - a. Where an existing building is being altered, the standards apply to the ground level, street-facing facade of the entire building. See Figures 130-4 and 130-5.
 - b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 130-6 and 130-7.
 - c. In the CM1, CM2, CM3, and CX zones, and in the CE zone within a Pedestrian District, if the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If the site is a through lot, the maximum setback standard only applies to the street with the highest transit street classification. If multiple streets have the same highest transit street classification, the applicant may choose which street or streets to apply the standard.
 - d. In the CE zone outside of pedestrian districts, the maximum setback standard only applies to transit streets unless the site does not have a street lot line on a transit street. If the site does not have a street lot line on a transit street, then the maximum setback standard applies to one street, and if there is more than one street, the applicant may choose which street to apply the standard. If the site has street lot lines on three or more transit streets, the maximum setback standard applies only to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit classification. If multiple transit streets have the same highest street classification, the applicant may choose which streets to apply the standard.
 - e. For buildings where all of the floor area is in residential use, the street-facing facade of an open porch that meets the following standards is included as part of the ground level, street-facing facade of the building:
 - (1) For houses, attached houses, manufactured homes and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;
 - (2) The porch must have at least one entrance facing the street; and

**Table 130-2
Summary of Development Standards in Commercial/Mixed Use Zones**

Standards	CM1	CM2	CM3	Cx	CE
Maximum FAR (see 33.130.205, and 33.130.212 [bonus FAR])	1.5 to 1	2.5 to 1	3 to 1	4 to 1	2.5 to 1
Base Height (see 33.130.210.B.1)	35 ft.	45 ft.	65 ft.	75 ft.	45 ft.
Step-down Height (see 33.130.210.B.2)					
- Within 10 ft. of street lot line adjacent to street < 70 ft. wide	NA	NA	55 ft.	NA	NA
- Within 25 ft. of lot line abutting RF - R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 25 ft. of lot line abutting R3, R2, R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
- Within 15 ft. of lot line across a local service street from RF - R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 15 ft. of lot line across a local service street from R3, R2, R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
Bonus Height (see 33.130.212)	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3
Min. Building Setbacks					
- Street Lot Line	none	none	none	none	none
- Street Lot Line abutting selected Civic Corridors	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Street Lot Line across a local street from an RF - R1 Zone	none	5 or 15 ft.	5 or 15 ft.	5 or 15 ft.	5 or 15 ft.
- (see 33.130.215.B)					
Min. Building Setbacks					
- Lot Line Abutting OS, RX, C, E, or I Zoned Lot	none	none	none	none	none
- Lot Line Abutting RF - RH Zoned Lot (see 33.130.215.B)	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Max. Building Setbacks					
- Street Lot Line	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Street Lot Line Abutting Selected Civic Corridors	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
- <u>Lots Abutting Major City Traffic or District Collector Streets</u> (see 33.130.215.C)	NA	NA	NA	NA	none
Max. Building Coverage (% of site area)					
- Inner Pattern Area	85%	100%	100%	100%	85%
- Eastern, Western, and River Pattern Areas (see 33.130.220)	75%	85%	85%	100%	75%
Min. Landscaped Area (% of site area) (see 33.130.225)	15%	15%	15%	none	15%
Landscape Buffer Abutting an RF - RH Zoned Lot (see 33.130.215.B)	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3
Required Residential Outdoor Area (see 33.130.228)	Yes	Yes	Yes	No	Yes
Ground Floor Window Standards (see 33.130.230)	Yes	Yes	Yes	Yes	Yes

(3) The porch must have a roof that is no more than 12 feet above the floor of the porch and at least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

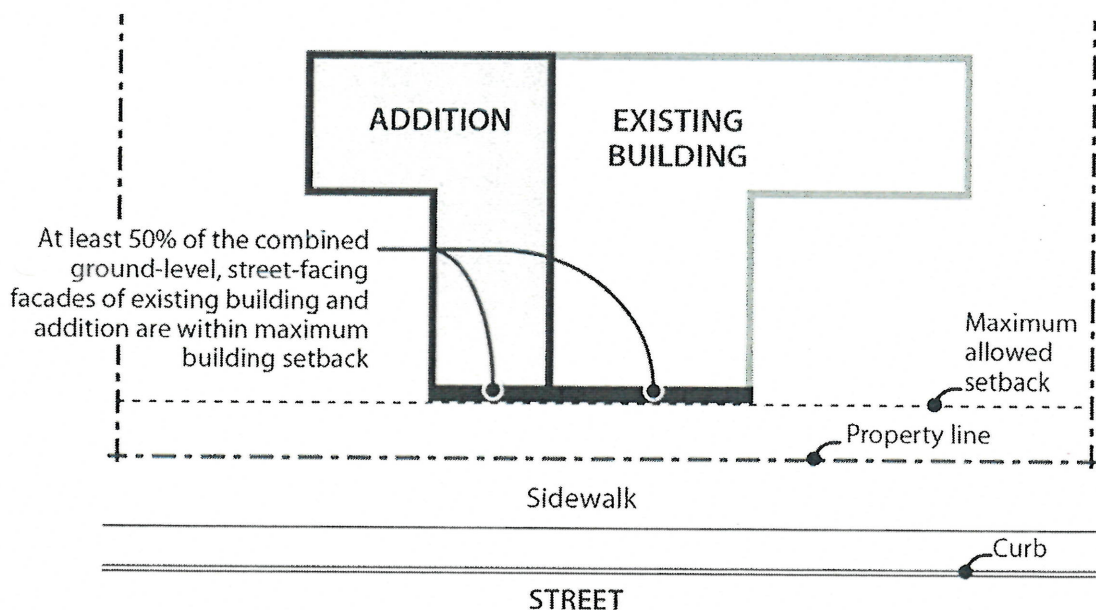
3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 130-6.

D. Improvements in the setback area between a building and a street lot line.

1. General standard. The land between any building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Vehicle areas and exterior display, storage, and work activities, if allowed, are exempt from this standard. Bicycle parking may be located in the area between a building and a street lot line when the area is hard surfaced.
2. Improvements within transit street maximum building setbacks. Along transit streets, except for on CE-zoned lots abutting a Major City Traffic or District Collector street, at least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 130-4

Alteration to Existing Building in Conformance with Maximum Setback Standard



33.130.242 Transit Street Main Entrance

- A. Purpose.** Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.
- B. Applicability.**
1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.
 3. This section does not apply to street frontages in a CE zone abutting Major City Traffic or District Collector streets.
- C. Location.** For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:
1. Be within 25 feet of the transit street;
 2. Allow pedestrians to both enter and exit the building; and
 3. Meet one of the following:
 - a. Face the transit street;
 - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-13; or
 - c. If it is an entrance to a multi-dwelling structure:
 - (1) Face a courtyard that is adjacent to the transit street and that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and
 - (2) Be within 50 feet of the transit street.
- D. Distance between entrances.** For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

33.130.230 Ground Floor Windows

A. Purpose. In the commercial/mixed use zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standard.

1. General standard.

- a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade. See Figure 130-11.
- b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a. applies to the facade that faces the highest transit street classification. All other ground level street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area. If two or more streets have the same highest transit street classification, then the applicant may choose on which of those street to meet the higher standard. Transit street classifications are identified in the Transportation Element of the Comprehensive Plan.

2. Exemptions:

- a. Houses, attached houses, manufactured homes, and duplexes are exempt from this Section;
- b. Ground floor street-facing walls of dwelling units are exempt from Paragraph B.1., but the walls must meet one of the standards in Subsection D.; and
- c. The walls of structured parking that face a secondary street frontage are exempt from the 25 percent standard in Subparagraph B.1.b. if the facade is set back at least 5 feet and landscaped to the L2 standard.
- d. Retail store walls devoted to truck loading or external to interior areas used for storage, refrigeration or mechanical equipment, are exempt from this Section.

From: Anne Kolibaba
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 3:43:16 PM

Please know that I am yet another citizen of northeast Portland who is extremely concerned over the plan to remove minimum off-street parking requirements for new buildings. My neighborhood – Rose City Park – is already overcome with excessive parked cars. For example, many patients and employees of Providence choose to park on Halsey and the nearby side streets rather than use the parking lots provided. (This has been documented by several neighbors who have held watch.) Further, Trader Joe's parking lot is usually full, and cars circle the block to find parking. The crosswalks at 42nd (I think) and Halsey, by the Halsey Max Station, are chock-full of pedestrians and a multitude of cars, many waiting to make left turns without a left-turn signal. In short, this intersection is rightfully busy, but also hazardous, and indirectly forcing more on-street parking will only increase the likelihood of accidents.

Another reason for the city to require developers to provide ample parking for their tenants has to do with promoting small businesses. It is getting more difficult to patronize small businesses in the Hollywood neighborhood these days. For example, I've wanted to visit a new shop – Ray's Ragtime Hollywood – since it's opened, but the lack of parking discourages me. I hate to think of how the parking problem will grow exponentially if current guidelines are lessened.

The decision earlier this month to remove the minimum parking requirements smells fishy. Did councilors make veiled promises to developers, in exchange for special considerations? The timing and appearance are suspicious.

Please take the side of the common citizens. It is not too late.

Yours truly,

ANNE KOLIBABA

From: Letha Tawney
To: [BPS Comprehensive Plan Testimony](#)
Subject: Oppose Item 34 of the BPS Memo to City Council
Date: Friday, November 18, 2016 3:34:08 PM

As a neighbor since 2002 very close to NE Fremont in the Alameda neighborhood and now in the Hollywood just a block from Sandy, I oppose any move that reduces the already anemic requirements for off street parking for new developments. They are hardly burdensome and are in keeping with building a walkable, dense infrastructure. I fully supported the neighborhood associations' work to get off street parking required and any move to change that, particularly as Mayor Hales leaves office and without appropriate public notice for an enormous change in house value and livability is unacceptable.

Kind Regards,
Letha Tawney
2415 NE 46th Ave

From: Madeleine Anderson-Clark
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation Item 34
Date: Friday, November 18, 2016 3:32:44 PM

Dear Commissioners,

I am writing to vehemently oppose repealing parking minimums in new construction, except in the instance of low-income specific housing. I live on 37th and Hawthorne, and often have to park six or more blocks from my house, and struggle to get my infant indoors. There are four houses next to me in a row on 37th and Hawthorne that have very small children as well, and also struggle. Going car-free is not an option with our jobs and families, and public transportation is not yet adequate to the employment centers (most of which are not downtown).

The development guidelines absolutely ignore that families live in close-in SE Portland, and housing policy has simply accommodated developers that cater to the wealthy out-of-towners who rent the luxury apartments that are being built all through SE. The new apartments have quartz counters, custom cabinets, dog washing stations and amazing patios with barbecue spaces, but claim that adding parking for their residents will boost rents. Not one apartment building was ever intended to be affordable, and not providing housing has just allowed developer to yield higher profits at the expense of the neighborhoods. These apartments have done nothing but hurt the inner SE neighborhoods. All of the newcomers brought cars, regardless of developer claims.

I urge you not to loosen the current parking standards, but instead beef them up. Current Portland residents are being hurt by the development without parking, and the environment in SE is becoming increasingly unfriendly to families. Please be aware that these are neighborhoods, and not all of the residents are single 20-somethings, and please stop catering to the developers and professional protesters that have the time to lobby your city council meetings. Please represent your citizens.

Sincerely,

Madeleine Anderson-Clark
1527 SE 37th Ave
Portland, OR 97214

From: Jane Stolle
To: [BPS Comprehensive Plan Testimony](#)
Subject: Off-street parking requirement
Date: Friday, November 18, 2016 3:30:37 PM

DO NOT remove off-street parking requirement for developments.

Thank you!
Jane Stolle
806 NE Hazelfern Pl
Portland Or 97232

From: Brenda McCool
To: [BPS Comprehensive Plan Testimony](#)
Subject: RE: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 3:29:57 PM

Dear Council Members:

I am writing in regards to the "Comprehensive Plan Implementation" regarding "the Nov. 4, 2016, BPS Memo to the City Council containing the Proposed Council Amendments"

I ask that you:

1. Oppose "Item 34. Removal of minimum Off-street parking requirements."
2. Adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

As a homeowner and tax payer, I (like many others) do not have a driveway and rely on street parking.

Thank you for doing the right thing for Portland homeowners.

Sincerely,
Brenda McCool

--



From: niko
To: [BPS Comprehensive Plan Testimony](#)
Subject: Preserve parking requirements
Date: Friday, November 18, 2016 3:26:52 PM

Dear Mayor Hales,

As a resident of Portland who has seen tremendous growth and change, we can't deny the realities that dense developments have had on neighborhoods. Yes, lots of great ice cream and boutiques, but something else too for those living in newly dense locations.

One can hope for carless neighborhoods and developments and even believe in adversarial policies that create "roadblocks" to driving will create some kind of sustainable utopia where everyone will simply walk and bike. However, there should be reflection and observation of what actually occurs after developments with limited or no parking planned in designs.

The realities of what actually happens is that parking around these denser areas worsen and the quality of life for seniors, those with disabilities and also families relying on street parking are impacted negatively.

Wiping away the parking requirement impacts a large component of the community and pushes people in need of vehicles out of denser areas and in turn can possibly further gentrify areas.

This article I read recently was very informative.

<http://americandreamcoalition.org/landuse>

It also outlines what happened after the low income housing complex Center Commons (right next to the 60th max stop) in North Tabor was built. Although some time has passed since the article was written, it still resonates today. The limited parking has impacted the tenants and beyond into the adjacent neighborhood streets.

If the next answer to this issue is to create permit parking, I would argue that permits would further burden the existing low income tenants and neighbors.

Ideally, there should have been enough parking (a minimum of 1:1) designed into the Center Common plans. Although we are very close to max and bus lines, people for whatever reason are continuing to keep their cars. This is the reality. There are other newer examples in our neighborhood as well feeling the strain from developments with NO parking.

I encourage you to NOT do away with the parking requirements.

Niko Lande
NE 64th and NE Oregon

Dear Mayor and Council

If nothing is changed, many new non-conforming sites will be created with the adoption of the proposed code and the new zones. Nearly 80% of the existing General Commercial Zoning is be changed to zones that are different.

Because the code is so complex, as it relates to Nonconforming Situation and Development, I would like to propose some added language to the Purpose Statement of that section and it could lead staff to add better language in the code itself. It is my hope that this new statement would help property owners as they come into the city for remodeling permits.

I apologize in advance for the fact that I am not at all skilled as a zoning code writer.

The problems we have experienced at the time of remodel have to do with requirement that interfere with our lease terms with a tenant who is required to remodel under the lease. All of these leases were made at the original time of construction (all sites were legally established at the time with proper zones) and were long-term leases (many as long as 40 years).

The other problem we have had are conditions required in the code that actually change an operational dynamic of the established business in a negative way (change of parking or circulation, or take away parking to add some other element, like landscaping, no parking out front) that don't allow you to have the business running as it did before.

Also, I might add, the triggering amount of \$155,900 is outdated. Even small projects on restaurants today cost \$500,000.00 to accomplish a required remodel. Maybe a new higher trigger limit with 5% spending requirement might work better. So many small operators are triggered by this existing very low number. Having this low number discourages investment by the small guys. They want to improve their place but the rules they find as they apply make many of them walk away.

I believe the goal of our city should be to write the code language in a way to attract and encourage investment, create jobs and have a street scale that is ever improving and moving towards a future of more urban uses over time.

Right now the hassle involved is a disincentive to remodeling. Some operators postpone investment because the rules are just too onerous and expensive and complicated and so the property degrades over time. Especially as they near the end of a lease they see no value in improving if it is too hard to do and requires investment that won't pay them back. This is not helping create the city we want.

Because of this I respectfully ask you consider the following language.

Add the following to 33.258.010

after the second existing paragraph....

“Nonconforming situations and development that were created because of the new zoning categories of 2017 will be considered “allowed” if established before the adoption of the Plan 2035. Non-conforming situation and development will be allowed to continue the functioning of the site and business model as intended when established, while still doing some of compliance various items in the code at remodel time. The activity/use function shall not be harmed by the new requirements of the zoning code.”

Thank you for your time and consideration.

Joe Angel

From: john cameron
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 3:21:51 PM

I wish to OPPOSE ITEM #34 that allows new development to provide NO on-street parking. And people WHY we have no faith in our elected officials. John/Vicki Cameron

From: Christine Yun
To: [BPS Comprehensive Plan Testimony](#)
Subject: Parking requirements
Date: Friday, November 18, 2016 3:19:29 PM

I am opposed to:

Item 34. Removal of minimum Off-street parking requirements in the Comprehensive Plan Implementation regarding the November 4, 2016 BPS Memo to City Council.

I do not feel adequate public notice was satisfied. Please provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Sincerely,

Christine Yun
1915 SE Alder St.
Portland, OR 97214

From: Helen Ann Feeney
To: [BPS Comprehensive Plan Testimony](#)
Subject: Off-Street Parking Requirements
Date: Friday, November 18, 2016 3:07:24 PM

Re: ORS 197.763 item 34

Please OPPOSE removal of minimum off-street parking requirements for new construction.

New housing with no provision for parking has a negative affect on neighborhoods.

Adequate public notice was not satisfied per Measure 56.

Thank you
Helen Feeney
Roseway neighborhood

From: Gayle Smith
To: [BPS Comprehensive Plan Testimony](#)
Subject: OFF Street parking
Date: Friday, November 18, 2016 3:05:23 PM

Hello Portland City Council,

I live in Beaumont neighborhood and oppose Item 34 -- removal of minimum Off-street parking requirements.

Apartments and condos built on Fremont Street without parking included as part of the structures is ruining the ambiance of our neighborhoods.

The traffic flow is intensified, loud and dangerous as condos and apartment dwellings continue to be constructed. Street parking is almost nonexistent for people wanting to shop and eat on Fremont— supporting our local merchants, not to mention the intense congestion on narrow adjacent to Fremont.

It is important for developers to include provisions for parking as part of designing housing structures.

I oppose removing off-street parking requirements.

Gayle Smith
4220 NE Cesar Chavez Blvd
Portland, OR 97211

From: Bill Stites
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 2:57:19 PM

To City Council,

Please strongly consider supporting Amendment 34 to **eliminate minimum parking requirements in mixed-use zones**. We should be encouraging citizens to move away from automobile use, and make transit and other non-automobile modes the better choice.

It is quite logical that requiring parking stalls in new developments raises the cost of such developments. Fewer housing units for people will be the result for a fixed budget for developing a given site. Since affordable housing is regulated on a percentage basis, this will benefit and increase the number of units available. *Really* logical.

Additionally, if you are serious about long-term goals, especially relative to climate change and other livability issues, then it is a mistake to make it easier to choose [single occupancy] automobile trips.

There will always be blowback from neighbors who want to 'preserve' the parking space in front of their house because it has been traditionally, or historically, available to them without societal harm. Times have changed, there are more people and more vehicles [and much more traffic - perhaps you've noticed?] and we need to move the needle in the right direction.

Please take the long view on this and don't cave to local kvetching. This policy is very important going forward. You got kids?

Thank you.

Bill Stites D.C.
www.TruckTrike.com
738 SE Washington Street
Portland, OR. 97214
[503] 989-0059
Bill@StitesDesign.com
www.StitesDesign.com



Mayor Hales & Portland City Council

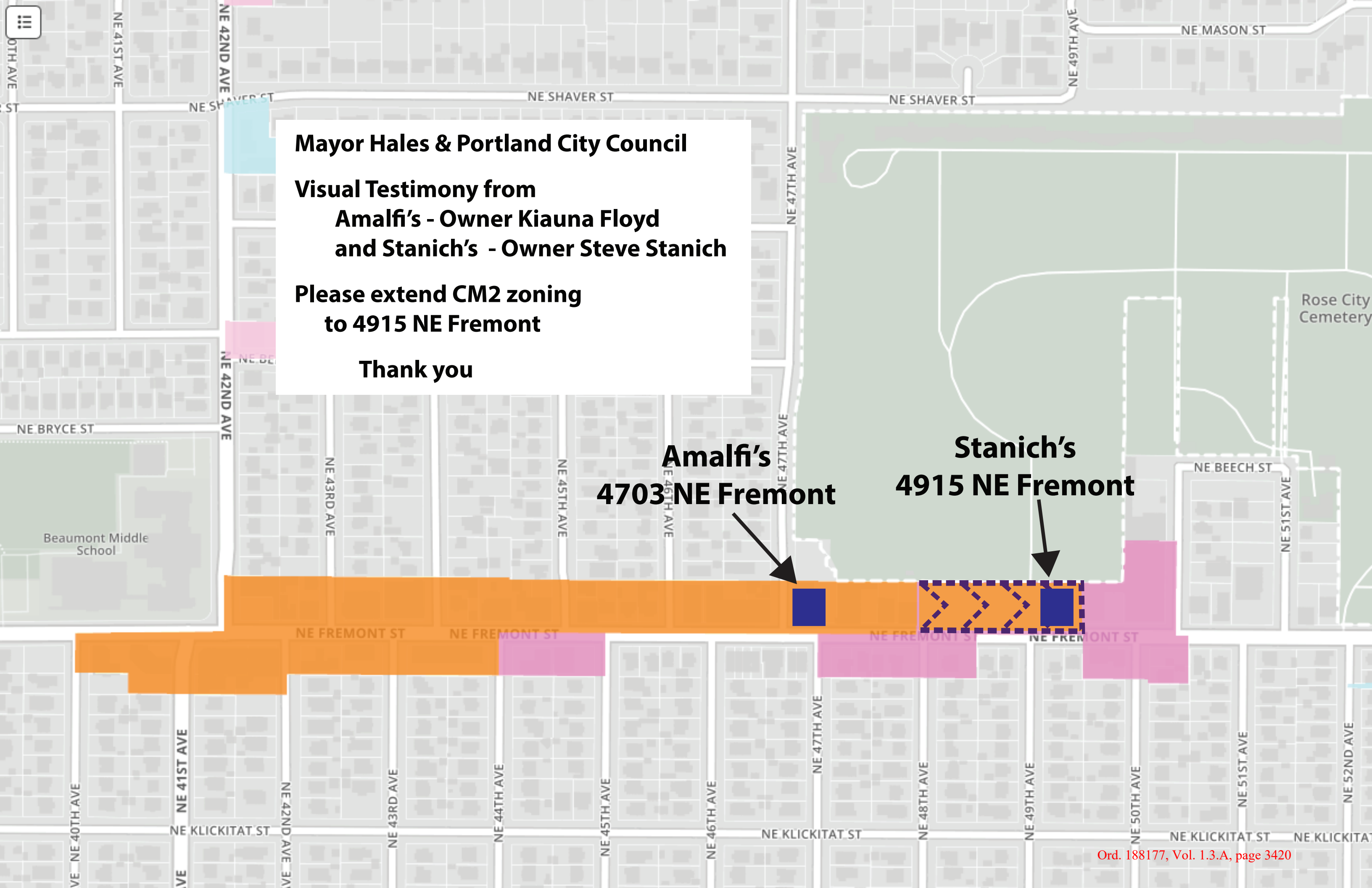
**Visual Testimony from
Amalfi's - Owner Kiauna Floyd
and Stanich's - Owner Steve Stanich**

**Please extend CM2 zoning
to 4915 NE Fremont**

Thank you

**Amalfi's
4703 NE Fremont**

**Stanich's
4915 NE Fremont**



From: Mike Westling
To: [BPS Comprehensive Plan Testimony](#); [Commissioner Novick](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)
Subject: Comprehensive Plan Implementation and Residential Infill Project Testimony
Date: Friday, November 18, 2016 2:51:34 PM

I'm writing today to

- 1) encourage you to vote yes on amendment 34 to eliminate minimum parking requirements in mixed use zones and**
- 2) implement a revised version of the Residential Infill Project concepts that provides incentives for the construction of new affordable housing units and includes all residential neighborhoods.**

I'm writing about these two items together because they are intrinsically linked to the future of our city as a place where families of all backgrounds can live, work, and thrive.

My wife and I bought our house in Concordia two years ago and we're proud to live in an area of Portland that is racially and economically diverse. We plan to live in this house with our two sons for decades to come, but I am concerned that soon we will be surrounded only by families that can afford the \$500,000+ price tags that are increasingly the norm for houses in our neighborhood. To preserve our great neighborhoods as places that are accessible for families of all incomes, places where parents can walk their kids to good schools, and have access to job opportunities and parks and grocery stores, we need to come up with ways to allow for more people to live in these neighborhoods. By eliminating parking minimums and increasing the diversity of housing types, we can do that in a way that maintains (and I would argue, improves) neighborhood character. My family and I love that we can walk to restaurants and store, many of which are on the first floors of apartment buildings along commercial corridors. We love that we surrounded by a diverse mix of people -- and we'd love for our future neighbors to be even more diverse. That's the kind of Portland we want to live in for the next 30+ years and we can only get there by making these important decisions today.

The underlying reason for supporting the elimination of parking minimums and pursuing increased housing diversity in residential neighborhoods is very basic: if two of our main goals as a city are to reduce carbon emissions and expand economic opportunity for families of all incomes and backgrounds, then we need to pursue policies that support those goals. It's pretty simple: votes to require parking and limit housing diversity are votes against making housing more affordable and against reducing carbon emissions.

And the other important factor for both of these decisions: while they both go a long way in making housing more affordable for Portlanders and reducing pollution, neither of them costs a dime.

And of course, reducing parking minimums does little to solve congestion problems or encourage a variety of transportation modes if it isn't paired with measures to appropriately manage and price street parking in the city. With that in mind, I encourage you to consider and implement the recommendations of the [PBOT Centers and Corridors SAC](#), which will come before council in the coming months.

In summary, I urge you to:

- **Make adjustments to the Residential Infill Project concepts as outlined by Portland for Everyone and then implement the revised concepts**
- **Vote “YES” on Amendment 34 to eliminate parking minimums in mixed-use zones**
- **Implement the recommendations of the PBOT Centers and Corridors SAC**

Thanks for your thoughtful consideration of these important issues -- it's encouraging to see constructive dialogue and progress here at the local level.

Kind regards,

Mike Westling
6226 NE 28th Ave.
Portland, OR 97211



Nov. 18, 2016 <Sent this date via e-mails noted below>

City of Portland
Attn: City Council - CPUTestimony@portlandoregon.gov
1221 SW 4th Ave, Room 130
Portland, OR 97204

CC: BPS Director, Susan Anderson (Susan.Anderson@PortlandOregon.gov)
BPS Long Range, Joe Zehnder (Joe.Zehnder@portlandoregon.gov)
BPS Project Lead Eric Engstrom (Eric.Engstrom@portlandoregon.gov)
BPS District Liaison, Nan Stark (nan.stark@portlandoregon.gov)
CNN Exec. Dir., Alison Stoll (alisons@cnncoalition.org)

Subject: RCPNA Recommendations on 2045 C. Plan Early Implementation – Public Notification Failure

Honorable Mayor Charlie Hales and City Commissioners:

Thank you for the opportunity to address the Nov. 4, 2016, BPS Memo to the City Council containing the Proposed Council Amendments for the Early Implementation Package for the 2045 Comprehensive Plan. On Nov. 17th the RCPNA Land Use & Transportation Committee unanimously recommended the following:

Regarding Item 34. Removal of minimum off-street parking requirements, proposed by Mayor Hales.

Oppose due to inadequate public notice. The City of Portland is required to provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements. Item 34 impacts specific properties due to their proximity to frequent transit corridors, centers, and station areas. This specific impact in a legislative action triggers the public notification requirements under Measure 56.

Our neighborhood association never received public notice stating this proposed amendment and, to our knowledge, was first published on Nov. 4th, 2016 by the Bureau of Planning and Sustainability. The final hearing on this item was Nov. 17th and the public record was left open through to Nov. 18th at 5:00 pm. A 14-day publication and no public notice fails all notification requirements by the City of Portland's own zoning code, Title 33, the state ORS notification requirements, and flies in the face of all the public outreach to the neighborhoods identified by

the 1980 Comprehensive Plan.

The 1980 Portland Comprehensive Plan was amended by Ordinance No. 184046, August 2010, stating:

“3.2 Social Conditions

Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.”

“3.5 Neighborhood Involvement

Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations. Provide information to neighborhood and business associations which allows them to monitor the impact of the Comprehensive Plan and to report their findings annually to the Planning and Sustainability Commission.”

The City of Portland has failed to satisfy Comprehensive Plan Policies 3.2 and 3.5 for this proposal of Item 34. Removal of minimum off-street parking requirements and therefore this item cannot be approved.

Thank you for your time and consideration. Please let me know if you have any questions or I can be of further assistance.

Respectfully,



Tamara DeRidder, AICP
Chairwoman, RCPNA
1707 NE 52nd Ave.
Portland, OR 97213

Please note: The LU & TC recommendations are final RCPNA recommendations when the action needed is time sensitive. The error in the public notification by the city was not discussed until the LU & TC meeting Nov. 17th making this a time sensitive issue to meet the Nov. 18th deadline.

From: Woody
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 2:41:32 PM

To whom it may concern,

I oppose "Item 34. Removal of minimum Off-street parking requirements."

Adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Builders need to plan for off-street parking when developing high density housing in neighborhoods when parking will affect current residents.

Thanks for your consideration.

Woody Schauer

From: Carol Walnum
To: [BPS Comprehensive Plan Testimony](#)
Subject: Parking. Item 34
Date: Friday, November 18, 2016 2:35:08 PM

For the hearing, I Oppose "Item 34. Removal of minimum Off-street parking requirements." This paves the way for the City to fill the streets with the cars of people living in apartments AND also then to require that we pay fees for parking stickers to prove we live in the neighborhoods as a means of parking regulation. Some of us don't even have driveways and would be forced to pay to park in the street in front of our house.

This removal of minimum off street parking requirements will change the tenor of our neighborhoods lessening the feeling of community, packing cars in because buildings don't have parking. Developers need to create parking much as the Beverly Building created adequate parking for tenants and the new building one block north of the Hollywood Library did. For the next generation, people will drive cars and need to park them somewhere. The somewhere can be created by developers who are profiting from building dense living new buildings and not from people who bought and pay taxes in residential neighborhoods.

2. Adequate public notice was NOT satisfied. The city needs to provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Carol Walnum, MA, MBA, LPC
Jungian Analyst, IAAP
Diplomate, CG Jung Institute Zurich
Counseling Services of NE Portland, Oregon
counselingneportland.com
Telephone/Fax 503.287.1526

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From: Amy Evans
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 2:29:06 PM

To whom this may concern,

I am writing in regards to Item 34. Removal of minimum off-street parking requirements, proposed by Mayor Hales.

I am oppose this change, and urge you to keep the off-street parking minimum requirements as is until such time as there is a community discussion and agreed upon implementation measures for a parking program and Transportation Demand Management program.

Please honor the 2012-2013 decision to implement off-street parking minimum requirements that culminated out of nearly a year of community discussion and public hearings until such time as a broad discussion reviews this item in the future.

Thank you,
Amy Evans

4408 NE 38th Ave
Portland, OR 97211

--

Amy Evans
503-890-2731

From: WGregg123@aol.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation--Parking minimums
Date: Friday, November 18, 2016 2:12:16 PM

Dear City Council:

I am testifying on the comprehensive plan implementation, specifically on the Nov. 4, 2016 BPS Memo to the City Council containing the proposed Council amendments.

I very much oppose Item 34...on the removal of minimum off-street parking requirements.

You are treating this as a minor amendment. This is a major proposed change and deserves a full public 120 day notice prior to the final notice.

We worked for months on this law change in 2013, and you are trying to sweep it all away and calling it a minor amendment, which it is not.

Please allow a full public review period of 120 days for this issue of attempting to remove all parking minimums along frequent bus service corridors in Portland.

Thank you.

William Gregg
1235 SE Salmon St

From: Laura Thomas
To: [BPS Comprehensive Plan Testimony](#)
Cc: pdxshoupistas@gmail.com
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 2:03:38 PM

To whom it may concern,

I value additional density (housing) over off-street parking. It is better for Portland to setup a street-parking permit system, rather than require parking for new apartment complexes. Please pass Amendment 34 to eliminate off-street parking requirements.

First, the parking requirement for 30+ units is not doing anything to help Portland. While I strongly support new development, note that developers are building many projects right around this threshold to avoid the requirement. This requirement creates disincentives for larger developments, due to increased development costs. This in turn puts upward pressure on housing prices in Portland. We have a SUPPLY-SIDE problem in Portland, which we could actually fix by increasing the housing stock.

People complain about transportation issues and difficulty finding parking. A program of market-rate street parking permits could have a larger impact of alleviating parking problems when compared to adding parking requirements for apartment complexes. If apartment complexes charge for parking spaces, but nearby street parking is free or inexpensively priced, many people will choose to park on the street rather than pay for a space at their complex. People in single-family homes do not have a right to the space in front of their home or a larger claim to the space in front of their house--this space is public right of way and we do not own it when we buy our homes. If we follow this logic, we will continue to restrict the supply of housing, furthering our crisis just to keep a few vocal residents happy.

Yes, we could fix our problem with INCREASED DEVELOPMENT and density. Let's encourage it, and make Portland a place where people can live.

The 1990's are never coming back. I'm happy about this, as I grew up here in the 1990s and remember some of the following things: Division as a place with some auto development and not much else, when Portland wasn't bike friendly, the Pearl did not exist, Mt. Scott-Arleta and Brentwood-Darlington were sketchy etc. Portland was never bad, but it was a very different place. We have the opportunity to craft our city as a livable place with smart development. Please eliminate the parking requirements for 30+ unit developments.

Laura Thomas
lfthomas29@gmail.com

From: Erica Lewis
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive plan implementation
Date: Friday, November 18, 2016 1:54:22 PM

Please accept this email as my testimony:

1. I Oppose "Item 34. Removal of minimum Off-street parking requirements."
2. Adequate public notice was NOT satisfied. Provide the affected parties the state-required 120-day notice prior to the final hearing for major legislative amendments that are quasi-judicial as is the case with Item 34, per ORS 197.763 and Measure 56 notification requirements.

Sincerely
Erica Lewis

Edwin G Eichertopf
Gretchen L Eichertopf
4155 SE Evergreen St
Portland, Oregon 97202
Otto's Sausage Kitchen
4138 SE Woodstock Blvd.
Portland, Oregon 97202

Portland City Council

1900 SW 4th Ave

Portland, Oregon 97201-5380

Dear Portland City Commissioners,

I would like to submit testimony in support of Don Hanna and ammendment19 in the early implementation (outright zoning) of his residential property to be changed to commercial zoning. . Woodstock is a thriving neighborhood with very limited space for commercial growth right now. All the commercial buildings are rented and there are only a few new opportunities for growth on the boulevard. Having new businesses will only make the neighborhood grow and thrive. We have seen this recently with the inclusion of New Season's, Double Mountain and Grand Central Bakery. We would also like our properties to be included in amendment 19.

My husband and I are the owners of Otto's Sausage Kitchen on 42nd and Woodstock. Otto Eichertopf moved his meat market and family from Aberdeen Washington in 1922, and established his Meat Market and grocery store on Woodstock Blvd. His first business was opened on the corner of 45th and Woodstock, where the Key bank is now. In the early 30's Otto and his wife Selma bought the land at 4138 SE Woodstock Blvd, 6025 SE 42nd and 6029 SE 42nd, in order to expand their business and build a smoke house for sausage making. We are the third generation owning this business and our 3 daughters (the 4th generation) and 2 of their husbands are working with us to continue Otto's success into the future.

As with any small business the need to grow is always present. Otto Eichertopf was a futuristic man with all kinds of ideas. He purchased the lots behind Otto's and built 2 homes on them. The addresses are 6025 SE 42nd and 6029 SE 42nd. We own both of those houses, and have petitioned the commission to change the zoning designation of the property to commercial in the new Portland Comprehensive Plan so that we can look to the future and remain on Woodstock.

A comprehensive community charette was done in Woodstock in October 2015. The businesses and neighbors were polled and the changes for the designation change of our property received nearly unanimous support for zone change. The full charrette findings were forwarded to the planning commission in February by the Woodstock Neighborhood Association. We were very involved with the charrette process as business owners, property owners and we also live in the Woodstock community as neighbors. We were very excited to hear that the Woodstock Community Business Association and the Woodstock Neighborhood Association support the outright change and we would like these properties to be considered in the rezoning process of amendment 19.

Thank you for considering our request for a zoning change to the Portland Comprehensive plan for the Woodstock neighborhood. We look forward to remaining and thriving in Portland and on Woodstock for a very long time.

Sincerely,

Edwin G Eichertopf
Gretchen L Eichertopf
Heidi L Eichertopf/ Justin Saxe
Christie E Eichertopf/ Kevin Coniglio
Bereka M Eichertopf

From: Jennifer Hacking
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, November 18, 2016 1:42:16 PM

I am vehemently opposed to Code Amendment 34 where you want to remove the minimum off street parking requirements from sites close to frequent transit. We do not have enough on street parking with the minimum requirement of existing buildings.

Please don't make this issue worse. You seem to think that people will move into these buildings and will give up their cars. This is not the case. It just clogs up neighborhood streets.

Sincerely,

Jennifer Hacking

From: Iain Mackenzie
To: [BPS Comprehensive Plan Testimony](#)
Subject: "Comprehensive Plan Implementation"
Date: Friday, November 18, 2016 1:02:27 PM

Please find below testimony on three of the amendments to the Comp Plan implementation package:

Support #25b and oppose #25a. I have already provided written and oral testimony in opposition to the proposed downzoning in the Alphabet Historic District, noting that many of the individually listed landmarks and contributing structures have FAR above 2:1, and in some cases above 4:1. New building can (and are) built in ways that are sympathetic to the character of the neighborhood. Since I provided my testimony the Historic Landmarks Commission has offered Design Advice on a project at NW 23rd and Flanders (<http://www.nextportland.com/2016/11/04/404-nw-23rd-dar1/>), which comes in at an FAR of 2.83:1. Although located in the CS zone, therefore not subject to any proposed changes, it is still within the Alphabet Historic District, and on a mid-block site equivalent to many of the developable parcels in the RH zone. The Historic Landmarks Commission was entirely comfortable with the height and massing of the building, and it received no opposition from the neighborhood.

Oppose #27. As a condition of allowing new development PBOT often requires dedication of land to widen sidewalks. This is a laudable policy, that helps create a more pedestrian friendly city. However, property owners have to give up this land with no compensation, and the new property line affects development standards such as setbacks, FAR, etc. Typical dedications are between 2' and 4' of site depth, however in some cases are 7' or more (such as a current project at 1638 W Burnside, which recently went before the Design Commission). One way that architects try to regain the lost floor area is by using bay windows, which are regulated by a policy document crafted in collaboration by BPS, BDS and PBOT (<https://www.portlandoregon.gov/bds/article/68600>). This sets the maximum projection at 4'-0" over the right of way, *after dedication*. In many cases the so-called projections are entirely parts of the site that were formerly in private ownership. While I don't proposed any changes to the existing policy, it seems punitive to add a new development standard (the facade articulation standard) and say that it can't be met by using the bay windows which are allowed by right.

Support #34. Parking minimums distort the market, by requiring developers to build expensive parking spaces that tenants may or may not want. This runs contrary to our goals for both affordability and sustainability. I myself live in a 1920s building with no parking. It suits me fine, as I don't have a car and walk / bike to work. That building, if it were located in the mixed use zones, would be illegal to build today.

Regards,

Iain MacKenzie

The Schwartz Law Firm

520 SW 6th Avenue, Suite 600

Portland, Oregon 97204

503 505 4674

tonyschwartz.law@gmail.com

November 18, 2016

Portland City Council

1221 SW 4th Ave.

Portland, OR 97204

Re: Alphabet Historic District – 4:1 to 2:1 - support

Dear Commissioners:

I write in support of the 2035 comprehensive plan amendment to reduce the 4:1 floor-area-ratio to 2:1 in the Alphabet Historic District (currently known as “Option A”).

As this body knows, the NWDA initially asked that ½ of the District be re-zoned from 4:1 to 2:1. PSC then cut that request in half - now the Option A staff proposal will rezone a portion of the District north of Glisan street. Another staff proposal – Option C – is to essentially carve out additional portions of Option A and keep some parcels of land at 4:1.

I ask that this body reject Option C. The District was designed as a contiguous whole, with shared characteristics among buildings – notably small size and scope – 1 to 3 story buildings throughout the District. Chopping up the District with different FAR goes against the notion of a whole, single, unified District that can last the test of time.

I am also concerned about the “spot zoning” under Option C, which gives preference to certain landowners. I attach two articles included in the NW Examiner that will give additional information related to the “Ballow and Wright” building and its site, which is one of the potential “spot-zones” under Option C.

The District was and is supposed to be a District designed to weather various crises and current passions that come and go. I hope that you agree and reduce the 4:1 FAR to 2:1 in order to ensure that future development in the District will be compatible in size and scope to the District’s many, many historic properties.

Sincerely,
s/ Tony Schwartz
Tony Schwartz



Editor's Turn

BY ALLAN CLASSEN | EDITOR & PUBLISHER

Behind the NIMBY charge

The developers played the NIMBY card and ran the table.

Former law partners Tim Ramis and Mark O'Donnell have been trying for years to redevelop their former office property at 1727 NW Hoyt St. with something larger than their neighbors, the neighborhood association and Portland City Council will allow.

Their first proposal was a boutique hotel, but that wasn't legal in a residential zone. They tried a six-story apartment building, but City Council said it would be too large to fit in the historic district. They wanted to demolish their 1919 office building, but because it was once a maternity hospital associated with a pioneering nurse, that path was also blocked. So they did what thousands of entitled developers have done before them: They cried NIMBY (not in my backyard), accusing neighbors of, for selfish reasons, blocking construction that would benefit society.

Oh, they were too clever to levy the epithet themselves. No one trusts developers or lawyers, and they are both. They got two women who head nonprofit housing agencies to speak for them.

Ramis and O'Donnell are working with Northwest Housing Alternatives on a plan to put 160 apartments for low-income seniors on the half-block property. We'll assume NHA is serious about

the project, and no one questions the need for more affordable housing for vulnerable populations.

But that development is just an idea. And what the pair of barristers is pitching right now is the need to retain higher density zoning in their part of the historic district.

The Northwest District Association wants to cut the allowable building size in half to protect historic houses and buildings, which are much more likely to be demolished if a developer can build something substantially larger in their place.

If Ramis and O'Donnell get their way, they won't have

to follow through with the senior housing project. The zoning rights will exist permanently for them and other developers to build homes for the rich, the poor or anyone between.

Northwest Housing Alternatives will have fulfilled its mission—in their eyes—by cloaking their economic goal in a more saintly purpose.

One factor militating against the senior housing project ever materializing is the developers' insistence on a land lease rather than an outright sale of the real estate. NHA has plenty of experience, but

built on leased land.

Why do Ramis and O'Donnell insist on keeping title to the land? They say it's because they want a steady stream of income over the years, but they would not return my phone calls, so I couldn't get their response to another possibility.

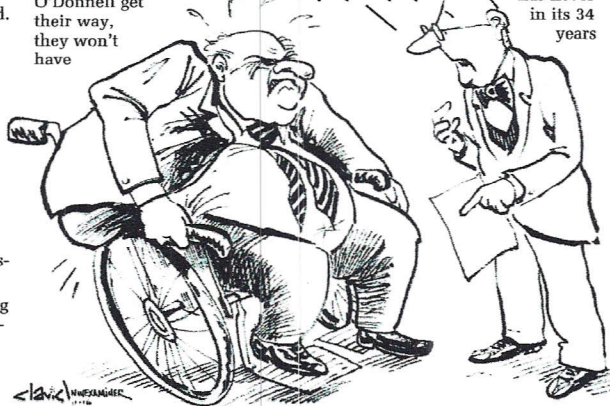
After the City Council ruled in 2014 that they couldn't demolish their historic building and that a replacement structure must be limited in scale, they appealed their tax assessment by arguing their property became less valuable as a result of the limitations. They claimed their building was essentially worthless because no one would buy it.

They were quite persuasive. The county agreed and reduced the market value of their building from \$3 million to \$145,000 — a 95 percent reduction!

If they sell the property, it could show that their "worthless" real estate has a substantial and known value, and their whopping tax reduction could fly out the window.

Behind the seniors in their wheelchairs, hidden in the shadows, there might be two smiling men, slapping palms and taking it to the bank. ■

It's no good, Mark. We're going to have to get some nice social service ladies to make our play for pity.



Readers Reply

Letters can be sent to allan@nwexaminer.com or 2825 NW Upshur St, Ste. C, Portland, OR 97210. Letters should be 300 words or fewer; include a name and a street of residence. Deadline third Saturday of the month.

Bridge fetish

I read with concern the proposal for the Wildwood Trail bridge over Burnside ("Bridge over Burnside," October 2016).

I moved to Northwest 48th and Burnside four years ago, and—as a hiker and trail-runner—when I first heard about this proposal, I thought it was a compelling idea.

However, I have developed serious misgivings. Burnside is a dangerous road. It lacks sidewalks and crosswalks and nevertheless has bus stops on both sides of the

road. To reach them, riders have to brave, unprotected, the 55 mph traffic speeding up and down the hill.

My daughters had to face that crossing daily to catch the bus to Lincoln High School. Having students cross Burnside without crosswalks, with the posted speed limit flagrantly ignored, at best constitutes negligence.

Instead of a bridge, the money could be used to build sidewalks, crosswalks and bus-turnouts all along Burnside to dramatically improve a road that has come

to serve as the major commuter artery into downtown.

To be cynical, this bridge is a fetish for the largely well-heeled (myself included) to bypass the dangerous traffic of Burnside. The same \$2.5 million could be used for a crosswalk with crossing lights and a median-protected zone at the Wildwood Trail crossing, in addition to every other crossing to a bus stop.

This city has a bad habit of spending money on fetish projects that serve the well-educated and well-connected citizens

while neglecting fundamental services that should first be secured for everyone, like sidewalks and safe access to bus stops. Crossing Burnside safely is not a problem unique to Wildwood Trail users; it is a problem for everyone who wants to cross Burnside west of Tichner—and a problem that needs to be comprehensively addressed for everyone, not just runners and hikers.

Bill Messer
NW Woodside Terrace

Continued on page 5

The NW Examiner

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Ord. 188177, Vol. 1.3.A, page 3435

Developers turn to nonprofits to make case for greater density

Neighbors cast as elitists telling poor seniors, 'not in my backyard'

BY ALLAN CLASSEN

A story about protecting historic buildings has transformed into one about shelter for the frail elderly.

That's because the owners of the half block that includes the Ballow & Wright Building at 1727 NW Hoyt St. knew the Portland City Council was unlikely to go along with a large, market-rate housing project in the Alphabet Historic District. They tried that in 2014, but the council said no, in part because a six-story building with a 4-1 floor-area ratio would be too large and out of scale amid historic, single-family homes.

So Mark O'Donnell and Tim Ramis, who had their law offices in the building for many years, connected with the nonprofit Northwest Housing Alternatives, which drew up plans for a 160-unit facility for low-income seniors.

That project is in a preliminary stage, and NHA Executive Director Martha McLennan is not sure how many floors it might have. McLennan told the council last month that she is certain, however, that it cannot be built if the floor-area ratio for the area is reduced to 2-to-1.

"We know that restricting capacity

for housing development contributes to the heating up of the market, which contributes to increased rents," McLennan testified before the City Council last month. "Restricting the capacity in high opportunity neighborhoods contributes to concentrations of poverty."

"Both of those issues are serious concerns in Portland right now. We need to have more housing in general in the market, and we need to have economically integrated neighborhoods."

But increasing the development potential of land encourages the demolition of houses to replace them with larger apartment buildings.

That's why the Northwest District Association is trying to lower the floor-area ratio in the northern half of the historic district as part of the city's comprehensive plan update.

The association concluded that a 4-1FAR (the equivalent of a four-story building filling an entire lot) would attract developers interested in replacing old houses with apartment buildings. A 2-1 ratio would greatly reduce the payoff for such a move.

The lower FAR was also presented as a "truth in zoning" concept. Rick



Neighbors, who rallied to save the Ballow & Wright building two years ago, now oppose zoning that would allow a 160-unit senior apartment building surrounding the historic structure. Photo by Vadim Makoyed

Michaelson, a Northwest District developer and activist who served 16 years on the Portland Planning Commission, said a 4-1 FAR in the historic district is misleading.

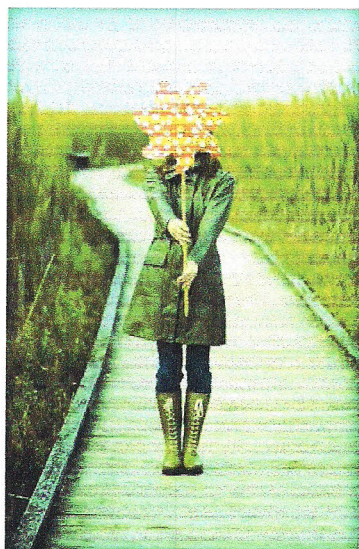
"The proposal is about truth in development," Michaelson said. "Too many times we get calls saying they have this great property, and I can build 4-1 FAR. I know better. I know the conditions come down and reduce that."

Code requirements for setbacks from lot lines and design guide-

lines requiring compatibility with surrounding structures mean no structure approaching 4:1 4-1 FAR is likely to be approved.

"I believe providing affordable housing is one of the most important things we can do," Michaelson continued. "However, I'm really concerned that at this time of crisis, affordable housing has trumped every other goal. I want to remind us we're planning for the next 100 years. While we have a crisis today, we should not allow one goal to

Temperatures Fall, Style Rises



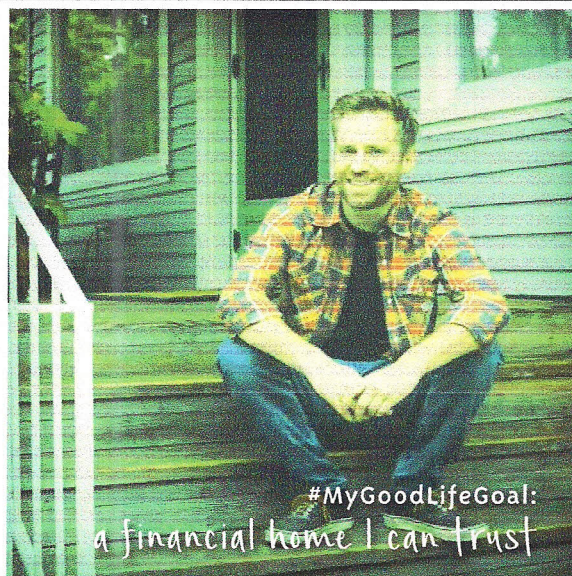
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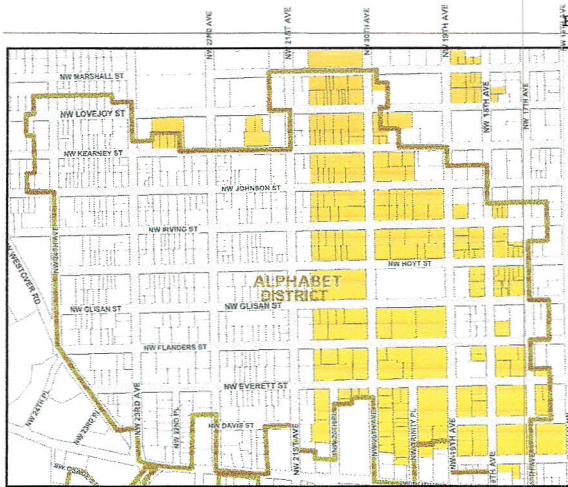
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The Northwest District Association recommends reducing the floor-area ratio from 4-1 to 2-1 on the parcels highlighted in yellow north of Glisan Street.

trump everything else.

"But the most important thing is that the zoning reflects the closest reality to what's desired and what's there today and does not mislead people," he concluded. Ramis' law partner Ed Trompke claimed that the reduced FAR would remove more than "2 million square feet of potential housing" over 27 blocks, reducing the value of real estate by \$30 million or more.

Those figures were questioned by Steve Pinger, a Northwest neighborhood activist and development consultant. According to his calculations:

- The area proposed to have a 2-1

FAR is less than 771,000 square feet, or the equivalent of 19 of Portland's 40,000 square foot blocks, not 27.

- Within this area, less than 125,000 square feet is feasible for redevelopment, that is characterized by parcels that are not already developed at greater than 2-1 FAR, or not containing landmark or contributing status structures.
- In Northwest Portland's RH-zoned areas (high density multidwelling zone), the maximum practically achievable density, given the zone's setback and height limitations, is under 3.4-1, regardless of whether it has a 4-1 designation.

- This suggests that the decrease in

actual developable capacity of the area being proposed to be 2-1 FAR is less than 223,000 square feet, not 2 million square feet,

- The achievable density, moreover, is available only to the extent that a redevelopment proposal is compatible in scale to its context in the Historic District, and the Landmarks Commission has seldom seen this as being anywhere close to a 4-1 density.

Trompke questioned Pinger's figures but asked not to be quoted.

Numbers aside, Northwest District Association representatives took issue with charges of NIMBYism and attempting to keep low-income people out of their "elite" neighborhood.

Those charges gained traction with local media, which accepted the assumptions planted by O'Donnell and Trompke and repeated by nonprofit housing agency executives McLennan and Susan Emmons of Northwest Pilot Project.

"Housing growth? Not in my backyard," read a Portland Tribune headline.

"New Rules Would Preserve a Ritzy Portland Neighborhood—And Block Apartments For Low-Income Seniors," headed a Willamette Week story.

A drawing showed stooped seniors clinging to canes, walkers and wheelchairs.

"If we have a housing emergency, why are city officials pushing to lower height limits?" the subhead asked.

O'Donnell and Trompke were also given op-ed space in The Oregonian

to advance such interpretations.

In testimony before the City Council, NWDA President Karen Karlsson said, "We are so offended by all of the accusations. There's been article upon article in the newspapers.

"We're experiencing great growth in our neighborhood, and for the last couple of years, we've added 1,200 units. Our biggest dislike is that none of it is affordable.

"We have over 800 regulated affordable housing units. We've been asking for them even when other neighborhoods were saying no. The median income here is just under \$35,000, and we have a lot of market affordable housing we are going to lose in that core.

"The Northwest District Plan is the only plan outside the central city that has an affordable housing bonus. We have an affordable housing bonus in our planned district. A few blocks north, you could build up to 7-1 FAR if you do affordable housing. We've been promoting it for a long time."

In an NWDA committee meeting, she was more direct. "I want to speak directly to the media crap that's been accusing our neighborhood of being elitist," Karlsson said. "I am really offended by [their] continually charging us as elitist, which we are not."

"The pot is getting stirred unnecessarily," Pinger said. "I'm offended that this is being used as a tactic."

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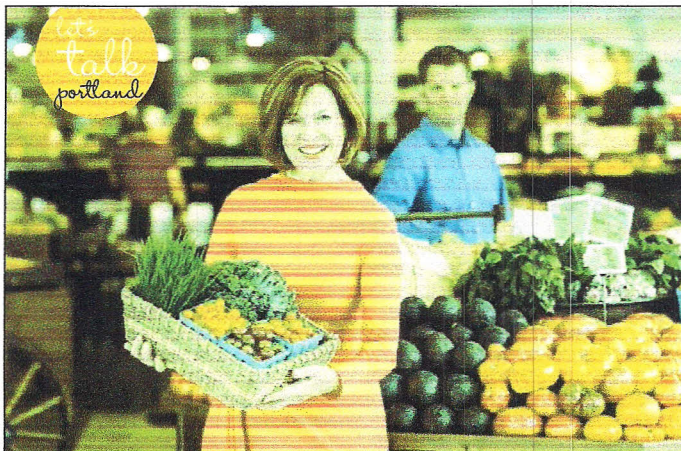
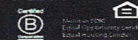
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