

From: Eric Schnell [mailto:eric8schnell@gmail.com]
Sent: Monday, October 23, 2017 12:39 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: Code Reconciliation Testimony

Dear PSC,

These comments are in reference to the proposed refinements for Marquam Hill zoning code reconciliation / Comprehensive Plan map refinement.

I would like to urge you to drop the CM2 zone from Marquam Hill. This code would allow for commercial parking operations. Such operations have been a significant detriment to the quality of our neighborhood for many years, so almost all residents strongly oppose such operations. More parking = more traffic.

There is a very high demand for commuter parking on Marquam Hill for obvious reasons, but neighborhood traffic is already obscene: almost 10000 car trips per day on small residential streets used as cut-throughs to avoid other congested roadways, as the hill has very poor access routes. The Marquam Hill Plan's only mechanism for limiting the adverse effects of commuter traffic is by limiting the amount of parking, but even this has been unsuccessful: traffic is 3-6 times more than the recommended target volumes. The neighborhood is drowning in traffic and the reckless driving that frustrated and perpetually late drivers inflict upon residents. Traffic incidents are common, and almost killed a city judge a few years ago when a commuter from Newberg, OR cut through our neighborhood to get to work on the hill.

Several property developers and owners have begun various (illegal) commercial parking operations in Homestead over the years, with sad outcomes for residents. In many cases, apartment residents were told to get street parking permits, so that the apartment building parking lots could instead accommodate high-paying commuters. Thus, street parking is incredibly scarce and residents have long struggled with finding parking: this was massively improved when the city helped our NA crack down on such operations in 2014-2015. Prior to this, in some cases, property investors even bought single family homes, and then proceeded to pave and stripe ENTIRE front and back yards of what used to be nice houses... to create rental parking. Not only did this further increase parking scarcity for residents, but it massively contributed to a loss of neighborhood "feel" as yards became parking lots.

As for the RH zone, our neighborhood has long supported increased residential density close to the Marquam Hill hospitals, in the hopes that people could live close to their work/school and thus perhaps help decrease commuter volume and provide more customers to promote commercial development. There has been CM1 on Marquam Hill for many years, and it has gone unused... so the argument that there isn't enough commercial zoning on the hill is spurious.

As the former chair of Homestead's Neighborhood Association, I can say with certainty that any zoning changes that could allow commercial parking would be overwhelmingly against the interests and quality of life for neighborhood residents, and that the NA has opposed such zoning for as long as I can remember. Such zoning would only be supported by the few property developers who would massively

profit from the potential developments that could result. I know that not all developers are set on developing parking lots/structures, but if it were allowed by code, that would be a potential disaster.

If the city could do anything to help relieve the traffic congestion on the hill, it would be much appreciated, and consistent with the goals and directives of the Marquam Hill Plan. Please remove CM2 from the proposed map refinement plan.

Thanks,
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