

May 30, 2017

Re: Support for Residential Parking Permit Program

To Whom It May Concern,

Portland neighborhoods are in need of access to parking management tools to mitigate impacts from parking generated by residential infill and commercial activity.

The City of Portland via the Portland Bureau of Transportation has developed a "Parking Toolkit" and code changes needed to provide these options to neighborhoods. As part of the city's effort to encourage affordable housing, off-street parking requirements have been waived for new developments implementing the new inclusionary housing policy. It is critical to allow communities to take action to manage on-street parking before another round of widespread development without on-site parking takes place.

Enclosed are letters demonstrating a widespread support for the policies developed as part of the Centers + Corridors Parking Project Stakeholder Advisory Committee. These letters request a timely vote be held for these policies and indicate a more urgent need for these tools than will be provided for under the current course of action.

Contents:

- 1) Letter signed by 20 members of Centers + Corridors Parking Project Stakeholder Advisory Committee.
- 2) Letter from Boise Neighborhood Association
- 3) Letter from Buckman Community Association
- 4) Letter from Hosford-Abernethy Neighborhood District Association
- 5) Letter from Hollywood Neighborhood Association
- 6) Letter from Richmond Neighborhood Association
- 7) Letter from Sellwood-Moreland Improvement League
- 8) Letter from Sunnyside Neighborhood Association

These neighborhoods represent many of the areas most impacted by parking generated residential infill and commercial activity.

We look forward to a full hearing and council vote for the residential parking permit program.

Sincerely,
Tony Jordan
twjordan@gmail.com
971-207-1348

May 30, 2017

Re: Residential Parking Permit Program

Dear Commissioner/Mayor:

We, the undersigned, were members of the Centers + Corridors Parking Project Stakeholder Advisory Committee (SAC). This committee convened in September 2014 and concluded in December 2015 with a unanimous vote on a residential parking permit proposal and unanimous vote of a parking management toolkit. These recommendations were the result of many hours of meetings and deliberation. The committee was large, with nearly 30 members representing and/or affiliated with community groups, transportation advocates, and neighborhoods most impacted by infill development and commercial activity (including Richmond, Buckman, Sunnyside, Boise, Overlook, and King).

Committee members were told in the initial meeting (September 2014) that implementation of our recommendations would occur as early as Fall 2015 with potential pilot programs in Summer 2015. When the committee finally completed its work in December 2015, the expectation was that City Council would be presented with the proposed policy in Spring 2016 with targeted implementation in Summer and Fall 2016. The policy recommendations have not yet been voted on by City Council.

Neighborhoods have needed options for managing on-street parking since at least 2002 when City Council first eliminated minimum parking requirements for apartments on transit corridors. If the strategies outlined in the Parking Toolkit were available in 2012, residents near these corridors could have created residential permit zones to encourage “right-sized” parking in these developments. This would have diffused public pressure to impose new minimum requirements. These requirements have exacerbated the housing crisis that became apparent in 2014 by increasing the costs of development for new housing and suppressing the supply of new housing in areas of economic opportunity.

The time has long since passed for City Council to grant PBOT the authority to design, implement, and manage effective overnight residential permit programs. With implementation of mandatory inclusionary housing beginning in February 2017, most new developments on these corridors will again have no required off-street parking. Without access to the strategies approved in a unanimous vote by the SAC, frustrations will build in the impacted neighborhoods, likely leading to another parking related backlash against much needed new housing.

In December 2016, the committee was informed, with short notice, that our policy would be receiving a hearing. The result of that hearing was disappointing, the policy did not even receive a vote from council. A week later, rather than allowing all Portland neighborhoods to take action to manage on-street parking supply, council approved a pilot program in NW Portland, a neighborhood not included in the study and a neighborhood with very different characteristics and history than the inner SE and NE neighborhoods which clamored for these policies.

As it stands, it may be 2020 or later before residents along SE Division, N. Williams, SE Hawthorne, and other impacted areas are given the tools they should have had more than a decade ago. This is not acceptable to us.

We ask that you bring the recommendations of the Centers + Corridors Parking Project Stakeholder Advisory Committee to council for a vote as soon as possible. Both the Residential Parking Permit Program (RPPP) and Parking Toolkit deserve to be heard, deliberated over, and voted on. The RPPP proposal from December 15th, was a good start, with sufficient authority and flexibility granted to PBOT to implement effective programs.

Thank you,

Tony Jordan Resident of Sunnyside	Ted Labbe Resident of Kerns	Sean Green Resident of Sabin
Josh Capps Hollywood Neighborhood	Susan Pierce Resident of HAND	William Gregg Buckman Neighbor and BCA Representative on Committee
Mike Westling Concordia Neighborhood Resident	Alex Cooley	Kurt Nordback
Mary Kyle McCurdy Deputy Director, 1000 Friends of Oregon	Kirk Paulsen Member of the City of Portland's Bicycle Advisory Committee.	Carson Gorecki & Kathryn Doherty-Chapman Oregon Walks
Rebecca Kennedy Housing Land Advocates	Kay Newell Boise Neighborhood	Gail Hoffnagle Vice President of SMILE
Donald Wood	Kristin Slavin	Steve Russell
Rick Michaelson		



17 April 2017

SENT VIA EMAIL

Subject: Residential Parking Toolkit

Dear Mayor Wheeler,

In 2013, City Council directed PBOT to work with neighborhoods and other stakeholders to develop a toolkit of parking solutions that neighborhoods could leverage to address on-street parking challenges unique to each neighborhood. PBOT's proposal, briefed to the City Council last December, represented the unanimous recommendation of a year-long stakeholder advisory committee that included a representative from the Boise Neighborhood Association (BNA) and Historic Mississippi Business Association. BNA is disappointed that Council did not vote on the proposal, and urges that action be taken on it in the near future.

As you are aware, Boise is one of the fastest growing neighborhoods in Portland, and the Williams-Vancouver corridor has the highest concentration of Ex zoning in immediate proximity to residential zones anywhere in the city. Historic Mississippi is similarly challenged with CS zoning next to residential. Parking availability for our residents and businesses has become scarcer with each new building, and we believe that applying some of tools in the kit can help ensure that Boise remains a vibrant place to live, work, and play.

BNA understands that implementation of the toolkit will represent significant change for many residents, and we recognize a cautious approach will be necessary for successful implementation. In that regard, we recommend pilot areas, such as N Mississippi St, that were part of the study be given the go-ahead to partner with PBOT in implementing the toolkit in those neighborhoods. BNA stands ready to work with you on this to ensure the parking toolkit is successful before you implement it city-wide.

Please consider Boise and other neighborhood associations' offer to be pilot areas for the toolkit. Time is of essence, as new development is rapidly increasing pressure on competing parking interests.

Sincerely,

David de la Rocha

Chair, Boise Neighborhood Association

Buckman Community Association

buckmanboard@googlegroups.com

May 12, 2017

Dear Commissioner Saltzman,

The Buckman Community Association Board (BCA) voted on Thursday 3-11-17 to request that your office re-visit the APPP parking zone proposal. Thirty stakeholders met for a year with PBOT management using state support (\$250,000) to develop a tool-kit approach to the residential parking issues. They recognized that the problems are unique to each area and could not be addressed with just one system. The tool-kit includes:

- Limiting permits possibly a quota system
- Fees determined by the parking committee which might include higher fees for 2nd vehicles and other refinements
- Reduced fees for lower incomes
- Existing large buildings grandfathered in

Buckman has two permitted parking zones now and will be increasing these as requests can be evaluated. These zones address the problems with commuter parking and event-related parking at Washington High School (Revolution Hall). They do not address the very-real problem of the 70 percent of apartment dwellers who have cars, but don't have a place to keep them except on the street. This becomes more and more acute as each new building is occupied.

We urge you to study this proposal and bring it back to council for consideration.

Cordially,

Susan Lindsay, Co-Chair

Sam Noble, Co-Chair



April 26, 2017

RE: Residential Parking Permits

Mayor Ted Wheeler

Dear Mayor Wheeler,

During the April 25, 2017 meeting of the Hosford-Abernethy Neighborhood District (HAND) Board Executive Committee, with HAND board members present acting as the Rapid Response Committee there was agreement to support the March 18, 2017 letter by the Sunnyside Neighborhood Association (SNA) urging you and the City Council to address the recommendations of the Centers + Corridors Parking Stakeholders' Committee as soon as possible.

We agree that delaying Council consideration of the proposal places an unnecessary burden on those residents who find their neighborhood streets filling with cars belonging to renters and owners in multi-family developments with limited or no added parking. We believe that the proposal that would provide a limited number of permits available for sale, address parking demand management with a surcharge, and include restricted numbers of permits available to those with multiple vehicles and those living outside the permit area is toolkit that fairly addresses a controversy that contributes to resistance to residential infill. The letter from the SNA states the case well.

Actions taken by the HAND Rapid Response Committee are subject to ratification by the full board during the next business meeting, which will be held on June 20, since the May meeting is the annual meeting, a different format.

HAND looks forward to evidence that you are attentive to neighborhood concerns and issues that may vary from district to district.

Very best regards,

Susan E Pearce, HAND Chair



HOLLYWOOD NEIGHBORHOOD ASSOCIATION

4415 NE 87th Ave, Portland OR 97220

December 15, 2016 (sent this day via e-mail)

City of Portland
Portland City Council
Attn: Mayor Charlie Hales & Commissioners
1221 SW 4th Ave., Ste. 110
Portland, Or 97204

TO: cctestimony@portlandoregon.gov, Council Clerk, Karla Moore-Love karla.moore-love@portlandoregon.gov
CC: Sandra Le Francois, CNN sandral@cnncoalition.org;

Subject: Hollywood NA Support for Parking Management Toolkit

Mayor Hales and City Commissioners,

We are writing to express our support for the Parking Management Toolkit measure before the council. The Hollywood Neighborhood Association recognizes the importance—and urgency—in creating a policy around Portland's growing population, and the growing challenges as result of it. The Hollywood District, especially, is experiencing some very unique growing pains because of the absence of a policy we can utilize that takes into consideration Hollywood's specific needs.

From September 2014 to December 2015 numbers of business owners, neighborhood activists and concerned citizens met with PBOT staff to discuss the Centers and Corridors Parking Project. The Hollywood Neighborhood Association had one dedicated committee member along with numbers of rotating residents who also participated as members of the public. With Hollywood being one of five study areas within the Centers and Corridors Parking Project, new options are particularly important as new development occurs that may meaningfully upset the balance of parking supply and demand or when neighborhood parking demand exceeds the 85% available on-street parking supply in the neighborhood.

At the final meeting, the committee recommended the updated parking policies in the form of the Toolkit, to be presented to City Council to integrate into a citywide parking strategy and city code.

The Hollywood Neighborhood Association sees the Parking Management Toolkit as a powerful strategy for Portland businesses and neighborhood associations to customize its parking policies, operations, and management plans in a newly reformed manner that works for that particular area of the city.

Please accept this letter as an official endorsement by the Hollywood Neighborhood Association in support of the Parking Management Toolkit measure.

Respectfully,

Jeff Mast
Chairperson, Hollywood NA
1367 NE 47th Ave.
Portland, OR 97213

Hollywood Neighborhood Association is a project of
Central Northeast Neighbors 501c3 #930 881484

Richmond Neighborhood Association

c/o Southeast Uplift 3534 SE Main
Portland, OR 97214
Phone: 503/232-0010



<http://richmondpx.org/> RNAnewsletter@gmail.com

March 24, 2017

Mayor Ted Wheeler MayorWheeler@portlandoregon.gov
Commissioner Dan Saltzman dan@portlandoregon.gov
Commissioner Amanda Fritz amanda@portlandoregon.gov
Commissioner Nick Fish nick@portlandoregon.gov
Commissioner Chloe Eudaly chloe@portlandoregon.gov
Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

Re: Council decision on December 15, 2016 on amendments to Modify Area Parking Permit Program, 16.20.800 - .860

Dear Mayor Wheeler and Commissioners:

At its regular monthly meeting on March 13, 2017, the Richmond Neighborhood Association ("RNA"), by unanimous vote, voted to request Council to reconsider its decision from December 15, 2016 concerning the amendments to Modify Area Parking Permit Program (APPP), 16.20.800 - .860, crafted by PBOT's Center and Corridors Parking SAC. Council voted to adopt the proposed amendments to the APPP, but limited its adoption to the NW Portland Parking Management Plan (NWPPMP) for a pilot project and directed PBOT to evaluate the effects of the amendments after one year.

The RNA respectfully urges Council to reconsider its decision and adopt the amendments to APPP for application citywide. With the pace of development that is occurring and increasing need for parking demand management, neighborhoods are in need of management tools that the APPP amendments provide.

Alternatively, at a minimum, the RNA requests Council to add Richmond as another pilot test area, in addition to the NWPPMP. The housing and zoning rules in NW Portland and its parking demands and dynamics are less representative of the east side neighborhoods and more similar to the central downtown area. A pilot area that is representative of the inner SE and NE areas (such as Richmond) is needed to test how the APPP amendments will operate in the historic streetcar corridors and outlying neighborhoods beyond the central city core.

Mayor Wheeler
March 24, 2017
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With the development the Division corridor has experienced the past 5 years (9 apartment buildings built within a 3 year period in a 7-block stretch) and with many new buildings in the pipeline over the next year on Division, SE Division is in need of parking management tools *now*. Please let us use all the tools available to accommodate this growth

Respectfully,



Allen Field
Richmond Neighborhood Association
Member, PBOT Centers & Corridors Parking SAC



Erik Matthews AIA
Chair, Richmond Neighborhood Association



Matt Otis
Land Use and Transportation Committee Chair
Richmond Neighborhood Association



Alan Kessler
Richmond Neighborhood Association

Cc: Leah Treat, PBOT
Malisa McCreedy, PBOT
Grant Moorehead, PBOT
Jay Rogers, PBOT
RNA Board
Leah Fisher, SEUL

S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE

8210 SE 13th AVENUE, PORTLAND, OR 97202

STATION 503-234-3570 • CHURCH 503-233-1497

May 17, 2017

Commissioner Dan Saltzman
Portland City Council
1221 SW 4th Ave Ste 230
Portland, OR 97204

RE: Parking Management Toolkit

Dear Commissioner Saltzman,

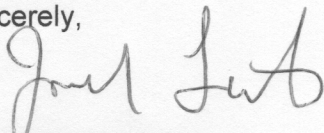
The Sellwood-Moreland neighborhood is experiencing phenomenal growth with 1,438 residential units in the development pipeline, a 24% increase over the total number of units in our neighborhood in 2015. As a neighborhood, we are not equipped to deal with the parking issues caused by infill development and increased commercial activity. We urge you to approve the residential parking management toolkit and provide neighborhoods with the ability to manage parking demand.

In December 2016, Council heard a proposal from PBOT for a parking management toolkit that includes an option for a residential permit program which would provide neighborhoods and PBOT with the authority to develop and implement effective overnight permits. The program was based on the unanimous recommendation of a stakeholder advisory committee. Council did not vote on the proposal and has not considered the matter since.

The Sellwood-Moreland Improvement League (SMILE) is concerned at Council's lack of action on Residential Parking Permits. Parking is one of the top issues we hear about from our residents and business owners, and continues to be a controversial issue which we lack the tools to address. This issue has only worsened since Council voted to waive parking minimums for projects that contain affordable housing. We welcome affordable housing in our neighborhood, but we also understand why people are frustrated: Council has voted to limit parking supply, but has not given neighborhoods any solutions for managing parking demand. Without these solutions, we don't have an answer to residents' and businesses' concerns. Without an answer, we risk a major backlash against housing developments which contain affordable housing but do not contain parking.

We urge you to provide neighborhoods with a toolkit to manage parking demand, including the option for overnight residential permits.

Sincerely,



Joel Leib, President
Sellwood-Moreland Improvement League
Board of Directors

Cc: Mayor Ted Wheeler
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Chloe Eudaly



March 18, 2017

Re: Residential Parking Permits

Dear Mayor Wheeler,

In 2013, City Council directed PBOT to work with neighborhoods and other stakeholders to develop a toolbox of solutions for on-street parking problems. The Area Permit Program (APP) currently available to neighborhoods is only designed to manage parking congestion caused by park and ride commuters and is not available, or equipped, to deal with issues caused by infill development and commercial activity.

In December, Council heard a proposal from PBOT for a residential permit program which would provide neighborhoods and PBOT with the authority and flexibility to develop and implement effective overnight permits. The program, which was based on a unanimous recommendation of a year-long stakeholder advisory committee, would allow limiting of the number of permits sold, parking surcharges to manage demand, and restrictions to the availability of permits to residents who live outside the permit zone and/or own multiple vehicles.

Council did not vote on this proposal in December and the Sunnyside Neighborhood Association board is concerned that quite a long time may pass before these tools are made available to neighborhoods like ours. Parking is a controversial issue and the lack of tools to manage on-street parking is a major factor in resistance to new residential infill and commercial development.

We urge you to provide neighborhoods with a parking management toolkit, including overnight residential permits as soon as possible. The work of this committee should not be shelved for years, awaiting data from NW Portland, a region which was not even included in those studied by the Centers + Corridors Parking Stakeholder Committee.

Sincerely,

Tony Jordan
President, Sunnyside Neighborhood Association
4540 SE Yamhill St.
Portland, OR 97215
971.207.1348
twjordan@gmail.com