

Memorandum

To: Honorable Mayor Hales and City Commissioners

From: Tamara DeRidder, AICP

Date: January 22, 2014

Subject: Request for Community-wide discussion about people-moving/ Mobility

Thank you very much for allowing me the time to speak with you regarding an urgent issue that needs your attention. As most of you know, Mobility = Prosperity. Due to changing demographics, increasing densities, a shortage of transportation funds, and an anemic transit system Portland is facing increasing roadway gridlock.

I support the Oregonian Editorial Board in their request for the City Council to convene several 'full – on' conversations that go beyond pothole filling to people moving. In addition, cumulative development impacts are choking corridors for the lack of parking. We need PBOT to regularly schedule on-site traffic monitoring and develop pro-active strategic parking systems in these corridors. Such systems need to be coupled with active engagement of the business and residential communities. Strategic parking together with transit, bicycles, and other modes of travel can keep people moving.

As you may remember, over a year ago I spoke to you on behalf of the Apartment Parking Task Force. Our November 2012 survey of the issues at that time identified needed action to deal with cumulative impacts of new development. An over-arching concern by residents was regarding how they could retain mobility. Key issues identified included: equitable distribution of Parks to off-set density(Livability); creating a pro-active approach to address increasing parking needs(Mobility); and timely notification of neighborhood & business for nearby construction activities, such as demolitions and multi-family development(Health & Livability). These issues were supported by over 70% of those respondents, over 700 residents. The fact that the city has not taken action in addressing these issues has contributed to a growing frustration with city staff and officials. These cumulative impacts continue to weigh on the community.

Mobility is not just transit, or just bicycles, nor is it just cars. It is a means by which workers can get to their jobs on time. It is a means by which products can be made and delivered on schedule. It is the core tenet by which cities grow and thrive - leading to economic vitality for community and funds to help maintain livability. An individual's Mobility may include all of these modes of travel or none of them in a daily commute.

Key elements in fostering mobility: a robust transit system; shared vehicle use and strategic off-street parking; and safe bicycle/alternative travel modes. But, let us not stop there. It also includes access to high-speed internet, one stop shop website for mobility options (see <http://www.sfmta.com>), parking apps for smart phones – identifying what is available, tracking carbon use options (<http://www.nativeenergy.com/travel.html>), and much more.

Troubling numbers are challenging all of us to come to the table for this discussion:

1. Because of aging Baby Boomers the number of Portland residents over 65 years of age will more than double to nearly 400,000 people within the next 20 years.¹ Many of whom wish to age in place and where 80% of the households own at least one vehicle.

¹ See Figure 2, Greater Portland Pulse (http://www.portlandpulse.org/age-friendly_region).

2. Because of Portland's unique attraction of residents that age 30-50 the number of the over 65 will only continue to rise following the Baby Boomers for an additional 30 years.² This is counter to the rest of the US demographic, which decreases. This brings forward the considerations of changing mobility, equity, and service needs.
3. TriMet continues to lose ridership after bus line cuts and fare increases last year. Now down 3.2% for September-November 2013 compared to the same period in 2012.³ This trend is counter to the rest of the nation.
4. TriMet leadership warns of more service cuts by 2017 and a \$200 million annual budget shortfall by 2030.⁴
5. On the other hand, Get-Around car sharing can cost travelers less than a TriMet ticket at \$3/hour⁵. This car sharing service provides increased time efficiency and access over bus or rail service. Although, Get-Around is a green alternative it still increases parking needs.
6. Parking is a growing issue along Division Street. The Richmond neighborhood has experienced an explosion of mixed use development. Over the past 2 years 467 apartment units have been completed or are in the works. Approximately 98 off street parking spaces have been added with these developments. The City's Parking Study determined 70% of renters own one car or more cars – making the multiplier higher at 90%. Therefore this new multi-family generates a demand for 322 additional parking spaces for on-street parking, alone exceeding current availability. This is not to mention the loss of 2 large parking areas and the development of at least 14 new destination commercial restaurants and retail.

The Oregonian Editorial Board article titled 'Time to Unlock Traffic', Jan. 11, 2014, states that commute times have doubled in the last 20 years. Federal funds and gasoline taxes have plummeted as transportation needs have continued to increase. "...TriMet meanwhile is in financial straits owing to the unsustainable costs of its employee health and retirement benefits."

The article continues, "Are bicycles the solution? No. But, they are an efficient and healthful mode of transportation that needs to find expansion...While diehards talk about Portland as the next Amsterdam, the more realistic and productive conversation turns on how to make things better for both cars and bikes while helping TriMet find its way to financial health.

Portland is at a crossroads. If it truly relishes its destiny as a rising metropolitan city of vision and equity, its leaders will convene several full-on conversations that go beyond pothole-filling to people moving." In addition, the Council needs to direct PBOT in regularly scheduled on-site traffic monitoring and create proactive strategic parking systems to address the cumulative development impacts choking our corridors. Your leadership and active engagement is needed in this community discussion – together we can keep the region's life blood moving.

² See Figures 2 and 3, Greater Portland Pulse.

³ See http://www.oregonlive.com/commuting/index.ssf/2014/01/trimet_ridership_continues_to.html

⁴ The Oregonian, January 11, 2014, page A8.

⁵ See <http://www.getaround.com/portland>

Figure 1: Growth Projections for the 65 and Over Population 2010 to 2030 Source: US Census

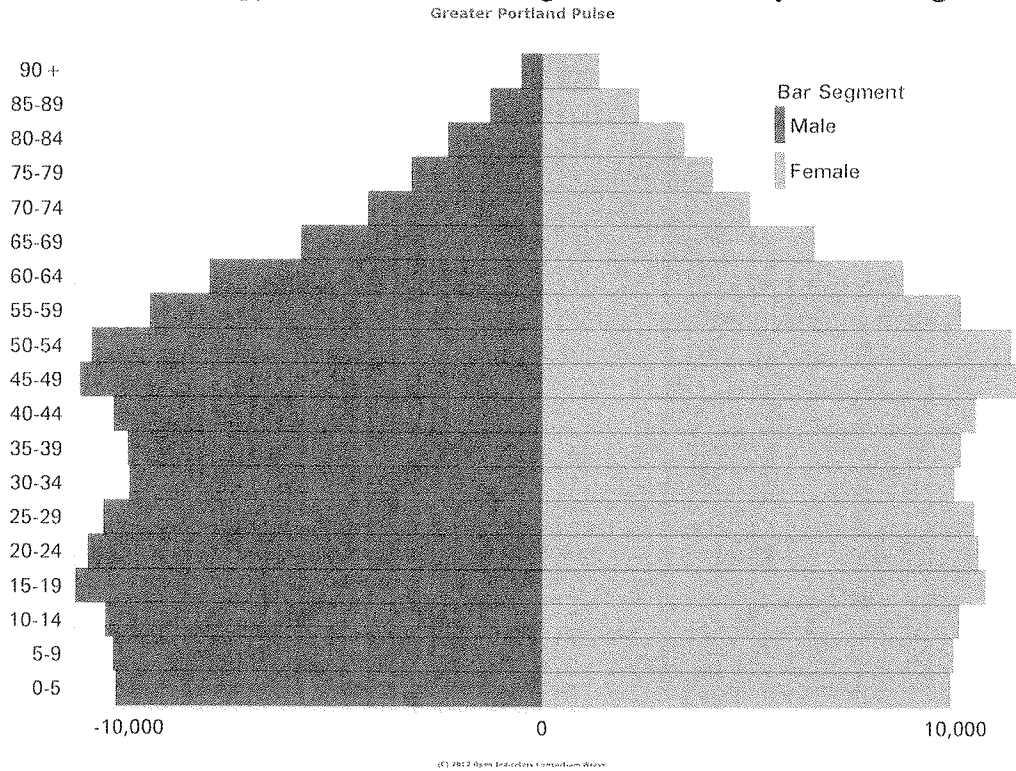
Greater Portland Pulse

Category	Portland	United States
Proportion of persons aged 65 and over in 2010	10.6	13
Proportion of persons aged 65 and over in 2030	17	19.7
Growth rate in proportion of persons aged 65 and over from 2010 to 2030	60.4	50.9
Growth rate in number of persons aged 65 and over from 2010 to 2030	107.3	77.6
Number of persons age 65 and over in 2010	190,262	40,243,713
Number of persons aged 65 and over in 2030	394,406	71,453,471

Source: US Census Bureau, Interim State Population Projections (2005) and Office of Economic Analysis, Department of Administrative Services, State of Oregon (2004)

Figure 2: 2010 United States population pyramid

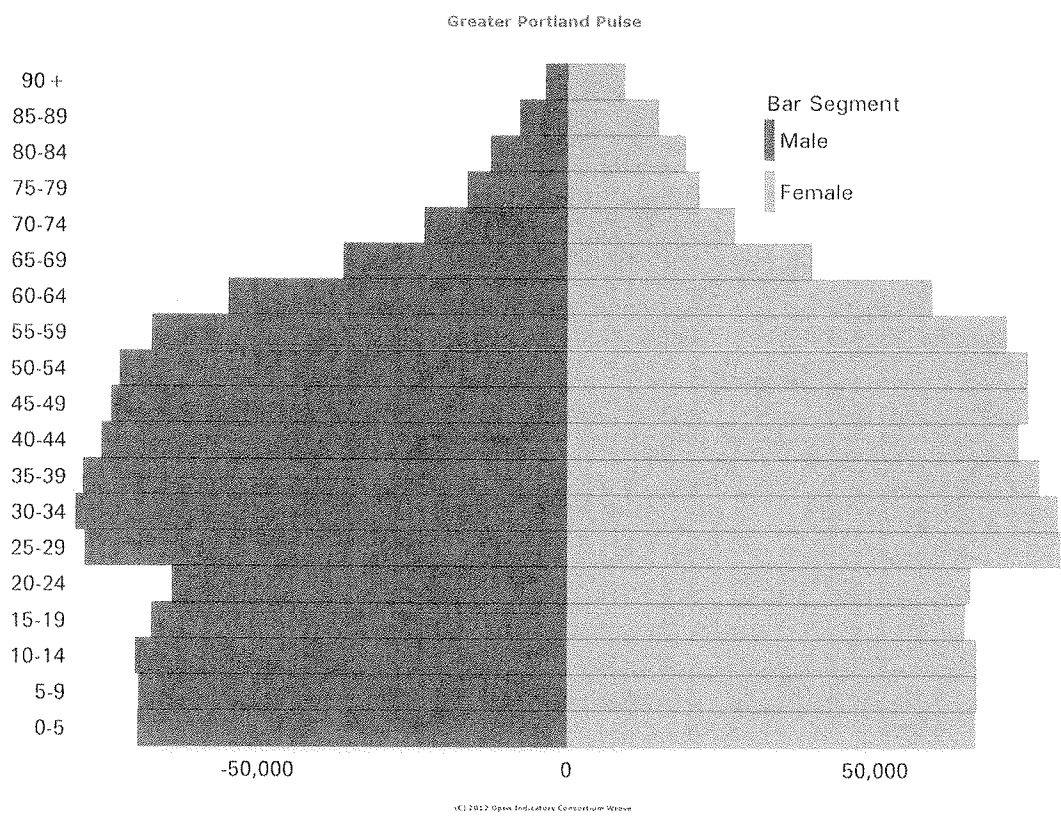
The population pyramid below for the United States shows the Baby Boom generation or “silver tsunami” quite clearly for the age groups 40 to 64. We can also see the Baby Boom echo - Generation Y, or Millennial Generation in the pyramid as another bulge in the 15 to 29 year old range.



Source: US Census Bureau

In contrast to the United States population pyramid, the Portland region pyramid for 2010 have some noticeable differences.

Figure 3: 2010 greater Portland region population pyramid



Neighborhood Apartment Parking Survey Action Status

On November 11, 2012 the Apartment Parking Task Force provided the results of an electronic survey that had been distributed to the contacts on the ONI Neighborhood Directory. Over 1,100 people responded within the 12-day window. The results of this study was presented to the Portland Planning and Sustainability Commission at the work session where the City's Parking Study results were provided. This document was later presented to the Portland City Council.

The following is a record of the questions posed where responses were 70% or greater in agreement. Those in **bold** indicate questions where 80% or great agreement occurred.

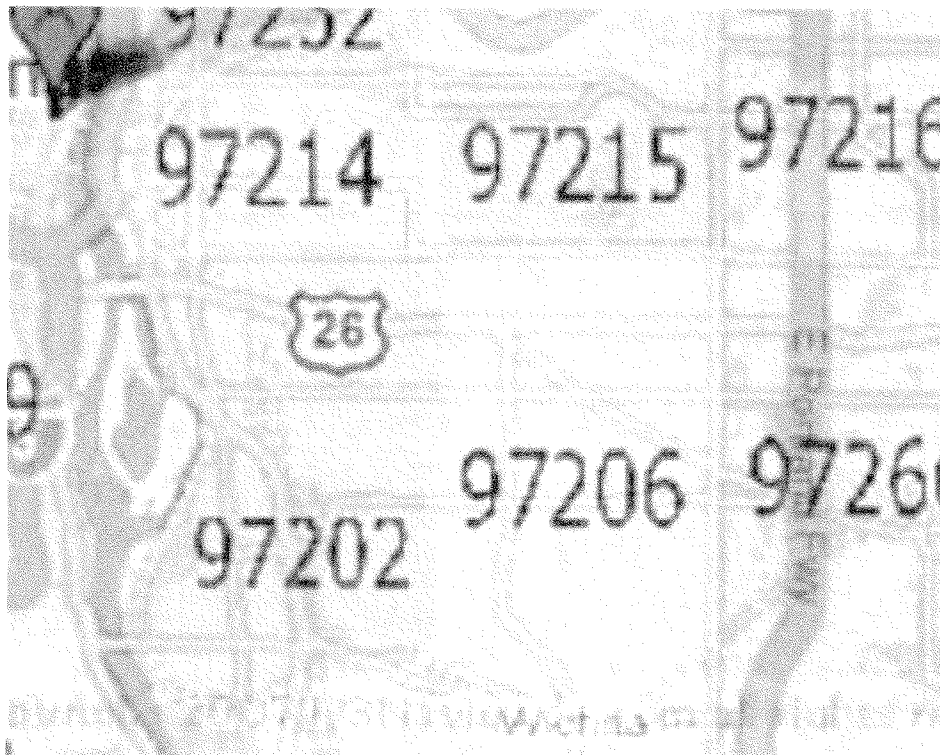
Next to these questions is a summary of actions to date.

% Agree	Neighborhood Apartment Parking Survey Question	City Actions to Date
86%	3. System's Development Charges (SDS's) are developer fees that pay for infrastructure system upgrades. A defined percentage of the SDC's should be used in the area where the development occurs.	None
89%	4. The City should be required to provide an explanation of where developer-paid fees, such as Transportation and Parks Bureau System Development Charges, are spent, so as to identify where funds can be directed to mitigate the impacts of apartments with little or no off-street parking. Such mitigations could include enhanced transit service, bicycle and pedestrian infrastructure, community parking, and parking for car-sharing programs such as Zipcar.	None
85%	5. The City needs to actively engage transit agencies, institutions, and businesses, such as Industrial Park providers, to provide reasonable transit service that includes evening work hours, 8:00 pm – 7:00 am.	None?
74%	6. The Parks and Recreation Bureau's Systems Development Charges spending priorities should be changed to target funds for public recreation areas in park-deficient locations undergoing high-density infill development.	None?
74%	7. The City's zoning map should be revised to prevent properties zoned/designated for structures with a maximum height greater than 45 feet (four stories) from abutting single family/low density properties	None
75%	8. The city should create a medium-height (3-story max) multi-family zone that would serve as a transition between high-density multi family residential and low-density single family residential.	None

78%	10. Where there is no frequent transit service, city regulations should require off-street parking for new apartment buildings.	Adopted by Council April 2013
70%	11. A moratorium on ALL new apartment buildings with little or no off street parking where there is not access to high frequency transit.	None
72%	12. A moratorium should be placed on ALL new apartment developments outside the City Center, with little or NO off-street parking, until such time as zoning code changes have been made which address a) parking issues b) a neighborhood review process, and c) community design standards.	None
82%	13. New apartment buildings four-stories or higher that about single family/low density residential properties should require step-down architectural features to ease the transition.	None
87%	14. New apartment buildings with little or no automotive off-street parking should require adequate and safe on-site storage space for non-auto mobility options. This would expand the current bicycle provisions to include scooters, electric wheelchairs, etc	None
79%	15. New apartment buildings with 5 or more units should require compatibility with neighboring buildings' setbacks, floor levels, roof-lines, main entrance location, and location of trash enclosures	None
78%	16. New apartment buildings outside the City Center should be built to uniform design standards, including: architectural design features which reduce the impact of massing and balconies as well as windows located to maintain privacy of existing residences.	None
86%	17. For new apartment buildings with little or no off-street parking, neighborhood input should be incorporated into the development process.	None?
85%	18. For new apartment buildings with greater than 5 units, the City should provide a system of early notification to Neighborhood Associations and adjacent neighbors.	None
86%	19. For new apartment buildings with greater than 5 units, the City should facilitate engagement between developers, the Neighborhood Association and adjacent neighbors.	None?
77%	20. Neighborhood Associations should provide a list of defining neighborhood features that any new apartment development must address. Examples include sightlines, solar access, historic trees, front porches, and public spaces.	Design Guidelines approved in Boise Neighborhood and Richmond's is underway.

84% & 73%	21. New apartment buildings with little or no off-street parking should include the following provisions in an early notification system to the Neighborhood Associations: A) require developers to provide notification to Neighborhood Associations as well as property owners within 2 blocks of the proposed project; and B) require Design Review for all apartments with 5 or more units with little or no off street parking.	None?
90%, 88%, & 79%	26. On-street parking permit programs should consider a system of priority for certain groups as follows: A) existing single-family/condo homeowners; B) existing businesses (employees/customers); and C) existing apartments (renters).	None?
72%	27. On-street parking should be considered a community asset where some of the funds collected from parking permits are dedicated back to improvements to those same neighborhood areas.	None
75%	28. Develop and implement alternative mobility incentives that can be consistently provided to tenants with no off street parking.	None?

The majority of the respondents were located in the following zip codes: 97214; 97202; 97206. This contains most of the Hosford-Abernethy, Buckman, Richmond, and Creston-Kenilworth neighborhoods.



Division St Development

3002-3016 SE Division	<p>Former Wild Oats site: Adaptive reuse of existing 2-story building with 12,000 square feet of retail and 9,000 square feet of office. Shared parking may be constructed as part of adjacent residential projects. <u>Completed</u></p> <p>Proposed # commercial units: too early</p> <p>Developer: Mark Desbrow, Green Light Development</p>
3016 SE Division	<p>Former Wild Oats parking lot (south side of Division): 4-story mixed use building in conceptual design stage. Some parking at a rate of approximately .5 or .6 spaces per unit will be provided. <u>Under construction</u></p> <p>Proposed # units: 45</p> <p>Developer: Mark Desbrow, Green Light Development</p>
3103 SE Division	<p>Sunshine Tavern bldg: Structural retrofit and 2-story addition to existing building including 12 apartments and ground floor retail. 6-8 on-site parking spots. <u>Completed</u></p> <p># of residential units: 12</p> <p>Developer: Urban Development Partners (UD+P)</p>
3121-3125 SE Division	<p>Former Kid's Exchange site: 4-story mixed use building with ground floor retail and residential lobby with 15 residential units. Under construction. No parking. <u>Completed</u></p> <p># of residential units: 15</p> <p>Developer: Lorentz Bruun</p>
3207 SE Division	<p>Former Wild Oats parking lot (north side of Division): 4-story mixed use building in conceptual design stage. Some parking at a rate of approximately .5 or .6 spaces per unit will be provided. <u>Under construction.</u></p> <p>Proposed # units: 45</p> <p>Developer: Mark Desbrow, Green Light Development</p>
3330 SE Division	<p>Ho's Automotive site: Recently sold – no development proposal, .5 parking counting on street adjacent parking. <u>Under construction.</u></p> <p>Proposed # units: 30-40 units</p> <p>Developer: Urban Development Partners (UD&P)</p>
3360 SE Division	<p>Village Merchant site: Recently sold – no development proposal; lease until 2015; .5 parking counting on street adjacent parking. <u>Under construction.</u></p>

Proposed # units: 30-40 units

Developer: Urban Development Partners (UD&P)

3339 SE Division

Former PDX Scooter site: 31 apartments; no on-site parking; 1,000 square feet of office/commercial in 4 spaces. Project has submitted for permits. Under construction.

of units: 31

Developer: Urban Development Partners (UD&P)

3701 SE Division

Former Weird Bar site: 81 apartments; no on-site parking; 3,000 square feet of retail. Completed

Proposed # of residential units: 81

Developer: Urban Development Group

3810 SE Division

Move the House bldg/Little Burger: 23 apartments; no on-site parking; 5,000 square feet of retail. Completed

of residential units: 23

Developer: Urban Development Partners (UD+P)

4008 SE Division

Former house, demolished. **10-unit** project proposed, 32' foot tall. Three-story, no parking. Under construction.

of residential units: 10

Developer: Orange Wall

4303 SE Division

Division Street Condos: 29 unit residential "micro-unit" condominium project in 12 buildings. No on-site parking. Completed

of residential units: 29

Developer: D. R. Horton

4330 SE Division

Fox Fence site: About **22 apartments**, no on-site parking; some ground floor retail and some ground floor apartments. Under construction.

Propose # of residential units: About 22

Developer: 4330 SE Division LLC (which includes Lorentz Bruun)

4752 SE Division

Corner of 48th and Division. 4-story mixed use, **74 micro units** studios, approximately 400sq ft. Rent: \$775-975. 800 sq ft retail. No parking. Under construction.

of residential units: 74 micro units studios, about 400sq ft.

Developer: Aaron Jones, w/ SERA Architects

Other projects:

2225 SE Cesar Chavez

76 Gas Station site: 7-Eleven. 1st Approved as permit for auto supply store addition to the gas station.

of commercial units: 2

Developer: Division Street Food Mart LLC

SE Division from 11th to Cesar Chavez:

Division Streetscape project: Division Street will be repaved from SE 10th to SE Cesar Chavez. Streetscape improvements including street trees, bioswales, curb extensions and new crosswalks SE 11th to SE Cesar Chavez will be added.

Developer: Portland Bureau of Transportation

SE Woodward between 35th and 36th

Waverly Commons: Single-dwelling subdivision with a 10,000 square-foot shared green space.

of residential homes: 16 single-dwelling detached homes

Developer: Mark Desbrow, Green Light Development

Moore-Love, Karla

From: Tamara DeRidder, AICP [SustainableDesign@tdridder.users.panix.com]
Sent: Monday, December 09, 2013 3:49 PM
To: Moore-Love, Karla
Cc: Robinson, Matthew; rachel.wiggins@portlandoregon.gov; Stover, Chad; Alpert, Josh; Dingfelder, Jackie
Subject: Re: Request to speak before City Council

Dear Carla Moore-Love,
Would you please place me on the City Council agenda for Jan. 22nd?
I would like to discuss the items mentioned below.

Thank you,

Tamara DeRidder, AICP
503-706-5804

On 12/9/2013 2:59 PM, Robinson, Matthew wrote:

> Tamara - Thanks for reaching out. We welcome your testimony. Unfortunately slots are not available until January 22, we hope you will be available then. In order to get signed up, please reach out to:

>

>

> Karla Moore-Love

>

> City Council Clerk

>

> 503.823.4086

>

> karla.moore-love@portlandoregon.gov

>

> Unfortunately the Council system requires that the individual interested in speaking reach out to the Council Clerk themselves, otherwise I would get you signed up. Thanks!

>

> -Matthew

>

>

> -----Original Message-----

> From: Tamara DeRidder, AICP

> [mailto:SustainableDesign@tdridder.users.panix.com]

> Sent: Monday, December 09, 2013 1:35 PM

> To: rachel.wiggins@portlandoregon.gov; Robinson, Matthew

> Cc: Stover, Chad; Alpert, Josh; Dingfelder, Jackie

> Subject: Request to speak before City Council

>

> Dear Rachel and Matthew,

> I received your cards from Chad Stover who directed me to contact you

> both for arranging to speak before the Portland City Council at one of

> their public forums. Could you please place me on their calendar for

> a comment period?

>

> I would like to speak on:

> 1. Status with implementing comprehensive parking implementation

- > program, recommended by the City's planning study 'Growing Better'
- > 2. Upgrades needed in communication between neighborhood associations
- > in management of growth issues, between NA and developers in
- > coordinating development and amplifying successes, and between the
- > City Bureaus and the NAs.
- > 3. Status of city's review of cumulative impacts being created by
- > recent apartment developments on neighborhoods, business districts,
- > and public services, including parks and schools.
- >
- > This follows up on meetings that I had regarding these topics with
- > Mayor Hale's staff Jackie Dingfelter, Chad Stover, and Josh Alpert on
- > these issues.
- >
- > Please let me know when I might be placed on the Council's calendar.
- >
- > Thank you,
- >
- > Tamara
- >
- > Tamara DeRidder, AICP
- > Principal, TDR & Associates
- > 1707 NE 52nd Ave.
- > Portland, OR 97213
- > 503-706-5804
- > and
- > former Chairman of Apartment Parking Task Force

Request of Tamara DeRidder to address Council regarding comprehensive parking implementation program, communication with developers and impact created by apartment development (Communication)

JAN 22 2014

PLACED ON FILE

Filed JAN 17 2014

LaVonne Griffin-Valade
Auditor of the City of Portland

By 

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Novick		
Hales		