



## Portland Pedestrian Advisory Committee

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November 2, 2012

### Members

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### **Re: Minimum Parking Requirements for Multi-family Residential Development**

To Mayor Sam Adams, members of City Council, Mayoral and City Council Candidates, Members of the Portland Planning and Sustainability Commission and Bureau staff, PBOT Director Tom Miller, and others whom this may concern,

### **Why apartment buildings with no parking are good for the neighborhoods and good for the city.**

The City of Portland's Pedestrian Advisory Committee consists of volunteers who advise the City on improving the walking environment and pedestrian travel. We have noted the controversy surrounding new apartment buildings with no off-street car parking, and also the current Comprehensive Plan update process, which will address this issue.

The Committee supports the continuation of the current CS and CM zone regulations with no parking requirements. We believe that these multi-unit buildings with less parking, along frequent-service transit routes, will provide more customers for local businesses, more riders on the transit system, more affordable housing, and more car-free households.

National studies have shown that Transit Oriented Development located near transit lines results in lower car ownership by residents, as well as a lower number of vehicle trips per day. This type of development in Portland, in Neighborhood Centers, and along transit Corridors, will help reduce Single-Occupant Vehicle use in the city.

The Oregon State Transportation Planning Rule (TPR), (Goal 12 of the Comprehensive Plan) requires the city to reduce auto travel, and these higher-density residential buildings will help achieve that goal, as well as move the city toward compliance with the Portland/Multnomah

County Climate Action Plan, which calls for reduced Vehicle Miles Traveled per capita, and for significant reductions in greenhouse gas emissions in the region. The State TPR also requires Portland to reduce the number of parking spaces in the city, and removing parking requirements along Frequent Service Transit Streets is one of the strategies Portland has used to do this.

We are aware of the concerns of the Portland Commission on Disabilities, and acknowledge that some who are mobility-impaired need access to parking spots and designated loading areas. We suggest that the city require the inclusion of disabled parking spaces, both long- and short-term, in these new multi-unit buildings. Short-term parking can be provided on the street, and directly adjacent to the building, and a number of long-term spaces should be available at or below market rate, off street.

In addition, if the new development does not provide accessible connections to transit, pedestrians could face problems in trying to get to and from transit stops. Hence we also suggest that the city require developers of these parking-free buildings to include ADA-compliant pedestrian connections between the unit and the frequent service transit stops, and between the unit and accessible parking nearby.

We also note that there are a few areas, such as Multnomah Village, NE Fremont, and Sellwood, where the exception stems from the zone, such as CS or CM, rather than resulting from proximity to a Frequent Service Transit Street. Where these areas are coupled with a lack of accessible sidewalks fronting the building and leading to transit stops, the parking-space exemption might be reconsidered, and perhaps that reconsideration could be used as an incentive to provide sidewalk, curb and gutter improvements.

For all these reasons (with the afore-mentioned additions and exceptions), the Pedestrian Advisory Committee supports the continuation of the current CS and CM zone regulations with no parking requirements, and the continuation of the exemption from parking requirements in all zones for sites within 500 feet of Transit Streets with Frequent Service.

Thank you for this opportunity to provide input. We appreciate your time and consideration of these matters.

Sincerely,



David Aulwes  
Chair, Portland Pedestrian Advisory Committee

CC:

Courtney Duke, PBOT  
Sara Schooley, PBOT  
Dan Bower, PBOT  
Joe Zehnder, Bureau of Planning and Sustainability  
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