

NW DISTRICT PARKING MGMT PLANIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Ron Walters		
✓ Tavo Cruz		
✓ Rick Michaelson		
no ✓ Alan Costly		
✓ Dan Anderson	2144 NW Flinders 97210	
no ✓ Craig Boretz		
✓ Ron Morgan		R.Morgan@orelewis.org
✓ TOM RANIERI		
✓ Phil Geffner <sup>Geffner</sup>	2473 NW Dumbly part 1/2 of 97210	
✓ Daniel <sup>Cardoso</sup> Cardoso	831 NW 23rd pt 4/10 or 97210	
✓ Sue Erickson	Bizdensk@801 NW 23 <sup>rd</sup>	

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✓ KAREN KARLSSON	1905 NW BORTHROP ST	KAREN@KLK-CONSULTING.COM
<del>XXXXXX</del>		

Amend the proposed Northwest Parking Plan in the following manner:

1. *The 2012 NW Parking Plan shall not go into effect for a period of 18 months from its adoption. During that 18-month period, the Commissioner in Charge of Transportation shall inventory the off-street parking locations in the District and implement measures, and code amendments if necessary, that increase the business hours off-street parking supply by at least 500 new spaces centrally located to the intended user and south of Pettygrove before implementing the on-street parking meter or permit management program.*

Note: This request for 500 new spaces is below the 650 new spaces that were allowed in 2003 but never built in the district. It is also well below the 3,000-parking space deficit recognized by the City in 2003. That deficit has only grown since 2003 with more uses in the district that have been developed with inadequate parking.

2. *The permit program shall not be implemented until such time as meters have been installed and the permit and the meter program shall not be implemented until such time as the City has identified an increased parking supply of at least 500 new spaces.*

Note: Under Commissioner Fritz's amendment, a permit program could be implemented before a meter program and well before any new off-street supply. A permit program alone would further shrink the supply of commercial parking spaces by allowing all permits to utilize existing on-street parking spaces that are currently used for retail and office visitors. A meter program alone would put further time restrictions on the parking supply without any new off-street supply that would allow for longer stays. Implementing permits, meters and off-street supply together delivers on the original promises of this Plan.

3. *The Parking Plan shall not be implemented by a Transportation Management Association. The implementation and management of the Plan as well as the allocation of revenue from parking meters and permits in the District shall be within the sole discretion of PBOT and shall not be delegated to a TMA. Any material amendments to the Plan must be approved by City Council.*

Note: The long history of acrimony amongst stakeholders in this neighborhood will only be exacerbated by the TMA structure which is proposed to include these same stakeholders. It also gives these same stakeholders (NWDA and businesses alike) the authority to make important decisions on the implementation of the Plan and the allocation of monetary resources. At least initially, this Plan must be managed by the Commissioner in Charge of Transportation to avoid these known conflicts.

4. *Amend the time restriction for the parking meters to at least 4 hours; with the exception of Zone L and continue to work with the Portland Timbers on off-street parking locations for game day. These limitations shall apply only on Timber's game days.*

Note: The City's parking data suggests that many visitors to the district spend more than 3 hours in this destination like neighborhood. Allowing a 4-hour meter stay will balance the right amount of turnover with the desires of the customers who frequent this area and discourage commuters.

Submitted  
by  
Christe White  
12/6/12

36744

**RESOLUTION No.**

Approve a series of amendments to and implementation strategies for the readopted *Northwest District Plan* (Resolution)

WHEREAS, on October 21, 2009, the Portland City Council readopted all portions of the 2003 *Northwest District Plan* that were either upheld or went unchallenged during the appeals to the Land Use Board of Appeals and the Oregon Court of Appeals; and

WHEREAS, the Bureau of Planning and Sustainability is currently engaged in the city-wide Portland Plan strategic planning process, and does not have additional resources to immediately revise and update the upheld or unchallenged portions of the *Northwest District Plan*; and

WHEREAS, the Northwest District Association, in a September 24, 2009 letter to Mayor Sam Adams, recommended a limited set of adjustments to the *Northwest District Plan*; and

WHEREAS, the Northwest District Association is currently collaborating with neighborhood stakeholders and property owners on neighborhood-based vision for the "Slabtown" portion of the Northwest District, an area roughly bounded by NW Lovejoy to NW Vaughn and I-405 to NW 23rd Avenue; and

WHEREAS, the Nob Hill Business Association, in an August 12, 2009 letter to Mayor Sam Adams, requested that the Portland City Council quickly readopt the portions of the *Northwest District Plan* that were either upheld or went unchallenged, and subsequently address specific remanded issues in a timely fashion; and

WHEREAS, the Portland City Council supports a limited set of plan updates to be accomplished with available resources.

NOW, THEREFORE, BE IT RESOLVED that the Bureau of Planning and Sustainability is directed to initiate a limited amendment to the readopted *Northwest District Plan* that would institute Type III Design Review procedures in design overlay areas where Type III procedure was replaced with Type II procedure and community design standards for projects exceeding \$1.8 million in value; and

BE IT FURTHER RESOLVED that the Bureau of Planning and Sustainability will review and consider areas of broad consensus that are achieved in the Slabtown neighborhood-based vision as a basis for future city planning work in this area; and

BE IT FURTHER RESOLVED that the Bureau of Transportation and the Bureau of Environmental Services are directed to draft updated green street guidelines for NW Pettygrove as part of an upcoming planning process, such as an expansion of River District Design Guidelines, or a Con-way Master Plan process; and

BE IT FURTHER RESOLVED that the Commissioner in Charge of Transportation is authorized to appoint a Northwest Parking Transportation and Parking Management Association work group, to begin implementation of a comprehensive on-street parking plan based on the



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*Northwest Parking Plan* adopted by City Council in 2003; and

BE IT FURTHER RESOLVED that the Bureau of Transportation is directed to bring an ordinance to the Portland City Council by Fall 2010 that would create a meter and permit district, establish a meter fee, and create a Northwest Portland Transportation and Parking Management Association with an approved revenue allocation plan, pursuant to the *Northwest Parking Plan* adopted by Council in 2003.

BE IT FURTHER RESOLVED that no other proposed amendments to the readopted Northwest District Plan or Northwest Parking Plan are contemplated or intended by adoption of this Resolution.

Adopted by the Council: OCT 21 2009

Mayor Sam Adams

Prepared by: Amy Ruiz

Date Prepared: 10/09/2009

**LaVonne Griffin-Valade**

Auditor of the City of Portland

By

*Susan Persons*

Deputy

-1479

v140

Agenda No.  
**RESOLUTION NO. 36744**  
 Title

Approve a series of amendments to and implementation strategies for the readopted Northwest District Plan (Resolution)

<b>INTRODUCED BY</b> Commissioner/Auditor: <b>Mayor Sam Adams</b>	CLERK USE: DATE FILED <u>OCT 16 2009</u>
<b>COMMISSIONER APPROVAL</b> Mayor—Finance and Administration <i>Adams</i>	LaVonne Griffin-Valade Auditor of the City of Portland  By: <i>[Signature]</i> Deputy  ACTION TAKEN:
Position 1/Utilities - Fritz	
Position 2/Works - Fish	
Position 3/Affairs - Saltzman	
Position 4/Safety - Leonard	
<b>BUREAU APPROVAL</b> Bureau: Bureau Head:	
Prepared by: Amy Ruiz Date Prepared: 10/9/2009	
Financial Impact Statement Completed <input type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input checked="" type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Council Meeting Date 10/21/2009	
City Attorney Approval	

<input checked="" type="checkbox"/> <b>AGENDA</b> <b>TIME CERTAIN</b> <input checked="" type="checkbox"/> Start time: <u>6 pm</u> <i>242</i>  Total amount of time needed: <u>3 hours</u> (combined with separate ordinance) (for presentation, testimony and discussion)
<b>CONSENT</b> <input type="checkbox"/>
<b>REGULAR</b> <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	1. Fritz <input checked="" type="checkbox"/>	
2. Fish	2. Fish <input checked="" type="checkbox"/>	
3. Saltzman	3. Saltzman <input checked="" type="checkbox"/>	
4. Leonard	4. Leonard <input checked="" type="checkbox"/>	
Adams	Adams <input checked="" type="checkbox"/>	

## Policy 4: Parking

### Discussion

The mix of commercial activity and high residential density in the Northwest District creates a situation where parking demand far exceeds supply. This is especially true in the core area between West Burnside, NW Pettygrove, I-405 and NW 25th, where many land uses were developed with little or no on-site parking. The question of how to address parking issues has preoccupied and polarized NW resident and business organizations for over a decade.

One view sees managing parking and related traffic as essential to preserving neighborhood character and livability. This point of view has been heightened as the community faced the prospect of overflow parking from PGE Park events and commuters using the streetcar to access downtown. Another view sees regulating short-term on-street parking as a threat to the competitive position and viability of the community's small and independent retail businesses, which also affects neighborhood livability. This point of view has been heightened as other urban retail areas have emerged with large supplies of off-street parking, such as the nearby Pearl District.

Independent of the *Northwest District Plan*, the Portland Office of Transportation has been working, since 1999, with Northwest residents and businesses on a Northwest On-Street Parking Plan to address these issues. The best chance to address the parking supply issue comes from a combined land use, parking and transportation management approach that combines elements of the two plans, which are described below. The timing for implementation of these elements, with participation from the City and local community will vary, but are essential for successful parking management and neighborhood livability and vitality.

### 1. Manage the Supply of On-street Parking

- Better manage the on-street parking supply shared by residents, businesses and visitors through creation of a "pay-to-park" district.
- Tailor time limits (such as 2-hour or 4-hour parking) to encourage turnover, keep a supply of parking available and discourage commuter and PGE Park event parking where appropriate.
- Create a permit program that exempts residents and a certain number of employees from the "pay-to-park" limits and provides incentive for residents and employees to use a means of transportation other than driving.
- Keep part of the revenues generated by the pay-to-park in the Northwest District to be used for local transportation demand management programs and parking improvements.
- Consider restricting some block faces to on-street parking by residents or permit-holders only.



Establishing a pay-to-park system creates a flexible tool to manage the use of the limited on-street parking supply. Time limits can be tailored to balance the competing parking needs such as using turnover to keep spaces available for shoppers. The combination of better management of on-street parking and the availability of funds for improvements in the District could be a powerful means of addressing the chronic parking issues in the Northwest District.

## **2. Establish a Transportation Management Association**

The establishment of a Northwest District Transportation and Parking Management Association (NW-TPMA) is a key component to implement parking and transportation system strategies as well as maintaining and enhancing the area's livability and economic vitality. The NW-TPMA would have permanent staff and a board made up of diverse stakeholders from within the community. Its roles and functions would include:

- On-going management of parking and permit programs, including the licensing and monitoring of shared parking in the Northwest Plan District area;
- Oversee, with the City, the use of the community's share of on-street parking revenues;
- Create and implement programs to encourage residents, employees and visitors to use transportation modes other than driving, e.g., transit passes, with the goal of increasing the percentage of non-automobile travel use in the community;
- Support for the creation of a limited number of additional off-street parking spaces;
- Identify and develop pedestrian, streetscape and other transportation-related livability improvements in the neighborhood;
- Monitor, evaluate, and modify NW-TPMA programs and activities; and
- Recommend to the City, TriMet and Metro, other transportation system improvements that are important for continued implementation and improvement of the parking plan.

## **3. Increase the Supply of Off-Street Parking**

The complement to optimizing use of the on-street parking supply is to marginally increase the supply of off-street parking in the high-density residential areas adjacent to the busy commercial main streets, NW 21st and NW 23rd Avenues. The narrowness and small size of the parcels along these streets provides few, if any, sites appropriately zoned and configured for commercial parking structures.

The implementation approach would allow for the development of new off-street parking in a very controlled way, through a limited number of small parking structures that would be allowed on specifically identified sites. (See Zoning Code Amendments to Sections 33.562.130, Map 562-3, and 33.815.308).

Zoning Code changes provide for two types of off-street commercial parking: (1) small decks allowed as permitted uses; and (2) larger structures potentially allowed as a conditional use. Both types would be subject to design review. The four “permitted use” sites identified would be limited to 75 or 110 spaces depending on the site. The “conditional use” sites allow for larger parking structures on the permitted sites and two additional locations. (See Zoning Code Map 562-3.) The total number of permitted or conditional use spaces would be capped. The cap was set to provide assurance that the increase in parking is large enough to make a difference for continuing economic vitality while not significantly affecting the District’s overall traffic capacity and livability.

All sites eligible for commercial parking consideration must meet the base zone and Northwest plan district development standards. The specifics of this approach include the following:

- **General applicability.** The commercial parking proposal only applies to specifically mapped locations south of NW Kearney Street. The majority of sites include a portion of the site zoned CS and abuts NW 21st or 23rd Avenues. A concerted effort has been made to minimize the likelihood of demolition of historic contributing or landmark structures.
- **Allowed parking locations.** Four identified sites may build commercial parking as allowed uses based on certain requirements and a maximum number of parking spaces. Design review is required for all sites to ensure a quality structure that fits in with the character of and minimizes impacts in the neighborhood.
- **Locations subject to conditional use review.** Two sites have been identified as possible locations for larger parking structures subject to conditional use review and design review. Applicants associated with the four “allowed” sites, as described above, may also apply for conditional use approval if they desire to exceed the allowable number of commercial parking spaces. The following specific transportation criterion will be applied in the conditional use review of a commercial parking project:

The transportation system must be capable of supporting the proposed use in addition to the existing uses in the area. Evaluation findings must demonstrate that

- Signalized intersections near the site will operate at an acceptable level of service or will not be significantly degraded by the proposed use;
  - The proposed use does not create a significant adverse impact on on-street parking;
  - The location of parking structure vehicular access minimizes the impact of traffic circulation on local service streets; and
  - The design for the proposed use provides safe operation of motor vehicle access and does not significantly degrade the safety of other modes.
- **Cap on the total amount of parking.** The total number of commercial off-street parking spaces developed under Zoning Code Section 33.562.130 is capped at 650 spaces. Up to 450 parking spaces may be approved under the conditional use review provision. This applies to the two mapped Type C “conditional use” sites and through the condition use review on the four Type A and B sites, if the total number of spaces requested for these sites exceeds the number of spaces allowed by its designated type. Once the overall 650 space cap is reached

from some combination of allowed and conditional use projects, no new commercial parking structures may be permitted under this Zoning Code regulation.

- **Require Historic and Community Design Guideline Review.** Require mapped sites to be approved through design review to ensure a quality structure and one that fits in with the character of and minimizes impacts to the neighborhood. Historic design review is required because all sites are located within the Alphabet Historic District
- **Base zone and Northwest plan district regulations.** Apply these regulations unless noted under the commercial parking regulation for the Northwest plan district. For example, ground floor active uses along the main streets and parking behind active uses are plan district requirements. For most of the sites on Map 562-3 which are split zoned between Commercial Storefront (CS) and Medium Density Multi-Dwelling Residential (R1) or High Density Multi-Dwelling Residential (RH) zones, the primary zone for these sites is CS, and the CS development standards will apply. There are also setback standard exceptions for two of the smallest parking sites, Papa Haydn's and Restaurant Row, (sites 4 and 5 on Zoning Map 562-3.) Overall, the maximum building height for commercial parking structures will be based on the number of allowed based on the zoning – 30' for the portion of the site in an R zone, and 45' in the portion of the site in the CS zone.

#### 4. Make Efficient Use of Existing Off-street Parking

There is such a limited amount of parking in the Northwest District that fully utilizing the available supply can make a big difference. One way to do this is to allow shared-use of off-street lots spaces. Implementing this concept is a Zoning Code provision to allow accessory parking spaces in residential areas to be leased to area residents, employers and valet parking services (see Section 33.562.290 Use of Accessory Parking for Commercial Parking). Initially this provision would be administered by the City's Bureau of Development Services for up to two years, until the NW-TPMA is operational. Then shared parking would be administered and monitored by the NW-TPMA, and illegal shared parking operations, which would be zoning violations, would be enforced by the City Bureau of Development Services.

Since these existing lots tend to be in residential areas, it is important to avoid the potential nuisance that could result if the lots were operated like a general commercial parking lot. The interim provision would only allow shared parking on mapped sites (Zoning Map 562-8) for the specific parking uses mentioned above. When the NW-TPMA is operational, mapped and non-mapped parking facilities could be considered for sharing parking use. Since these are lease only agreements, the NW-TPMA in reviewing and approving shared parking could contain provisions that allow cancellation if the use becomes a nuisance.

Additionally, use of an accessory parking lot for shared use parking in the NW Plan District would require a license that would include at a minimum the following information: the number of parking spaces to be used for shared parking, the purpose of the operation such as additional parking for residents, the hours of shared parking use and other conditions of approval, and a statement from the site owner(s) agreeing to manage the shared parking so that parking for the primary use is maintained. The NW-TPMA would also monitor the effectiveness of these



facilities to ensure they do not become a nuisance and are utilized for the expressed purpose. The NW-TPMA would have the power to revoke a license that has created a nuisance and inform the City of such.

#### **5. Protect Neighborhood Character and Promote Better Design**

Poorly designed off-street parking can be very detrimental to neighborhood appearance and character. The problem could be avoided by some basic development and design strategies, which are included in the *Northwest District Plan* Zoning Code and this amendments package, or are applied in the Alphabet Historic District Design Guidelines or *Community Design Guidelines* such as the following:

- Establish development standards, conditional use approval criteria and design review for structured parking;
- Limit the building height of commercial parking structures to 30' on the portion of the site in a residential zone;
- Require surface and ground-level structured parking to locate behind active-use building areas along main streets and the streetcar line;
- Limit the number of sites and amount of parking spaces for new commercial parking structures;
- Design buildings to match architectural details and proportions of surrounding buildings and adjacent landmarks for structured parking in the Alphabet Historic District; and
- Design site and building features that reflect the area's character and neighborhood traditions, and integrate parking garages in an attractive manner that complement their surroundings per Community Design Guideline D.4.

## Parking Policy

**Provide and manage parking to serve the community while protecting and enhancing the livability and urban character of the district.**

### Objectives

- A. Reduce the demand for automobile parking.
- B. Provide for efficient use of on- and off-street parking through such means as “shared use” of parking facilities and minimizing the number and size of curb cuts.
- C. Accommodate a limited amount of additional structured off-street commercial parking while preserving the overall pedestrian-friendly character of the district, and mitigating for negative impacts.
- D. Minimize the impacts of off-street parking along main streets and the Portland Streetcar line.
- E. Discourage parking in the district by PGE Park patrons and Central City commuters.
- F. Encourage turnover of on-street visitor parking.
- G. Focus short-term patron parking along NW 21st and 23rd Avenues.
- H. Encourage new off-street parking to locate within structures.
- I. Limit the size of new surface parking lots.

## Action Chart: Parking

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
TP1	<p>Develop a parking management strategy that includes</p> <ul style="list-style-type: none"><li>On-street parking regulation,</li><li>Transportation demand management programs,</li><li>Limited increase in off-street parking supply and</li><li>Street and sidewalk project investments to improve community livability and safety, and</li><li>Creation of a Transportation and Parking Management Association to oversee ongoing management of the NW transportation and parking program.</li></ul>	✓				PDOT, NHBA, NWDA, BOP
PROGRAMS						
TP2	Establish an on-street management program that utilizes pay-to-park regulations and a permit program for residents and employers. Earmark part of the revenue generated by the pay-to-park program for expenditure on transportation demand and parking improvements in the NW District.		✓			PDOT, NHBA, NWDA, BOP
TP3	Create a Northwest Transportation and Parking Management Association (NW-TPMA).		✓			PDOT, NHBA, NWDA, BOP
TP4	Preserve on-street parking spaces and reduce auto-pedestrian conflicts by eliminating unneeded curb cuts, minimizing the width of curb cuts, and consolidating driveways as properties redevelop.		✓			PDOT, BDS BOP,
TP5	Review whether existing on-street parking limitations and signage are still appropriate for adjacent land uses.		✓			NHBA, Private
TP6	Continue enforcing parking regulations through frequent patrols.		✓			PDOT, PB
TP7	Consider citywide application of the urban fence provision for parking areas after careful consideration of stormwater management and parking lot landscaping issues.			✓		BDS, BES, BOP



## Policies, Objectives, and Actions

## Adopted Northwest District Plan

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
REGULATIONS						
TP8	Allow a limited amount of structured commercial parking on specific residentially zoned properties adjacent to CS-zoned properties along NW 23 <sup>rd</sup> and NW 21 <sup>st</sup> Avenues.	✓				BOP
TP9	Allow “shared use” of accessory parking facilities in plan district residential zones by residents, employees and valet-services and encourage the “shared use” of parking in commercial and employment zones.	✓				BOP, NW-TPMA
TP10	Eliminate minimum parking requirements in the Northwest Plan District.	✓				BOP
TP11	Limit new surface parking lots to 20,000 square feet per site.	✓				BOP
TP12	Encourage accessory parking to locate in a structure by exempting 50% of above grade parking from the maximum FAR calculation and by providing an underground parking bonus in the most urban part of the plan district.	✓				BOP
TP13	Require new commercial parking structures associated with a residential zone, as identified on a zoning map, to locate in a structure	✓				BOP



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36984

December 6, 2012

AUDITOR 12/06/12 PM 1:29

**VIA HAND DELIVERY**

Mayor Sam Adams  
Commissioner Nicholas Fish  
Commissioner Amanda Fritz  
Commissioner Randy Leonard  
Commissioner Dan Saltzman  
City of Portland  
1221 SW Fourth Avenue  
Portland, OR 97204-1995

**Re: Northwest District Parking Management Plan; Agenda Item 1408**

Dear Mayor Adams and Commissioners:

This letter is submitted on behalf of the Gridlock Building LLC, the owner of the mixed use building located at 730-740 NW 23rd Avenue at the intersection with NW Johnson Street. Please include this letter in the record for Council Agenda Item No. 1408.

We are disappointed that this matter is now being placed upon Council's agenda in haste over the objection of the business community and without regard to prior commitments made to the business community regarding the issue. We have participated in the ongoing discussions about the parking situation in Northwest Portland for years and it is incomprehensible that this complex set of issues is posed for summary decision-making in the midst of the holiday season at the end of the existing Council's term. Again, we are disappointed that the Council has agreed to even consider the matter under these less than favorable circumstances. While there is no doubt that the process devoted to this subject has been protracted, that is not a reason arbitrarily to conclude the process before the end of the year.

Regarding the substance of the plan, it appears clear that more deliberation is needed. On the big picture screen, adopting a neighborhood parking plan for the Northwest District will put the Northwest District in an uncompetitive position with other similar neighborhoods, including

91004-0005/LEGAL25322985.1

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Perkins Coie LLP and Affiliates

City of Portland  
December 6, 2012  
Page 2

Hawthorne and Mississippi. In other words, the issue should be treated City wide, not on a piecemeal basis.

With respect to the plan itself, the plan does not appear to address supply. We understand that the studies relied on by the Mayor's office studies show that more than 85% of the parking supply in the weekday and weekend peak hours is occupied, and in the commercial areas it is 96% occupied. Adding restrictions as proposed does not increase supply, as there is nowhere for people to park. All potential shared and accessory lots are already being used as such today. Any additional shared parking potential supply would be insignificant in satisfying the acknowledged parking deficit.

There are many other details that should be explored prior to the adoption of the plan. It has been extremely difficult to endure the economic downturn in this district. Local businesses and property owners who provide locations for those businesses should not be subjected to further economic hardship from the last minute adoption of a plan that appears to be ill conceived and which is not supported by the local business community.

Please do not approve the proposed plan.

Very truly yours,



Mark D. Whitlow

MDW:sv



**WALTER W. MCMONIES**

AUDITOR 12/06/12 AM 9:45

December 6, 2012

**VIA HAND DELIVERY**

Mayor Sam Adams and Commissioners  
Amanda Fritz, Dan Saltzman, Randy Leonard and Nick Fish  
City of Portland  
Suite 140  
1221 SW 4th Avenue,  
Portland, Oregon 97204  
Attn: Karla Moore-Love, Council Clerk

Re: **Testimony re: Mayor's NW District Parking Plan Proposal**

Mayor and Commissioners:

My name is Walt McMonies. My business address is 601 S.W. Second Avenue, Suite 2100, Portland, Oregon 97204 and I reside in the Hillsdale neighborhood of the City of Portland.

This letter is intended to memorialize and supplement oral testimony to be given before City Council on December 6, 2012, concerning the Mayor's modified "parking plan" for the NW District of Portland (the "District").

I am writing in my personal capacity and not on behalf of a client.

**I. BACKGROUND.** My family owns four (4) apartment buildings totaling more than 130 units and a 30 space accessory garage in the District.

**II. SUMMARY OF POSITION.** I have read the Final Draft of the NW District Parking Management Plan.

In principle, I support permit parking for residents and business employees and the placement of parking meters along and adjacent to NW 21st and 23rd Avenues. However, I feel the permit area is too big, stretching as it does to Vaughn on the North and Cornell on the West. Also, I am concerned about the maximum duration of the meters. I think they should allow parking for longer than 90 minutes.

I oppose permit parking without metered parking as proposed by Commissioner Fritz, as this would make the situation worse for retailers.

I am not sanguine about increasing parking supply merely by loosening the accessory parking rules. I personally would not convert my 30 spaces into a commercial garage, to the detriment of my tenants.

Finally, I believe that any real solution to the parking problems in the District must focus on adding new off-street parking supply, at least 1,000 spaces. When the classic masonry apartment buildings in the Northwest were built and first operated between 1910-1933, there were at least 270 and likely two or three times that many automobile parking or automobile storage spaces in independent garages available to tenants in the District. These buildings have since been torn down or converted to other uses.

### III. DISCUSSION

Garages Very Much a Part of the Neighborhood Fabric. In the period from 1910 until 1933, numerous auto sales, service and parking garages were erected and put into use in the District.

Soon after the introduction of the mass production Model T Ford in 1908, Portland, like much of the rest of America, entered the "Motor Age" and developed a "Car Culture"<sup>1</sup>. Not surprisingly, since as early as 1910, automobile garages, automobile show rooms and automobile repair facilities, like the stables they replaced, have been a significant component of the character of many urban neighborhoods, including Northwest Portland.

A visual survey of the ABC-Historic District and a close review of the Sanborn Insurance Maps from 1924 for the area South of N.W. Lovejoy Street and for the area from N.W. 23<sup>rd</sup> Avenue, going east, discloses at least nine (9) historic commercial structures which by all indications began their lives as automobile garages, showrooms and/or repair facilities<sup>2</sup> including:

- Ella Street Garage, circa 1921, 5400 sq. feet, located at 35 NW 20<sup>th</sup> Place; Architect: Firm of Ellis Lawrence and William Holford (now vacant, but until recently Rose's bakery);
- Rose City Electric Garage, circa 1910, 10,000 sq. feet, located at 124 N.W. 20<sup>th</sup> Avenue; Architect: Lewis & Lewis (originally an auto show room for electric cars, later the Fred Meyer photo lab, now an accessory garage for two of my family's apartment buildings);

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<sup>1</sup> The "Motor Age" in Portland ran from 1910 to 1940, see Historic Alphabet District, Community Design Guidelines Addendum, P. 20 et seq.; also see "Car Culture: Some Cities Convert Their Historic Parking Garages to Lofts or Lots," by Mary Beth Klatt, October 8, 2004, Preservation On Line.

<sup>2</sup> I want to acknowledge the assistance in October, 2008, from Rob Mawson and Krista Morgan of Heritage Consulting.

- Hannah E. Weitz Building, circa 1928, 19,284 sq. feet, located at 305 N.W. 21<sup>st</sup> Avenue at the corner of Everett; Architect: unknown (was a service garage, later Star's Antiques, now a restaurant, offices);
- Sidney Siosch Building, circa 1925, 20,000 sq. feet, located at 636 N.W. 21<sup>st</sup> Avenue at the corner of Hoyt (now a real estate office, etc.);
- Packard Service Building, circa 1910, 15,470 sq. feet, variously 2330 N.W. Westover and 121 N.W. 23<sup>rd</sup> Avenue; Architect: William C. Knighton; individually listed on the National Register (now an Urban Outfitters store);
- John F. McLain Building, circa 1920, 19,600 sq. feet, 1835 N.W. Couch St., corner of Nineteenth Avenue; Architect: unknown (now Active Autobody);
- Hillside Garage, circa 1926, 10,000 sq. feet, located at 2230 N.W. Glisan St.; Architect: Lucius & Cash (formerly a garage, later a used car dealership Nob Hill Motors, now William Temple Thrift Shop);
- Assoc. Oil Garage, circa 1928, 10,000 square feet, located at 1801-1817 N.W. Irving corner of 18<sup>th</sup> Avenue; Architect: Elmer E. Feig (now CC Construction company office and shop);
- Marshall Street Garage, circa 1927, approximately 5000 square feet, located at 2076-78 NW Marshall Street; Architect: P. Chappell Brown (now an auto repair facility);
- Garage, circa 1920, 15,000 square feet, located at 2112-2116 N.W. Kearney Street, block long on NW 21<sup>st</sup> Avenue; Architect: Unknown (now several restaurants); and
- Garage, circa 1926, 19,824 square feet, located at 202-210 N.W. 21<sup>st</sup> (now Portland Design Center).

Note that, although still standing, most of these auto showroom, service and/or garage buildings, excepting the Rose City Electric Garage (accessory parking), the John F. McLain Building (Active Autobody) and the Marshall Street Garage (auto repair), have been converted to entirely non-automobile uses as mentioned above, thereby removing approximately 90,000 square feet of garage or automobile use and (assuming 30 spaces per 10,000 square feet) as many as 270 potential automobile parking spaces from the NW Portland off-street parking inventory.

Need for Resident Parking. As an apartment owner, I am concerned with the needs of my car-owning tenants, specifically the need for secure, covered off-street parking. Again, Many older (pre-WWII) apartment buildings in NW Portland were built without garages or surface parking because of the availability of independent automobile parking facilities, adequate on-street parking and the extensive street trolley system. With the loss of almost all independent parking garages and the construction of new apartments with limited parking, most tenants of



apartment buildings and of new apartments with inadequate parking are forced to park on the street, if a space can be found. Opportunities to restore pre-existing covered parking to serve existing apartment buildings are few. Permit parking for residents will help but not solve the problem.

**III. CONCLUSIONS.** Given the loss of at least 270 covered parking spaces in historic garages, auto show rooms and repair facilities in the ABC District, lost by the conversion of such buildings to non-automobile uses and given the construction of new apartment buildings without adequate parking, replacement of lost off street spaces and an overall increase in off-street spaces are needed for car-owning apartment residents.

For these reasons, I urge the City Council to modify the Mayor's parking plan to create incentives for the construction of new off street parking in the NW District.

Sincerely,



Walt McMonies

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