



Northwest District Association

March 8, 2016

Portland Planning and Sustainability Commission
1900 SW Fourth Avenue
Portland, OR 97201

Dear Chair Schultz and Commission Members:

I am writing on behalf of the Northwest District Association (the "NWDA") to express our Board's support for the code changes presented in the Northwest Parking Update Project. As you know, rapidly increasing density throughout Portland has necessitated the application of minimum parking requirements for larger developments. The parking situation in Northwest Portland has been challenging for decades, but recent development trends have made a bad situation even worse.

At our NWDA Board meeting held on Monday, February 22nd, we voted to support the proposed code changes, subject to the recommendations made by the NWDA Planning Committee (the "Planning Committee") and the NW Portland Parking Stakeholder Advisory Committee (the "SAC"). Attached is an e-mail outlining the Planning Committee's recommendations, and a letter from the Chair of the SAC, Rick Michaelson, with their recommendations. We note that both the Planning Committee and the SAC recommended elimination of the exceptions from the proposed parking minimums set forth in Portland City Code Section 33.266.110.E.

Thank you for your attention to the parking needs of our neighborhood. We look forward to working with City staff and the SAC to implement a balanced approach to parking in NW Portland, including the recently implemented permit and meter system, parking minimums for new developments, the use of accessory parking for commercial needs, and transportation demand management strategies to lessen reliance on motor vehicles.

Very truly yours,

Gustavo J. Cruz, Jr.,

President

Northwest District Association

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NW PORTLAND PARKING SAC

March 8th, 2016

Portland Planning and
Sustainability Commission
1900 SW Fourth Ave
Portland, OR 97201

Dear Chair Schultz and Commission Members:

As chair of the Northwest Portland Parking Stakeholders Advisory Committee, I am writing to express the Committee's feelings about the proposed code changes which would require new residential buildings to provide parking and which would make it easier to share parking spaces. As you know, parking is extremely tight in NW Portland and is getting tighter as new developments come on line with less parking than their tenants need. We are involved in a multi-year multi task effort to maintain and improve access for residents, employees, customers, and other visitors to the district. Our goals are to make it easier to function without a car while at the same time ensuring that there is adequate parking for those who need to drive.

Parking Minimums – Council's recent adoption of parking minimums for larger residential buildings does not apply in plan districts. The proposal before you fixes that oversight and puts us on equal footing with other neighborhoods.

However, a large majority of committee members feel that the proposed regulations should be modified to eliminate the exceptions found in section 33.266.110.E. The SAC appreciates the importance of promoting alternative modes of travel in the design and management of new development. But the exceptions make it too easy to avoid building parking spaces, and we need every space we can get. Some committee members also think that the parking minimums should be reviewed in the future, with the required ratios increased and the thresholds lowered. However, we recognize that this is beyond the scope of the work done to date and should probably be looked at on a city wide basis rather than for one neighborhood.

Shared Parking – The Committee is very appreciative of the efforts to make sharing parking easier. It is extremely frustrating to see off street spaces kept empty while the streets are full instead of being available for residents, employees, and visitors. We are also supportive of the staff's efforts to limit the detail in the zoning code and allow the details to be adopted as administrative rules which are more easily adjusted as we learn from our experiences. For example, we intend to limit shared parking to residents, employees, and visitors, and not permit their use by downtown commuters. However, we believe the regulations about users should not be in the code, but in the admin rules. Therefore we believe that Section C3e should be struck. We also feel that Section C1 should be changed so that if the

committee is no longer operating, the spaces could continue to operate but under the direct supervision of the City.

There are many details still to be worked out to develop a successful shared parking program, and we will continue to work with the City on the Administrative Rules. We believe these should be simple to administer, clear to all, and have mechanisms to resolve any difficulties that arise. In addition, we think it is likely that the admin rules will require annual changes for the first few years until we get it right.

Yours truly,

Rick Michaelson

Gustavo J. Cruz, Jr.

From: Gustavo Cruz <gustavocruz@nobhilllaw.com>
Sent: Wednesday, February 17, 2016 10:27 AM
To: Gustavo J. Cruz, Jr.
Subject: Fwd: parking

Sent from my iPhone (please excuse any typos)

Begin forwarded message:

From: John Bradley <bradleyj@ohsu.edu>
Date: February 11, 2016 at 1:35:20 PM PST
To: "tavocruz@nobhilllaw.com" <tavocruz@nobhilllaw.com>
Subject: parking

Tavo, Board Members and SAC Parking Members;

The Planning Committee has looked over the Northwest Parking Update Project and has the following suggestions.

1. While we acknowledge the need for expediency and any constraints that there may be to adopt an already existing set of code requirements, in the near future we may want to examine the parking ratios to see if they are too liberal for our area. The ratios might be tightened by lowering the unit threshold, rising the ratio or other means yet to be suggested.
2. 33.562.280.c "exceptions" needs to be struck. These parking reduction bonuses are far too easy to achieve and do not address items we truly need.
3. The administrative rules concerning complaint mechanisms need to be further examined to insure that any problems are quickly and easily dealt with.

Thanks to everyone who has worked so hard on the vexing parking problem, this is a great start. We support it.

For Planning

John Bradley