

Parking Compliance Amendments Project

Proposed Draft Testimony
Ordinance #191310

Patty Nelson

#332299 | April 11, 2023

Testimony to the **Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

See video

Testimony is presented without formatting.

Tony Jordan

#332298 | April 11, 2023

Testimony to the **Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

See video

Testimony is presented without formatting.

Patty Nelson

#332233 | April 11, 2023

Testimony to the **Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

See attached.

Testimony is presented without formatting.

April 11, 2023

City of Portland

Planning Commission

Parking Compliance Amendments Project (PCAP)

Public Hearing Testimony 4-11-2023

Dear Planning Commission

I am writing in response to the proposed revised parking rules before you today. The project website states that these revisions will bring the city into compliance with the state's new rules – but incorrectly states that it requires removal of minimum parking requirements.

As acknowledged in the City's Parking Compliance Amendments Project document, page 42, the Climate Friendly and Equitable Communities (CFEC) ".mandated that jurisdictions choose one of the three options to remove or manage parking mandates."

The City's choice to eliminate mandates city wide was chosen because it "maintained the clarity and readability of our regulations." The choice does not consider the effects on residents and communities and should not be adopted as presented. Instead, Option 2 or 3 should be pursued.

While we work toward electrification of vehicles and the reduction of trips traveled by car, the city must acknowledge that implementation city wide will look different given its long history and varied developed areas. Code revisions should be developed to provide flexibility to accommodate the varied conditions and needs of the community while planning for the future.

As an example. some neighborhoods developed before cars were the primary mode of transportation, with little to no off-street parking and horse rings in the curb. The challenge in these neighborhoods is smaller lots with a reliance of on-street parking. These neighborhoods already struggle to find enough on-street parking or places to charge an electric vehicle. Other neighborhoods were developed with larger lots, wide streets, large garages, and driveways to accommodate the larger vehicles. These neighborhoods have more flexibility to accommodate changes in parking mandates without affecting the livability of the neighborhood.

The City of Portland has been the place people want to live. Livability characteristics that people site are its walkable neighborhoods. I am fortunate to live in Beaumont Wilshire neighborhood, where the neighborhood was developed around a business area which provides everyday conveniences within walking distance. The city's comprehensive plan had been developed around Town Centers, promoting higher density development around transit corridors and commercial development to support the needs of the community to promote a walkable neighborhood. These development models are consistent with the states CFEC strategies.

With the adoption of the city's revised parking standards as part of the Residential Infill Development Project (RIP), it too was leading the state in its goal to reduce parking mandates and promote non-motorized transportation.

What has not been answered is:

- Where does city code NOT meet state requirements?
- Can revisions be implemented to meet state requirements and minimize negative impacts on our neighborhood livability?

The ODLCD future vision states: "All Oregonians live in a safe, livable and healthy neighborhood." Our citizens and communities deserve to have code revisions developed that provide flexibility to meet intent of rule change while maintaining a safe, liable, and healthy neighborhood. Implementation of the code changes should strive to minimize negative impacts on the community while meeting the climate change initiatives. While we work to reduce the number of trips traveled by vehicles, people still own a vehicle to get to destinations. Transitioning to environmentally friendly vehicles will still require parking. Electric vehicles will require places to charge them.

I am asking the Planning Commission to NOT ADOPT the proposed revision eliminating parking mandates city-wide and direct Staff to pursue Option 2 or 3 outlined by the state for implementation. As a first step, request staff to identify where the city's existing code does not comply with the state mandate. Where revisions are required, pursue options that minimize negative impacts to the community and residents. I would also ask that neighborhood associations be engaged in the development of code revisions, including notification, presentations and input sought and considered in the final recommended code changes.

Respectfully,



Patty Nelson

Jonathan Moore

#332232 | April 11, 2023

Testimony to the Planning and Sustainability Commission on the Parking Compliance Amendments Project, Proposed Draft

I support the Parking Compliance Amendments Project (PCAP) and specifically the proposal to remove minimum parking requirements for new housing developments. I believe that the proposal has the potential to bring significant benefits to the city and its residents. Removing the requirements for parking will make building new housing cheaper, which can lead to more dense and affordable housing getting built. This is especially important for Portland, where housing affordability is a significant concern for many residents. By reducing the cost of construction, developers will have more flexibility to invest in amenities and features that make housing more affordable, such as energy-efficient appliances, improved insulation, and other green features. Furthermore, parking-free developments are needed so we can have robust transit that people actually want to use. When developers are required to provide parking spaces for residents, it can lead to the proliferation of cars and discourage the use of public transportation. This not only exacerbates traffic congestion but also has negative environmental and health impacts. By removing minimum parking requirements, Portland can encourage more sustainable transportation options and promote a healthier and more vibrant city. In conclusion, I urge the City of Portland to support the Parking Compliance Amendments Project and remove minimum parking requirements for new housing developments. Doing so will bring numerous benefits to the city and its residents, including increased affordability, sustainability, and quality of life.

Testimony is presented without formatting.

Doug Klotz

#332231 | April 10, 2023

Testimony to **the Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

I support the Parking Compliance Amendment Project. Portland has been a leader in removing parking requirements for several years now, and these amendments will clean up some leftover regulations, and bring uniformity to the codes. It will simplify amendments that have been added one at a time over the past several years. I strongly support this project and the proposed amendments.

Testimony is presented without formatting.

Michael Andersen

#332230 | April 10, 2023

Testimony to the **Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

Nowhere in Portland is there a parking space that's more important than a home or a job. Yet prioritizing convenient parking over homes and jobs is the specific intent of parking mandates. Unfortunately, even if one accepts the premise that convenient parking *should* be a higher priority for the City of Portland than homes or jobs, it should be obvious to anyone who lives in Portland that mandatory parking can't make parking convenient. Until the city is using permits, meters or even just signs to manage its curbsides, public curbside space will inevitably become crowded in the areas where it is most valuable. This removal of parking mandates should be the first in a series of actions by the city to better manage its parking. The next step should be a usable system for establishing overnight neighborhood parking permit districts.

Testimony is presented without formatting.

Tony Jordan

#332229 | April 10, 2023

Testimony to the Planning and Sustainability Commission on the Parking Compliance Amendments Project, Proposed Draft

I am very happy to see this project come before planning commission and I enthusiastically encourage you to pass it with the strongest recommendations to city council. It is about time that Portland remove confusing and vestigial parking mandates from the code and join the ranks of dozens of other US cities which have done so in the past 5 years. Since the implementation of the Residential Infill Project, Portland has effectively had zero parking mandates in the city and this project primarily aligns the code with that reality. We know from our experience here in Portland and in other cities that eliminating costly parking mandates does not cause chaos in the streets or skyscrapers to pop up on every block nor does this project ban parking or remove any parking. Parking mandates make housing more difficult to build and increase the per-unit cost when it is built. The excess parking they require invites more traffic and the attendant pollution, noise, and danger that comes with more cars. They are out of sync with our city goals and out of touch with modern best practice. I believe Portland has a moral duty to clean up its zoning code to prevent other cities from copying our disastrous three-tiered parking mandates that exist only on the books. Last year Spokane, WA implemented a pilot program to promote more housing. This included parking reforms. Spokane's planners, likely believing Portland to be a good city to emulate, copied our mandates which have no required parking for up to 30 homes on a corridor, but the 31st home in a building has to come with 6 parking spaces. When this code was implemented in Portland in 2013, how many homes were lost on Division St. and Williams, and Mississippi? Unfortunately, no one knows, but even one apartment that wasn't built during a housing crisis is a loss we could not afford. Portland elected officials and staff enjoy a reputation as being in the vanguard of good planning among other cities at conferences and events, but if our zoning code is leading other cities astray, then basking in that reputation is unwarranted. This project corrects a gross injustice which has been in the zoning code since mandatory inclusionary housing was implemented in 2017.

Bizarrely, the only time a building with more than 30 homes near transit would have been required to build parking would have been if the developer paid in-lieu fees instead of on-site affordable homes, but there was never an in-lieu program for required parking. What kind of message does it send about Portland's values that for 6 years we have allowed a builder to exempt themselves from accommodating low-income residents in their projects, but if they did, they would have to provide shelter for cars? Finally, I want to provide you with two links demonstrating the unexpected consequences of our complicated zoning code. This article contains a map showing how proximity based parking exemptions can require parking in places that are very well connected but fall just a few feet away from an arbitrary circle:

<https://www.theparkingminute.com/dont-waive-parking-requirements-near-transit-just-waive-them-everywhere>

And similarly, an example from Sellwood in 2017 highlights how our seemingly progressive parking rules slowed and complicated the development of much needed housing, ironically even moving some inclusionary housing off-site at new developments to make a project work.

<https://pdxshoupistas.com/inclusionary-housing-in-sellwood-hits-parking-stumbling-block/> Congratulations

on having the opportunity to remove some of the most damaging language in the zoning code! Please pass this with gusto.

Testimony is presented without formatting.

Dave Peticolas

#332228 | April 10, 2023

Testimony to **the Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

Please adopt this proposal! We have a housing emergency, not a parking emergency. Let's let parking needs be set by market demand and not by fiat and give builders as much flexibility as possible to construct the housing we desperately need.

Testimony is presented without formatting.

Jonathan Greenwood

#332227 | April 10, 2023

Testimony to **the Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

Hello, I'm writing to say as a homeowner and resident of Portland that I support any removal of parking requirements for new developments. We need dense housing that is transit oriented and we can only achieve that if housing is allowed to be built without parking. Not requiring parking also makes it cheaper to build and thus more dense housing will be built. I definitely support the ending of parking requirements. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Christopher Browne

#332225 | April 8, 2023

Testimony to the Planning and Sustainability Commission on the Parking Compliance Amendments Project, Proposed Draft

I live in the Cully neighborhood and think that a one size fits all approach to a parking amendment is shortsighted. The Cully neighborhood has: - 36 % of streets are substandard - 9 % are gravel - Underserved by Tri-met. We have three bus routes in Cully, Two of which are on the outskirts of Cully. It takes 1hr to get downtown by bus. 1 1/2 hours to get to Beaverton by bus. No way to get over to the Washington side of the 205 bridge by bus but a 10 min drive by car. - We have one grocery store in Cully, A long walk for most residents. - Cully has many large lots with small houses and large gardens, which developers can buy for relatively cheap to turn into mass housing. - Prosper Portland has passed a \$350 million dollar TIF for development of low income housing for the Cully neighborhood, which will bring in many large low income housing developments to the neighborhood. Cully is one of Portland's most diverse neighborhoods where we are in the lower end of the economic status. Developers both profit and non-profit tend to see Cully as a place that low end housing can be affordably built without amenities that many areas of the city already have. Places like Laurelhurst or Alameda that do not have room for large housing developments, with no parking, and already have sidewalks and improved streets would not be hurt as much as Cully will be by these "no and reduced" parking amendments. This is a safety and a livability issue for all residents and especially for low income people. I feel that these exceptions/mandates should be added to the Parking Compliance Amendments Project- 1) Developments in areas with no sidewalks are required to have one on-site parking spot per unit. 2) Developments that have more than 19 units are required to be separated by 1 mile from each other and have some off street parking. 3) Businesses are allowed to have 2-hour parking limit signage in front of their business or along the entire block of a business district. 4) Future and current development should be taken into account when mandating parking. 5) Walking distance to grocery store should be within 1/2 mile for no parking. Respectfully, Chris Browne 5905 NE Failing St. Portland Oregon 97213

Testimony is presented without formatting.

Terry Parker

#332226 | April 6, 2023

Testimony to the Planning and Sustainability Commission on the Parking Compliance Amendments Project, Proposed Draft

About ten years ago or so, the City did a study that concluded 72% of households in new apartment buildings had one or more cars. Nothing much has likely changed since then. The streets and parking lots in and around the 244 unit post WWII Ellington apartments in Northeast Portland, which the City purchased in 2017 to provide low income housing, are full of parked cars. With 200 plus units of new housing and only 40 parking places being planned for the Hollywood Hub, the streets North of I-84 are already full with parked cars. Near locations where new multi-family housing structures have been built along Sandy Boulevard, the surrounding often narrow residential streets have become long-term parking lots. People will continue to have cars even if they are not driven daily and only used intermittently for things like grocery shopping or leisure time travel. History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. A bicycle mechanic in Portland makes between 26k and 47k a year. Automotive technicians can make 100k or more a year. Additionally, more than 10% of today's jobs in Oregon are directly tied to the auto industry. It is clear that motor vehicle usage keeps the economy humming forward. All the car-hater social engineering coming from both the Oregon Legislature and Portland city government is only stifling the economy and adding to inflation. Moreover, continuing the social engineering of pumping millions of motorist paid tax dollars into adding bicycle infrastructure, some of which removes on-street parking, is like throwing money down a rat hole. Even with all the money already spent, per counts by PBOT there was a 46% drop in cyclists between 2013 and 2022, and a 37% drop between 2019 and 2022. Why continue funding this decline for freeloader privileged infrastructure when more money is needed for roads and bridges? Equity is absent! Instead of just providing lip service and starting with electric bicycles, adult bicyclists need to start accepting some accountability by paying their own way with registration and license fees for their bikes. In that more cars are stolen off the streets and then often used for other crimes than cars parked in structured residential parking or driveways in addition to more vandalism occurring to cars parked on the streets, PCAP is actually aiding and abetting increased criminal activities! More off-street and safe residential parking is needed, not less. The bottom line here is that with the exception of adding more trees to the design of commercial parking lots, PCAP is merely more social engineering absolutely going in the wrong direction. It only quantifies and accelerates a deteriorating quality of life in the City of Portland. The voices of motorists and property taxpayers currently being sidestepped and ignored need to be heard.

Testimony is presented without formatting.

Kathy Fuerstenau

#332224 | April 5, 2023

Testimony to the Planning and Sustainability Commission on the Parking Compliance Amendments Project, Proposed Draft

Portland Planning Commission, According to the 2013 Cully Neighborhood Fact sheet compiled by City Planner Debbie Bischoff, the Cully neighborhood streets are 36% substandard streets (no curb or sidewalks) and 9% unimproved streets (gravel). See attachment. Like most of Cully, the area that I live in has no sidewalks or curbs and some gravel streets, so people have to walk in the street. The Parking Compliance Amendments Project report states that these amendments will make it safer for pedestrians. 33.508.260 Parking A. Purpose. In Subdistrict A, on-street parking is encouraged on both public and private streets, to reduce the size of parking lots and to provide a buffer between pedestrians and moving cars. 33.266.130 Development Standards- Provide pedestrian access that is protected from auto traffic. But what the report does not take into account is that parked cars do not create a buffer for pedestrians if there are no sidewalks for pedestrians to walk on. Housing developments in neighborhood areas without sidewalks should not be given a blanket pass not to provide off street parking. There are 4 housing developments within 2-3 blocks from my home, totaling 248 units. One has 142 units, another 74 units, another 20 units and a 12 units development, all have no on-site parking, have 2-3 bedrooms and only one has affordable housing that I know of. One could expect an additional 248-500 plus drivers will be competing with current residents for a place to park on nearby residential streets. Having more vehicles from the new developments park in front of houses on both sides will cause people to have to walk in the middle of the street to get to Sacajawea School/Park/Dog Park and the NE Community Food bank that is a block away from my home. There are many families, some with strollers and others with dogs, walking up and down the street who will soon have to navigate the additional traffic and parked cars which will create unsafe pedestrian conditions. It will also make it more difficult for residents to pull out of their driveways while looking for vehicle, bicycle and pedestrian traffic when parked cars obstruct their view. The additional traffic noise is also a concern. In 2006, the PSU Center for Urban Studies did a Cully survey. In 2008, The Office of Neighborhood Involvement did a Community Impact Assessment Cully Project. Both surveys resulted in neighbors saying that safety, walk-ability and sidewalks were a top priority. See attachment. Even in business districts where there is limited parking for the businesses, the business should not have to deal with additional cars parking in front of their business because the vehicle owner lives in a housing development without any parking on their site. I used to work in the St. Johns business district and would sometimes have to park 6 blocks away from the office. This is before they completed all the new housing developments for the area. The first week that I parked my newly purchased car at work, the car bumper got dinged from someone

trying to squeeze into a spot behind me. Insufficient parking spaces are not just an inconvenience, they can result in property damage and loss of business customers. Building in the Cully area is lucrative for developers because of the availability and cost of land in this low-income neighborhood. Recently, the Alberta Village development went from a 26-unit housing development with on-site parking, then changed to a 74-unit housing development with no on-site parking once the Residential Infill Project was approved. The Parking Compliance Amendments Project continues to favor developers and does not consider the livability of the Cully residents and other areas that do not have adequate infrastructure including sidewalks. This report highlights Equity. It is not equitable to have several developments within blocks of each other, creating more burdens for a small area. It is not equitable to be forced to walk in the middle of the street because of an abundance of parked cars and no sidewalks. Everyone especially children, seniors and the disabled will be put in danger under these conditions. These proposals will not encourage people to manage their daily needs by walking, biking or taking transit when infrastructure is lacking. I understand that jurisdictions are mandated to conform to new state regulations, but I did not see any language prohibiting adding exceptions to the zone code. I feel that these exceptions/mandates should be added to the Parking Compliance Amendments Project- 1) Developments in areas with no sidewalks are required to have one on-site parking spot per unit. 2) Developments that have more than 19 units are required to be separated by 1 mile from each other. 3) Businesses are allowed to have 2-hour parking limit signage in front of their business or along the entire block of a business district.

Respectfully, Kathy Fuerstenau

Testimony is presented without formatting.

◆ Cully Neighborhood Survey Results ◆

Prepared by Jennifer Dill and Joe Recker, Portland State University, October 4, 2006

Overview

The Cully Association of Neighbors handed the survey out at the annual clean-up event in May. At this event, 134 surveys were completed. In June, 1,000 surveys were mailed by the City to a random selection of single-family and apartment units in the Cully neighborhood. The cover letter and surveys were in both Spanish and English. The mailing included a business-reply, postage-paid envelope that went to PSU's Center for Urban Studies. As of the end of July, 208 surveys were completed from the random sample mailing, including three in Spanish. This is 22% of the surveys that were delivered (subtracting 60 surveys that were returned as undeliverable). This is a good response rate for a general, mail-out survey with no follow-up. There was a lower response rate from surveys sent to apartments. The mail-out survey was a collaborative effort between the City and PSU, with the City copying and mailing the survey and PSU paying for the return postage and doing the data entry and analysis.

The results below are reported separately when there were differences between the two groups (Clean-up respondents vs. Mailing respondents).

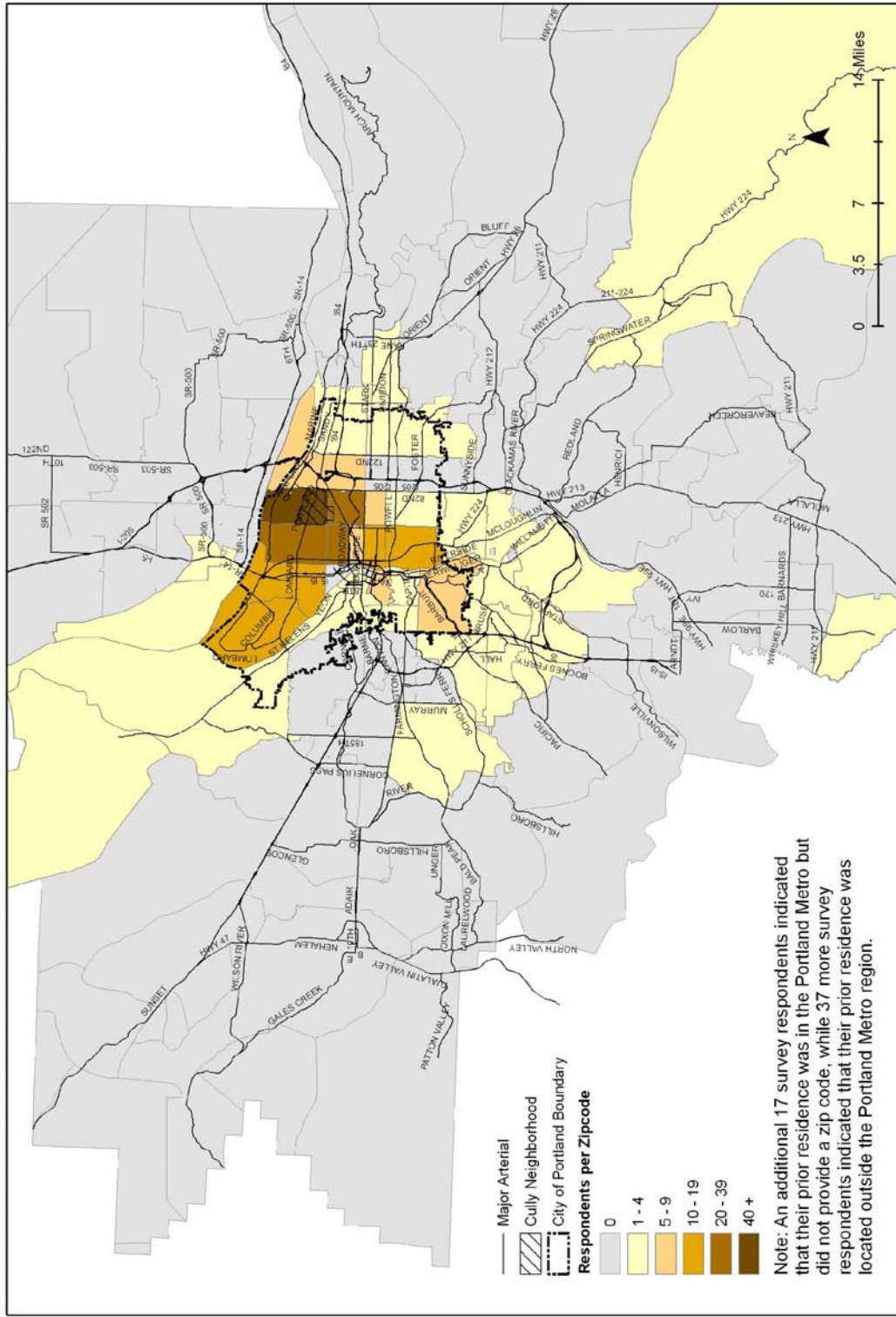
Responses to questions

How long have you lived in your current home?

	% of all respondents
1 year or less	14%
>1 year to 2 years	8
3-5 years	16
6-10 years	19
11-20 years	20
21 or more years	23
N	334

Before moving to your current home, where did you live? Please provide the zip code of your previous home. See map below for responses.

Prior Residence of Cully Survey Respondents by Zipcode in Portland Metro Area



ZipcodeAnalysis.mxd

Why did you move to the Cully neighborhood?

Open-ended question. Responses categorized. Multiple responses allowed, so total is greater than 100%.

	% of all respondents
Affordable	39%
Bought house	18
Liked home	17
Big Yard	14
Liked neighborhood	10
Other	10
Grew up in neighborhood	7
Quiet	6
Proximity to work	6
Proximity to friends/family	4
Rural/Country feeling	4
Diversity	3
Good investment	2
Proximity to shopping	2
Proximity to downtown	1
Proximity to schools	1

In general, how do you rate the Cully neighborhood on the following categories?

	Very Good (1)	Good (2)	Neither good nor Bad (3)	Bad (4)	Very Bad (5)	Avg. score
Quality of life in the Cully neighborhood						
Clean-up respondents	15	54	28	4	0	2.2
Mail respondents	8	50	33	10	0	2.5
All respondents	11	51	31	8	0	2.4
Physical condition of housing						
Clean-up respondents	8	45	39	8	0	2.5
Mail respondents	3	36	42	19	1	2.8
All respondents	5	39	41	14	1	2.7
Closeness of parks or open spaces						
Clean-up respondents	18	45	15	15	7	2.5
Mail respondents	12	36	24	20	9	2.8
All respondents	15	40	21	18	8	2.7
Quality of parks or open spaces						
Clean-up respondents	15	49	21	9	6	2.4
Mail respondents	13	33	34	14	7	2.7
All respondents	14	39	28	12	7	2.6
Access to employment						
Clean-up respondents	16	39	35	9	2	2.4
Mail respondents	8	34	43	12	3	2.7
All respondents	11	36	40	11	2	2.6
Access to grocery shopping						
Clean-up respondents	33	50	12	5	0	1.9
Mail respondents	26	53	15	5	2	2.0
All respondents	28	52	14	5	1	2.0
Access to other types of shopping and services						
Clean-up respondents	11	49	29	9	2	2.4
Mail respondents	8	33	34	23	2	2.8
All respondents	9	40	32	18	2	2.6
Smoothness of streets						
Clean-up respondents	2	28	29	28	14	3.2
Mail respondents	3	22	29	30	16	3.4
All respondents	3	24	29	29	15	3.3
Sidewalks						
Clean-up respondents	3	21	22	27	27	3.5
Mail respondents	2	11	25	25	35	3.8
All respondents	3	15	24	26	32	3.7
Library						
Clean-up respondents	16	40	31	9	5	2.5
Mail respondents	7	29	33	19	12	3.0
All respondents	10	33	32	15	9	2.8

	Very Good (1)	Good (2)	Neither good nor Bad (3)	Bad (4)	Very Bad (5)	Avg. score
Animal control						
Clean-up respondents	8	33	43	12	5	2.7
Mail respondents	3	26	48	17	7	3.0
All respondents	5	28	46	15	6	2.9
Services to seniors						
Clean-up respondents	5	24	60	9	2	2.8
Mail respondents	1	15	72	7	4	3.0
All respondents	3	19	68	8	3	2.9
Frequency of transit service						
Clean-up respondents	18	43	28	8	2	2.3
Mail respondents	15	47	28	7	4	2.4
All respondents	16	45	28	7	3	2.4

How safe do you feel...

	Very Safe (1)	Safe (2)	Neither safe nor unsafe (3)	Unsafe (4)	Very unsafe (5)
walking alone during the day in your neighborhood?					
Clean-up respondents	34	52	11	2	1
Mail respondents	31	45	18	5	2
All respondents	32	48	15	4	1
walking alone at night in your neighborhood?					
Clean-up respondents	11	27	29	28	5
Mail respondents	6	14	30	35	14
All respondents	8	20	30	32	11
waiting for a bus during the day?					
Clean-up respondents	26	53	16	4	1
Mail respondents	26	43	23	7	2
All respondents	26	47	20	6	1
waiting for a bus at night?					
Clean-up respondents	10	24	30	24	12
Mail respondents	5	11	28	32	23
All respondents	7	16	29	29	19

Do you live on an unimproved or unpaved street?

26% Yes
74% No

How is stormwater managed on your property?

47% Stormwater is managed on property
29% Stormwater is connected to sewer
24% Don't know

Did any of the following events happen at your household in the past 12 months?

(approximately 45% of respondents answered this question)

	Someone broke into, or attempted to break into, a car or truck belonging to and parked at my household	My home was broken into or burglarized
No	55%	88%
<i>Yes, ___ times in the past 12 months</i>		
One	31	10
Two	7	0
Three	2	0
Four or more	4	2

Please indicate whether you agree or disagree with the following statements.

	% of respondents					
	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Don't know
New infill housing is improving the Cully neighborhood						
Clean-up respondents	4	19	34	16	21	6
Mail respondents	3	16	21	23	29	8
All respondents	3	17	26	20	26	8
New industrial development is improving the Cully neighborhood						
Clean-up respondents	1	18	39	24	10	8
Mail respondents	1	8	34	24	17	17
All respondents	1	12	36	24	14	14
New commercial development is improving the Cully neighborhood						
Clean-up respondents	4	41	37	7	6	5
Mail respondents	7	28	33	13	8	11
All respondents	6	33	35	11	7	9
There are too many adult entertainment businesses located in Cully						
Clean-up respondents	39	30	21	5	2	3
Mail respondents	38	23	22	6	3	7
All respondents	38	26	22	6	2	6
There are too many social services located in Cully						
Clean-up respondents	3	12	45	22	11	8
Mail respondents	4	7	39	20	11	20
All respondents	4	9	41	21	11	15
The Cully neighborhood is getting safer						
Clean-up respondents	2	23	43	17	7	9
Mail respondents	3	23	32	19	15	9
All respondents	2	23	36	18	12	9
The diversity of the Cully neighborhood makes it a better place to live						
Clean-up respondents	10	44	32	9	3	2
Mail respondents	17	36	21	13	8	5
All respondents	14	39	25	11	6	4
I am willing to help pay part of the costs to pave the streets in Cully						
Clean-up respondents	6	13	31	24	20	6
Mail respondents	3	17	15	24	35	6
All respondents	4	16	21	24	29	6

Have you visited the Whitaker Ponds?

27% Yes (36% of Clean-up respondents and 21% of mail respondents)
73% No

Have you visited the Rigler Community Garden?

34% Yes (27% of Clean-up respondents and 39% of mail respondents)
66% No

Have you attended a Cully Association of Neighbors meeting in the past 2 years?

22% Yes (33% of Clean-up respondents and 16% of mail respondents)
78% No

Do you read the Cully Association of Neighbors newsletter?

83% Yes (85% of Clean-up respondents and 83% of mail respondents)
17% No

Questions about children

Do you have children under 18 years old living in your household?

29% Yes
71% No

Do your children walk to school once a week or more?

12% Yes
88% No

Why don't your children walk to school? (check as many as apply)

- 44% The trip is too long
- 21% I am concerned about their safety in traffic
- 29% I am concerned about people they may encounter on the way
- 27% Other
- 21% Child too young for school

Please indicate whether you agree or disagree with the following statements.

	% of respondents with children				
	Strongly agree	Agree	Neither	Disagree	Strongly disagree
There are safe places nearby for my children to play	9	46	18	21	7
My children are safe playing outside without me watching	5	38	19	24	15
My children are safer when my neighbors are home	16	51	26	5	3
I let my children ride their bicycles on my street	9	48	20	13	11
The Cully neighborhood is a good place to raise children	8	39	32	12	9

What three things do you like best about the neighborhood?

Open-ended question. Responses categorized. Multiple responses allowed, so total is greater than 100%.

	#	% of all respondents
Neighbors	118	42%
Quiet	66	24%
Big yards/lots	63	23%
Proximity to businesses (specific ones often listed)	51	18%
Diversity	49	18%
Local businesses	41	15%
Convenient location	36	13%
Proximity to freeways	35	13%
Other	28	10%
Parks	27	10%
Affordable	26	9%
Trees	25	9%
Rural/country feel	22	8%
Proximity to downtown	20	7%
Transit connections	19	7%
Proximity to work	18	7%
Proximity to airport	17	6%
Housing	15	5%
Neighborhood is improving	13	5%
Low traffic	13	5%
Clean	12	4%
Schools	9	3%
Safe	8	3%
Bike friendly	5	2%
Proximity to public services	4	1%

What three things do you like least about neighborhood?

Open-ended question. Responses categorized. Multiple responses allowed, so total is greater than 100%.

	#	% of all respondents
Drugs/criminal use/activity	103	36%
Lack of sidewalks	85	30%
Street condition	69	24%
Poorly maintained properties/homes	63	22%
New housing	40	14%
Other	39	14%
Speeding	33	12%
Adult entertainment	32	11%
Disrespectful/unfriendly neighbors	32	11%
Quality/Selection of businesses	28	10%
Apartments	27	9%
Noise	25	9%
Litter	20	7%
Distance to retail	19	7%
Lack of and distance to parks	19	7%
Abandoned vehicles	17	5%
not enough parking	17	6%
Rental housing	14	5%
Heavy traffic	12	4%
Killingsworth	11	4%
Loitering	10	4%
Airport Noise	10	4%
Public schools	9	3%
5-point intersection	8	3%
Transit connections lacking	8	3%
Industry	5	2%
no community center	5	2%
Distance from downtown	3	1%
social services	3	1%

What do you think is missing from the neighborhood?

Open-ended question. Responses categorized. Multiple responses allowed, so total is greater than 100%.

	#	% of all respondents
Retail	43	25%
Parks	39	23%
Sidewalks	39	23%
Community services/events/facilities/involvement	36	21%
Restaurants	24	14%
Law enforcement	21	12%
paved streets and sidewalks	17	10%
Other	13	8%
Traffic controls	9	5%
Respectful neighbors	8	5%
trees	5	3%
Youth center	5	3%
home ownership	5	3%
Paved streets/street improvements	4	1%
library	4	2%
Bike paths	4	2%
Bike routes	4	2%
Street lights	3	2%
better transit service	3	2%
Farmers market	3	2%
Schools	3	2%
Housing	2	1%
Planning/vision	2	1%
storefront improvements	2	1%
Diversity	1	1%

Respondent profile

Gender

62% Female
38% Male

Age

18% 18-34 years
49% 35-54 years
25% 55+
8% did not respond

Ethnicity or race

84% White
4% African American
3% Asian
2% Hispanic
2% Pacific Islander
1% Native American
1% Other
4% Multiple responses

Including yourself, how many people live in your household?

16% One
45% Two
19% Three
14% Four
6% Five or more

Current employment

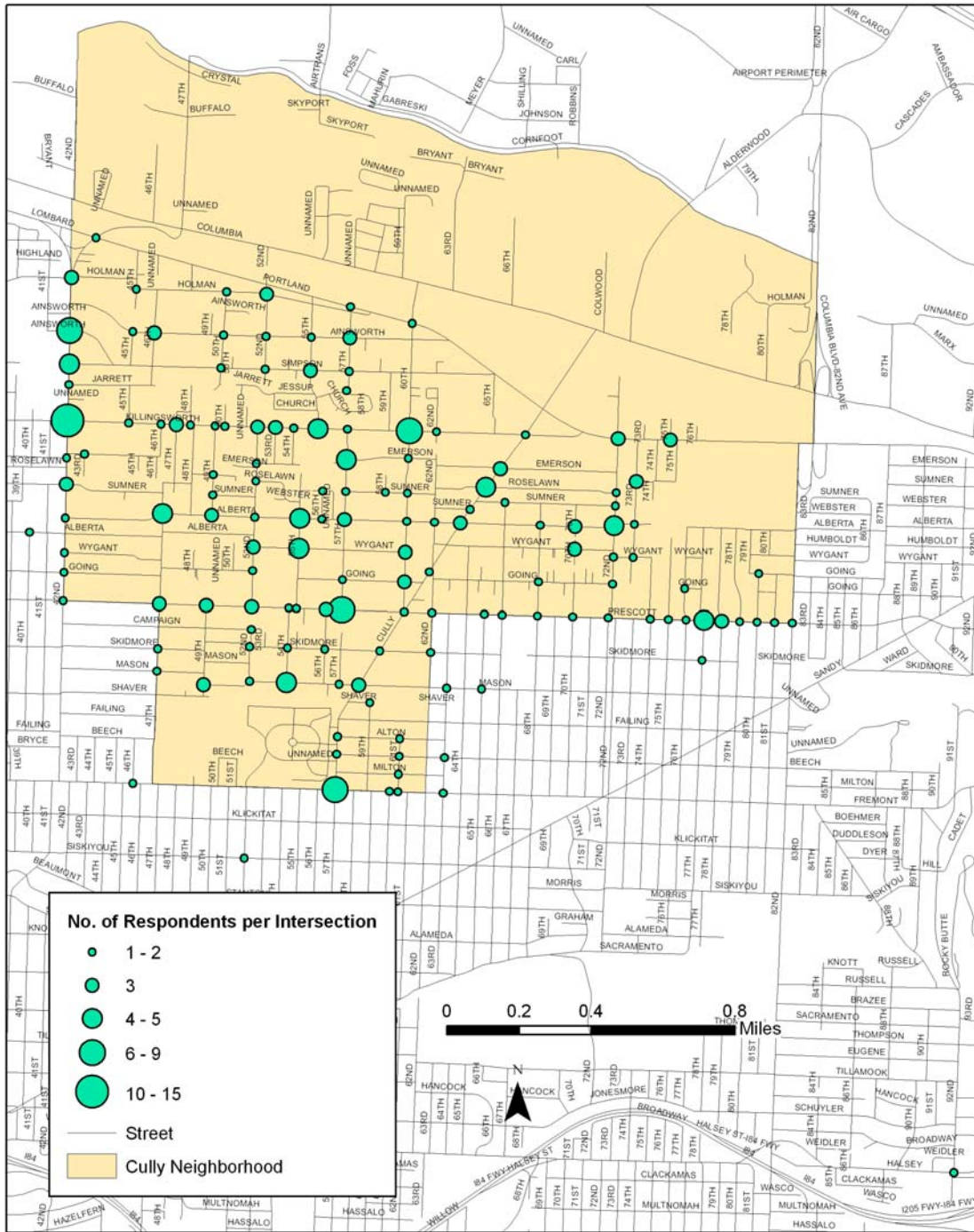
54% employed full-time
6% employed part-time
8% self-employed
14% retired
1% student
1% not currently employed, but looking for work
2% not currently employed outside the home
1% other
12% multiple responses

Approximate yearly household income before taxes

8% Less than \$15,000
8% \$15,000 - \$24,999
16% \$25,000 - \$34,999
21% \$35,000 - \$49,999
29% \$50,000 - \$74,999
11% \$75,000 - \$99,999
7% \$100,000 and over

Respondents were asked to indicate the intersection closest to their home. The following map shows a fairly dispersed geography of respondents within the Cully neighborhood.

Distribution of Cully Survey Respondents



Cully Neighborhood FACT SHEET

Cully Association of Neighbors www.cullyneighbors.org

Compiled by Debbie Bischoff, NE District Planner
May 2013

Location and Land Area

Central Northeast Portland, generally bounded on the west by NE 42nd, on the north by Cornfoot Road, on the east by 82nd and on the south by Fremont and Prescott Streets.
2,008 acres (largest neighborhood in NE District)

Population and Population Trends

- Over 13,300 people living in 4,999 households (largest population of NE District neighborhoods), 25% of population under 18 years old, 17% below poverty (13% citywide)
- 11,000 people were living in 4,440 households (1990)
- 58% of population white, 21% Hispanic, 16% black, 6% Asian/PI (2010)
- 60% of population white, 20% Hispanic, 11% black, 9% Asian/PI (by 2000)

Income

- \$39,650 median household income (2005-2009), lowest median of CNN neighborhoods (\$48,841 citywide); \$37,725 median household income (2000)
- 20.1% households below poverty (highest of CNN neighborhoods) 17% in 2000

Land Uses

- **Residential:** 1,053 acres (53%)
- Employment/Industrial: 744 acres (37%)
- **Open Space:** 157 acres (7%)
- **Commercial:** 53 acres (2%)
- 66% of residential is single family detached
- 21% is multi-dwelling (>2 units)
- 7% is mobile home (2000)
- 80% of residential built before 1980
- Due to limited commercial zoning, residents must go to other areas for full-service restaurants (there are a few restaurants in Cully), general merchandise and department stores, and gas stations
- 145 acres of private open space – one golf course and one cemetery
- 12 acres of remaining open space zoned land includes the undeveloped Sacajawea Park, Metro owned land, a church, and a few residences
- Other zoned land with parks and open space, accounting for an additional 46.4 acres, includes the 25 acre undeveloped Thomas Cully Park and a 2.4 acre park on 52nd and Alberta Street
- Cully resident access to parks and nature: 2,780 people/park acre (40 people/park acre citywide, CLF 2006)



- Cully contains the Columbia Slough and Columbia Slough Watershed
- Cully had 31 liquor licenses, the most in NE District (February 2007)

Vacant and Redevelopable Land

- 173 acres (11%) vacant land in Cully (2008)
- 500 acres (31%) of land in Cully may be redevelopable based on building value (Metro 2004)

Land Development Activities

New construction permits 1995 – 2011:

- 13 accessory dwelling units, 66 apartments (367 units), 23 duplexes, 28 row houses, 262 single family units, accounting for 2% of permits in City
- Host Development: 54 units (only partially built)
- Bridgetown Village condominiums: 22 units
- Cully Grove development: 16 units
- Columbia Biogas facility will accept solid and liquid food waste and turn it into electricity, heat, water and fertilizer.

Real Estate Trends (in 2010 dollar amounts)

- Median housing value estimated for 2010 was \$195,949 (\$253,184 citywide) compared to \$159,735 in 2000 (inflation adjusted)

Public Facilities and Services

Schools	Sacajawea Headstart School
	Rigler Elementary (SUN School)
Other Schools	Community Learning Center
	Community Transitional School
	Montessori School
	Trinity Lutheran Church and School
	Native American Youth and Family Center
Parks and Open Space	Sacajawea (undeveloped), New park-52nd and Alberta (Master Plan completed 2012)
	Thomas Cully Park (Master plan completed in 2008-Community Garden opened 2012)
	Colwood Golf Course
Water and Sewer	No major water system facilities in Cully
	25% of water mains smaller than 6" in diameter (City standard), to be replaced over time
	Cully connected to sanitary sewers only
	Stormwater management to be addressed with new development and street improvements (including green streets)
Streets	36% substandard streets (19% citywide)
	9% unimproved streets (3% citywide)
	55% standard streets (78% citywide)
	Cully Blvd Green Street Project redesigns Cully Blvd between Prescott and Killingsworth Streets. Construction began in June 2010 with completion in June 2011.
Transit	Transit: Bus lines 71, 72, 75, 33 (three of these run on Cully's edges)

Community and Social Services

- **Neighborhood Association:** Cully Association of Neighbors
- **Business Associations:** Beaumont, 42nd Avenue, Columbia Corridor, Portland International District
- **Community and other:** Hacienda, Cascade Behavioral Health Care, La Clinica De Buena Salud, Native American Youth and Family Center and School, Columbia Slough Watershed Council, DePaul Treatment Centers, NE Emergency Food Program

Cully Association of Neighbors (CAN)

Achievements

- 2006 Spirit of Portland Neighborhood Association Award Winner
- Partners on successful annual yard debris and bulky waste clean up events (over 50 tons of materials received) in 2005, 2006, 2007
- Attendance at CAN meetings 40-90 people monthly

- Conducts widespread outreach strategies including mailing quarterly newsletters and filling 5 newsstand boxes, e-mailing notices and updating website.
- Holds neighborhood tree planting events
- "Cuisine in Cully" event brings businesses and neighbors together to enjoy variety of cuisine and collects food for the NE Emergency Food Program
- Donated money to Hacienda CDC for back to school supplies, Cully Community Market, NE Neighborhood Nurses Health Fair, Cully Blvd Alliance Neighborhood Prosperity Initiative (NPI) and Our 42nd Ave NPI.
- Participates and participated on committees related to Portland Airport, Whitaker Ponds Master Plan, Hacienda Safety, Thomas Cully Park Master Plan, Cully Blvd Improvement Project, NE Neighbors for Clean Air, Cully Blvd Main Street Project and Local Street Plan Option
- Awarded \$3.8 million in federal and local funding for Cully Blvd Improvement Project
- Executes good neighbor agreements with nonprofit social service providers like Prescott Terrace homeless housing and Columbia Biogas renewal energy facility
- Negotiated with private developer and City for dedication of 3 acres of new park land as part of rezoning approval
- Chair received 2005 "Chief's Forum Award" Certificate of Appreciation for building an ongoing relationship with the Neighborhood Response Team officers and Spirit of Portland Award for Community Stewardship in 2012
- Partnered with PSU and City Planning on Cully neighborhood survey

Crime/Safety and Gangs

- Mayor's Inter-Bureau Task Force focusing on area around Cully Blvd. and Killingsworth St.

Planning Documents and Work Plan Focus

- Cully Neighborhood Plan (1992), 42nd Avenue Target Area Market Study (2002)
- Cully-Concordia Assessment (Planning) 2007-2008.
- Cully Main Street: A Place for Community Serving Projects (PSU 2009), Cully Commercial Corridor (formerly Cully Main Street) and Local Street Plans Project (April 2011-June 2012)

Cully Survey Results (PSU 2006)

Respondents like best about Cully:

- Neighbors
- Proximity to business
- Quiet
- Diversity

Respondents dislike Cully for:

- Drugs/criminal activity
- Lack of sidewalks
- Street condition
- Poorly maintained properties

Respondents find missing from Cully:

- Retail
- Parks
- Community services/events/facilities
- Sidewalks

Brandon Crawford

#332223 | April 3, 2023

Testimony to **the Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

Hello, I strongly support the removal of minimum parking requirements city-wide. I believe that parking supply should be dictated by market demand, and I know minimum parking requirements generally result in a surplus of off-street parking spaces throughout cities. Excessive parking is an egregious waste of land especially in a city/region where land and housing supply is severely limited. I urge the Planning Commission and City Council to adopt the amendments to eliminate minimum parking requirements in Portland. Thanks you, Brandon Crawford

Testimony is presented without formatting.

Christine Roccaro

#332222 | March 28, 2023

Testimony to **the Planning and Sustainability Commission** on the **Parking Compliance Amendments Project, Proposed Draft**

I urge you to take the time necessary to ensure that sweeping plans to advantage climate goals in housing do not ruin neighborhoods. Eliminating parking requirements for multifamily and infill housing - especially in my neighborhood - would be disastrous. (Note the infill project proposed at 61st & Pomona). Already we have no sidewalks - promised when this area agreed to be added to PDX, no bike lanes, many unpaved side streets and generally dangerous conditions for walking for any purpose. In our neighborhood, there is no place for street parking ANYWHERE, much less the vehicles that might attend a multifamily dwelling. In my view, eliminating parking requirements for infill housing is the single most wrongheaded action that government has taken or could take in this admittedly crucial fight against climate change.

Testimony is presented without formatting.