

Dear Members of the Planning and Sustainability Commission,

I am a resident of Hosford-Abernethy (HAND), have been a member of the HAND board for two years, and am currently the board secretary. I have heard a number of presentations from BPS about the Comprehensive Plan update and have been part of extensive discussion among HAND board members and neighborhood residents regarding the Comprehensive Plan. However at this time I am writing as an individual citizen.

I believe that the greatest challenge that Portland will face over the next 20 years will be dealing with the effects of global climate change. To that end, all of the Comprehensive Plan goals and policies should be bent towards creating a resilient, sustainable city. The best way to accomplish this goal is to greatly reduce reliance on private automobiles; doing so will improve the health and safety of Portland residents, and create a more livable, more affordable, cleaner, greener city.

In terms of specific Comprehensive Plan goals and policies:

\* I urge the commission to maintain the transportation hierarchy in Policy 9.6 that places walking, cycling, and transit above private automobiles.

\* I strongly support the policies in Chapter 9, Parking Management. The city must limit the proliferation of off-street parking by minimizing parking requirements attached to development; and should use market-pricing to manage the use of on-street parking. While not necessarily a Comprehensive Plan policy, I believe the city should explore the use of Parking Benefit Districts as described in *The High Cost of Free Parking (Shoup, 2011)*. The use of public right-of-way for storage of private vehicles (in the form of mostly free and unlimited curb parking) is a tremendous mis-allocation of space, and should be revisited in both commercial and residential areas. Free parking encourages private car ownership and use, both of which are contrary to so many of the City's goals.

\* The policies related to bicycle transportation should include the preference for separated or protected bike lanes over paint-only bike lanes, perhaps as part of Policy 9.22. Protected bike lanes have rapidly established themselves as a best practice in cities across the country, and Portland's bike network is sorely lacking in this area.

\* The city should support more residential density in close-in neighborhoods where bicycle and transit use are most feasible. In addition to the mixed-use zoning being proposed along commercial corridors, there are opportunities to increase density in residential-zoned areas - by encouraging ADUs and pocket neighborhood/cottage cluster type development as infill alongside single family homes. Such development can have a positive impact on housing affordability as well as density.

\* I do respect that there needs to be a balance of density and open space in and around the central city. As new residents are added, parks and other amenities must keep pace in order for Portland to remain livable. While residents of many close-in neighborhoods are concerned about building height, I believe that an 8-story building with an adjoining green space is a better allocation of density than two 4-story buildings. Properly sited, allowing such options would also avoid

creating the long stretches of homogeneous construction along mixed-use commercial corridors that is occurring as developers max out the allowed building height.

Thank you very much for your time and for the extensive outreach that BPS has performed during this process.

Sincerely,

Patrick Vinograd  
2836 SE 25th Avenue  
Portland, OR 97202  
Patrick Vinograd <vinograd@gmail.com>