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Subject: Testimony to the Portland Planning and Sustainability Commission related to the Mixed Use Zoning Project, parking and mitigation of the impacts, May 10, 2016.

**Design &
Development
Policies
4.32 & 4.33**

Adequate off-street parking must be provided with new mixed use zone development. Design and Development policies in the Comprehensive Plan specifically address the mitigation of off-site impacts on adjacent residential areas. Filling up residential streets with car storage because adequate off street parking is not provided is not mitigation. Neither is charging single family home households a fee to park on residential streets in front of their own homes. The burden of mitigation must remain with the new development, not with existing residences and businesses.

**Urban Form
Policies
3.45 - 3.47**

Urban Form corridor policies address accommodating growth and mobility needs for people of all ages and abilities, and balancing all modes of transportation. Equitably balancing all modes must require providing adequate off-street parking and adding a fee to bicycling when bike lanes take up street and curb space.

**Parking
Management
Policies
9.54 - 9.57**

These policies must supersede the fantasy world mindset of Parking Management policies that seek to encourage lower car ownership and limit parking for car storage.

**Amendment
P-99**

Missing from the comp plan amendment that allows for adequate parking is the definition of "adequate". Although it may be different for the central city, the Rose City Park Neighborhood Association Land Use and Transportation Committee defined the word adequate as "three parking spaces for every four residential units". It was approved by the neighborhood association board on April 5th. This language reflects the city's own studies that have found that 72% households in new multi-unit developments have one or more cars.

In the Portland-Metro area, nearly 80% of the trips are made by car. Over the next 20 years, car trips are expected to increase by 49 percent regardless of how much mass transit service is added.* The best way to plan for the transportation needs of the future is to reinforce how people are getting around today. The expectation is that a three parking spaces for every four units standard be applied to any new mixed use or residential development that occurs on Sandy Boulevard, and anywhere else in the Rose City Park Neighborhood.

Finally, drivers are currently the primary financial stakeholders for all TSP projects. You need to start representing these core taxpayers, agree to some financial equity and reject discriminatory car hater transportation policies. A paradigm shift is needed!

Respectively submitted,

Terry Parker, Northeast Portland

* Figures gathered by the Portland Business Alliance.