

From: Alex Oreschak [mailto:alex.oreschak@gmail.com]
Sent: Monday, March 07, 2016 8:11 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: Attn: Northwest Parking Update Project

Good evening, Commissioners. I am writing, as a resident of the Northwest neighborhood, to strongly oppose the proposed new minimum parking requirements for new construction in my neighborhood. As you know, increasing rents and affordability are issues throughout the city. One way to help combat that is through encouraging new housing supply, and especially new affordable supply. But forcing the construction of new parking on developers of larger multi family projects does nothing but negatively impact affordability by drastically increasing the costs of these units and discouraging larger-scale developments. Considering that construction of a new parking space runs in the tens of thousands of dollars per space, forcing a developer to build parking spaces will only cause them to pass those costs on to future residents, raising rents by hundreds of dollars per month to ensure they recoup the cost of their investment. Or, these high force costs could encourage developers to not build in the neighborhood, or to limit the size of their development to under 30 units to avoid this expensive new mandate. I would rather have more housing options in my neighborhood than options for housing a car, and I think this proposal will only lead to fewer, more expensive housing units for me and others to choose from.

I do support the provision in the plan to allow existing parking lots to be 'shared' between current owners and residents. If people want to bring a car to a vibrant, low-car neighborhood such as Northwest, it only makes sense that they pay for it directly by renting a space out, instead of the costs being spread among all the non-car owners in their building.

In addition, the on-street parking crunch should be helped somewhat by the newly installed parking meters encouraging turnover, but more helpful would be placing a cap on the number of resident parking permits issued. With a finite supply of on-street resident parking, allowing unlimited permits to be issued is mind-boggling to me. Also, the cost of a permit should be brought in line with the demand, much higher (I suspect) than the outrageously cheap \$60/year it is now. Instead of forcing \$200+/month off-street spaces on new residents and their non-car owning neighbors, we should be bringing the cost of on-street parking to a level that balances supply with demand, and which allows those who want a car here to know they will have a space. Perhaps by simply raising the price, or perhaps by auctioning off the permits to residents, in addition to capping the number of permits issued. This would also help the City's Vision Zero efforts by providing more funds to the City and the neighborhood to implement safer crossings or bike lanes, and use of transit, walking, and biking instead of driving.

One last thought I had was that it may be helpful, if you are set on imposing a minimum parking mandate in my neighborhood, to include a provision to waive up to 100% of the mandate on developers if they increase the number of affordable housing units they include as part of their development. That would encourage creating affordable units for residents while allowing developers to avoid undue, expensive mandates on the construction of the new development.

Thank you for taking the time to read my comments and concerns, and I hope you take them into consideration.

Regards,

Alex Oreschak
2081 NW Everett St