

Arevalo, Nora

From: Brendon Haggerty <haggerb@gmail.com>
Sent: Monday, December 14, 2015 6:46 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan designation for SE Division, 44th-51st

Follow Up Flag: Follow up
Flag Status: Completed

Good evening Mayor Hales and Commissioners,

I'm writing to urge you to change the proposed comprehensive plan designation for properties lining SE Division Street between SE 44th and 51st Avenues. Mixed-Use Urban Center is more appropriate than Mixed-Use Neighborhood. The existing and emerging character of SE Division in this area is similar to the area to west that are proposed as Mixed-Use Urban Center. In the next 20 years, this stretch of Division should develop the same as the areas to the west.

While I do not speak on behalf of the neighborhood board, in my role as a board member of the Richmond Neighborhood Association I have heard from several neighbors who agree with me.

Regards,
Brendon Haggerty
1720 SE 36th Avenue
Portland, OR 97214
425-829-5974

Arevalo, Nora

From: Yashar Vasef <yashar.vasef@gmail.com>
Sent: Monday, December 14, 2015 1:21 PM
To: BPS Comprehensive Plan Testimony
Subject: Powell Boulevard

Follow Up Flag: Follow up
Flag Status: Completed

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

I live just two blocks off Powell Boulevard. When I am not driving, and relying on a bicycle or my feet to get around, Powell Boulevard represents one of the greatest dangers I encounter in this city. One of the reasons I relocated to Portland was to live in a truly multimodal and bike friendly neighborhood. I feel the fabric of Powell is almost like planting an interstate in the middle of a beautiful neighborhood.

The initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. It agitates me that ODOT aspires to keep Powell a car-centric designation which will lead to more congestion rather than offer other modes of commuting and getting around. Walk one block away from Powell in either direction, and you'll find families cycling or walking together.

Please do not succumb to pressure to designate Powell as a Civic Corridor. This is Portland. We can do so much better, and transform the area into the neighborly characteristics evident just a few feet off of Powell in any direction.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Yashar Vasef
3330 SE Gladstone Street #7
Portland, OR 97202

Arevalo, Nora

From: Mh Kincaid <jamasu88@msn.com>
Sent: Monday, December 14, 2015 12:21 AM
To: Hales, Mayor; Fritz, Amanda; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Cc: Lum, Leslie; Kountz, Steve; Adamsick, Claire
Subject: Clarification and testimony on CP

Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman,

I watched the testimony for the Comp Plan at Parkrose High School on December 10th . I have some comments to make on the validity of the testimony from East Columbia (ECNA) residents in regard to transportation issues as they relate to the Prime Industrial Comp Plan zoning proposed for 7 properties on NE Levee Road.

The testimony from the ECNA residents at this hearing about NE Gertz Road and NE Levee Road not being adequate for industrial traffic is not applicable because there are no PBOT plans to utilize those roads if the area is ever developed for industrial use. Because of the very constraints mentioned (drainage ways and wetlands) the PBOT plans propose building a street west off of NE 33rd and south of the Peninsula Slough, connecting with NE 13th which would be extended from Marine Dr to Columbia Blvd. This configuration would not utilize any part of NE Gertz or NE Levee as they stated.

I was the ECNA chair, land use chair and/or board member for nine years (2005 -2014), During that time several large parcels of land pursued LUR to change from RfH to R10. Two properties adjacent to the Levee Road property owners had land use review cases and both involved transportation reviews by PBOT. This information is contained in those permit cases. Here is a case number for one of those LUR. 2007-118545-000-00-LU.

I am dismayed that the testimony presented on this was not factually correct, and the new board members did not do their homework. I see it as causing confusion. One board member who testified has only attended one neighborhood meeting in the past nine years but has become involved because of this one issue. His property has always had the industrial sanctuary comp plan designation (as have the others) and were zoned industrial by the county prior to being annexed to the City in the late 70's. While ECNA has supported the 6 neighbors' request to not have an industrial designation, my concern has always been that the public process for the proposed change and especially for the recent testimony, has not been inclusive or transparent. It has been based on the ideas of a very small number of residents, some now board members, and has not included all those residents that would be impacted.

These landowners are currently not restrained by the comp plan designation from building on their property, the constraints of environmental overlays of "p" and "c" zones that exist are far more limiting than a Comp Plan designation of Prime Industrial. My personal opinion has always been that to change zoning that does not currently harm anyone (pretty much maintains the current state) to another zone designation could have unintended consequences for adjacent landowners who have no idea these proposals are being made, have not been informed by these neighborhood board members of the testimony, and have not been afforded an opportunity to voice their opinion.

I continue to be amazed at the dedication you all have to listen to citizen testimony, and make the best possible decisions you can based on a wide variety of testimony. I am humbled by the difficult challenges my

fellow Portlanders are experiencing in living in our City and hope we can all work together to make things more equitable.

Maryhelen Kincaid
2030 NE Blue Heron Drive



805 SW Broadway
Suite 700
Portland, Oregon 97205

t: 503.326.9000
f: 503.425.1006
www.capacitycommercial.com

December 14, 2015

VIA EMAIL CPUTESTIMONY@PORTLANDOREGON.GOV

Portland City Council
c/o Council Clerk
1221 SW Fourth Ave, Room 130
Portland, Oregon 97204

Re: Comprehensive Plan/Employment Zoning Project Testimony

Dear Mayor and Commissioners:

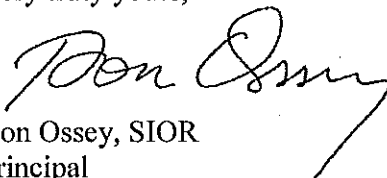
This letter is written with respect to the Bureau of Planning and Sustainability ("BPS") proposal to downzone the Montgomery Park building and site from EX to EG2. The net effect of the downzone would be to preclude opportunities on the site for mixed use development.

I sat on a focus group on behalf of the BPS held for industrial and commercial real estate brokers and developers. That focus group was held on April 30, 2015. Before the focus group at the time were issues related to the text of the employment zones within the city. What was not before us were any specific recommendations with respect to the actual application and effect of zoning adopted for any particular site. In other words, the discussion was purely academic and did not form the basis upon which one could rely to recommend text amendments or rezoning for any particular property.

That is the reason I write the letter. While I sat on the focus group, I have subsequently learned that the City proposes to downzone the Montgomery Park building and site from EX to EG2, a zone which is being modified to eliminate the possibility of residential use. It is my opinion that taking away the mixed-use opportunity at Montgomery Park is inconsistent with the City's goals to create vibrant mixed-use communities including residential and non-residential uses.

Thus, I whole-heartedly, recommend to the City Council that the Council make no change in zoning at the Montgomery Park site, leaving the site with EX zoning and retaining opportunities at the site to create a mixed-use community.

Very truly yours,



Don Ossey, SIOR
Principal

Erik Matthews

2712 SE 47th Avenue • portland, oregon 97206
Phone: 503.544.7210 • E-Mail: erikmatthews@me.com

Date: December 13, 2015

City Commissioners
CITY OF PORTLAND
Portland, OR

Mayor Hales + Commissioners:

I trust this letter finds you well- thank you in advance for your time and consideration.

There are many of us in the Richmond Neighborhood who want to support the addition of affordable housing in our neighborhood.

We have found that in the Mixed Use Zones proposal, there will be an "Affordable Housing" bonus that developers can take advantage of, and gain an increase in allowable FAR from 2.5 to 4, as well as a partial fifth floor in the CM-2 zone to do so.

Yet, this fifth floor will not be allowed unless there is a "d" overlay on the site. The "d" overlay is only going to be mapped in inner neighborhoods, where the street has a Comprehensive Plan Land Use designation of Mixed Use- Urban Center.

We are concerned that this leaves out a significant portion of SE Division St., from SE 44th to SE 51st, which is designated MU-Neighborhood instead.

Please change the Land Use designation on this stretch, Division St. from SE 44th to SE 51st, to MU-Urban Center, and add the "d" overlay to it, in order to facilitate the increased use of the Affordable Housing bonus. This stretch will soon meet the definition of an Urban Center, because of the 400 newly built, under construction, or planned units within two blocks of 52nd and Division (4 large buildings, two of them with more than 100 units each). This designation could logically be extended south on 50th to Clinton St., as well.

This extension of Urban Center designation east to 50th would mirror the requested extension of that designation on Belmont that the Sunnyside neighborhood is requesting.

The Belmont/Hawthorne/Division Neighborhood Center could logically be extended to 51st also.

While the RNA voted to ask for the "d" overlay to be extended to 51st, we understand that the MU-Urban Center designation is required along with that, and ask that the Council also add that designation.

Sincerely,

Erik Matthews
RNA Board Member

C/O Riverside Golf + CC
8105 NE 33rd Dr.
Portland, OR 97211

Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Dan Saltzman
1221 SW 4th Avenue, Room 110
Portland, OR 97204

Commissioner Nick Fish
Commissioner Steve Novick

December 12, 2015

RE: Portland 2035 Comprehensive Plan

I am writing regarding Riverside Golf & Country Club's designation as future Industrial Sanctuary, with which I earnestly disagree.

I have been a member for four years, but, more importantly (to me), my family joined Riverside in 1959, when I was a young girl. It had (and still has) one of the best junior golf programs in the Pacific Northwest, and, arguably, the entire west coast. My six siblings and I began our golf "careers" here at Riverside, and I was excited to bring my own children here when we relocated from the east coast. Riverside has always been a generous sponsor and host for junior golf tournaments in the Pacific Northwest, and it would be difficult to find another club that has donated more time and energy to that endeavor. We also provide significant support to The First Tee, a program that enables low income and troubled youth to find an outlet and learn life skills on the golf course. My own daughter, a special needs young adult, recently won the State of Washington Special Olympics Individual Skills competition for golf, and has gained so much confidence and ability to weather adversity from this sport, which would not have been possible without Riverside. The training programs and history of inclusion and junior golf promotion at Riverside cannot easily be replaced.

Our family lived in the Fernwood/Grant HS neighborhood, and I often walked from home to the course (the bus, at that time, only went as far as Columbia Blvd). The walk took me past only farmland north of Columbia, so Riverside has been here far longer than any of the current industrial development. It is an important recreational resource for all of Portland...a club that welcomes and encourages golfers of all skill levels and even modest economic means. We have members from all walks of life, and abilities from straight novice to amateur champions. Many of us would find it difficult to afford membership in one of the other local clubs, besides suffering the loss of our Riverside family.

Please leave Riverside's land use zoning as it is, and allow us to continue supporting and encouraging our local youth, including our involvement (and success) at recruiting candidates for the Evans Scholarship, a national program providing full scholarships to young people who meet stringent criteria for character and academic achievement (but not golf ability).

Sincerely,

Patricia Jensen

Patricia Jensen
3627 NW Sierra Dr
Camas, WA 98607



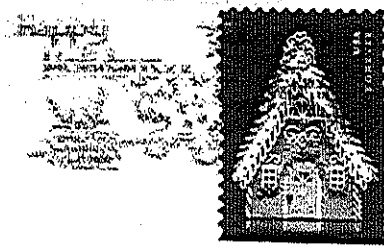
GOLF & COUNTRY CLUB [Online 187832, Vol. 1.3.L, page 7965](#)

8105 NORTHEAST 33RD DRIVE PORTLAND, OR 97211-2095 PHONE: (503) 288-6468 FAX: (503) 282-1383

Patricia Jensen
Yo Riverside Golf & CC
8105 NE 33rd Dr.
Portland, OR 97211

PORTLAND OR 970

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Mayer Charlie Heles
1221 SW 4th AV, Room 110
Portland, OR 97204

97204-190021

||||| Ordinance 187832, Vol. 1.3.L, page 7966



December 11, 2015

Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97214

RE: City of Portland 2035 Comprehensive Plan, Recommended Draft Testimony

On behalf of the Rose City Astronomers - a non-profit member-organization of over 400 local citizens devoted to public outreach, education and enjoying the wonders of our night sky - our Board of Directors requests that you consider the following comments, recommendations, and revisions to the *2035 Comprehensive Plan, Recommended Draft*.

1. In our comments to the Planning and Sustainability Commission (PSC) on the Proposed Draft, we suggested that the City's Plan Update include a new goal of becoming a Dark Sky Community. We believe that such an overarching goal not only is consistent with the goals outlined in the Comprehensive Plan, but it is a unifying goal. Without this goal, the light pollution policy (Policy 4.37) may become mere "wishful thinking" as demonstrated by the fact that though a light pollution policy is identified in the Plan Update, the policy is completely ignored in the many design policies outlined in the Mixed Use Zone Project September 2015 Discussion Draft. The City of Portland is at a juncture to demonstrate that being a sustainable city means an awareness and concern for our environment not only on the ground, but overhead as well. To that end, we once again suggest that the following goal be added to the Plan Update:

NEW: New Goal. A Dark Sky Community

Portland's wise use of outdoor lighting promotes public health and safety, reduces energy waste, preserves and protects wildlife and our cultural heritage of the night sky both within and beyond City borders.

We have the opportunity to be a leader among similar-size metropolitan areas by seeking certification as a *Dark Sky Community* from the International Dark Sky Association. Through such a goal, we can demonstrate how a city can accomplish urban livability and sustainability goals – as well as preserve its cultural heritage of a dark sky.

[see:<http://www.darksky.org/international-dark-sky-places/about-ids-places/communities>]

2. Just as we requested in our October 2014 comments to the PSC on the Plan Update, we also request the City Council to consider a revision be made to the Light Pollution Policy that "requires" versus "encourages" proper lighting design practices. Our concern is that "encouraging" a policy has little administrative clout, as is clearly demonstrated by the absence of any lighting design policies in the Mixed Use Zone Project September 2015 Discussion Draft, a document intended to build upon the guidance in the Plan Update.
3. RCA fully supports the comments provided in the Audubon Society of Portland's testimony on the Recommended Plan Update regarding avoiding the proliferation of blue-rich white light in both public and private development and directing bureau efforts to research the best available science being published on the adverse effects of blue-rich white lighting. As Dr. Ferdinando Patat of both the European Organization for Astronomical Research in the Southern Hemisphere (Germany) and the International Astronomical Union has stated, "If it is certainly true that with LEDs one can produce the same amount of light with much less energy, it is equally true that

RE: City of Portland 2035 Comprehensive Plan, Recommended Draft

with LEDs one can produce much more light with the same amount of energy. What will happen is something in between these two extremes but, if anything, the global amount of light will certainly increase (and so will the amount of wasted light, unless proper actions are undertaken). (Patat, 2010)" Already, studies have shown that the abundant LED lights of the winter holiday season are notably visible from space. As Dr. Patat has also written, *"Visual and environmental effects must be understood, not just the potential for savings, especially if the underlying justification is [partially] flawed. Savings can be achieved also through a better lighting design (proper illumination levels and distribution), using modern remote control technology, removing unnecessary lights and deploying luminaries with better directional and glare control."*

Only through an outdoor lighting ordinance or a building code that specifically addresses effective lighting design can light pollution be meaningfully addressed. Such codes need to address the light wavelength of a fixture as an important consideration. For example, many light bulbs emit a "blue wavelength" of light that is beneficial to humans during the day, but not at night.¹ Associated with this type of lighting is a suite of known and likely detrimental effects to the ecosystem, to the enjoyment of the night sky, to astronomical research, and possibly to human health. Therefore, it is important that the City require lighting design that not only considers energy cost, but that reduces adverse effects as listed above.

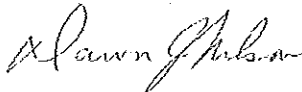
In addition to reducing Portland's light 'bubble' (currently visible over a hundred miles away), extensive credible medical research has linked light pollution to an increased risk of human sleep disorders, depression, anxiety, and even cancer.² In 2009, The American Medical Association went on record that excessive nighttime lighting has adverse health effects.³

There is no question that the Comprehensive Plan of 1980 has shaped the design and character of the City of Portland we live in today – and that the updated vision for Portland in 2035 will be equally influenced by this Plan Update. We urge you to consider and implement the above recommendations so we don't miss the opportunity to set into motion a serious plan to reverse our community's contribution to light pollution and its adverse effects.

Respectfully submitted,



David Nemo, President
Rose City Astronomers



Dawn J. Nilson
RCA Director, Dark Sky Preservation; RCA Liaison, International Dark Sky Association

¹ Patat, Ferdinando. 2010. "The Effects of Improper Lighting on Professional Astronomical Observations." Presented to the International Commission on Illumination (CIE 2010).

² "Blue light has a dark side." *Harvard Health Letter*, May 2012,

http://www.health.harvard.edu/newsletters/harvard_health_letter/2012/may/blue-light-has-a-dark-side/

³ Chepesiuk, Ron. "Missing the Dark: Health Effects of Light Pollution." *Environmental Health Perspectives*, Volume 117, Number 1, January 2009; Straif, Kurt, Robert Baan, Yann Grosse, Beatrice Secretan, Fatima El Ghissassi, Veronique Bouvard, Andrea Altieri, Lania Benbrahim-Talaa, Vincent Coglianò. "Carcinogenicity of shift work, painting, and firefighting." *Lancet Oncology*, Volume 8, Issue 12, pp 1065-1066, 2007.

⁴ "Policy recognizing negative effects of excessive light at night." *American Medical Association* press release, June 19, 2012, <http://www.ama-assn.org/ama/pub/news/news/2012-06-19-ama-adopts-new-policies.page>

To:
The City of Portland
Bureau of Planning and Sustainability

Samantha
Winterville
6245 NE Bryant
Port OR 97218
Colgin1005@gmail.com
503 528 1668

The industrial overlay proposal if put in place will have severe impacts to the Cully District neighborhood homes and residential farms, in both home values and quality of life for residents. It will serve no other purpose than to encourage industrial infill amongst the neighborhood homes, driving residential, and residential farm occupation out.

While there is an expanding need for much larger productive area for Portland's industrial growth; there is also a more urgent need to preserve and build the sustainability of our small inner city farm communities, as well as to protect residents from fruitless and unnecessary hardship.

We are a small pocket community that has many long-term residents that have reveled in and enjoyed their proximity to the thriving wildlife and beautiful environment of the Whitaker Slough. The new residents share tremendous zeal for the refurbishment and conservation of this very limited inner city farm and public resource area. This is a close-knit community that shares a feeling of sanctuary with our large lots, and intimate connection to the long time farming influences of this area.

The established multi generational farms in this neighborhood should be preserved, not driven out of existence. Particularly in the Cully District, these properties are well suited for the explosive demand for developing smaller farm sites. Through network agreements to share and provide farming acreage, the small farms and residents create a whole system of sustainably driven living practices. This provides employment opportunities and community educational opportunities. This neighborhood's small farm accessibility makes it a destination that benefits our local schools, elder groups, and potentially many other groups and individuals.

We are striving to be a model community that thrives and coexists with its current industrial neighbors and actively participates in the protection of our specific wildlife areas. It is the viewpoint of members of the Cully Farmers Association and local small farmers, that the city has provided assurances of support for small development and sustainable large lot farming practices within our neighborhood.

Property owners deserve to maintain the values of their homes and to have their rights under current zoning maintained. Every property owner has recently been required to invest in city residential infrastructure costs for their homes and future home-sights to public sewer along N.E. 63rd AVE and N.E. Bryant RD. Now we are told a rezone is favorable to the city specifically to prevent residential development within our residential zone, that industrial development is going to be allowed and encouraged with incentives provided towards that end. We are told permit fees to rezone to industrial will be waved to encourage what would be devaluing and destructive industrial infill.

The Whitaker Slough is a very important public recreational area that has had a great deal of revenue directed to both clean up from industrial abuses, as well as recreational development for the public good. If the industrial overlay proposal is approved, this tremendously valuable resource will be subjected to the devastating impacts of industrial blight and contaminating views. It will dramatically impact wildlife and undermine all efforts to utilize this extremely limited and hard fought for public resource. Our homes are our primary investment and resource, and for many of us, like most people in this country, our only investment. We live in our homes. We should not be subject to the threats of this proposed industrial overlay. There is no benefit to the greater city of Portland that justifies the harm to the property owners of this change.

Signatures of Concerned Residents Attached:

X ~~Domato Dillie~~
Luom Martinis
6110 N.E. Bryant St

X ~~L.H.~~
6290 NE Bryant St

X Mr. & Mrs. Rebeiro
6636 NE 63rd Ave
Portland, OR 97218

L. Rebeiro

X Tom Lindley

* Ellie Stum

* Kathryn & Asher Wood

* L.R.

* Xeri Wilson
D.W.

* Roni Doyle
K. Dow

X Rose & Fredrickson

Donald A. Ferguson 600 NE Bryant St
FRANKLIN A. FERGUSON

X Paula English 672L NW 63rd Ave

X Peter Stachelrodt

X Ralph Tidwell

X ~~Byllis~~ [Signature]

X Marelynn Reisinger

X Lloyd A Peck

X Helen Hance

X [Signature]

* Jeanine Rodriguez

X [Signature]

X Duane L Moore

X [Signature]

Arevalo, Nora

From: David Aulwes <david.aulwes@gmail.com>
Sent: Friday, December 11, 2015 9:29 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Affordable Housing bonus provisions

Dear Mayor and Council:

Please change the proposed designation on SE Division from 44th to 51st from Mixed Use-Neighborhood to Mixed Use-Urban Center, This would allow taking advantage of the Affordable Housing bonus provisions, with a stepped back 5th floor.

Without the d overlay, the developer gets a FAR bonus, but no place to use it, so it's less likely the affordable housing bonus will be used.

Thank you,

Dave Aulwes
2131 SE Brooklyn
Portland, OR
97202

Dear Mayor and Council:

Please change the proposed designation on SE Division from 44th to 51st from Mixed Use-Neighborhood to Mixed Use-Urban Center, This would allow taking advantage of the Affordable Housing bonus provisions, with a stepped back 5th floor.

Without the d overlay, the developer gets a FAR bonus, but no place to use it, so it's less likely the affordable housing bonus will be used.

Thank you,

Dave Aulwes
2131 SE Brooklyn
Portland, OR
97202

Arevalo, Nora

From: Don Stephens <shreddad@mac.com>
Sent: Friday, December 11, 2015 5:03 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan change for Powell Blvd

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use-Urban Center or similar - not as a Civic Corridor.

I am a resident of the Brooklyn neighborhood and therefore travel along it frequently, both driving and walking. I understand that the initial draft of the comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard a massive shift in the urban design on that corridor is required. Please do not preserve the currently dangerous status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Don Stephens

908 SE Cora
Portland, OR 97202

Arevalo, Nora

From: April Bertelsen <byrdie.takeflight@gmail.com>
Sent: Friday, December 11, 2015 5:01 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony - Comprehensive Plan and Mixed-use Zoning

Dear Mayor Hales and Council Members:

Please change the proposed Comprehensive Plan Designation on Division St. from 44th to 51st Ave. from Mixed Use-Neighborhood to Mixed Use-Urban Center.

This change will allow the Affordable Housing bonus to be used in this stretch of SE Division. More affordable housing is needed in Portland. We should try to provide it along transit corridors, including in inner southeast Portland, where we have good infrastructure and access to transit and daily services. We need to use all the tools we can to get more affordable housing, including this bonus incentive.

Thank you for your time and consideration.

Sincerely,

April Bertelsen
3234 SE 31ST AVE
Portland, Oregon 97202

Arevalo, Nora

From: Mark Zahner <zwest@mindspring.com>
Sent: Friday, December 11, 2015 4:50 PM
To: BPS Comprehensive Plan Testimony
Subject: Safety on Powell Blvd and the Comprehensive Plan

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

My wife and I have lived in the Richmond neighborhood for 21 years and have increasingly become concerned about the accidents that regularly occur and the unsafe conditions.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard there must be a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Mark and Brenda Zahner
3401 SE Clinton St.

Arevalo, Nora

From: Linda Ralley <ralleypdx@gmail.com>
Sent: Friday, December 11, 2015 3:39 PM
To: BPS Comprehensive Plan Testimony
Subject: support for upgrading SE 44th to SE 51st zoning

Dear Mayor and Council Members:

Please change the proposed Comprehensive Plan designation on Division St. from 44th Ave to 51st Ave. from Mixed Use-Neighborhood to Mixed Use-Urban Center.

Increased density is needed to protect the urban growth boundary. This zoning change will allow needed housing and services to be developed in an appropriate area.

Thank you.

Linda Ralley
2615 SE 31st Avenue
Portland, OR 97202
503-481-6431

Arevalo, Nora

From: Mark Zahner <zwest@mindspring.com>
Sent: Friday, December 11, 2015 2:32 PM
To: BPS Comprehensive Plan Testimony
Subject: Affordable Housing - Comprehensive Plan

Mayor Hales and Council Members:

Please change the proposed Comprehensive Plan designation for Division Street from 44th to 51st from Mixed Use - Neighborhood to Mixed Use - Urban Center. Having it Mixed Use – Urban Center will allow the “D” overlay which allows for an optional setback on the 5th floor when the new provisions for bonus floor area if the much needed Affordable Housing is included. If developers have the partial fifth floor incentive, they may take advantage of that provision.

Thanks,

Mark Zahner
3401 SE Clinton St.

Arevalo, Nora

From: Cole Farris <Cole.Farris@cushwake.com>
Sent: Friday, December 11, 2015 12:59 PM
To: BPS Comprehensive Plan Testimony
Subject: 822 SE 15th Avenue (Preserve Buckman Neighborhood) Testimony

To Whom It May Concern:

I figure you guys receive hundreds of testimonies so I want to confirm that my testimony below is for the historic home located at 822 SW 15th Avenue, Portland, OR 97214 and my landlords name is Matt Brischetto.

Thanks again,

Cole Farris
Research Analyst

Direct: +1 503 279 1742
Office: +1 503 279 1700
Fax: +1 503 279 1790
cole.farris@cushwake.com



From: Cole Farris
Sent: Friday, December 11, 2015 12:44 PM
To: 'cputestimony@portlandoregon.gov'
Subject: Preserve Buckman Neighborhood

To Whom It May Concern:

I signed the petition in the hopes that the city will amend the comp plan that will allow landlords/homeowners to utilize funds towards the preservation of historic homes. Historic homes will increasingly be in the crosshairs of developers of multifamily developers as the city becomes more and more populated. It's important that these historic homes are well preserved so that our close-in neighborhoods maintain some of its authenticity.

I currently live off of 15th and Morrison at 822 SW Morrison St, so I'm constantly walking around the neighborhood. During the summer I was walking with a friend and was remarking how special this neighborhood will be in the next 50 years, the architecture and look of the homes should they be preserved will sort of be our own version of the historic neighborhoods you find in Charleston, SC or Savannah, GA. It won't be the case should these homes fall into disrepair or worse yet be torn down to make way for new development. I am very much a proponent of high-density development and personally would like to see height requirements increased in some submarkets. That being said, I feel the city would be remiss if it were not looking at ways to preserve our historic homes.

I hope the city moves forward supporting owner's proposal to change zoning from R1 to CM and the preserving of historic homes.

Regards,

Cole Farris

Ordinance 187832, Vol. 1.3.L, page 7980

Research Analyst

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Portland, OR 97201 | USA
www.cushmanwakefield.com

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Arevalo, Nora

From: Marsha Hanchrow <m.hanchrow@gmail.com>
Sent: Friday, December 11, 2015 12:38 PM
To: BPS Comprehensive Plan Testimony
Subject: Zoning, SE Division

Mayor Hales and Council Members:

Please change the proposed Comprehensive Plan designation for Division St., 44th Ave. to 51st Ave., from Mixed Use-Neighborhood to Mixed Use-Urban Center. This is an area extremely well served by transit, newly popular, and should be zoned for denser residential than is currently proposed.

Thank you.

Marsha Hanchrow
1908 SE 35th Place
Portland, OR 97214

Arevalo, Nora

From: Chris Shaffer <chris.shaffer@gmail.com>
Sent: Friday, December 11, 2015 11:04 AM
To: BPS Comprehensive Plan Testimony
Subject: Powell Boulevard should not be a Civic Corridor

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar, and not a Civic Corridor.

My daughter attends Cleveland High School, the site of several horrific crashes caused by high speeds and poor active transportation infrastructure. She and the other students living and attending school along Powell Boulevard deserve better.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Chris Shaffer
1134 SE 33rd Ave
Portland, OR 97214

Arevalo, Nora

From: Kari Schlosshauer <schlosshauer@gmail.com>
Sent: Friday, December 11, 2015 10:37 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan comment for Richmond Neighborhood

Dear Mayor and Council Members:

We in the Richmond neighborhood would like to see more affordable housing, and there are a few changes to the proposed Comprehensive Plan that I support.

I would like to see a change on Division from 44th to 51st, from Mixed Use-Neighborhood, to Mixed Use-Urban Center.

I would also like to request a change on SE Powell from up to SE 53rd, from Mixed Use-Civic Corridor to Mixed Use-Urban Center.

These changes will allow for the use of the Affordable Housing bonus by developers. There is so much development happening in Richmond and this is a great opportunity to provide for more affordable housing in the city, and which we desperately need more of in Richmond.

Thank you,

Kari Schlosshauer
2920 SE Brooklyn St
Portland, OR 97202

Arevalo, Nora

From: Tom Ralley <tomralleypdx@gmail.com>
Sent: Friday, December 11, 2015 10:05 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan

Dear Mayor Hales and Council Members:

Please change the proposed Comprehensive Plan designation on Division St. from 44th Ave to 51st Ave. from Mixed Use-Neighborhood to Mixed Use-Urban Center. I believe that additional density will be needed in inner Southeast to support future population increase and that designation as an Urban Center will provide more of the services people will need to shop locally within their neighborhood

Thank you.

Tom Ralley
2615 SE 31st Ave
Portland, OR 97202

Arevalo, Nora

From: Kim Davies <kimsche1964@gmail.com>
Sent: Friday, December 11, 2015 7:57 AM
To: BPS Comprehensive Plan Testimony
Subject: SE Powell Blvd

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

I am a parent of a student at Cleveland High School.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation, is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Kim Davies
3559 SE Harold Court
Portland, OR 97202

--

Kim

Arevalo, Nora

From: Doug X <dougurb@gmail.com>
Sent: Friday, December 11, 2015 7:45 AM
To: BPS Comprehensive Plan Testimony
Cc: Stockton, Marty
Subject: Division, 44th to 51st

Mayor Hales, and Commissioners:

I have mentioned this before, but wanted to reiterate my support, as an individual, for changing the proposal for Comprehensive Plan designation along Division Street between SE 44th and SE 51st, from Mixed Use-Neighborhood, to Mixed Use-Urban Center.

Changing this designation will increase the chances that a developer will take advantage of the Affordable Housing provisions being proposed in the Mixed Use Zones project. If there's a 'd' overlay on the site, the incentives for using that bonus include a stepped-back fifth floor. Otherwise, there's not enough incentive. The 'd' overlay is only available to parcels designated Mixed Use-Urban Center.

Thank you.

Doug Klotz
1908 SE 35th Place
Portland, OR, 97214

December 10, 2015 Comprehensive Plan Testimony Detail and Support: Argay Terrace Neighborhood Association

The Argay Terrace Neighborhood Association requests a modification be made to the current version of the 2035 Comprehensive Plan which designates portions of the site on the SEC of NE 122nd and Shaver for Mixed Employment and R-3, Multifamily. We see those designations as damaging to and out of character for our neighborhood and unnecessary to the City's overall planning goals.

The Association thanks the Commission and city planning staff for their open minded and professional review of the plan designations for our neighborhood and their recent revisions to the plan which will help keep Argay Terrace a safe family oriented neighborhood. We ask them for their continued help by re-designating the area at NE 122nd and Shaver Street for R-5 Single Family Residential development.

As a "housekeeping" measure, we need to explain that at our November 2015 General Membership meeting our members voted to approve a new set of Bylaws which included two major changes. First, the neighborhood association returned to the name by which the neighborhood was originally known "Argay Terrace" -- and so earlier references to the Argay Neighborhood Association and current references to the Argay Terrace Neighborhood Association all refer to the same community. Second, we redrew our boundary lines to exclude the nearly industrial zoned portion of our neighborhood -- the area beyond NE Sandy Blvd. to the north. The needs of those property owners are completely different from those of a residential neighborhood association and were being met by other groups.

The current version of the 2035 Comprehensive Plan leaves our neighborhood with one area of concern, the proposed designations for the land currently in farm use located on the Southeast corner of NE 122nd Avenue and NE Shaver Street. We believe that the best use for this unique site is for the future development of a single family home community and we would like to see the current version of the 2035 Plan modified to allow the major portion of this site to be designated for such use, allowing an eventual zone change to R-5, Residential. We would like the following supporting points considered:

- We are not asking that the entire site be re-classified. We agree that a strip of commercially oriented and zoned property should be kept along NE 122nd Avenue much in its current configuration, to act as a buffer for residences and to continue the 60 year development pattern which extends to the north and south of the site.

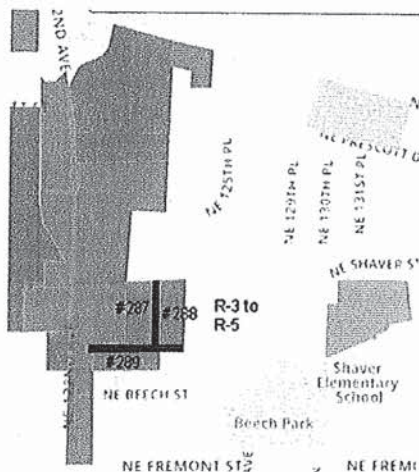
- Mixed Employment designation at this location is completely misplaced:
 - Four Mixed Employment areas are designated east of I-205; three of those four in the Argay Terrace neighborhood, and the fourth near NE 97th and Burnside (which recognizes current uses dating back decades). We see even two of four as doing more than our share when other most other neighborhoods are totally free of such planned development.
 - Retail and some office uses are located near one of those sites, and light industrial near the other, offering some support for their re-designation and making that re-designation reasonable. Both sites front on a major arterial which carries heavy truck traffic and that offers additional support. Still, anything but office use on those two sites would seem out of place considering the adjacent residential development.
 - As to the site near 122nd and Shaver, even office use is less well supported. The other uses allowed under Mixed Employment are not reasonable in any way. Placed on a side street which provides access to a residential neighborhood and not on a major arterial, all Mixed Use uses are out of place, especially considering the residential uses to the south and east.
 - The site itself is too small to make any significant contribution to the acreage goal of the City for additional areas for employment.
 - Industrial and support service properties within a mile of the site go unused.
 - The intersection at NE 122nd and Shaver is so close to the likely access drives for the site as to make the maneuvering of large semi-trucks difficult and potentially hazardous when the other users of that intersection are considered
 - The site would be located on a side street which currently serves as the major route the children from our neighborhood take to go to school.
 - Beech Park will be completed in early 2017, becoming a major city park which will serve the communities to the west of Argay Terrace as well as our neighborhood. Fremont and Shaver serve as the access streets for that park and of the two, NE Shaver is the much safer street for use by those going to and from the park from the west – 25 mph, wide, level, lower traffic volume and in the 2035 TSP, a new bike route. The foot and bike traffic, even the motor vehicle traffic on Shaver will increase substantially with the opening of the new park. More new traffic will someday be added to that area by development, but it should be as little as possible, and large truck traffic should not be added at all.
 - With one major exception, commercial and office development in our neighborhood along NE 122nd Avenue is either one level, or one level with a daylight basement or a stepped back design. Mixed Employment would allow multi-level buildings, developed near the street front and would inject higher coverage ratio buildings, much more massive in size and visual impact. Completely out of character for the surrounding development.

- Additional apartment development should not be added to the Argay Terrace neighborhood:
 - Currently approximately 45% of our neighborhood households are in multifamily units.
 - Most of the multifamily development is 30 or more years old and for that reason rents for a major portion of our apartments are at or near the range considered to be "affordable housing" by City of Portland standards.
 - New multifamily construction costs would require rent levels for new apartments to be well above the "affordable" level. New apartment construction in our neighborhood would require massive public subsidy to be "affordable" (unlikely) and are therefore not likely to help with the affordable housing issue.
 - "Affordable" or "unaffordable", there is no guarantee that any "family oriented" apartment units would be built in this location. Developers will build what the market demands and that might include only one and two bedroom units aimed at singles and couples.
 - At 45% multifamily, our neighborhood has one of the highest multifamily concentrations outside the extreme inner city and downtown area – areas where city planning has targeted that market.
 - The most likely style of multifamily building to be built due to cost and needed area for parking and access would be three stories in height. The surrounding residential development is almost exclusively one level or split level (essentially 1.5 story) homes with a lot size of at least 7,000 square feet. Likely multifamily buildings would be massive and dominating in comparison to the surroundings in which they would be placed.
 - The eastern border of most of the area currently zoned R-3 and designated to remain so under the 2035 Plan will be Beech Park. Three story buildings built within 10 feet of the park, along its western border, will be incompatible, forming a virtual wall of between 30 and 35 feet in height, overshadowing the park.
- The site at NE 122nd Avenue and Shaver offers a unique location for a major new development of single family homes to keep Portland families in Portland:
 - Providing job opportunities in Portland is a major goal, but why? You want those paychecks to stay in Portland, that requires creating or adding to communities where people want to raise their children.
 - Apartments and lofts meet the housing needs of singles and couples, and for many an adequate and possibly even preferred place to live as families form.
 - Most parents at some point still want a home they own, a yard for their children to play in, and the financial and emotional security homeownership can provide.
 - An owned home provides stability for the family and for the community. People don't make the move to home ownership until they are ready and have the ability

to make a long term financial and emotional commitment to where they are going to live – not just the neighborhood, but also the city.

- Children from families in owned homes appear to perform better in school. They can proceed through the year and through the grades on the long-range instructional model of a single school and district. Statistics of our own district's elementary schools support this.
- The site at NE 122nd Avenue and Shaver Street offers a unique mix of support facilities for children and families. A 16 acre new city park, borders the site and the neighborhood elementary school is just to the east of the Park. Parkrose Middle School and Parkrose High School are just a few hundred feet to the west. A bike lane through the Argay Terrace neighborhood will run along its north border and link the neighborhood to the neighborhoods to the west. There are few if any sizable areas of land in Portland still available for future family home development which begin to match the family amenities offered by this site.
- This site should be seen as a natural resource. Once put to use for anything other than single family homes, this unique site will be lost and the families which would have lived in those new homes will be living somewhere else, quite possibly well outside the city limits of Portland. Once lost, it can never be regained.

Area Addressed in the Argay Terrace Neighborhood Association Testimony



Arevalo, Nora

From: Emily Guise <emilyguise@gmail.com>
Sent: Thursday, December 10, 2015 9:44 PM
To: BPS Comprehensive Plan Testimony
Subject: Designate Powell Blvd as Mixed Use- Urban Center

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

Powell Blvd in its current state is dangerous and unsafe for people using the street, visiting the businesses along it, or crossing it to access parks or homes. For me, it's become an area I'm extremely reluctant to go to, especially after Alistair Corkett's injury by a reckless driver and the other man on a bike who had his leg broken by an unsafe driver, both at the 26 Ave intersection.

I've seen firsthand how the dangerous design of the street encourages drivers to speed and not stop, even when they're legally obligated to. I've watched as a middle-aged woman carrying groceries attempted to walk across Powell by 29th Ave, and was nearly hit by the driver of an SUV who roared past just feet from her, who showed no signs of having been aware of the woman's presence and didn't even slow down at all. Powell is not a city street that encourages community, it is a highway that divides the neighborhoods it runs through more effectively than any wall could. Powell desperately needs to be re-designed for people, not for auto throughput.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard, it requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Emily Guise
335 N. Rosa Parks Way
Portland, OR 97217

--

emilyguise.com

Arevalo, Nora

From: Paul Raether <middlefingerfastball@gmail.com>
Sent: Thursday, December 10, 2015 9:39 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

10 December 2015

Paul Raether
4939 SW 18th Drive
Portland OR 97239-2100

To: Portland Mayor Charlie Hales and Portland City Council

Regarding: Proposed Change #173 to Proposed Comprehensive Plan Map

We own Slavins Addition, Plat 10, Lot 4. It is approximately 15,000 square feet.

I am writing in opposition to the above proposal for reasons as outlined below:

1. The proposed change is arbitrary, poorly conceived, and paints areas of the city with a broad brush, ignoring the particular characteristics of individual parcels. In other words, it applies a one-size-fits-all to those building sites within the designated zone. For example, it is illogical that a gently sloped 15,000 foot lot should be deemed developable while a steep 20,000 lot could have a house built on it.
2. For those of us who own properties affected, our investments would become essentially worthless. Our 15,000 square foot parcel is currently assessed at \$94,720 and its market price is around \$150,000. We have paid taxes on it for 25 years, including \$1,469 for 2015-2016. Changing the zoning to R20 thus causes us a loss of \$150,000.
3. In the past, the “buildability” of each proposed structure was reviewed on a case-by-case basis, taking into consideration the construction methods, the stability of the site, overlay zones, etc. We built our current home on a 25,000 square foot site adjacent to our lot in 1990. The site is gently sloped and contains over a dozen large Douglas Fir trees. We elected to use driven steel pilings for our foundation. The result: a home that is much more stable than one with a conventional concrete foundation, with minimal impact to the site, no drainage issues, and no loss of large trees. Failure to examine building technique misses an important piece in determining whether a site can safely accommodate a dwelling.
4. The proposed zoning change is out of line with Metro’s “infill” strategy for accommodating population growth.
5. If the proposed zoning change is ratified, it will result in decreased tax revenues and could cost the city tax dollars to defend itself if/when the change is challenged in court.

Thank you,
Paul M Raether



December 10, 2015

VIA FEDEX
AND VIA EMAIL AT EPUTESTIMONY@PORTLANDOREGON.GOV

Council Clerk, Portland City Council
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: Kin Property #3004 - 2720 NW 35th Avenue, Portland, OR ("Property")
State ID#: 1N1E29BD 1300

PSC EMPLOYMENT ZONES TESTIMONY

Those certain zoning modifications affecting the Property and the permissible uses thereof, which modifications are proposed by the Planning and Sustainability Commission for the City of Portland (the "Commission") in conjunction with the Commission's "Comprehensive Plan."

Ladies and Gentlemen:

We write as managing agent for Mascot LLC ("Owner"), the owner of the above-referenced Property. We are in receipt of the Commission's "Notice of Proposed Zoning Code and/or Map Change" dated September 21, 2015 (the "Zoning Notice"), to which we had responded on October 21, 2015. On November 20, 2015, Steve Kountz, Senior Economic Planner, Bureau of Planning and Sustainability, advised us that our concerns and testimony should be forwarded to you, the Council Clerk.

The Zoning Notice sets forth the Commission's intention to introduce a new Prime Industrial Land zoning overlay (the "I Overlay"), which I Overlay would "reclassify parks and open areas as a Limited/Conditional Use, limit commercial outdoor recreation to no more than 20,000 square feet, prohibit self-service storage and major event entertainment uses, and prohibit future quasi-judicial Comprehensive Map Amendments."

As the representative, and on behalf, of Owner, we hereby express our opposition to the establishment of the I Overlay and/or any reclassification or modification to the Property's current base zone of IH. Any modification to our current base zone may depreciate the value of the Property, including by impacting the future use thereof.

The Property is currently leased to Bushnell's Warehouse and Trading Corp. ("Tenant"). It is Owner's contention that Tenant's operations from the Property are in compliance with the current zoning of the Property; and, further, that such use would not be in violation of any restrictions imposed by the I Overlay. In any event, if the Commission ultimately establishes the I Overlay despite Owner's objection thereto, and to the extent that the Commission determines that Tenant's use of the Property would violate the I Overlay despite Owner's assertion hereinabove, then we, on behalf of both Owner and Tenant, hereby demand that Tenant's operations at the Property be "grandfathered in" so as to allow Tenant's continued operation in its ordinary course of business.

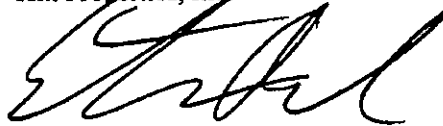
This letter is not intended to set forth an exhaustive list of claims, damages, demands or other concerns that Owner has with respect to the I Overlay or its impact to the Property. Owner hereby expressly reserves any and all rights to add, amend or modify any demands made, or matters stipulated, herein; and reserves any and all rights and remedies available at law and in equity with respect hereto.

We will not be present at the Commission's hearing scheduled for October 27, 2015 at 3:00 p.m., and we ask that our letter be shared with all in attendance and placed in the Public Record of the proceedings. We further request that you share this letter with all members of the Commission and any and all relevant government officials.

We appreciate your prompt attention to this matter. You may feel free to contact me at 561.620.9200 x184 or via email at covadia@kinproperties.com in order to discuss our concerns.

Sincerely,

Kin Properties, Inc.



Eitan Ovadia*
Assistant General Counsel

cc: Steve Kountz, Senior Economic Planner, City of Portland (via facsimile: 503-823-7800)
Tom Armstrong, Supervising Planner, City of Portland (via facsimile: 503-823-7800)

Bushnell's Warehouse & Trading Corp.
c/o Mark Harris, General Manager
at mharris.bushnells@comcast.net

Jeffrey Sandelman
Allen P. Lev, Esq.
Andrew Schreier, Esq.
Lee Cherney
Brett Burstelli
Nicole Kaplan, Esq.
Steven Sandelman
Grant Schreier

*Member of the Georgia Bar, only
Authorized House Counsel of Florida



KIN PROPERTIES

Ref: Prop #3004	E0	Date: 21oct15	SHIPPING:	21.63
Dep: LEGAL		Wgt: 0.10 LBS	SPECIAL:	0.22
		DV:	HANDLING:	0.00
			TOTAL:	21.85

Svcs: PRIORITY OVERNIGHT
TRCK: 5308 8341 7981

SCANNED

October 21, 2015

VIA FEDEX
AND VIA EMAIL AT psc@portlandoregon.gov

Portland Planning and Sustainability Commission
Employment Zones Testimony
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Kin Property #3004 - 2720 NW 35th Avenue, Portland, OR ("Property")
State ID#: 1N1E29BD 1300

PSC EMPLOYMENT ZONES TESTIMONY

Those certain zoning modifications affecting the Property and the permissible uses thereof, which modifications are proposed by the Planning and Sustainability Commission for the City of Portland (the "Commission") in conjunction with the Commission's "Comprehensive Plan."

Ladies and Gentlemen:

We write as managing agent for Mascot LLC ("Owner"), the owner of the above-referenced Property. We are in receipt of the Commission's "Notice of Proposed Zoning Code and/or Map Change" dated September 21, 2015 (the "Zoning Notice"). The Zoning Notice sets forth the Commission's intention to introduce a new Prime Industrial Land zoning overlay (the "I Overlay"), which I Overlay would "reclassify parks and open areas as a Limited/Conditional Use, limit commercial outdoor recreation to no more than 20,000 square feet, prohibit self-service storage and major event entertainment uses, and prohibit future quasi-judicial Comprehensive Map Amendments."

As the representative, and on behalf, of Owner, we hereby express our opposition to the establishment of the I Overlay and/or any reclassification or modification to the Property's current base zone of IH. Any modification to our current base zone may depreciate the value of the Property, including by impacting the future use thereof.

The Property is currently leased to Bushnell's Warehouse and Trading Corp. ("Tenant"). It is Owner's contention that Tenant's operations from the Property are in compliance with the current zoning of the Property; and, further, that such use would not be in violation of any restrictions imposed by the I Overlay. In any event, if the Commission ultimately establishes the I Overlay despite Owner's objection thereto, and to the extent that the Commission determines that Tenant's use of the Property would violate the I Overlay despite Owner's assertion hereinabove, then we, on behalf of both Owner and Tenant, hereby demand that Tenant's operations at the Property be "grandfathered in" so as to allow Tenant's continued operation in its ordinary course of business.

This letter is not intended to set forth an exhaustive list of claims, damages, demands or other concerns that Owner has with respect to the I Overlay or its impact to the Property. Owner hereby

(561) 620-9200

(888) KIN-PROP toll-free

185 NW Spanish River Blvd., Suite100, Boca Raton, FL 33431

WWW.KINPROPERTIES.COM

Ordinance 187832, Vol. 1.3.L, page 7996

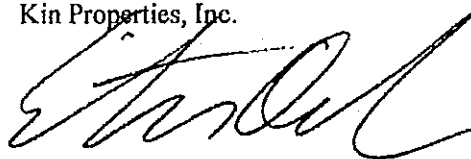
expressly reserves any and all rights to add, amend or modify any demands made, or matters stipulated, herein; and reserves any and all rights and remedies available at law and in equity with respect hereto.

We will not be present at the Commission's hearing scheduled for October 27, 2015 at 3:00 p.m., and we ask that our letter be shared with all in attendance and placed in the Public Record of the proceedings. We further request that you share this letter with all members of the Commission and any and all relevant government officials.

We appreciate your prompt attention to this matter. You may feel free to contact me at 561.620.9200 x184 or via email at evadiah@kinproperties.com in order to discuss our concerns.

Sincerely,

Kin Properties, Inc.



Eitan Ovadia*
Assistant General Counsel

cc: Bushnell's Warehouse & Trading Corp.
c/o Mark Harris, General Manager
at mharris.bushnells@comcast.net
(w/ Zoning Notice enclosed)

Jeffrey Sandelman
Allen P. Lev, Esq.
Andrew Schreier
Lee Cherney
Brett Burstell

*Member of the Georgia Bar, only
Authorized House Counsel of Florida



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

November 20, 2015

Eitan Ovadia
185 NW Spanish River Blvd
Boca Raton, FL, FL 33431

Hello: Eitan Ovadia,

I'm sending you this letter because you recently testified to the Planning and Sustainability Commission about proposed zoning map changes in the Employment Zoning Project. Please be aware that these zoning map proposals are based on the draft 2035 Comprehensive Plan map and policies that are currently being considered by City Council. You can learn more about the draft 2035 Comprehensive Plan at this website:
<http://www.portlandoregon.gov/bps/pdxcompplan>.

I am attaching a summary explanation of how to testify to City Council about the draft 2035 Comprehensive Plan. The deadline for testimony to City Council about the draft Comprehensive Plan is **January 7, 2016**. I encourage you to relay your testimony and concerns to City Council about the draft Comprehensive Plan Map.

The Employment Zoning Project is one of eight Early Implementation projects that are the final phase of the larger Comprehensive Plan Update. These phases overlap somewhat, and we recognize that this is a source of confusion for people who have testify on the different phases. If City Council changes the Comprehensive Plan Map from the draft Industrial Sanctuary or Mixed Employment designation on the property where you have concerns, the draft zoning map change will be adjusted accordingly when the Employment Zoning Project is considered by City Council in Spring 2016.

If you have questions about the Employment Zoning Project, feel free to contact me at 503-823-4551 or steve.kountz@portlandoregon.gov.

Sincerely

Steve Kountz
Senior Economic Planner

C: Tom Armstrong, Supervising Planner



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

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Ordinance 187832, Vol. 1.3.L, page 7998



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HOW TO COMMENT ON THE COMPREHENSIVE PLAN November 2015

Share your feedback with the Portland City Council:

- Online via the Map App - <https://www.portlandmaps.com/bps/mapapp/> (or google "Portland Map App" to get to the web page)
- Email your comments with "Comprehensive Plan Testimony" in the Subject line to cputestimony@portlandoregon.gov. Be sure to include your full name and mailing address.
- Mail a letter with your comments to:
Council Clerk
1221 SW 4th Ave, Room 130
Portland, OR 97204
- Attend a public hearing to offer oral testimony directly to the City Council. The first public hearing for the Comprehensive Plan is tentatively scheduled for November 19, 2015 at 2 p.m. Check the Comp Plan Calendar for updated time, other hearing dates and more information. Other hearings scheduled so far:
 - December 3rd 6-9 pm at the Middleman Jewish Community Center 6651 SW Capitol Hwy, or
 - December 10th 6-9 pm at Parkrose High School 12003 NE Shaver St
 - January 7, 2016 Time/Location TBD

To be considered formal testimony and have your comments forwarded to Council members, you must include your name and mailing address in your letters, emails or online comments. Comments received without these components will not be included in the record, and the City will not be able to notify you of future hearing dates. In addition, if your name does not appear in the record for this proceeding, you may be precluded from appealing the Council's final decision.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Printed on 100% post-consumer waste recycled paper.

Arevalo, Nora

From: MEL GULLIKSON <mel.gullikson@usa.net>
Sent: Thursday, December 10, 2015 1:27 PM
To: BPS Comprehensive Plan Testimony
Subject: COMPREHENSIVE PLAN TESTIMONY

My name is Mel Gullikson
I live at 2625 Se 49th Ave, Portland, OR 97206 I have lived here since 2006

1. I endorse, support and highly recommend that you incorporate into the plan the: Division Design Initiative's Top Ten Recommendations for the City of Portland - see this website for recommendations <https://divisiondesigninitiative.files.wordpress.com/2015/10/1-comp-plan-update-draft-recommendations.pdf>

2. Why is development at the expense of safety?

I am very concerned about planned development at SE 50th and SE Clinton and neighborhood safety. SE Clinton is a Neighborhood Greenway. The development will have up to 117 units with a parking garage and loading dock entrance located just 23 feet in on SE Clinton.
50th and Clinton is already a dangerous intersection for bicyclists and pedestrians. The added traffic at this intersection will lead to someone getting injured or killed. With cars approaching the intersection from Powell traveling at 35 mph (posted speed limit) it is very difficult to cross SE 50th on bike, foot and even in a car. There will be more parked cars along 50th obstructing visibility even more . What is being done to protect our safety?

3. Building denser communities should not be at the expense of solar loss for energy generation and plant growth. Building denser communities should not be at expense of increased light pollution, noise pollution or environmental pollution. Building denser communities should not create canyons out of our streets - like the boxy, tall, and ugly multiplexes lining SE Division.

Building denser has to be smarter than currently practiced because what we will have in SE Portland will be a dense neighborhood of affluent people.

thanks for reading and doing the great work you do, all my best, Mel Gullikson.

Arevalo, Nora

From: Adam Herstein <aherstein@gmail.com>
Sent: Thursday, December 10, 2015 12:35 PM
To: BPS Comprehensive Plan Testimony
Subject: Powell

As someone who lives a block from Powell, I experience its dangers on a nearly daily basis. Changing the zoning to a more urban form is a step in the right direction to fixing the street for people walking and riding bicycles:

—
Adam Herstein
3115 SE 52nd Av
Portland OR 97206

Arevalo, Nora

From: Cindi Carrell <ccarrell@gmail.com>
Sent: Thursday, December 10, 2015 10:22 AM
To: BPS Comprehensive Plan Testimony
Subject: Powell Corridor testimony

Follow Up Flag: Follow up
Flag Status: Completed

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

My family is actively involved at Cleveland High School with one son enrolled there and another attending in 2016. I volunteer at the school. We bike, drive and walk to Cleveland.

I have personally witnessed the devastation that high speeds along Powell produce at the intersection near the school at SE 26th Avenue. In the spring of 2015, I was witness to a vehicle and bicycle collision that left the bicyclist with serious injuries. In the fall, I saw the impact of a car and wooden sign collision which scattered glass throughout the bus stop area where CHS students congregate. That accident just barely missed injuring a large number of students.

Many, many times I have watched CHS students and TriMet riders cross Powell at 27th Avenue where there is no light, high speed and limited visibility for drivers traveling west on Powell. These are women in longer clothing, carrying children. With local businesses on both sides of Powell, and frequent pedestrian crossings, we are absolutely an Urban Center.

Our Cleveland campus is not just the building at 26th Avenue. Our campus extends to 31st and Powell for our Community Field and to 24th and Powell to the edge of Powell Park where our young men and women play baseball and softball. Students actively move along this 8 block corridor all day long. Again, demonstrating Powell as an Urban Center and not a Civic Corridor.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway. That focus is not safe for our Cleveland and surrounding community. Current pedestrian and bicyclist use clearly demonstrates this.

I believe that in order to stem the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Cynthia Carrell
1624 SE 31st Ave
Portland OR 97214

Arevalo, Nora

From: Kerry Wels <kerrywels@hotmail.com>
Sent: Thursday, December 10, 2015 9:20 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Kerry Wels Hamilton
4203 NE 113th Ave
Portland, OR 97220

Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear Portland City Council:

It has come to my attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from “major” to “priority” in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. I would prefer that the status remain “major”; it would be even better if it were reduced.

My reasons for recommending that the freight status be reduced are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While I recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

I urge you to consider this request. Reducing the freight traffic on Sandy Boulevard in Parkrose is an important step towards accomplishing our mutual vision of making this street one of the vibrant “main streets” in Portland.

Sincerely,
Kerry Wels Hamilton

Arevalo, Nora

From: matt.mccomas@cru.org on behalf of Matt McComas <matthew.mccomas@gmail.com>
Sent: Thursday, December 10, 2015 6:28 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive plan testimony for SE Powell

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

I am a resident of the Brooklyn neighborhood understand that the initial draft of the comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation, is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard, requires a massive shift in the urban design on that corridor. Increasing livability and ease of bicycle/pedestrian/auto transportation for our neighborhood is a huge issue as we have effectively been cut off from southeast Portland because of the max line, Union Pacific line and Powell Blvd. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Matt

Arevalo, Nora

From: Cyd Manro, RNA Board Chair <rnaboard@eco-munity.com>
Sent: Thursday, December 10, 2015 2:05 AM
To: BPS Comprehensive Plan Testimony
Subject: public testimony from the Richmond Neighborhood Association on the Comprehensive Plan
Attachments: DDI Correction.pdf; RNA Comp Plan comments.pdf

Hello,

Please find attached a correction to prior testimony submitted by Heather Flint Chatto representing the Division Design Initiative, a project of the Richmond Neighborhood Association.

Please also find attached the comments from the Richmond Neighborhood Association itself.

Cyd Manro
RNA Board Chair
richmondpx.org

Richmond Neighborhood Association

c/o Southeast Uplift
3534 SE Main ST
Portland, OR 97214

(503) 232-0010
RichmondNA@yahoo.com
<http://richmondpx.org>



To whom it may concern,

I am writing you on behalf of the Richmond Neighborhood Association as the chair of its board of directors. I would like to correct the record on testimony presented by Heather Flint Chatto of the Division Design Initiative, a project of the Richmond Neighborhood Association.

While it is true that the Richmond Neighborhood Association voted in favor of supporting the "Top 10 recommendations" submitted in Mrs. Flint Chatto's testimony, the following language was to have been added:

"The RNA does not intend implementation of these top-10 policy recommendations to decrease existing residential capacity in the neighborhood."

Please ensure that the testimony submitted by Mrs. Flint Chatto is corrected, and feel free to contact me with any questions you might have that would impede your ability to do so.

Thank you.

Best regards,

Cyd Manro

Chair of the Richmond Neighborhood Association

4124 SE Caruthers ST

Portland, OR 97214

Richmond Neighborhood Association

c/o Southeast Uplift
3534 SE Main ST
Portland, OR 97214

(503) 232-0010
RichmondNA@yahoo.com
<http://richmondpx.org>



Mayor Hales and Commissioners,

I am writing you on behalf of the Richmond Neighborhood Association as its chair.

We encourage the City Council not to approve the Draft Comprehensive Plan without directing further assessment of some important missing components not fully analyzed as part of the published Growth Scenarios Report. We respectfully request the City Council to direct the Bureau of Planning & Sustainability (BPS) staff to conduct the following additional analysis:

1. Study Growth Scenario Alternatives for Increasing Infill Density with Fewer Development Impacts:

- Higher density on wider streets, North-South corridors and major arterials, higher density at major intersection nodes to balance the reductions proposed below.
- Reduce/refine scale of development on narrower streets and older street-car era main streets with special character.

2. Evaluate a more comprehensive "Missing Middle" Neighborhood Infill Scenario in addition to the "Centers & Corridors" growth scenario. This would mean further assessment of existing and potential increased neighborhood units achieved through additional Accessory Dwelling Units (ADU's), conversions of existing houses into duplexes, and more small-medium infill housing types like courtyards, row houses, etc. on major arterials and narrow streets that when balanced with the suggestions in item two below could achieve our density goals in a more context-sensitive manner.

3. Evaluate sustainability Impacts of focusing more density on N-S corridors (including environmental, social and economic impacts), and likely reduced shading impacts, as well as the value of maintaining reasonable fair and equitable solar access in order to:

- Economic: retain existing economic value of residential and commercially developed properties.
- Social: contribute to public health, well-being, and thermal comfort; and
- Environmental: reduce costly energy consumption, generate alternative energy sources, and foster community resilience and sustainability.

4. Community members have expressed extensive concerns about the overly built-out, boxy nature of recent developments, the creation of large blank walls, flat facades, the lack of context-sensitivity, and buildings with significant impacts on adjacent residents and neighboring buildings.

Direct staff to come back with a recommendation for how to implement the residential FAR requirement now, in an expedited manner that does not require the community to wait for code improvements until 2017. The floor area ratio requirement will help restore a more reasonable building

envelope and create better code consistency and parity for the residential development in mixed use buildings.

5. Evaluate a more comprehensive "Missing Middle" Neighborhood Infill Scenario in addition to the "Centers & Corridors" growth scenario. This would mean further assessment of existing and potential increased neighborhood units achieved through additional Accessory Dwelling Units (ADU's), conversions of existing houses into duplexes, and more small-medium infill housing types like courtyards, row houses, etc. on major arterials and narrow streets that when balanced with the suggestions in item two below could achieve our density goals in a more context-sensitive manner.

6. Evaluate sustainability impacts of focusing more density on N-S corridors (including environmental, social and economic impacts), and likely reduced shading impacts, as well as the value of maintaining reasonable fair and equitable solar access in order to:

- Economic: retain existing economic value of residential and commercially developed properties..
- Social: contribute to public health, well-being, and thermal comfort; and
- Environmental: reduce costly energy consumption, generate alternative energy sources, and foster community resilience and sustainability. Continue Portland's Leadership in Sustainability with more aggressive goals, programs and incentives

7. Direct staff to research and return with a recommendation to Council for a set of further incentives and programs that support greater innovation, climate resiliency and sustainability including:

a. Application of a "Green Factor" Program (used in Germany and Seattle) for the City of Portland or similar program that sets higher performance criteria and requirements for sustainable site and landscape requirements in new buildings. These programs help reduce urban heat island effect, advance resilient cool cities, and improved air quality benefits.

b. Assess impacts and value of tree preservation related to urban heat island protection, create recommendations and incentives for preserving large mature trees, and establish design goals and standards for maintaining spaces where large trees can be planted in the future.

c. Create relevant Incentive programs for:

- "Zero Energy" verified buildings
- Incentives for Beneficial Projects: waive transportation impact fees (SDC's) for beneficial community uses such as affordable housing, senior housing, daycare, and alternative transit-oriented businesses.
- Adaptive reuse of older commercial buildings with special character (see report by preservation Green Lab, "Older, Smaller, Better" on the key value that mixed vintage buildings bring to communities)

8. Close the Residential Floor Area Ratio Code Loophole in Mixed Use Buildings. Community members have expressed extensive concerns about the overly built-out, boxy nature of recent developments, the creation of large blank walls, flat facades, the lack of context-sensitivity, and buildings with significant impacts on adjacent residents and neighboring buildings.

Direct staff to come back with a recommendation for how to implement the residential FAR requirement now, in an expedited manner that does not require the community to wait for code improvements until 2017. The floor area ratio requirement will help restore a more reasonable building envelope and create better code consistency and parity for the residential development in mixed use buildings.

9. We support policy 5.35 *Impact of regulations on affordability*. "Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible..." To address potential equity issues with that policy, we suggest implementing the following addendum in *Housing Affordability*: "When calculating MFI for affordable housing qualification, use 60% MFI figures, and calculate based on the income in the census tract where the housing is built, except that if the MFI figure for that tract is above the metropolitan area average, use a figure that is no more than 5% above the average."

10. Where Mixed Use-Urban Center is mapped to continue through from a transit corridor to a residential street, we ask that the standards proposed in the Mixed Use Zones project section 33.130.216 apply. These state: where the commercial building is across a street from a residential zone, buildings must be set back 15' and have 5' of L2 landscaping, unless the building has residential units on the ground floor, and then they must be set back 5' with L2 landscaping. No vehicular access is allowed from this street, and height is reduced to 35' for the first 15'. We ask for added assurances that no retail will face or be accessed from these back streets.

11. We ask for the Design overlay to be added to the section of Division from 44th to 51st that does not have it now. We DO NOT support changing the zoning to Mixed Use-Urban Center in order to do so. As stated above, the neighborhood prefers Mixed-Use Neighborhood designation, does not want upzoning, but still wants the Design Overlay.

12. We ask you to change the designation on Powell from 29th to 53rd to Mixed Use-Urban Center where the width of Powell, planned High Capacity Transit, can support greater density, especially at planned stations at Chavez and at 50th. We would like the D overlay to apply to this stretch as well.

Best regards,

Cyd Manro

Chair of the Richmond Neighborhood Association

4124 SE Caruthers ST

Portland, OR 97214

Submitted by
Moe Farhoud

Peter Finley Fry AICP PhD
2153 SW Main Street; Room #105
Portland, Oregon 97205
(503) 703-8033
peter@finleyfry.com

PORTLAND COMPREHENSIVE PLAN PERIODIC REVIEW NOVEMBER – JANUARY 2015/2016

SUBJECT: Second Chance Housing – SE Stark Street - Rockwood

PROBLEM TO BE SOLVED: Apartment properties own by Stark Firs (operates Second Chance housing – evicted/convicted: you get a second chance) have been arbitrarily left on the wrong side of the plan's lines. Staff incorrectly claimed spot zoning when only a line is moved to expand an existing designation.

WHY IS IT IMPORTANT? Correct designations provide an opportunity for 500 to 700 new units of affordable and special needs housing without public subsidy and with neighborhood support.

SOLUTION: **Mixed Use Civic Corridor:** move two lines across existing apartment property: 14112-14134 SE Stark and 14021 SE Stark.

Medium Density Multi-dwelling: move three lines across existing apartment property: 912-924 NE 91st; 13801-113863 SE Stark; and 15220 SE Stark.

PortlandMaps

Steven's Place

New Search | Mapping | Adva

TO

Commercial

14112 SE STARK ST -
HAZELWOOD - PORTLAND

Explorer | Property | Maps | Env

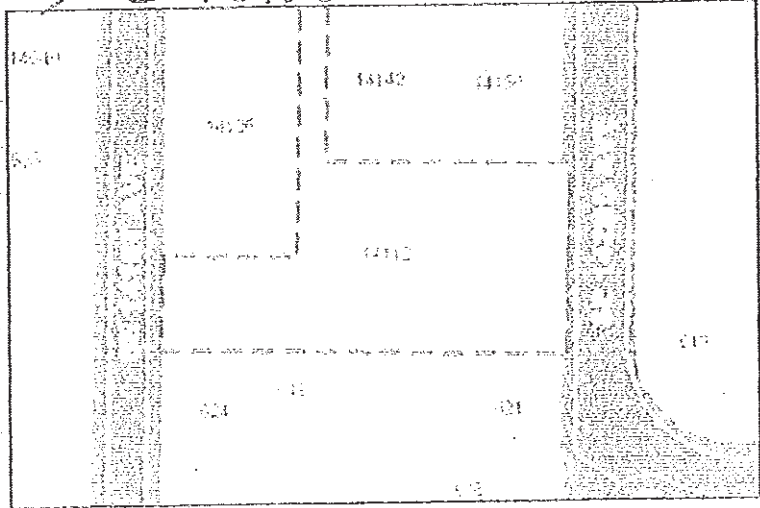
Summary | Assessor | Permits/Cases | Block | Schools | Parks | Development | Historic Pr

14112-14134 SE Stark

R3d → CO/CNA

General Information

Property ID R183656
 County MULTNOMAH
 State ID 1S2E02AA 300
 Alt Account # R401400010
 Map Number 3144 OLD
 Site Info
 Site Address 14112-14134 SE STARK ST
 City/State/Zip PORTLAND OR 97233
 Owner Info (Privacy)
 Owner(s) Name STEVENS PLACE LLC
 Owner Address 12680 SW 159TH CT
 City/State/Zip BEAVERTON OR 97007-9031



0 | 146 FT

Property Description

Tax HOOD ACRES & PLAT 2 & 3, BLOCK 1, S 70' OF LOT 1, S 70' & W 20' OF N
 Roll 130' OF LOT 2, N 70' OF LOT 4

Use 9-20 UNIT
MULTI-FAMILY

Lot 1,2,4

Block 1

Tax Districts

Deed Information

Sale Date	Type	Instrument	Sale Price
04/22/2014	WARRANTY DEED	2014038704	\$907,500.00
06/02/2006	WARRANTY DEED	2006103765	\$810,000.00
01/21/2006	SPECIAL WARRANTY DEED	2006103764	\$350,000.00
09/27/2005	CONTRACT	2006103763	\$350,000.00
06/29/2000	WARRANTY DEED	00092653	\$735,000.00
	PERSONAL REP'S DEED	2004169789	\$0.00
	INST	97190380	\$0.00

Land Information

Type	Acres	SQFT
MULT	0.8600	37,400
ON SITE DEV APTS		0

Improvement Information

Improvement Type SINGLE FAMILY RESIDENTIAL

PortlandMaps

[New Search](#) | [Mapping](#) | [Advanced](#)

to

**14021 SE STARK ST -
HAZELWOOD - PORTLAND**

[Explorer](#) | [Property](#) | [Maps](#) | [Proj](#)
[Environm](#)

[Summary](#) | [Assessor](#) | [Permits/Cases](#) | [Block](#) | [Schools](#) | [Parks](#) | [Development](#) | [Garb](#)
[Historic Permits](#)

COMMERCIAL

14021 SE Stark

Road → CO1

General Information

Property ID R109521

County MULTNOMAH

State ID 1N2E35DD 2200

Alt Account # R041802950

Map Number 3044 OLD

Site Info

Site Address 14021 SE STARK ST

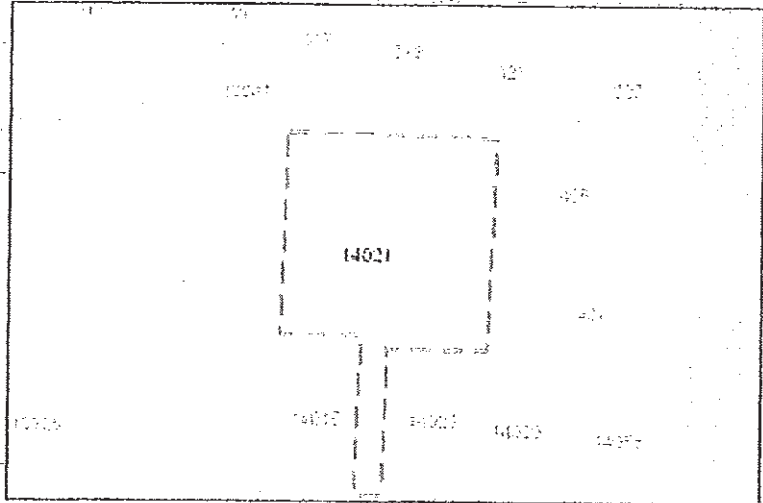
City/State/Zip PORTLAND OR 97233

Owner Info (Privacy)

Owner(s) Name ADLER BARBARA A
TO ORLANDO 39 LLC

Owner Address 5815 NE 37TH AVE

City/State/Zip PORTLAND OR 97211



0 | 149 FT

Additional Owner Info

Name(s)	Address	City/State/Zip	Type
ADLER BARBARA A TO ORLANDO 39 LLC	5815 NE 37TH AVE	PORTLAND OR 97211	OWNER (PRIMARY)
ADLER CHRISTOPHER E	5815 NE 37TH AVE	PORTLAND OR 97211	CONTRACT PURCHASER
ORLANDO LLC 2009-053020			CONTRACT PURCHASER

Property Description

Tax ASCOT AC, LOT 109 EXC E 75' OF S 120' & EXC W 60' OF S 130' & EXC Roll PT IN ST Use 9-20 UNIT MULTI-FAMILY

Lot 109

Block

Tax Districts

Deed Information

Sale Date	Type	Instrument	Sale Price
08/01/2001	OTHER	01119815	\$612,000.00
	ASSIGN CONTR-VENDEE	2009053020	\$0.00

Land Information

Type	Acres	SQFT
MULT	0.6100	26,555
ON SITE DEV APTS		0

Improvement Information

Improvement Type 5-8 UNIT MULTI-FAMILY

PortlandMaps

New Search | Mapping | Advan

Explorer | **Property** | Maps | Envr

*to
Adjacent
residential*

**912 NE 91ST AVE -
MONTAVILLA - PORTLAND**

Summary | **Assessor** | Permits/Cases | Block | Schools | Parks | Development |
| Historic Pa

912-924 NE 91st

R2a → R1a

General Information

Property ID R319450

County MULTNOMAH

State ID 1N2E33BD 400

Alt Account # R942330420

Map Number 2939 OLD

Site Info

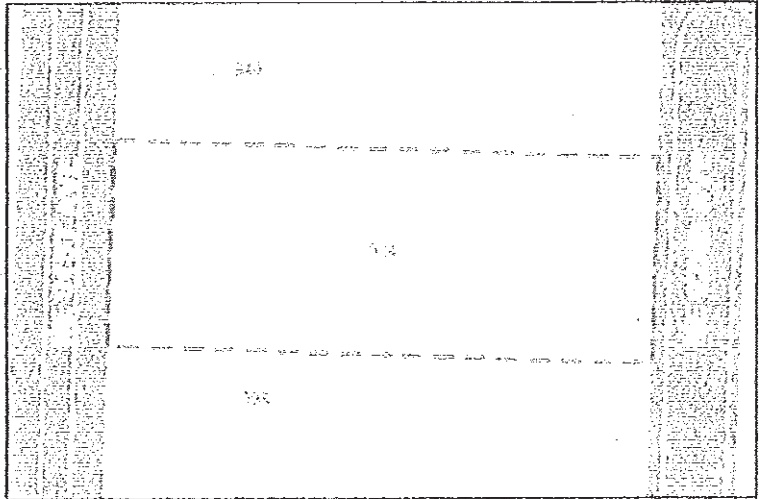
Site Address 912-924 NE 91ST AVE

City/State/Zip PORTLAND OR 97220

Owner Info (privacy)

Owner(s) CHAO CONNIE TR &
Name CHAO, CONNIE
% STENGER, JAMES A

Owner Address 7250 SW MONTGOMERY WAY



City/State/Zip WILSONVILLE OR 97070-6738

01 | 100 FT

Property Description

Tax Roll SECTION 33 1N 2E, TL 400 0.67 ACRES

Use 9-20 UNIT MULTI-FAMILY

Lot TL 400

Block

Tax Districts

101 PORT OF PORTLAND

130 CITY OF PORTLAND

130L CITY OF PORTLAND - NEW LEVIES

130M CITY OF PORTLAND PARKS LOP

143 METRO

164 EAST MULT SOIL/WATER

170 MULTNOMAH COUNTY

170L MULT CO LIBRARY LOCAL OPT TAX

171 URBAN RENEWAL PORTLAND

173 URB REN SPECIAL LEVY - PORTLAND

198 TRI-MET TRANSPORTATION

304 MULTNOMAH ESD

309 PORTLAND COMM COLLEGE

311 PORTLAND SCHOOL DIST #1

Deed Information

Sale Date	Type	Instrument	Sale Price
11/27/2012	QUIT CLAIM DEED	2012152836	\$1,000.00
11/16/2007	DEED ERROR	2007210315	\$794,188.00
11/16/2007	WARRANTY DEED	2008004473	\$794,188.00
03/23/2001	BARGAIN & SALE DEED	01045767	\$274,750.00
10/31/2000	BARGAIN & SALE DEED	00151154	\$549,500.00
11/28/1999	CONTRACT	99219679	\$562,500.00
03/15/1999	WARRANTY DEED	99145320	\$180,000.00
10/24/1997	CONTRACT	97178225	\$297,657.00

PortlandMaps

Ascot
 New Search | Mapping | Advanced |

To
 Adjacent
 RI

**13801 SE STARK ST -
 HAZELWOOD - PORTLAND**

Explorer | **Property** | Maps | Project
 Environment

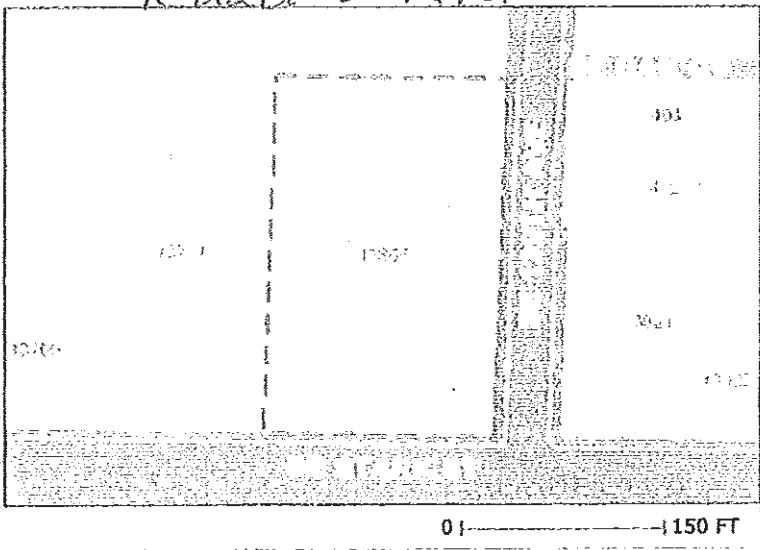
Summary | Assessor | Permits/Cases | Block | Schools | Parks | Development | Garbage
 Historic Permits |

13801-13863 SE Stark

R2ad → R1d

General Information

Property ID R109448
 County MULTNOMAH
 State ID 1N2E35DD 6300
 Alt Account # R041802021
 Map Number 3044 OLD
 Site Info
 Site Address 13801-13863 SE STARK ST
 City/State/Zip PORTLAND OR 97233
 Owner Info ([Privacy](#))
 Owner(s) Name NAS FAR PROPERTIES INC
 Owner Address 661 SE 16ND AVE
 City/State/Zip PORTLAND OR 97233



Property Description

Tax ASCOT AC, E 25' OF LOT 73 EXC PT IN ST, LOT 74 EXC PT IN STS, IMPS
 Roll ONLY SEE R109447 (R041802020) FOR LAND

Use CT APT 21-100
 W/AMENITIES

Lot 73,74

Block

Tax Districts

101 PORT OF PORTLAND	130 CITY OF PORTLAND
130L CITY OF PORTLAND - NEW LEVIES	130M CITY OF PORTLAND PARKS LOP
143 METRO	164 EAST MULT SOIL/WATER
170 MULTNOMAH COUNTY	170L MULT CO LIBRARY LOCAL OPT TAX
171 URBAN RENEWAL PORTLAND	173 URB REN SPECIAL LEVY - PORTLAND
197 ROCKWOOD UTIL DIST	198 TRI-MET TRANSPORTATION
304 MULTNOMAH ESD	308 MT HOOD COMM COLLEGE
317 DAVID DOUGLAS SCHOOL DIST #40	

Deed Information

Sale Date	Type	Instrument	Sale Price
08/19/2002	WARRANTY DEED	2002191931	\$1,500,000.00
07/01/1995	WARRANTY DEED	95090196	\$1,090,000.00

Walnut
Portland Maps

[New Search](#) | [Mapping](#) | [Advanced](#) |

To
Adjacent
RI

**15220 SE STARK ST -
CENTENNIAL - PORTLAND**

[Explorer](#) | **Property** | [Maps](#) | [Projec](#)
[Environm](#)

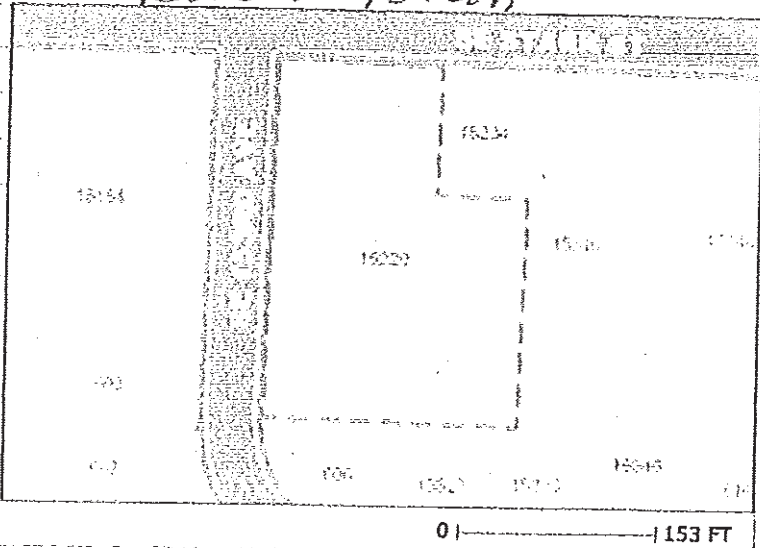
[Summary](#) | [Assessor](#) | [Permits/Cases](#) | [Block](#) | [Schools](#) | [Parks](#) | [Development](#) | [Garbac](#)
[Historic Permits](#)

15220 SE Stark

R2c → R1dh

General Information

Property ID R255650
County MULTNOMAH
State ID 1S2E01AB 3300
Alt Account # R707300360
Map Number 3146 OLD
Site Info
Site Address 15220 SE STARK ST
City/State/Zip PORTLAND OR 97233
Owner Info ([Privacy](#))
Owner(s) Name FAR FAR PROPERTIES INC
Owner Address 661 SE 162ND AVE
City/State/Zip PORTLAND OR 97233



Property Description

Tax RITLOW AC, BLOCK A, N 277' OF W 1/2 OF E 1/2 & N 277' OF E 115' OF W 1/2
Roll OF LOT 1 EXC E 70' OF N 100' Use 9-20 UNIT MULTI-FAMILY
Lot 1 Block A

Tax Districts

Deed Information

Sale Date	Type	Instrument	Sale Price
02/03/2005	WARRANTY DEED	2005022667	\$1,000,000.00
04/04/2001	WARRANTY DEED	01050209	\$850,000.00
03/01/1998	WARRANTY DEED	98037491	\$785,000.00
06/01/1996	WARRANTY DEED	96084521	\$695,000.00

Land Information

Type	Acres	SQFT
MULT	1.0900	47,631
ON SITE DEV APTS		0

Improvement Information

Improvement Type 9-20 UNIT MULTI-FAMILY

Improvement Value \$790,030.00

Room Descriptions

Building Class

ALDER ROYAL *75 Units

16124 SE Alder St. Portland OR 97233
Amenities: Play area, laundry facilities, off street parking, dishwasher garbage disposal
1 Bedroom, 1 Bath, 750 sq ft
Studio Units 475 sq ft

ALDER VILLAGE *50 Units

16000 SE Alder St. Portland OR 97233
Amenities: Swimming pool, laundry facilities, dishwasher, off street parking, close to Max/Tri-Met
1 Bedroom, 1 Bath, 625 sq ft
2 Bedroom, 1 Bath, Townhouse sq ft
2 Bedroom, 1 Bath, 682 sq ft
3 Bedroom, 1 Bath, 925 – 1000 sq ft

ASCOT ACRES *33 Units

13801 – 13865 SE Stark St. Portland OR 97233
Amenities: Off street parking, laundry facilities, dishwasher
3 Bedroom, 1 Bath, 955 sq ft
2 Bedroom, 1 Bath, 820 sq ft

BARDON *17 Units

14021 SE Stark St. Portland, OR 97233
Amenities: Off street parking, laundry facilities on site
2 Bedroom, 1 Bath, 825 sq ft

BEAVERCREST *17 Units

166 NE 162nd Ave. Portland, OR 97230
Amenities: Water, sewer, & garbage. Laundry Facilities on site. Off street parking, close to Max
2 Bedroom 1 Bath, 795 sq ft
1 Bedroom 1 Bath, 695 sq ft

CAMERON PARK *20 Units

621 NE 162nd Ave. Portland, OR 97230
Amenities: Water, sewer, & garbage. Laundry Facilities on site. Off street parking, close to max
2 Bedroom 1.5 Bath, 830 sq ft
2 Bedroom 1 Bath, 851 sq ft
1 Bedroom 1 Bath, 714 sq ft

CLAYBOURNE TERRACE *12 Units

7302-7336 SE Claybourne St. Portland, OR 97233
Amenities: Washer/Dryer hookups, attached garage, dishwasher, off street parking
3 Bedroom, 1 Bath, 960 sq ft

COUNTRY RAMBLER *16 Units

720 SE 187th St. Portland OR 97233
Amenities: Off street parking, close to Max, dishwasher
2 Bedroom 1 Bath, 850 sq ft
3 Bedroom 1 Bath, 995 sq ft

MEADOWLARK *16 Units

3600 SE112th Ave. Portland OR 97266
Amenities: Off street parking, laundry on site
2 Bedroom 1 Bath, 850 sq ft

RAIN TREE *42 Units

878 SE 187th St. Portland OR 97233
Amenities: Laundry facilities, dishwasher, off street parking, some with patios
2 Bedroom, 2 Bath, 850 sq ft – town house
2 Bedroom, 1 Bath, 825 sq ft – apartment
1 Bedroom, 1 Bath, 435 sq ft

ROSEWOOD *47 Units

16033 SE Stark St. Portland OR 97233
Amenities: Laundry facilities, off street parking, dishwasher, garbage disposal, patios and balconies, some with washer and dryer hook up.
Front Units 14
2 Bedroom, 2 Bath, 850 sq ft
1 Bedroom, 1 Bath, 700 sq ft
Back Units
3 Bedroom, 1 Bath, 1000 sq ft
2 Bedroom, 1 Bath, 750 sq ft
1 Bedroom, 1 Bath, 600 sq ft

SHANNON LLC *12 Units

912-924 NE 91st St Portland, OR 97220
Amenities: Off street parking, laundry facilities on site. Water sewer & garbage are paid by the owner.
2 Bedroom, 1 Bath, 939 sq ft. – 4 units
3 Bedroom, 2 Bath, 1161 sq ft – 8 units

STEVENS PLACE *12 Units

14112-14134 SE Stark St. Portland OR 97233
Amenities: Off street parking, laundry facilities
3 Bedroom, 1 Bath, 1000 sq ft
2 Bedroom, 1 Bath, 901 sq ft
House, 2 Bedroom, 1 Bath, 850 sq ft

SURREY SQUARE *26 Units

203 SE 162nd Ave. Portland OR 97233
Amenities: Laundry facilities, dishwasher, off street parking
3 Bedroom, 1 Bath, 925 sq ft
2 Bedroom, 1 Bath, 807 sq ft
1 Bedroom, 1 Bath, 560 sq ft

TAYLENE COURT *11 Units

809-829 SE 187th St. Portland OR 97233
Amenities: Washer and dryer hookups, some with yards, off street parking, close to Max
2 Bedroom, 1 Bath, 850 sq ft

WALNUT TERRACE *20 Units

15220 SE Stark St. Portland OR 97233
Amenities: Covered parking, dishwasher, washer & dryer hook up
2 Bedroom, 2 Bath, 852 sq ft
1 Bedroom, 1 Bath, 748 sq ft

Office Hours:
Monday-Friday 9am - 5pm
Saturday-Sunday 9am - 3pm
661 SE 162nd Ave. Portland, OR 97233

Testimony on the Portland Comprehensive Plan 2035

Daniel Pirofsky

2173 N.E. Multnomah Street, Portland, Oregon 97232

I speak for 94 residents of Sullivan's Gulch who have endorsed this testimony, which concerns one specific proposal affecting an area on the south side of NE Multnomah Street from 19th to 21st Avenues within the Sullivan's Gulch neighborhood.

I will first review the facts behind this proposal, which contradict the intended application of a new land use designation and proposed zoning. I will then review the planning process that arrived at this proposal, which lacks any clear rationale other than perfunctory comments in the N/NE Quadrant Plan attributed to unnamed stakeholders.

I oppose this proposal to change the Land Use Designation for this area to *Mixed Use – Urban Center*, with proposed zoning as *Commercial Mixed Use 3*. I urge City Council to retain the current designation as *High Density Multi-Dwelling* and current zoning as High Density Residential (RH). I oppose mixed use in this area, especially at the “large-scale”, intense level of CM3 zoning, but fully support high-density residential use.

First: This area is part of a residential neighborhood with a healthy mix of single-family and multi-dwelling styles, surrounded by commercial districts on all sides. It has no current commercial properties. The nearest commercial property is the Marriott Residence Inn, which blends nicely into the residential character of the neighborhood.

Second: This area does not meet the City's criteria for a *Mixed Use – Urban Center* designation. It is not part of any civic corridor and does not satisfy MAX or bus service criteria for this new designation. The Plan proposes to carve out a new corridor from an existing residential neighborhood, yet this new corridor is restricted to the south side of Multnomah Street.

Third: Sullivan's Gulch is a residential neighborhood blessed with close walking access (five to twelve blocks at most) to commercial areas already available on all four sides of Sullivan's Gulch: Broadway to the north, Lloyd District to the west, Kerns neighborhood to the south, and Fred Meyer/Grant Park Village to the east. We don't need closer access to commercial activity within our neighborhood.

Fourth: Traffic and parking have in recent years already increased significantly, so future commercial activity in this particular area will only put additional pressure on the neighborhood along NE Multnomah, a local service street, and 21st Avenue, a neighborhood collector street with critical access south over the Banfield Freeway.

Fifth: There is already an elegant transition from the commercial Lloyd District through the Residence Inn into this exclusively residential area with a healthy mix of single-family homes, apartments, and mid- to high-rise condominiums. Under the *Mixed Use - Urban Center* designation, proposed zoning would be *Commercial Mixed Use 3 (CM3)*. According to the Mixed Use Zoning Project Discussion Draft (p. 2), one of the fundamental changes to Commercial Mixed Use Zones is to “improve transitions to neighboring residential areas through a height ‘step down’”. From the existing commercial area west, including The Residence Inn, building heights are well below the 65' height of a CM3-style building. Therefore, allowing CM3 zoning would create a step-up, not a step-down for building heights, mass, and intensity of use. Both the height and intense use allowed by this zoning would be aesthetically and functionally jarring—an inappropriate application of the mixed use concept to support an elegant transition. Aesthetically, mass and height would be clearly out of character from the immediately surrounding residential area. Functionally, more intense commercial activity at this location would

necessarily increase traffic and parking pressures on this area. It is obvious that CM3-style development would mar an already elegant transition from commercial to residential activity.

Based on these facts, applying the mixed use concept to this area is both unnecessary and potentially harmful of livability in Sullivan's Gulch. I urge you not to allow commercial development outside existing civic corridors or within existing residential neighborhoods, as stated in the Plan objectives.

Now I will address the planning process involved in arriving at this proposal.

I applaud the Bureau of Planning and Sustainability for its significant efforts (SACs, MapApp, neighborhood meetings, etc.) at citizen outreach during the development of the Comprehensive Plan. However, the complexity of both the planning issues and the planning process have nevertheless created difficulties for citizens and neighborhoods to respond effectively.

The Comprehensive Plan adopted this proposal from the N/NE Quadrant Plan published October 25, 2012. One of its Study Areas was the so-called "North Banfield Portal," which is actually a part of the Sullivan's Gulch neighborhood, for which the plan proposed the following:

"Apply CXd zoning to the sites south of Multnomah St. and west of NE 21st Avenue. Existing environmental conservation (c) overlay zoning will remain.

Background: Two sites at the corner of NE Multnomah and NE 21st Avenue are currently occupied by a courtyard apartment building and several older single-family homes. *Stakeholders are interested in seeing redevelopment in the area with a mix of uses, but much of the area is zoned for residential and one of the sites is currently split-zoned with a mix of residential and commercial office zoning, complicating redevelopment.* The staff proposal is to rezone the site to better meet future redevelopment desires."

Who are these stakeholders? As I describe below, apart from comments from stakeholders unnamed in the report, it is obvious that no explicit planning rationale for a change in designation or zoning has been articulated by BPS.

I raise two objections to the planning and outreach process conducted during the development, first, of the N/NE Quadrant Plan, and later the incorporation of this proposal into the Comprehensive Plan without broad neighborhood discussion.

1. Appearance of special interests arising from the composition and discussions of the Stakeholder Advisory Committee; and
 2. Outreach through the Sullivan's Gulch Neighborhood Association.
1. Appearance of special interests arising from the composition and discussions of the SAC

Again, I applaud BPS for the transparency in their report, documenting both the composition of the SAC and the events conducted with project staff and members of the community. The record of discussions regarding this property shows three distinct consultations (3/22/2012, 4/27/2012, and 9/10/2012) between the single property owner of lots at NE 21st and Multnomah and city planners. (See references to E. John Rumpakis in the N/NEQP plan, pp. 138, 139.) While it is certainly appropriate for property owners not serving on the committee to testify before the committee, individualized meetings such as this give the appearance of special interests involved in development of the plan. Clearly, a property owner's "future redevelopment desires" is served by an upscaling of zoning to allow for commercial use. But how is this discussion of this particular area in our neighborhood informed by broad neighborhood discussion? Do the interests of a single property owner trump the interests of the surrounding residents?

In addition, the SAC included a member who was the Chair of the Land Use and Transportation Committee for the Sullivan's Gulch Neighborhood Association (SGNA), citing her interest as representing the neighborhood. Clearly, if the report suggests that "stakeholders are interested in seeing redevelopment in the area with a mix of uses", it must rely on the fact that this member of the SAC was the sole point of contact with the neighborhood. However, the Chair of the SGNA Land Use Committee was never empowered by the SGNA Board of Directors to support or oppose any BPS proposals without an explicit Board decision. No such decision was made or communicated to the City.

In fact, no formal request for a change in land use designation or zoning has ever been made by the SGNA, as demonstrated by an exhaustive review of their meeting minutes. On May 13, 2013, the SGNA Board did approve a motion to support the application by Mr. E. John Rumpakis "to pursue a zoning adjustment to their property at the SW corner of NE 21st and Multnomah." (See *SGNA Minutes* for Tuesday, May 13, 2014, published over a year later on July 2, 2014.) However, this request for approval relied on the aforementioned proposal in the N/NE Quadrant Plan which had already based its report at least in part on communication with this property owner.

The SGNA Board comment summary states that "the request does not involve any frontage along NE Multnomah, nor does it relate to a specific building or project design, only to a zoning designation or limitation.... The request for support of the application for adjustment pertains only to the height adjustment for the one portion of the site brought up to meet the remainder of the property and does not ask for any change of zoning designation on the property at this time."

Therefore, this Board action does not pertain to the eventual inclusion of this property in a new *Mixed Use - Urban Center* designation in the Comprehensive Plan, nor to its proposed CM3 zoning.

But it is clear that inclusion of this area in the Comprehensive Plan was conceived as part of the N/NE Quadrant Plan, based on meetings of city planners with a property owner and/or with the approval of this member of the SAC. Again, the SGNA never offered the City a letter of support for or opposition to any proposal in the Comprehensive Plan. In lieu of new policy from SGNA, the Sullivan's Gulch Action Plan, adopted by City Council in 1987 remains the guiding document for development in Sullivan's Gulch.

I applaud other neighborhood associations that engaged this process in an open, representative, and formal manner; our neighborhood association effectively foreclosed our neighborhood voice by allowing exclusive attendance and comments at SAC meetings by its Land Use Chair and arrangements to support the interests of a single property owner. This behavior violates the stated objectives in the planning process for citizen outreach and fair representation, effectively introducing a clear conflict of interest.

2. Outreach through the Sullivan's Gulch Neighborhood Association

After adoption of N/NE Quadrant plan in 2012, SGNA held no hearings in the neighborhood to inform residents and elicit their views on the Comprehensive Plan. The Board did not itself discuss any specific proposals, but merely received reports on the process by its Land Use Chair. A group of residents tried to raise these issues with the Board on several occasions, with no success. Ultimately, SGNA never offered the City a letter of support for any proposal in the Plan.

It is also important to point out that the residents of Sullivan's Gulch have generally been uninformed regarding the proposed designation and zoning changes for this area. While a charette was held 4/19/2012 by our neighborhood association with BPS planners during the work of the N/NE Quadrant Plan, these presentations and discussions were conducted without mention of concrete planning proposals to be later adopted into the Comprehensive Plan. BPS staff attended an SGNA Land Use and Transportation Committee meeting on 5/1/2012, but no mention of this contact was made at following Board meeting minutes. On 6/21/12 a walkabout

called the Broadway charette was held for residents; but again, according to SGNA Board minutes, provided no specific information on land use planning. Later, repeated attempts by neighborhood residents to gain more specificity in our discussions of the Comprehensive Plan and to raise this as an issue for broad public discussion among residents of our neighborhood—to offer the City our collective voice on the Comprehensive Plan proposals—have been repeatedly stymied by the SGNA Board, which continues to insist on managing the affairs of the association without broad public discussion. Currently, the SGNA Board in general and its Land Use Committee in particular, lacks an accessible and representative process through which to discuss and deliberate on issues such as these, which is an issue of great contention in the neighborhood at the present time.

At the September 8, 2015 meeting of the SGNA Board, a motion to hold a public meeting dedicated to this discussion was offered, but failed in a tie vote of 5–5. In effect, the Board refused to hold a public meeting to inform and seek the views of residents. This is unconscionable for a neighborhood association. However, a group of residents organized a meeting anyway, with a presentation from BPS staff on all the proposals for Sullivan’s Gulch. On November 24, 2015, over 75 residents attended this meeting, 50 of whom submitted written cards citing one or more interests in specific land use issues, with 12 participants submitting 19 questions and 19 submitting comments. All comments received were opposed to Comprehensive Plan proposals for their neighborhood. An open question and answer period raised a number of relevant issues. BPS staff acknowledged there had been no prior consensus in the neighborhood on any proposals. However, the response and discussion at our meeting clearly suggested, both to ourselves and, I believe, to BPS staff, that there is significant opposition to a designation of *Mixed Use – Urban Center*.

Under these circumstances, I feel it is incumbent on BPS to reconsider this proposal for a change in designation.

Again, I applaud other neighborhood associations that engaged this process in an open, representative, and formal manner. While our association failed to conduct the proper outreach to satisfy City objectives for the planning process, many more residents of Sullivan’s Gulch are now aware of this proposal in the Comprehensive Plan and are submitting comments. We trust the Council will investigate current opinion in the neighborhood.

I respectfully submit that applying the *Mixed Use – Urban Center* designation with CM3 zoning to this area in the future will degrade rather than improve the livability of Sullivan’s Gulch. We ask City Council to amend its Comprehensive Plan to retain the residential character of our neighborhood, which is one step away from the vibrant commercial areas it borders.

Endorsed by:

Daniel Pirofsky, author

Dave Brook

Lynne Coward

John Frewing

Mary Kelly-Klein

Bob Leopold

Claudia Ospovat

Emily Young

The Fontaine Condominium Association (representing 88 owner occupied condo units.)

Rezoning SE 15th and Clinton

Hi, my name is Peter Mahr and I am a homeowner at 1417 SE Clinton St. The owner of the property on the southwest corner of 15th and Clinton St. is asking the Portland City Council to grant him a zoning change from residential to commercial. This property is in an area initially floated by the 2035 Comp Plan as possibly changing from residential to commercial. After receiving considerable neighborhood feedback against commercial zoning this area in general, and the property on the southwest corner of 15th and Clinton in specific, remains residential in the draft 2035 comp plan. The property owner is still requesting, however, that the Portland City Council carve out a zone change in this area, for his property only, from residential to commercial.


The neighborhood is opposed to rezoning this property. We enjoy a residential neighborhood with numerous commercial businesses within easy walking and biking distances. There is an elementary school nearby and we want more families with small kids to move in and walk their kids to the school. We want to maintain a quiet, safe, residential feel to the neighborhood. Commercial businesses on this property will increase noise, parking problems and other potential disruptions. We talked with our neighbors and got over 50 signatures opposed to zoning this particular property commercial. HAND, our neighborhood association declined to write a letter in support of the zone change as well. Therefore, we ask the Portland City Council to maintain the zoning of the property at 1727 SE 15th Ave as residential in the 2035 Comp Plan.

Thank you.

Neighborhood Direct Challenge to the Re-Zoning

2717 SE 15th at SE Clinton St.

- ❖ I support respecting the boundaries of our homes and residential area and keeping current zoning of above property as RESIDENTIAL.
- ❖ I support a stable neighborhood with a clean, healthy residential area that is livable and walkable with close schools and public transportation.
- ❖ I support local small businesses within our community and feel we have plenty of local options without the zone change.

Name	Address	email or phone
Thomas E Forsyth	2604 SE 14 th Ave	^{web} tomf @email4.us 
Bob KERBS	2530 S.E. 14 th AVE	503-232-1403 RJK
Jean Anderson	2025 SE 22 nd AVE	608 894 8907 JK
Tom Kerstan	2035 SE 22 nd Ave	971-207-8840 TK

Neighborhood Direct Challenge to the Re-Zoning

2717 SE 15th at SE Clinton St.

- ❖ I support respecting the boundaries of our homes and residential area and keeping current zoning of above property as RESIDENTIAL.
- ❖ I support a stable neighborhood with a clean, healthy residential area that is livable and walkable with close schools and public transportation.
- ❖ I support local small businesses within our community and feel we have plenty of local options without the zone change.

Name	Address	email or phone
EDWIN LAMIS	2403 SE 15TH AVE. PORTLAND OR	97202
Tina Ambrose	1405 SE Clinton	Portland, OR 97202
NICK KLEIN	2518 SE 14TH AVE, PORTLAND, OR	97202. 503.735.5810
ANDREW CLYDE	1426 SE DIVISION Ave	Portland OR 97202 chequawzo@gmail.com
HENRY GIBSON	" "	misplacedake@gmail.com
TRICIA RASPERO	1336 SE Division	Portland 97202 503-810-190
Andreas Savranakis	" "	" "
Wan / Kay Faust.	Wan + a Kay Fa Faust.	143 SE Clinton St
Tena Barton - Monaghan	2537 SE 13th	503-863-9611
Cecily Murray	2514 SE 13th Ave	503-758-8126
Steve Mesulam	2223 SE Grant St.	503-957-0668
Julia Lager - Mesulam	222 SE Grant St.	

Neighborhood Direct Challenge to the Re-Zoning

2717 SE 15th at SE Clinton St.

- ❖ I support respecting the boundaries of our homes and residential area and keeping current zoning of above property as RESIDENTIAL.
- ❖ I support a stable neighborhood with a clean, healthy residential area that is livable and walkable with close schools and public transportation.
- ❖ I support local small businesses within our community and feel we have plenty of local options without the zone change.

Name	Address	email or phone
Pamela Marks	2518 SE 13 th	pam-e-lah@yahoo.com
Lisa Stevens	3228 SE Brooklyn St	lisastevens2011@gmail.com
Kirsten Jacobs	2214 SE Sherman St	KIRSTENJACOBS@GMAIL.COM
Jake Kirsch	"	jakedkirsch@gmail.com
Dave Caliger	2635 SE 14 th Ave	davecaliger@gmail.com
Cara James	2635 SE 14 th Ave	cara.a.james@gmail.com
KEN BRYAN	2610 SE 14 th Ave.	kendbryan@yahoo.com
Alice McKinney	1224 SE IVON	503 380-0554

Neighborhood Direct Challenge to the Re-Zoning

2717 SE 15th at SE Clinton St.

- ❖ I support respecting the boundaries of our homes and residential area and keeping current zoning of above property as RESIDENTIAL.
- ❖ I support a stable neighborhood with a clean, healthy residential area that is livable and walkable with close schools and public transportation.
- ❖ I support local small businesses within our community and feel we have plenty of local options without the zone change.

Name	Address	email or phone
Dave Shary	1341433 SE Clinton	dave@miniloop.net
Jon Kosenick	1501 SE CLINTON ST.	JKOSENICK@GMAIL.COM
Susan Elshire	2617 SE 15 th Avenue	elshiresusan@yahoo.com
LUCILLE SWITZER	2530 SE 14 th AV.	503-232-1403
TRAVIS VISSCHER	1414 SE DIVISION ST.	MYLITTLEPONEEE@HOTMAIL.COM

Anthony Brisson	1426 SE Division St.	anthonydbriss@yaho.com
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Paula Tucker	11625 SE Clinton	tucker.paula.marie@gmail.com
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Tom Mills	11623 SE Clinton St.	tbillingsmills@gmail.com
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Lia Mills	11623 SE Clinton St.	liabmills@gmail.com
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J. Elliott	2625 S.E. 15 th Avenue	orbis@imagina.com
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Mark Schlessner	2625 SE 15 th Avenue	charlessmarks@hotmail.com
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Rudolf Droszda	2625 SE 14 th Ave	rudolf.droszda@indiana.com
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Code Way - 105th NE Davis Ct. - Willows Area

"no cause" eviction notice in Oct. 9
owner reason, what's ~~the~~ ^{house} bet, for family members?

Aspinds, heard that a new law was passed
90 days rental increase or move out

also, was directed to P.A.T. / Housing Hotline
for discrimination / C.A.T. Has been supportive

~~by~~ ^{suggested to} requested a extension as law
would be passed Nov 13, 2015 - I was

as to be evicted by Dec. 9. / a 60 days, more.

I've lived ~~at~~ at my rental house for 12+
being a responsible renter / with help

of payment thru Chap / Hud Sec 8, paying
forwards, their house payment

I will be homeless, if not find a place
23/ un-employed
(my son & furies / companion) (40-60, lower income)
live month to month, no savings,
no home
do ~~or~~ more
to.

I feel, a "non" eviction notice - End

Displacement, Portland Metro Area

thanks to Court - ~~to~~ support of my

rights of displacement - rental rights

Please End displacement.

thanks to C.A.T. help & guidance - my Rights on Housing.
to now know of 90 day - 90 days / rent increase
Supply & demand - to displace families, Seniors, Single &
furies / companions
or move out

Just Say Yes,

Thank you.

Claudia Koff

To displace people & furies
to homelessness.
to High rental rents

Share your feedback with the Portland City Council

Provide testimony online via the MapApp, by email, letter or in person.

ONLINE VIA THE MAPAPP	www.portlandoregon.gov/bps/mapapp
EMAIL	Send to cputestimony@portlandoregon.gov with "Comprehensive Plan Testimony" in the subject line. Be sure to include your name and mailing address.
LETTER	Send a letter with your comments to: Council Clerk 1221 SW 4th Avenue, Room 130, Portland, OR 97204 Attn: Comprehensive Plan Testimony
IN PERSON	Attend a public hearing to offer oral testimony directly to the City Council. You may sign in up to one hour before. Testimony will be limited to two minutes. Thursday, November 19, 2015 2 – 3 p.m. – Testimony heard on the Economic Opportunities Analysis and Growth Scenarios Report 3 – 6 p.m. – Testimony heard on the Recommended Draft Comprehensive Plan Goals, Policies and Land Use Map 1221 SW 4th Avenue, Council Chambers, Portland, OR 97204 Thursday, December 3, 2015, 6 – 9 p.m. Testimony heard on the Recommended Draft Comprehensive Plan Goals, Policies and Land Use Map Mittleman Jewish Community Center, 6651 SW Capitol Hwy Thursday, December 10, 6 – 9 p.m. Testimony heard on the Recommended Draft Comprehensive Plan Goals, Policies and Land Use Map Parkrose High School, 12003 NE Shaver Street Thursday, January 7, 2015, 6 – 9 p.m. Testimony heard on the Recommended Draft Comprehensive Plan Goals, Policies and Land Use Map Self Enhancement, Inc., 3920 N Kerby Avenue

Testimony should contain your full name and mailing address. Without your name and mailing address, the City is not able to send you notification of the Council's final decision, and you may not be able to appeal the Council's final decision.

Testimony is currently scheduled to close on January 7, 2016, at the end of the hearing. There will be another hearing in the spring on City Council amendments.

Check www.portlandonline.com/auditor/?c=26997 one week before the scheduled hearing for updated information.



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Submitted by
James Smith
12/10/15

SUMMARY

The MTNA:

- values Portland Nursery as an important asset to our community;
- Appreciates the engagement with Bureau of Planning & Sustainability for their outreach to the community and thoughtful inclusion of our concerns in their comprehensive plan work. Special recognition of Marty Stockton for her time and expertise.
- supports the BPS staff recommendation to retain the split commercial/residential zoning on the site with the adjusted boundary;
- supports allowing nursery use as a “conditional” use on the property; and
- opposes designating the entire Portland Nursery property as commercial;
- supports exploring other options, such as a special designation that would allow nursery use as long as the nursery is in place and then revert to residential zoning if the nursery operation ends.

07/09/2015

Palisades Property Management, Inc.
1100 NE 28th Ave.
Suite 100
Portland, OR 97232

William Kim
502-520 NE 78th Ave - 510
Portland, OR 97213

Notice of rent increase

Pursuant to Oregon Landlord Tenant Law, this is to inform you that your rent will be increased 09/01/2015.

Your monthly rent will increase from \$ 600 to \$ 1295.⁰⁰

Your water/sewer charge will increase from \$ 0 to \$ 65.⁰⁰

New total monthly rent: \$ 1360.⁰⁰

This notice has been served personally and is effective 31 days later at midnight (end of day).

If written agreement allows, this notice has been served by posting on the main entrance door of the dwelling and mailed first class mail. It is effective 31 days later at midnight (end of day).

This notice has been served by first class mail and the effective date is extended by 4 days including the date mailed. It is effective 34 days later at midnight (end of day). **This increase will take place 09/01/2015.**

Palisades Property Management requires a pet rent for dogs and cats . Cats are \$15 per month per cat. Dogs are \$25 per month per dog. If you have a pet please contact our office.

Thank you,

Palisades Property Management, Inc.
portlandrent@gmail.com
503-245-3087

March 11, 2015

City of Portland
Attention: Planning and Sustainability Commission (PSC)
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

Re: Additional comments on July 2014 Draft 2035 Comprehensive Plan

Dear Planning and Sustainability Commission Members:

This letter supplements my prior letter dated October 29, 2014 with comments on the City's Comprehensive Plan update project. The purpose of this correspondence is to request that the City change the comprehensive plan (and zoning) designation for the properties at 1208 SE Boise Street and 4214 SE 12th Avenue from residential to commercial to match the existing commercial designation of our adjoining properties at 4207 and 4211-4245 SE Milwaukie Avenue (see location map below).



Our research of the property's history demonstrates that all four properties shared C2 General Commercial zoning through 1980 (see enclosed excerpts from the October 1, 1979 citywide zoning map and the 1980 quarter section zoning map). The zoning was subsequently changed to residential when the City adopted the 1980 Comprehensive Plan. In 2007, the City granted a Measure 37 claim for the parcels fronting on Milwaukie Avenue and approved a zone change from R1 (R1,000 Medium Density Multi-Dwelling Residential) to CG (General Commercial) for these two sites. Unfortunately, the zone change at that time did not encompass the Boise Street and 12th Avenue parcels even though the eastern portions of the rear yards of those sites (below the retaining wall shown on the map) are partially paved and utilized by our adjoining commercial properties for parking and storage.

Having consistent zoning across all four of our properties would allow for property line adjustments not currently permitted due to the differing base zones of the western and eastern parcels. This would also open up the possibility of utilizing the Boise Street and 12th Avenue parcels for expansion of Townshend's Tea Company, Brew Dr. Kombucha, and Thomas & Sons Distillery, the successful business affiliates leasing our Milwaukie Avenue parcels. Generally, the expansion would free up existing office space for production use that could create more jobs for our community.

Implementing a commercial plan designation for 1208 SE Boise Street and 4214 SE 12th Avenue would reflect the historical commercial intent of the properties and existing conditions of the paved area while supporting the City's *neighborhood corridor* and *inner ring district* urban design objectives of the Comprehensive Plan update. We would request that you incorporate our proposed changes into the citywide updates to the comprehensive plan.

Thank you for your consideration.

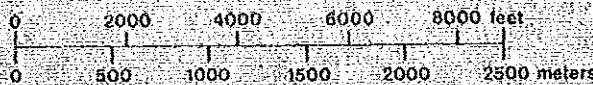
Sincerely,

Jerry Baker
15819 NW Fair Acres Drive
Vancouver, WA 98685

Enclosures: October 1, 1979 City of Portland zoning map excerpts
 December 31, 1980 Quarter Section Zoning Map 3431

City of Portland

Prepared by the Bureau of Planning
 PORTLAND, OREGON OCTOBER 1, 1979



SUMMARY OF PORTLAND ZONING CODE:

Effective 7/1/79 and 7/1/79 to 10/1/79

FARM AND FOREST ZONE

FF Single family dwellings, recreational buildings and structures, and other uses, and lots of at least 2 acres in area.

SINGLE FAMILY RESIDENTIAL ZONES

R20 20,000 sq. ft. minimum lot area

R10 10,000 sq. ft. minimum lot area

R7 7,000 sq. ft. minimum lot area

R5 5,000 sq. ft. minimum lot area

APARTMENT ZONES

A2.5 5,000 sq. ft. minimum lot area. One and two story detached single family houses, duplexes and townhouses.

A1 5,000 sq. ft. minimum lot area. Two story detached apartment zone allows single family homes, duplexes and townhouses. Generally determined by lot area.

A0 5,000 sq. ft. minimum lot area. Density is determined by FAR, SF, or lot area as determined by ratio of gross floor area to lot area.

AX New downtown apartment zone

COMMERCIAL ZONES

C5 Limited commercial zone. Allows commercial parks such as small retail stores (10,000 sq. ft. maximum), professional offices (on sites limited to 10,000 sq. ft. and 5 acres in size), and computer research facilities (on sites over 5 acres). Residential uses are prohibited.

C1 Local commercial zone. A (R) and B. A lot with a maximum permitted percentage of lot area. Allows commercial stores and other uses in the immediate neighborhood. Maximum lot area is determined by A2.5 or A1 zone regulations.

C2 Central commercial zone. Allows all types of retail and service establishments. Certain heavy commercial uses are limited in size, floor area, and height. Residential development is governed by A1 or A0 zone regulations.

C1 Central business zone. Allows high rise commercial buildings in the downtown area. The site covering height is limited by a 12:1 floor area ratio. Residential development is also permitted.

INDUSTRIAL ZONES

M1 Limited industrial zone. Allows industrial parks on sites of at least 10 acres.

I1 Light industrial zone. Allows specific light industrial uses such as light manufacturing, warehousing, and distribution. A floor area limit of 10,000 sq. ft. is imposed on most uses in these zones. Lot sizes with 200 ft. of frontage. Res. A2.5 zone. Residential uses are prohibited by A1 or A0 zone regulations.

M2 General industrial zone. Allows all industrial uses except heavy industry. New residential uses are prohibited.

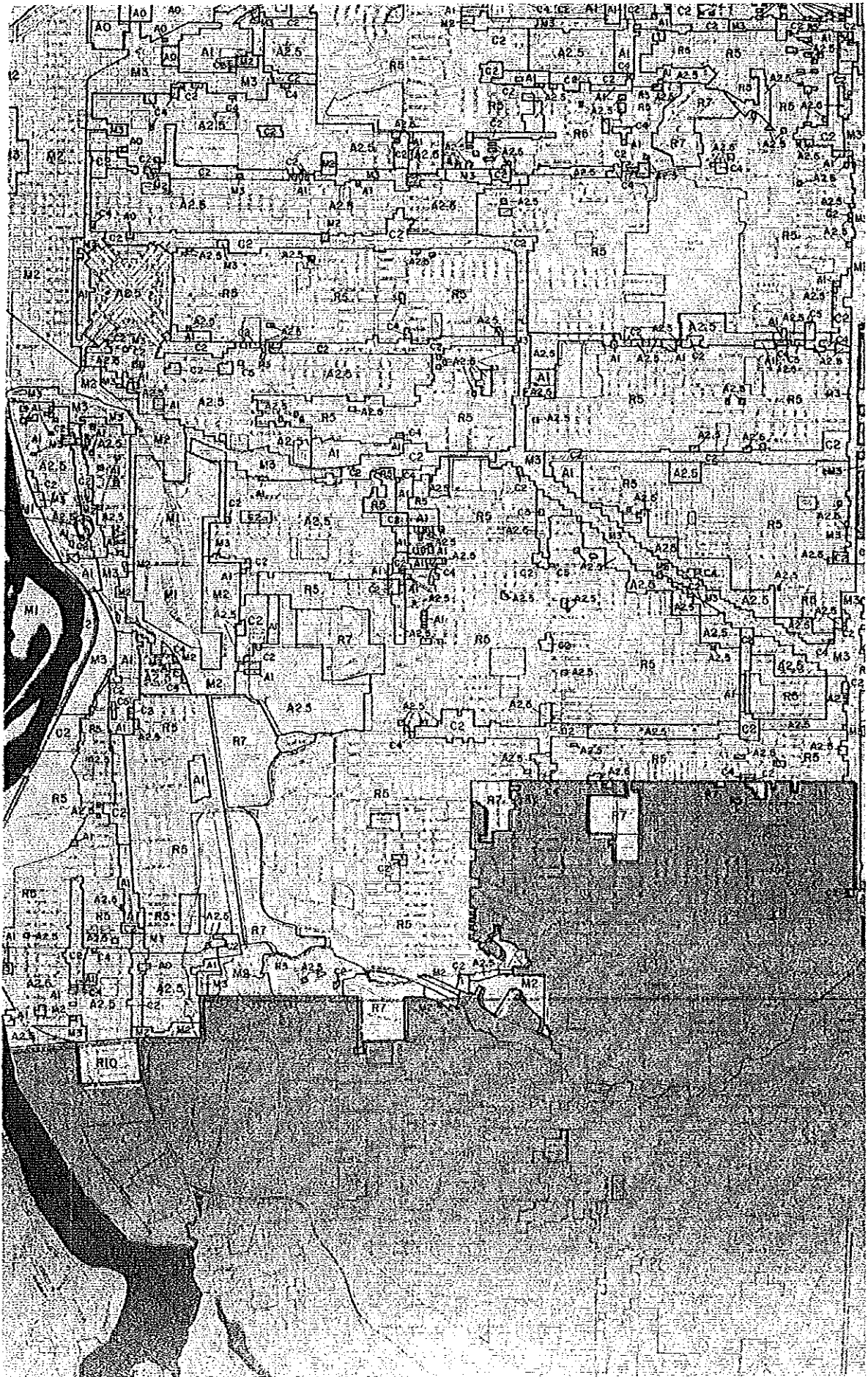
M1 Heavy industrial zone. Allows all industrial uses. These lots of poor soil resistance, health or safety must be approved through public hearing. New residential uses are prohibited.

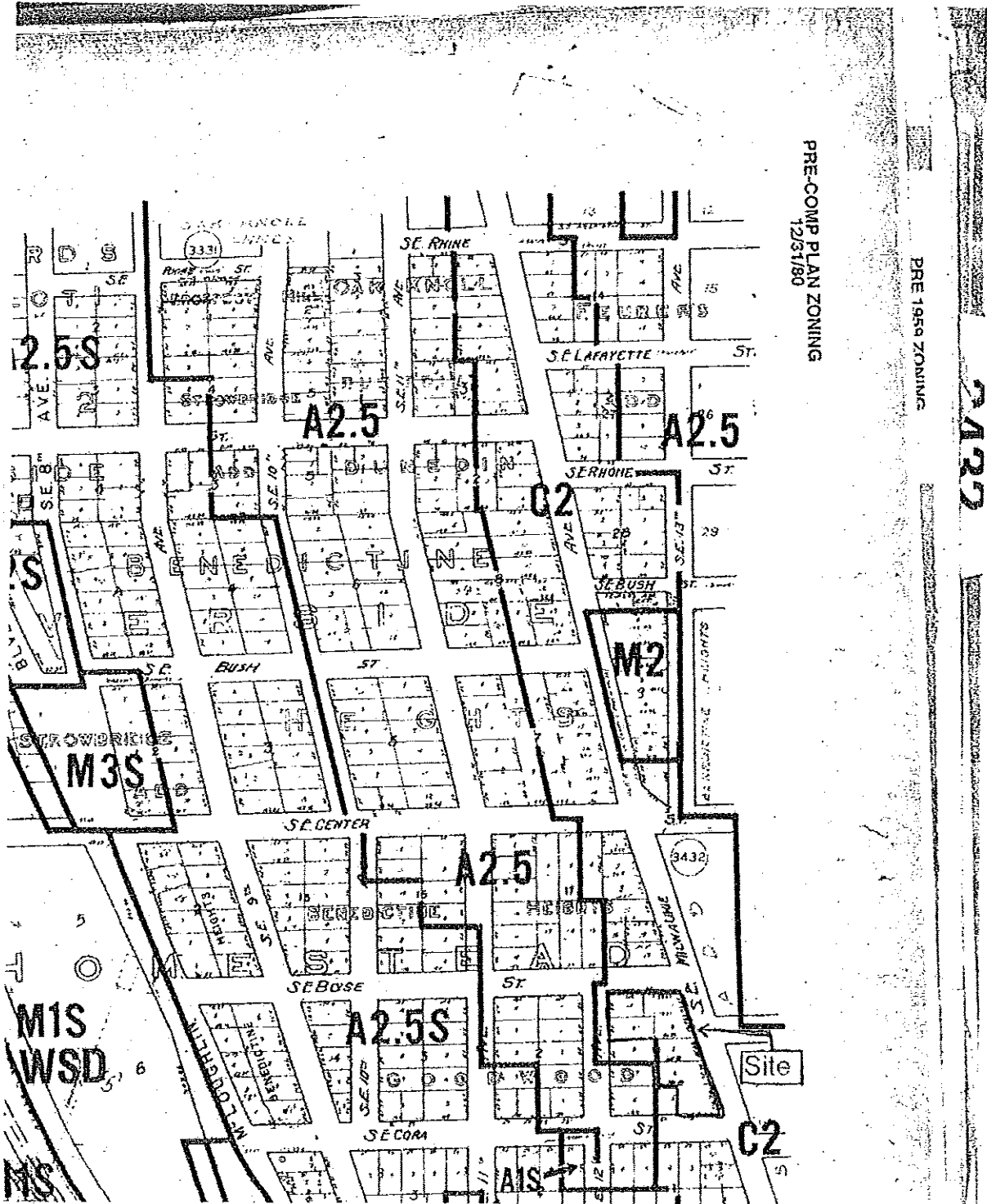
MX New downtown industrial zone

Use of zoning symbols: A - Attached; B - Single; C - Commercial; D - Office; E - Employment; F - Downtown; G - General; H - Heavy; I - Industrial; J - Medium; K - Office; L - Office; M - Medium; N - Office; O - Office; P - Office; Q - Office; R - Residential; S - Single; T - Office; U - Office; V - Office; W - Office; X - Office; Y - Office; Z - Office.

See Title 31, Portland City Code, for more detailed information.

SITE





PRE-COMP PLAN ZONING
12/31/80

PRE 1959 ZONING

2422

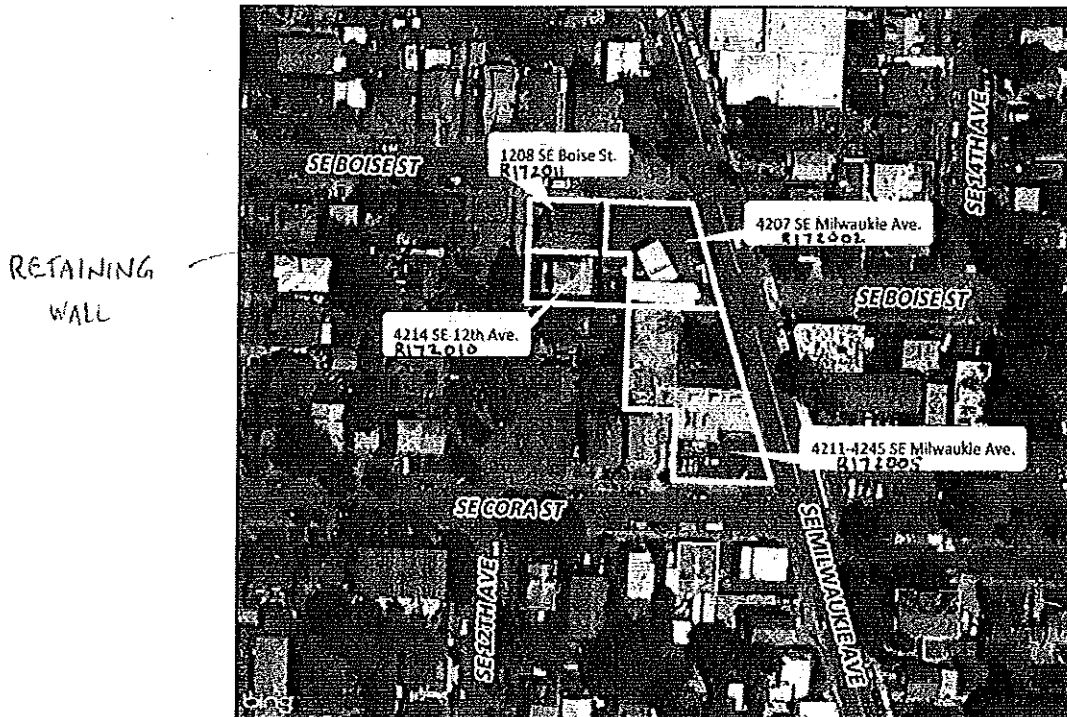
October 29, 2014

City of Portland
Attention: Planning and Sustainability Commission (PSC)
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

Re: Comments on July 2014 Draft 2035 Comprehensive Plan

Dear Planning and Sustainability Commission Members:

Thank you for the opportunity to provide input on the update of the City's Comprehensive Plan. I represent ownership of four properties in Southeast Portland located at 4214 SE 12th Avenue, 1208 SE Boise Street, 4207 SE Milwaukie Avenue, and 4211-4245 SE Milwaukie Avenue. On behalf of the ownership, I would like to comment on proposed map changes that affect these parcels near the intersection of SE Milwaukie Avenue and SE Boise Street (see map below).



My remarks are grouped based on the existing and proposed plan designations.

4207 and 4211-4245 SE Milwaukie Avenue

These two properties, which span from SE Boise Street to SE Cora Street, are identified as Property IDs R172002 and R172005 in the Multnomah County assessor records. The parcels are currently designated

General Commercial on the Comprehensive Plan map and are zoned *General Commercial*. As proposed by the City in the July 2014 draft (Change #604), the Comprehensive Plan designation would change to *Mixed Use - Neighborhood* and the zoning would either remain *General Commercial* or change to the "closest comparable zone" as applied in 2015 as part of the City's Mixed Use Zones project.

This property is home to Townsend's Tea Company, which brews and bottles organic Brew Dr. Kombucha tea on site. With 29 employees, this successful business continues to grow and expand and its products can now be purchased throughout the western U.S. plus Minneapolis, Atlanta, and Asheville, North Carolina. Brew Dr. Kombucha recently received a \$2.2 million expansion loan through funding from the Oregon New Markets Tax Credits Program, which was created to help grow successful businesses in economically depressed areas.

The company is also in the process of expanding its production to include distilled spirits which will be manufactured by a supplemental company (same ownership), by the name of Thomas & Sons Distillery, LLC. This collection of growing companies (Townshend's Tea Company, Brew Dr. Kombucha, and Thomas & Sons Distillery) is truly a genuine Portland business success story, adding jobs and wealth to the local economy. They also donate a portion of yearly profit to the local 501C3 non-profit Ecology in Classrooms and Outdoors (www.ecologyoutdoors.org) that teaches outdoor science-enrichment programs to local grade school children.

As the owners of the property, our interest is in ensuring that our tenants can continue to thrive, and that the proposed map amendments do not impair their ability to do so. We can only support the proposed Comprehensive Plan map amendment if both commercial and manufacturing/production activities remain as permitted uses (as currently allowed in Portland Zoning Code section 33.130.100). We are concerned that the proposed zones under discussion in the Mixed Use Zones project would not accommodate the uses currently allowed as a result of the City Council's approval of a Measure 37 claim that protected our rights to develop the property under General Commercial zoning.

4214 SE 12th Avenue and 1208 SE Boise Street

These two properties, which back up to the Milwaukie Avenue properties noted above, are identified as Property IDs R172010 and R172011 in the Multnomah County assessor records. The parcels are currently designated *Medium Density Multi-Dwelling* on the Comprehensive Plan map and are zoned *Residential 1,000*. As proposed by the City in the July 2014 draft (Change #269), the Comprehensive Plan designation would change to *Single - Dwelling 2,500* and the zoning would change to *Residential 2,500*.

These properties are currently developed with detached houses and rear yards that are partially paved and utilized by the adjoining commercial site. The commentary for the draft Comprehensive Plan states that the reason for the proposed map change is that "it is unlikely that the housing will be redeveloped into employment uses." However, we would urge you to think more broadly to allow the possibility of redevelopment. Given the houses' proximity to commercial property, it is probable that in the future the houses could be either remodeled or removed in a manner that creates jobs for the community. For that reason, our request is that the City aligns both the comprehensive plan designation and the zoning to match the commercial designations of our abutting properties. At a minimum, we would request a commercial comprehensive plan designation for these two properties to recognize the existing usage of the western portions of the parcels (below the retaining wall) and allow for a future zone change to commercial use.

Thank you for your attention to this matter.

City of Portland
Comments on July 2014 Draft 2035 Comprehensive Plan
Page 3

Sincerely,

Jerry Baker
15819 NW Fair Acres Drive
Vancouver, WA 98685

Comp plan

Susan Kuhn
Portland Planning Commission
1900 SW 4th Ave. Suite 7100
Portland, OR 97201

cputestimony@portlandoregon.org

Dear Ms. Kuhn:

I am submitting testimony for the committee meeting scheduled for Thursday, 12-10-15 at Parkrose High School Community Center. I live at 846 NE 117th Ave. within sight of the Hazelton Water Tower, which, considering the current weather is a good place to live. I will be unable to attend the meeting because of medical issues, so, I thought it best to submit my testimony based on the excellent article from the Mid-County Memo.

My story is simple. On Dec. 17, 2013 my wife, Vijay Dalton-Gibson, was struck and killed in a marked pedestrian crosswalk while returning from the Safeway store with our Jack Russell, Cassie. Since that tragic event, I've dedicated time and effort to promote pedestrian safety. Cassie survived and I care for her to this day. I've attended various meetings and spoke with Mayor Hales at a public safety meeting held earlier this year the Northeast. I also met with some of the planners for the Halsey-Weidler project and found them responsive.

Much more needs to be done to promote pedestrian safety. I am pleased that the city has finally started construction of an illuminated crosswalk sign at NE 117th and Glisan where my wife was killed. I also support additional signage and marked crosswalks along the Halsey corridor between NE 102nd and NE 122nd.

I've identified some attritional resources that may help in this effort. This may fall outside the purview of the PDC, but more has to be done to change the driving culture under which pedestrians are regarded as a nuisance. I can't begin to tell you the number of times I've been in a marked crosswalk where the car in the right lane stops, I start across the street and another car roars right through. (One driver even flipped me off.)

I submit that part of the plan should include increased provisions for enforcing existing laws regarding pedestrian safety. There may be federal funding to assist. The National Highway Traffic Safety Administration developed a "driver compliance with pedestrian right of way laws" program a few years ago. The study city was Gainesville, Fla. I believe the report is filed as DOT HS 811 786.

Rather than go into the details, one item that was included were traffic signs showing the number of pedestrian deaths in that particular city. Signage and designs are all very nice. Lowering the speed limit may help. However, without enforcement, the carnage will continue.

I've also learned that the City of Portland has a safety program called Vision Zero. I've been to the web site and was very disappointed to see there were almost no references to pedestrian safety. The rules about pedestrian right of way are clearly spelled out in the DMV manual. These rules are largely ignored. Again, lack of enforcement give drivers a green light to run over pedestrians whenever they feel like it.

As a professional planner, you are trained to look ahead and anticipate future changes and needs – not an easy task. I'm sure you are aware that going forward, there are going to be more pedestrians in this comp plan area. I can only request that part of the plan include improved enforcement of existing traffic safety laws.

Sincerely


Scott Dalton.

Testimony for Thursday Dec. 10, 2015 City Council Public Hearing on *The Comprehensive Plan*

Subject: Request to down-zone the "mini-business" intersection at NE Killingsworth & 30th from the current CS designation to the Comprehensive Plan's recommended CM1

Submitted by: Ben Earle
5524 NE 30th Ave.
Portland, OR 97211
503-680-8322, ben.earle@comcast.net

"Short Version"

The proposed 45 ft, 4 story "fully utilized setbacks" mixed use development, with ground floor retail + 3 floors of rental apartments on the NE corner of the NE Killingsworth & 30th "mini-business" intersection apparently would be glaringly out of character with both the existing 2 story business buildings on the 3 other corners and with the surrounding primarily single-family residences.

In additions, it will negatively impact access to the sun for adjacent homes to the east and especially the south-facing solar panels -- purchased and installed through the City sponsored *Solarize Portland* program -- on the house to the north where I have lived with my wife for 30 years.

Though allowed by the current CS zoning at this intersection, this imminent development will be non-compliant with the 35 ft / 3 story height limit established by the newly created CM1 zoning that BPS has *specifically determined* applies to the unique setting of this corner & neighborhood, per the just released *Mixed Use Zones Discussion Draft* section of *The Comprehensive Plan*.

We therefore respectfully ask that you "immediately" down-zone this intersection from CS to CM1.

The Property & Proposed Project

3009 NE Killingsworth (100 x 100 = 10,000 sq.ft. lot)

Note: Sale closing is targeted for Jan 13 with construction apparently slated to begin March / April and completed Fall 2016. (\$100K non-refundable "earnest money" has been paid to long-time owner Dave Bighouse.)

- **4 Story, 30 condo / apartments Mixed Use Building**
 - Height: 45 ft + 16 ft = 61 ft)
 - 1st: Retail
 - 2nd – 4th: A mix 30 1 & 2 BR rental apartments (est. 45-50 residents)
 - Roof: Elevator equipment "may extend up to 16ft above the height limit"
- **Restricted Residential Sun & Solar System Access**

With no increased setback or height "step-down" relative to the adjacent north side private residence (as required by CM-1), there will be an approximate 35-65% decrease in the residential owner's south-facing solar panel access to the sun, depending on the dimensions of the elevator equipment on the roof and the time of year (actual impact to be determined pending results of solar access studies that are in process of being conducted).
- **No Off-Street Parking**

Addition of an estimated 20 – 25 new vehicles in an area where availability of on-street parking is already at capacity.

 - Various recent local and national studies indicate "mid-size" urban condo / apartment buildings have a ratio of between approximately 70 – 80% vehicles owned per unit.
- **Increased Traffic Stress**

No provision for mitigating increased traffic "stress" on this already heavily traveled section of Killingsworth approaching the major intersection at 33rd plus overview on 30th.

The Commercial Intersection

Though the four corners are currently zoned CS (45 ft / 4 stories), all but one of the mixed-use business buildings on the other 3 corners -- which cover a total of between 15K – 20K sq.ft. per corner -- are 2 stories high.

SE 1 – 10K sq.ft.:	1 story building (restaurant; retail; yoga studio)
SE 2 – 10K sq.ft.:	3 story building (ground: 4 retail / office units, 2 2 BR units; 2nd-3rd: 14 2 BR units)
SW 1 – 7.5K sq.ft.:	2 story building (ground: restaurant, retail; 2nd: 2 2 BR units); 1 story building (retail)
SW 2 – 2.5K sq.ft.:	1+ story building (retail)
SW 3 – 5K sq.ft.:	2+ story building (ground: restaurant; 2nd: 1 2 BR unit)
NW 1 – 10K sq.ft.:	1~ story building (4 restaurants)
NW 2 – 10K sq.ft.:	1 story building (coffee shop)

Killingsworth Corridor (East – West)

The *Comprehensive Plan's* CM1 zone designation was created specifically to address preservation of the very particular neighborhood character of the relatively few but uniquely valuable "mini-business" intersections scattered throughout the city "in, as well as on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers.

This decision by BPS's planners has been carefully considered and well vetted decision, and is based

- NE Killingsworth, especially eastward from the NE 15th / 16th / 17th "moderate" business intersection area to major NE 33rd and NE 42nd intersections, is distinctly not the same type of major transportation corridor as NE Alberta, SE Belmont, SE Hawthorne, or SE Division.
- *Commercial & Mixed Use Buildings Height*
Historically, there have been *no* business or mixed use buildings higher than 2+ stories directly facing N-NE Killingsworth all the way from at *least* I-5 to the west all the way east to NE 70th where it merges with NE Portland Ave.

Outside of PCC Cascade, the only exception is the two 10K lots with 4 story ground floor retail + 3 floors of Concordia U "student apartments" currently under development just east of the NE 15th "major" intersection.

- *Residential Properties*
The vast majority of properties facing Killingsworth are R2 zoned 1 and 2 story zoned single & multi-family residences with business zoned area only surrounding major intersections. In contrast, those other streets have long stretches of well-established mixed use retail, restaurant, & office businesses and have both naturally and intentionally been developed into pedestrian friendly corridors.

The surrounding residential area is zoned primarily R5, with underlying R2.5 – 30th is R2.5 due being once upon a time a street-car route (terminating at Ainsworth, 2 blocks north of Killingsworth).

Commercial Mixed-Use 1 (CM1)

This small-scale commercial mixed use zone is intended for sites in smaller mixed use nodes within lower density residential areas, as well as on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers. This zone allows a mix of commercial and residential uses. The size of commercial uses are limited in some locations to minimize impacts on adjacent residential uses. Buildings in this zone are generally expected to be up to three stories. Development is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas.

Ben Earle

Moving to Portland in 1977 from his home-town Chicago, Ben worked with a variety of social services, arts, and environmental organizations, including setup of Oregon's Recycling Information Switchboard for DEQ. He then channeled his entrepreneurial spirit into early computer retail management – selling the first Apple II PC in Portland – eventually moving into end-user support management, software & website project management, and business & market planning for tech start-ups from launch through acquisition & merger with larger companies. Consulting from home for the past dozen years, nearby recent residential and mixed use development projects compelled him to lead a consortium of neighbors in engaging developers and the City to address the community's concerns & interests and to subsequently join the Concordia Neighborhood Land Use Transportation Committee and Demo Tool Kit Action Group.

Dear Portland City Council:

I am requesting that the dead-end block of SE Henry Street on the east side of SE 52nd Avenue in the Woodstock Neighborhood be removed from the R2.5 overlay designation in the Comprehensive Plan and permanently remain as R5 except for the single level apartments and the corner duplex which are already R2. This short, dead-end street is already at maximum density with the duplex on the south corner, the apartment complex on the north side, flag lots on the north side, and narrow 50 foot lots on the south side. **The street is already built with as much high density as it can hold.** Doubling the density through R2.5 zoning would create public safety issues and transportation impacts which rule out an R2.5 designation for the lots that are currently R5.

As stated in the zoning code, Title 33, Chapter 33.641: *Transportation Impacts*, under Section 33.641.020 - *Approval Criterion* (for land divisions in all zones):

The transportation system must be capable of safely supporting the proposed development in addition to the existing uses in the area. Evaluation factors include: street capacity and level-of-service; vehicle access and loading; on-street parking impacts; the availability of transit service and facilities and connections to transit; impacts on the immediate and adjacent neighborhoods; and safety for all modes.

Clearly issues of safety, street capacity, and parking impacts must be considered for this block of SE Henry, as follows:

1) Increasing density on SE Henry would add stress to this already congested street. Five years ago Trimet stopped sending their small LIFT buses to pick up my visually impaired neighbor. The street was too congested because of the amount of parked cars on the narrow street and no turnaround capacity. They classified her residence as non-accessible and now must send small sedans or taxis to pick her up at greater cost to Trimet. This demonstrates in a concrete way that street capacity has been reached and adding more density should be avoided. Also, SE 52nd and Woodstock Blvd, which are already congested and subject to backup, will be impacted by increasing density on SE Henry Street, because side streets to the immediate west are unimproved, full of potholes, and not used to travel that direction.

2) This dead-end section of SE Henry Street is 471 feet long with no adequate turnaround for fire apparatus, garbage trucks, package delivery trucks, or utility trucks. These trucks must back all the way down the narrow street between parked cars on both sides and then back out onto a very busy SE 52nd Avenue. This creates a dangerous situation on both SE Henry Street and SE 52nd Avenue which would be compounded with higher density that would create a street parked to the absolute maximum.

3) In case of fire or other public safety events, there is only one exit. At the dead end there is a tall metal fence atop a block wall. A small pedestrian gate leads to the church parking lot but this is locked, preventing egress to the east. It would be **absolutely irresponsible** of the City of Portland to increase the public safety hazard on this street by allowing greater density through R2.5 zoning. Maximum building height would rise to 35 feet, which for a flat-roofed, contemporary-styled structure

would be beyond the ladder capacity of the regular fire trucks. The taller ladder trucks could not navigate this street with inadequate width and no turnaround. Even with the mitigation of a sprinkler system for these tall buildings, there is not adequate resident evacuation capacity in case the fire starts in a structure further west. Developers should not have the unchallengeable right to add to this problem by being able to increase density and reduce off-street parking (see #4).

4) Because the street is within 500 feet of a transit street with 20 minute peak hour service, no off street parking would be required of new development. Street parking is already stressed by the duplex and apartments on this street, flag lot driveways, and shared housing situations. If more units were built that did not require off street parking, or if existing off-street parking was removed (since that would be permissible) to allow more units to be built, then parking would be impacted beyond capacity. There is no adjoining block for parking to overflow to. A busy SE 52nd Avenue does not provide many safe parking options. There is no street directly opposite on the west side of 52nd Avenue either for residents to use as parking options. Also, this area of Portland has a high incidence of car theft and car burglaries that make it unwise to park a car blocks away without oversight.

For these reasons, a majority of the residents in R5 housing on this dead-end block have signed onto the attached statement urging the zoning to continue as R5. I have also attached a map of this dead-end block and circled the R5 lots which have signed the statement, so you can in fact see that a majority is represented.

For further information please contact me at:

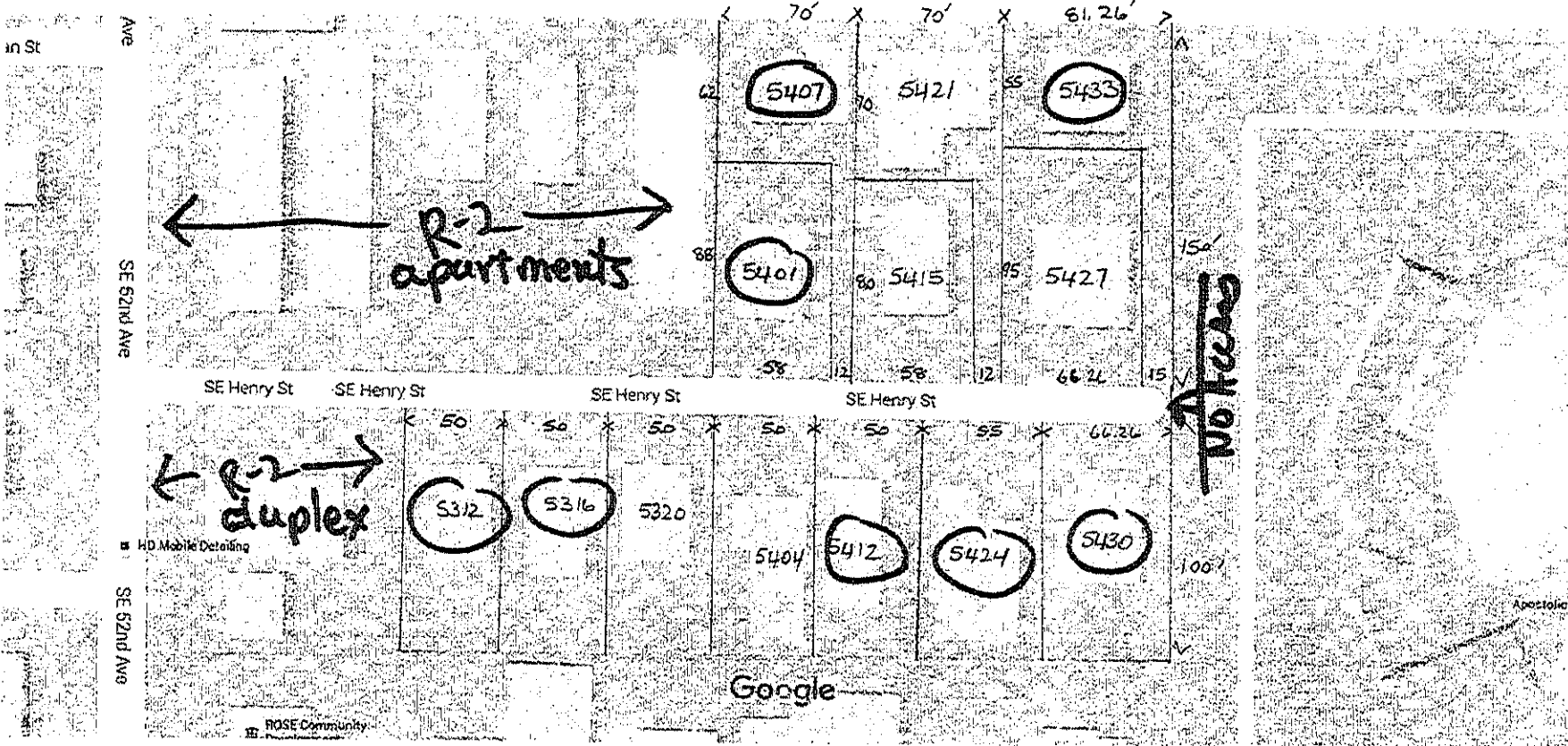
Arlene Williams
5401 SE Henry St.
Portland, OR 97206
775-233-1165
awilliams222@outlook.com

Sincerely,

Arlene Williams

We, the following residents/owners, oppose any zoning change from R5 to R2.5 for the block of SE Henry Street that is east of 52nd in the Woodstock neighborhood. We urge the City of Portland to retain the current R5 zoning for this portion of SE Henry Street because it is a short, dead end street with insufficient infrastructure (such as parking, public safety access) to accommodate higher density. With the apartments and flag lots on this block, the street is already at its maximum density capacity.

	Name	Address
1	Adlene Williams	5401 SE Henry, Portland OR
2	Alvin Olson	5433 SE HENRY ST. PORTLAND OR
3	Paul Olson	6433 SE Henry St. Portland OR
4	1.516-8 Ah	5401 SE Henry
5	Juanita Huffman	5424 SE Henry
6	Lois Taylor	5424 SE Henry
7	Amy Miller	5312 SE Henry St
8	P umehi Kura	5407 SE Henry St
9	John & Aurelia Leroux Aurelia Leroux	5316 SE Henry St. Portland, OR 97206
10	Art Haberly April Haberly	5112 SE Henry St Portland OR 97206
11	Kerline	5430 S.E. HENRY 97206
12		



Circled Addresses have signed the attached statement.

Portland City Council:

My name is Matt Brischetto and I own a few early 1900's era properties in Portland. I am here today to propose amendments to the Comp plan for two of them. I will give a brief overview and then spend ~60 seconds on each. The first is 822 SE 15th (x-c Belmont) and second is 2717 SE 15th (x-c Clinton)

Both properties had been designated for mixed use zoning in the Proposed Draft of 2014, and subsequently had it retracted in the Recommended Plan of 2015. I have provided you with maps of the proposed vs. recommended for comparison. In both cases, they were one of a few properties that were retracted from the original zone change designation on these corridors.

In discussions with BPS, this retraction between 2014 and 2015 was a result of neighborhood testimony on the broader blanket mixed use zoning on their corridors (Belmont, Clinton) and concern about protecting original structures on these corridors, rather than commentary on these specific properties.

Over the past 12-18 months I have had ongoing communication with BPS, the neighborhood associations, immediate neighbors and Council Staff to show that given the unique natures of these properties, a change in zoning actually **supports** preservation in one case, and may support it in another.

1. 822 SE 15th Ave: Alfred Webb Property – SE 15th and Belmont – Registered National Historic Landmark (1989)

I am proposing a change from R1 to CM for this 10,000 sqft parcel which includes four identical Queen Anne Victorian homes built in 1893.

When I purchased this property, three of the four homes were uninhabitable and as one Code Compliance City official put it, "the longest list of code violations he'd ever seen". I put capital into cleaning them up and making them habitable. They now are homes to young, working class Buckman residents. However, there is significant structural work to be done – especially to the aging foundations – to assure the homes are standing when the next comp plan revision occurs.

Utilizing Portland's Historic Zoning Incentives program, CM density would provide marketable transfer development rights (TDRs) which could draw private funding for preservation activities. My intent would be to lift the homes and redo the foundations, among other structural improvements. As a National Landmark, the structures are protected from demolition. Pouring capital into them adds an additional demolition buffer.

Support: Included is a petition of 40 signatures of Buckman residents, a number of which have submitted formal comp plan testimony. I have also included a hyperlocal map of residents along 15th and Belmont who have signed the petition, including homeowners of my immediate neighbors.

After a number of open discussions with the BCA (of which I am on the Board), the association has elected to not take a formal position on the matter.

Opponents: As the buildings are protected, and my plan is consistent with most folks desire to protect historic resources, opponents have struggled to articulate a real reason **not** to do this. Quotes that I've quietly observed are "greedy land grab", "bait and switch plot", or "we can't do this with our house,

why should you?" With the incentives of owning a historic property come a plethora of restrictions alongside. Those familiar with Historic Zoning Incentives understand a cost/benefit of new density allocation (which many would not actually view as a cost given our housing state of emergency) and "benefit" to neighborhood and all who treasure historic resources is a revitalized landmark.

2. 2717 SE 15th Ave. – Amato Four Square Homes

I am proposing a change from R2 to CM for this 10,000 sqft parcel which houses four Four Square homes built in 1906.

The property was owned for nearly a century by the Amatos, one of the early immigrant families, that, like many other early Italian settlers to inner SE Portland, made their name in the produce distribution industry.

CM zoning would allow flexibility for the following paths:

1. Similar preservation strategy to Alfred Webb via pursuit of National Landmark Status
2. Bring commercial services to a critical corner 3 blocks from Orange Line Max stop along Clinton bike corridor

An existing comp plan designation of R1 on a 100x100 corner parcel will undoubtedly bring luxury townhomes in the coming decades with none of the green, public plaza or affordable housing incentives provided by mixed use zones.

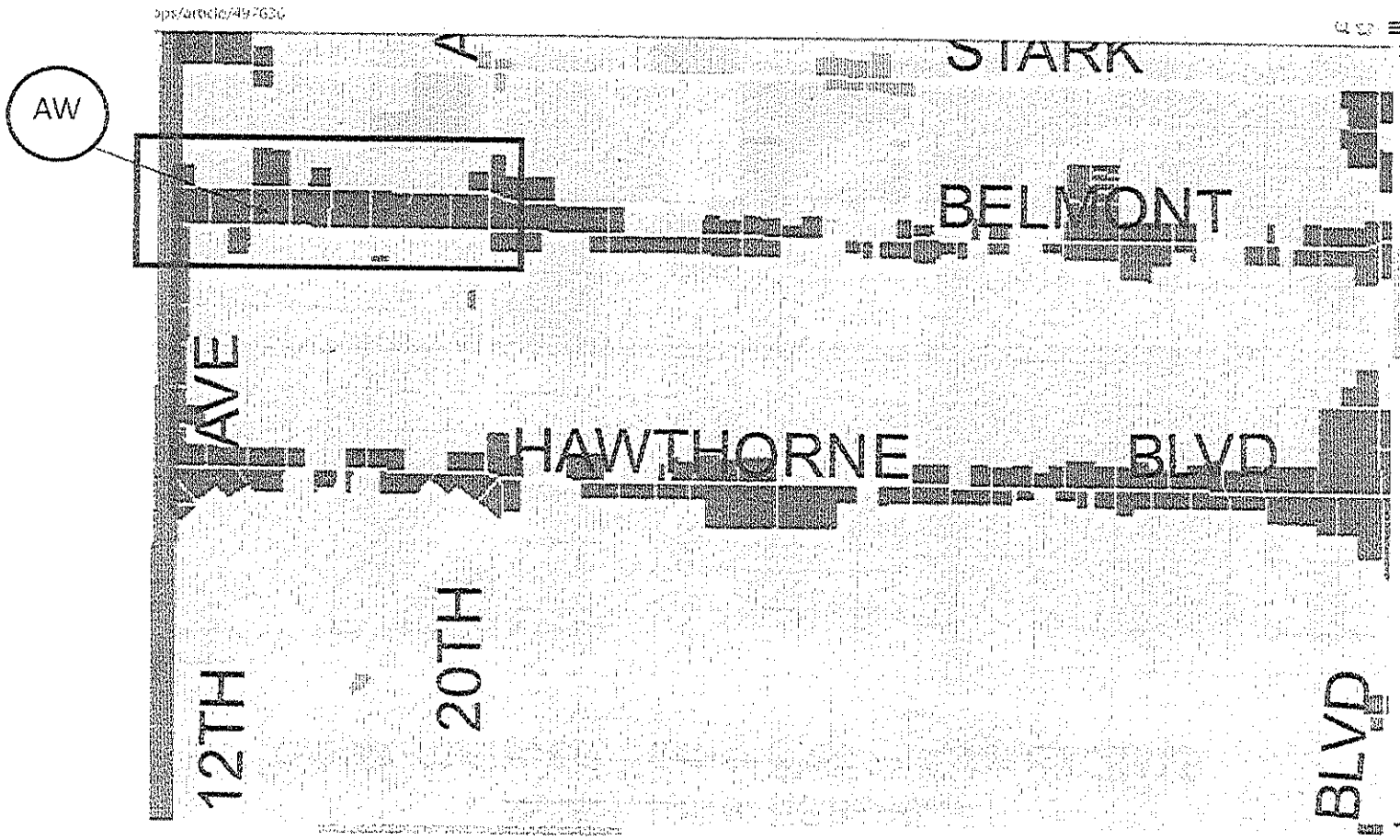
Support: I have included a similar petition which has 20 signatures from hyper local neighbors, a number of which have submitted comp plan testimony.

The HAND neighborhood association elected to not take a formal position.

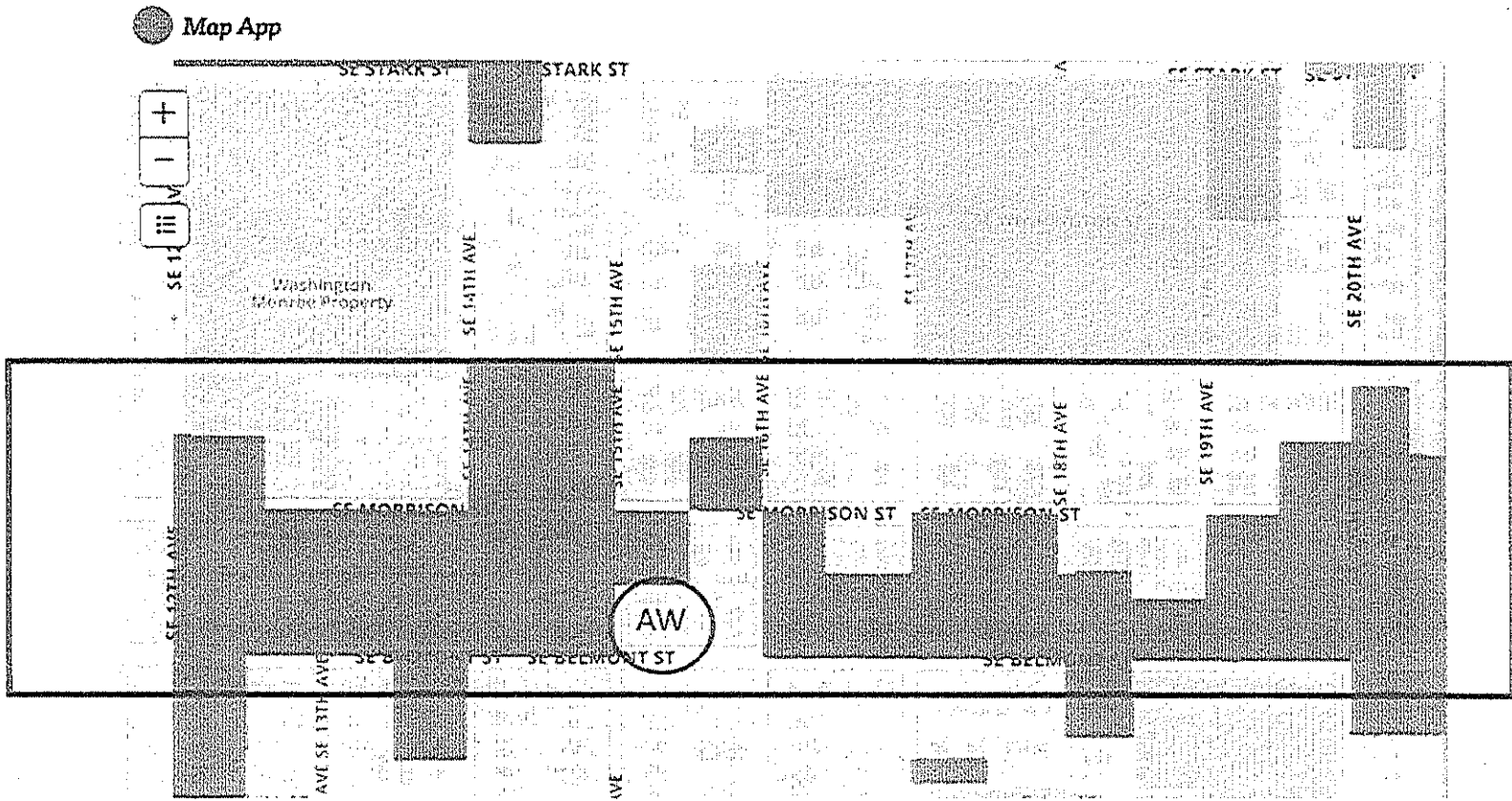
Opposition: A group of neighbors oppose my initiative, the primary concerns being commercial development, and shortage of housing in the Clinton triangle. I believe that a petition was circulated to neighbors around the idea of existing zoning "keeping things the same" – which is far from the reality of what will transpire with R1. The irony is that our interests are aligned – my proposal provides a path for preservation; and if not, an avenue for more housing units, green incentives, and public benefit that luxury townhomes would not provide.

Submitted by
Matt Brischetto
12/10/15

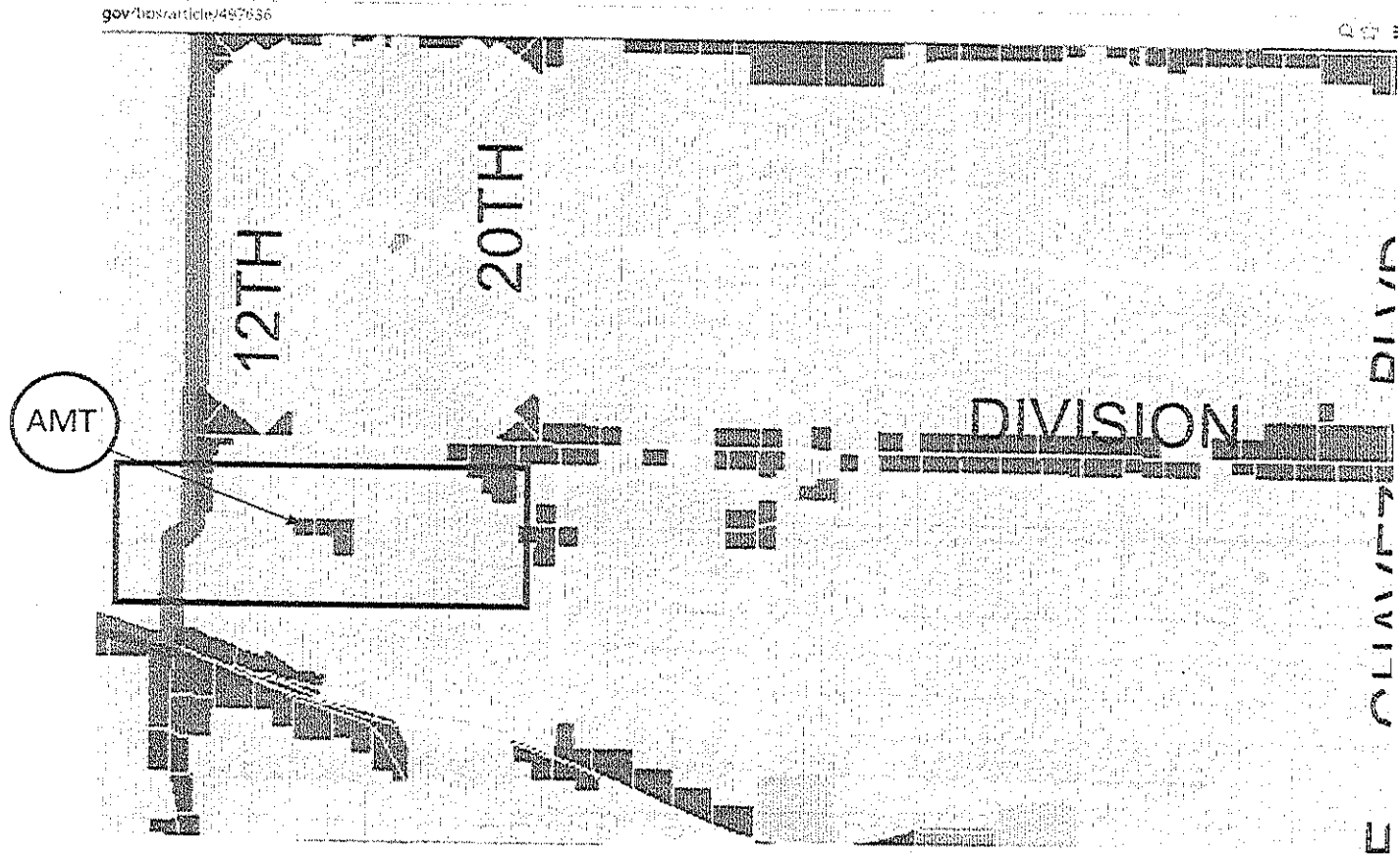
SE 15th and Belmont
Proposed Comp Plan – July 2014



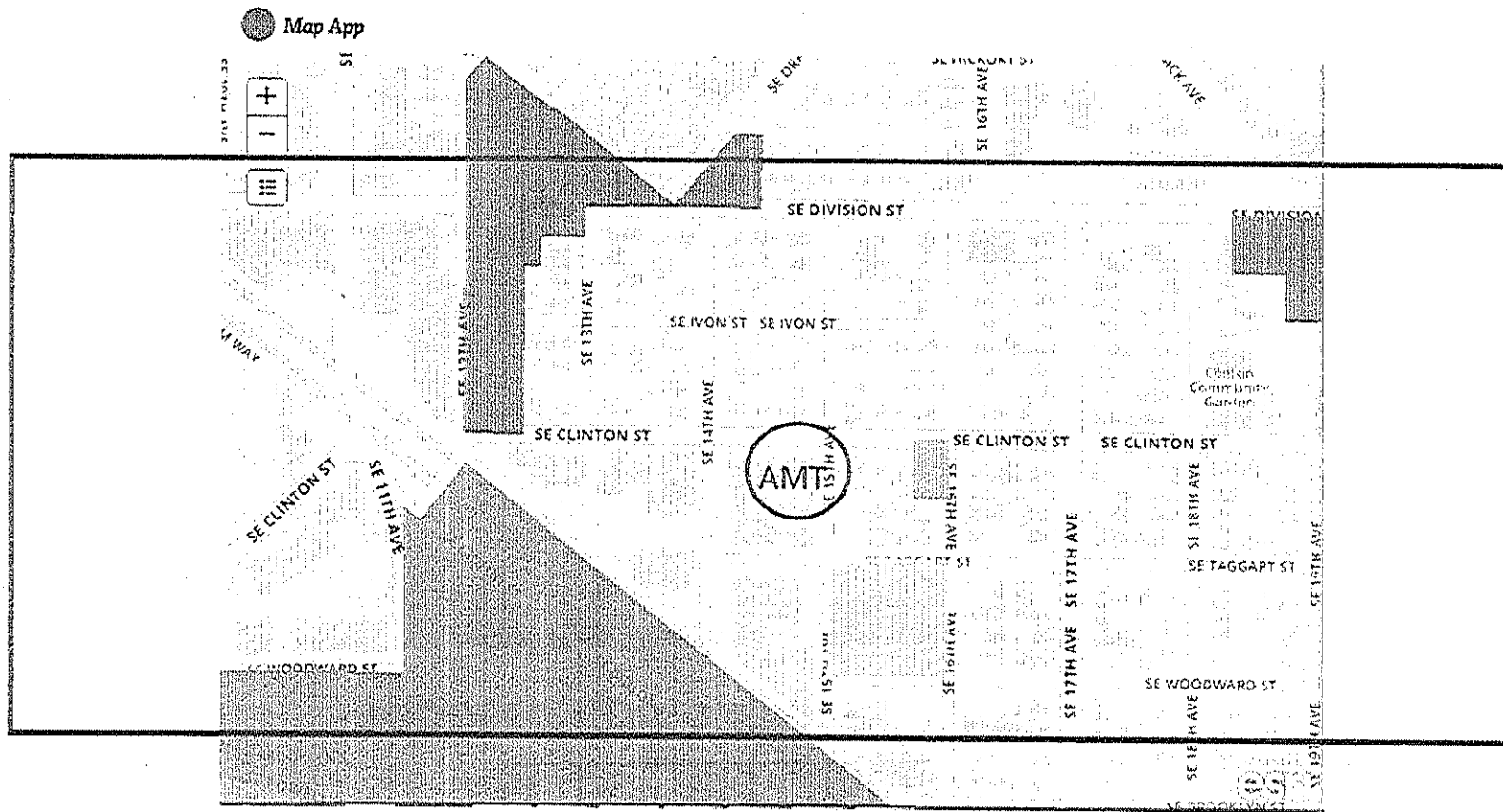
SE 15th and Belmont Recommended Comp Plan – August 2015



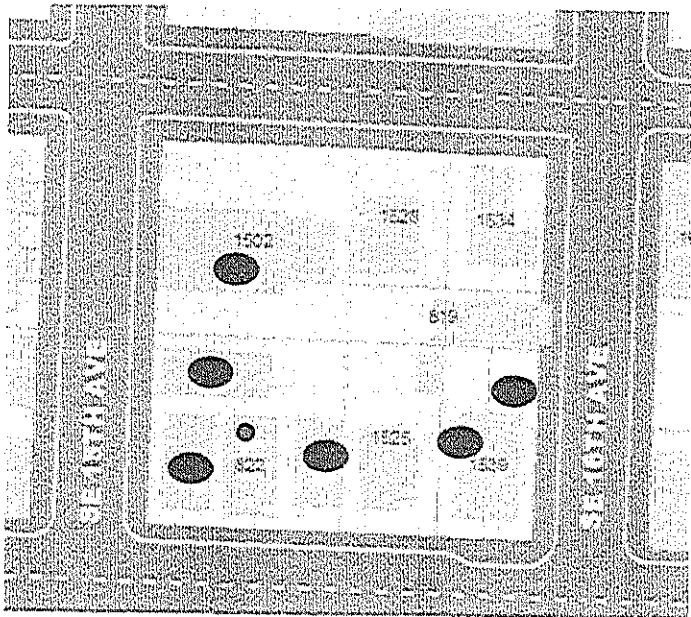
SE 15th and Clinton Proposed Comp Plan – July 2014



SE 15th and Clinton Recommended Comp Plan – August 2015



SE 15th and Belmont: Neighbor Support



● Signed Petition

Preserve Buckman Neighborhood Landmark



Signatures

40 Signatures.

Opened on August 16, 2015

The Alfred Webb property, a National Historic Landmark in Portland's Buckman neighborhood, is in dire need of repair. The City of Portland's 2015 Comprehensive Plan Update offers the public a unique opportunity once every 20 years to shape the evolution of the city by commenting proposed new density allocation. Portland City Council hearings will occur in Fall 2015.

Matt Brischetto, the owner of the Alfred Webb Queen Anne quartet, is seeking Buckman's support to change the historic property's zoning from R1 to mixed-use commercial. Doing so will provide the property with incremental density which can be used as transferable development rights (TDRs). Under Portland's Historic Zoning Incentives, TDRs benefit historic properties by generating outside capital to fund the restoration and preservation of the historic structures. In addition, they can relieve development pressure on the sites. Portland's zoning code contains more information: <https://www.portlandoregon.gov/bps/article/150235>

A change from R1 to CM could generate proceeds to redo the 100+ year old foundations and ensure future decades of appreciating one of SE Portland's most unique properties

Please sign this petition in support of a zoning change from R1 to CM for the Alfred Webb National Historic Landmark at SE 15th and Belmont.

Sign this petition

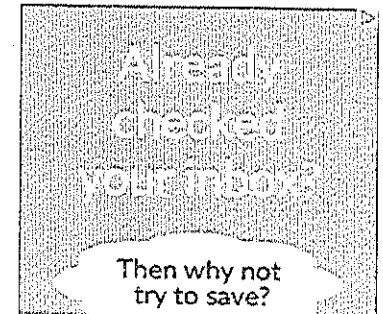
Full Name:

Location:

Email:
(not displayed publicly)

Notes:

Sign Petition



SE 15th and Belmont: Neighbor Support

Comments (0) Signatures (40)

Name	Location	Notes	Name	Location	Notes
Howard Durand	1502 SE Morrison	a badly needed step in the right direction	Stephen Fisher	1539 SE Belmont St	I also think the entire block, from 15th to 16th should be rezoned to CM.
Kara Ford	-	-	Kelly F.	SE 22nd & SE Pine St.	-
Kim Kauzlanich	SE 15th and Morrison	As a nearby resident I love seeing these very old properties everyday. Inner SE has so much charm with the architecture and industrial aspect - I'd hate to see it change into another 23rd ave. Portland needs to preserve its unique old homes and neighborhood charm!	Mary Francillon	303 NE 16TH AVE POX	I admire these buildings and want them to be protected as part of the city's history.
Judy Blankenship	2020 SE Ash Street	-	Debra Hanson	2121 SE Belmont St Portland, OR	-
Elaine Cohen	Buckman	-	Alberta Mayo	Buckman neighborhood	-
Drake Newton	portland oregon	-	Irina Truman	SE Ankeny	-
Cole Farms	622 SE 15th Ave Portland, OR 97214	-	Michael L. Truman	SE Ankeny St	Need more of this sort of thing and fewer/more demolition
Emily Ortaa	Portland, OR	-	Christine Yun	1915 SE Alder St	I am in favor provided there can be an attached covenant established between the current/future owners and the city on preserving the property
Trisha Welstad	213 SE 25th Ave	-	Yaman Cruz	30th Ave and SE Main St	-
Dale Davis	1007 SE 15th	-	Price Creber	1823 SE Washington	-
James Wood	2336 SE Pine St, 97214	-	Eric Swedberg	1633 SE Main	Lived there in 1960
Matt Feldmar	529 se 16th #2	-	Elizabeth Rohloff	1325 Se 15th	I have lived in this neighborhood near the homes for 27 yrs. I own one 6-unit and I know their value to the community
Helen Burdingham	2535 SE Morrison St	A change from R1 to CM makes sense	Ron Krapp	1823 SE Washington	-
Margaret Suydam	Buckman neighborhood	-	Michael Molinaro	4007 SE Taylor	The transfer of development rights is one of the few methods of preserving Portland's historic past. I agree with this proposal.
Nancy Hagensick	Buckman Portland OR	-	Harriet Jean Blasko	United States	-
Stephen Fisher	1539 SE Belmont St	I also think the entire block, from 15th to 16th should be rezoned to CM.			
Kelly F.	SE 22nd & SE Pine St.	-			

SE 15th and Clinton: Neighbor Support



● Signed
Petition in
Support

Zoning Change - SE 15th and Clinton



Signatures

20 Signatures.

Opened on August 19, 2015

Matt Brischetto, the owner of the unique four building, four unit property at SE 15th and Clinton, is requesting a zone change for the property from R2 to CM1 in Portland's Comprehensive Plan Update.

Located at the crossroads of residential and industrial SE Portland, along the Clinton bike thoroughfare, and 3 blocks from the SE 12th and Clinton Orange Line MAX stop, the property is situated at an ideal location for flexible use over the next several decades until the next Comp Plan revision.

Matt views three possible paths and wants to work with neighborhood to determine best use:

- 1) Seek National Historic Landmark status - a zone change would provide valuable transfer development rights (TDRs) to restore the existing property and prevent in-fill
- 2) Use the existing structures for commercial use, providing convenient services to the local neighborhood
- 3) explore longer term compatible low-density new development consistent with neighboring buildings and goals - similar to 16th, 21st and 26th and SE Clinton

Please sign the petition link (and include home address) to support this initiative as he prepares to present during the City Council public hearing period during Fall 2015.

 Share on Facebook

[» Contact Petition's Author](#)

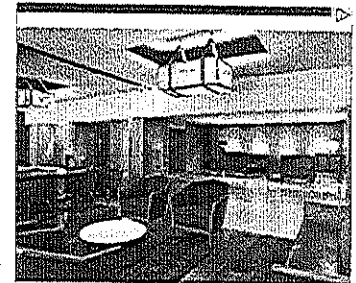
Sign this petition

Full Name:

Location:

Email:
(not displayed publicly)

[Sign Petition](#)



Stay one night and the
next is 40% off.

Cleveland, Ohio

[BOOK NOW](#)

SE 15th and Clinton: Neighbor Support

Comments (0)

Signatures (20)

Name	Location
Scott McAuslan	2717 SE 15th Ave Portland, OR 97202
Georgia Geotee	1430 SE Clinton St
Devin Benware	2717 SE 15th ave
Alexander Friedman	1430 SE Clinton St
Christopher Clerc	2717 SE 15th
Mike Wledecki	portland
Justin leach	2813 SE 15th ave
Diana Tascott	2808 SE 15th Ave
Susan LeMaster	1540 Clinton St
Melody christanson	2815 SE woodward
Melody Cgr	-
Jen moody	1532 SE Clinton st
Pam wagner	2714 SE 15th
Walle Irwin	1431 SE Clinton
Bridgette Preston	2825 SE 16th Avenue Portland, Or 97202
Bridgette Preston	2825 SE 16th AveE
Devin Benware	2717 se 15th ave
Judi Powell	2813 SE 16th
Robert Conrad Ppwell	2813 SE 16th Ave, Portland, Oregon 97202
Kristin Williams	2837 SE 16th Ave

Peter Finley Fry AICP PhD
2153 SW Main Street; Room #105
Portland, Oregon 97205
(503) 703-8033
peter@finleyfry.com

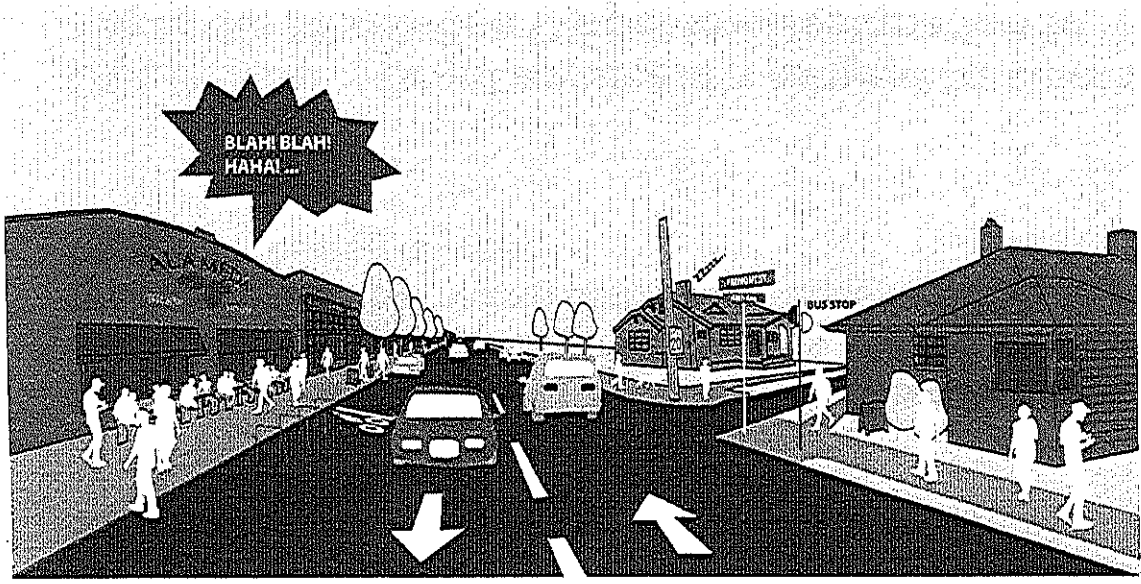
PORTLAND COMPREHENSIVE PLAN PERIODIC REVIEW NOVEMBER – JANUARY 2015/2016

SUBJECT: Ramod and Kamala Chhetri: 3436 NE 48th and NE Fremont.

PROBLEM TO BE SOLVED: The current land use configuration creates conflict between the commercial uses on the north side of Fremont and uses on the south side. The Planning and Sustainability Commission significantly worsen the situation by creating incompatibility on two sides of the subject property.

WHY IS IT IMPORTANT? Commercial Corridors throughout the City are two sided to create synergy between commercial uses and reduce incompatibility with surrounding residential uses by making commercial uses face to face with commercial uses and back to back with residential uses.

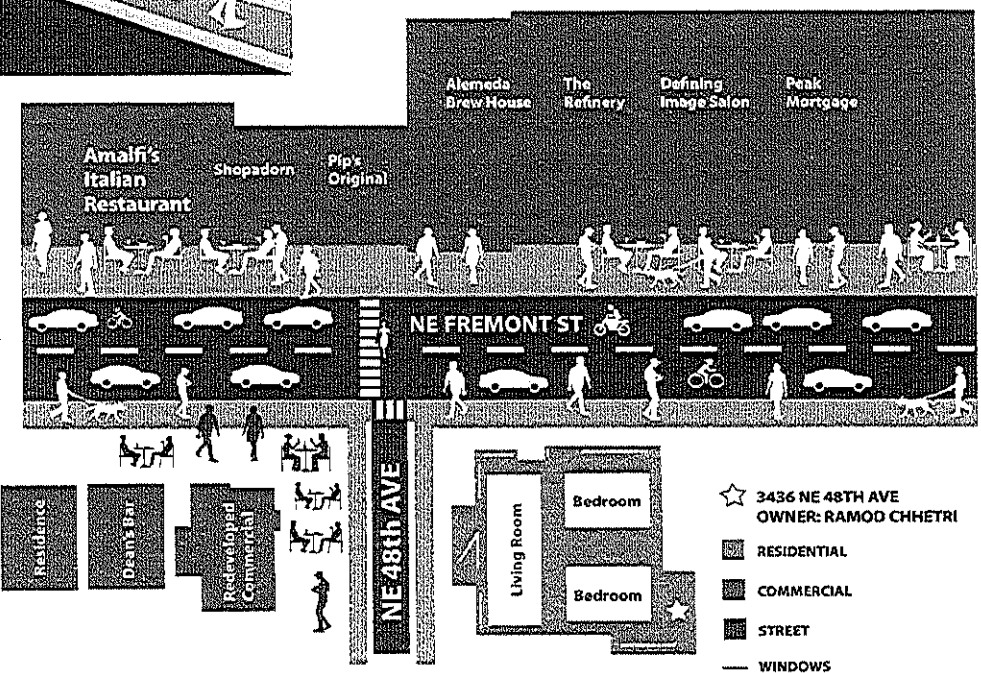
SOLUTION: Grant applicant's request to create a mixed use node and apply the Mixed-Use Dispersed Designation to the subject property.



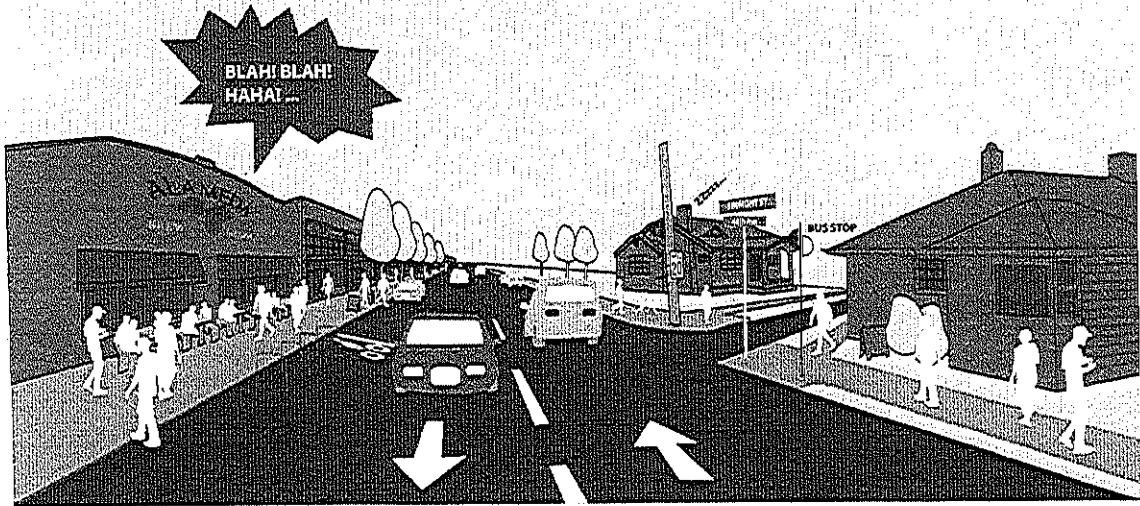
AERIAL VIEW



STREET VIEW

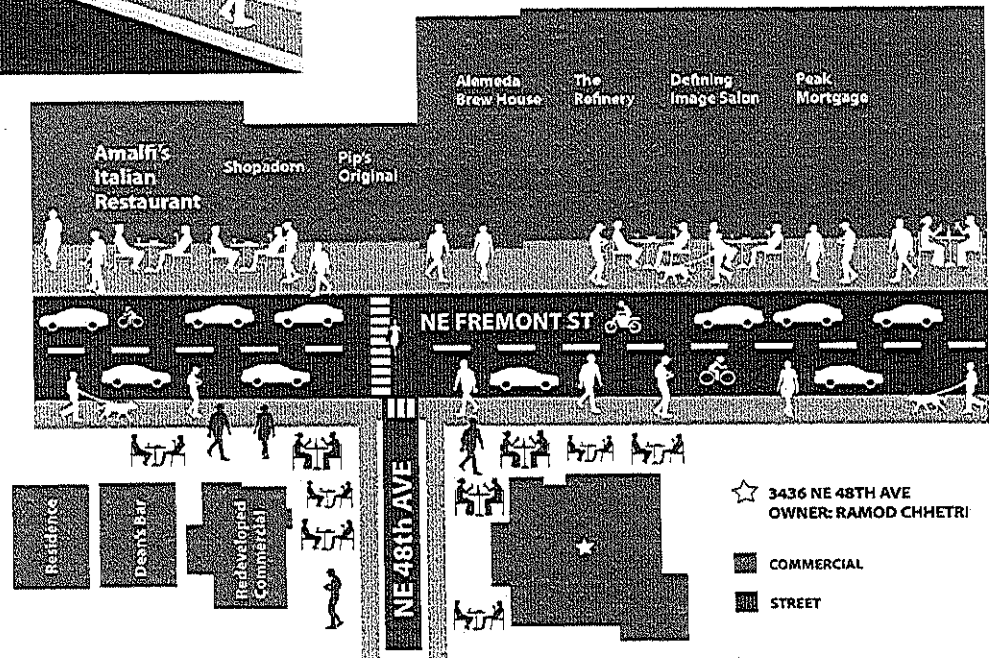


Amalfi's Italian Restaurant	Shopadorn	Pip's Original	Alemada Brew House	The Refinery	Defining Image Salon	Peak Mortgage
Monday Closed	Monday 10:30 AM - 6:00 PM	Monday 8:00 AM - 6:00 PM	Monday 11:00 AM - 10:00 PM	Monday 6:00 AM - 3:30 PM	Monday Closed	Monday 8:30 AM - 5:00 PM
Tuesday 4:00 - 10:00 PM	Tuesday 10:30 AM - 6:00 PM	Tuesday 8:00 AM - 4:00 PM	Tuesday 11:00 AM - 10:00 PM	Tuesday 6:00 AM - 7:00 PM	Tuesday 10:30 AM - 7:00 PM	Tuesday 8:30 AM - 5:00 PM
Wednesday 4:00 - 10:00 PM	Wednesday 10:00 AM - 7:00 PM	Wednesday 8:00 AM - 4:00 PM	Wednesday 11:00 AM - 10:00 PM	Wednesday 6:00 AM - 5:30 PM	Wednesday 10:00 AM - 7:00 PM	Wednesday 8:30 AM - 5:00 PM
Thursday 4:00 - 10:00 PM	Thursday 10:00 AM - 7:00 PM	Thursday 8:00 AM - 4:00 PM	Thursday 11:00 AM - 10:00 PM	Thursday 6:00 AM - 6:00 PM	Thursday 10:00 AM - 7:00 PM	Thursday 8:30 AM - 5:00 PM
Friday 4:00 - 11:00 PM	Friday 10:00 AM - 7:00 PM	Friday 8:00 AM - 4:00 PM	Friday 11:00 AM - 12:00 AM	Friday 6:00 AM - 12:00 PM	Friday 10:30 AM - 7:00 PM	Friday 8:30 AM - 5:00 PM
Saturday 3:00 - 11:00 PM	Saturday 10:00 AM - 7:00 PM	Saturday 8:00 AM - 4:00 PM	Saturday 11:00 AM - 12:00 AM	Saturday 8:00 AM - 9:30 AM	Saturday 8:45 AM - 5:00 PM	Saturday Closed
Sunday 3:00 - 9:00 PM	Sunday 10:30 AM - 6:00 PM	Sunday 8:00 AM - 4:00 PM	Sunday 11:00 AM - 10:00 PM	Sunday 9:00 AM	Sunday Closed	Sunday Closed



STREET VIEW

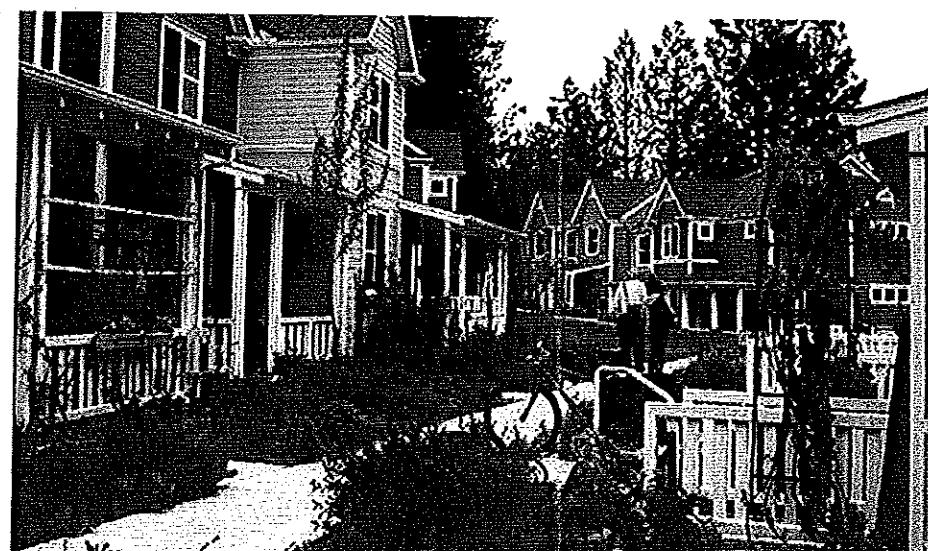
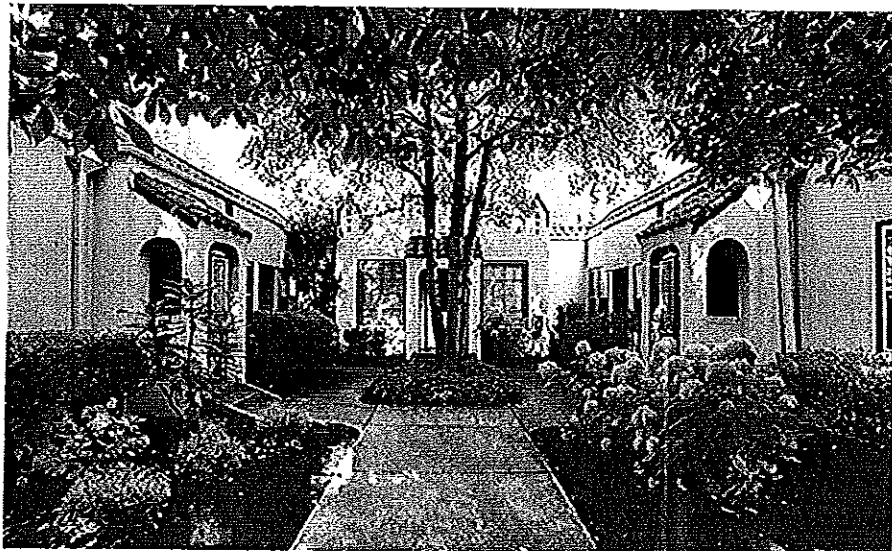
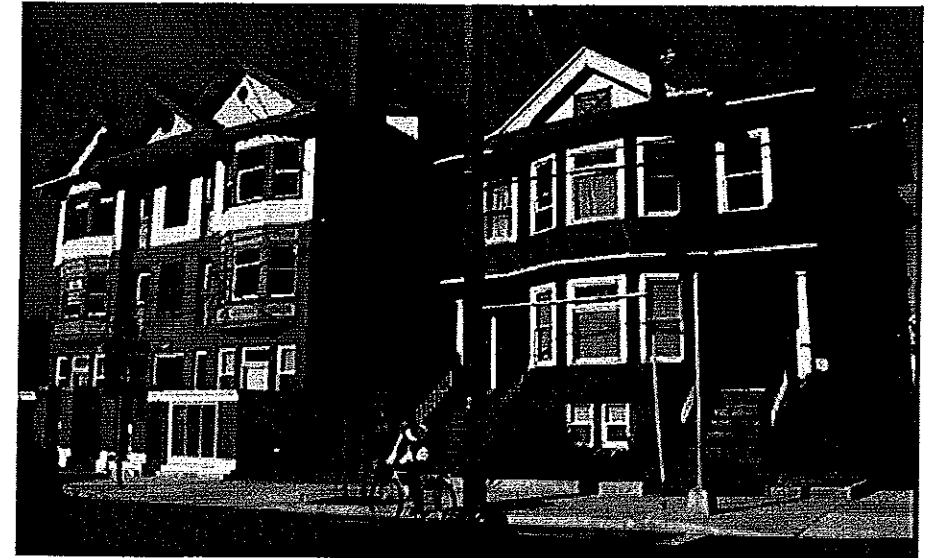
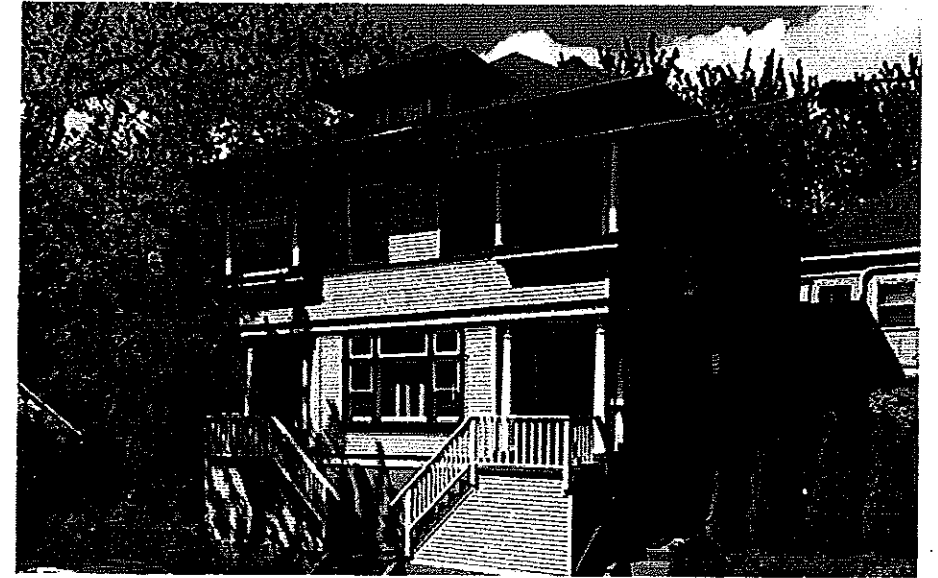
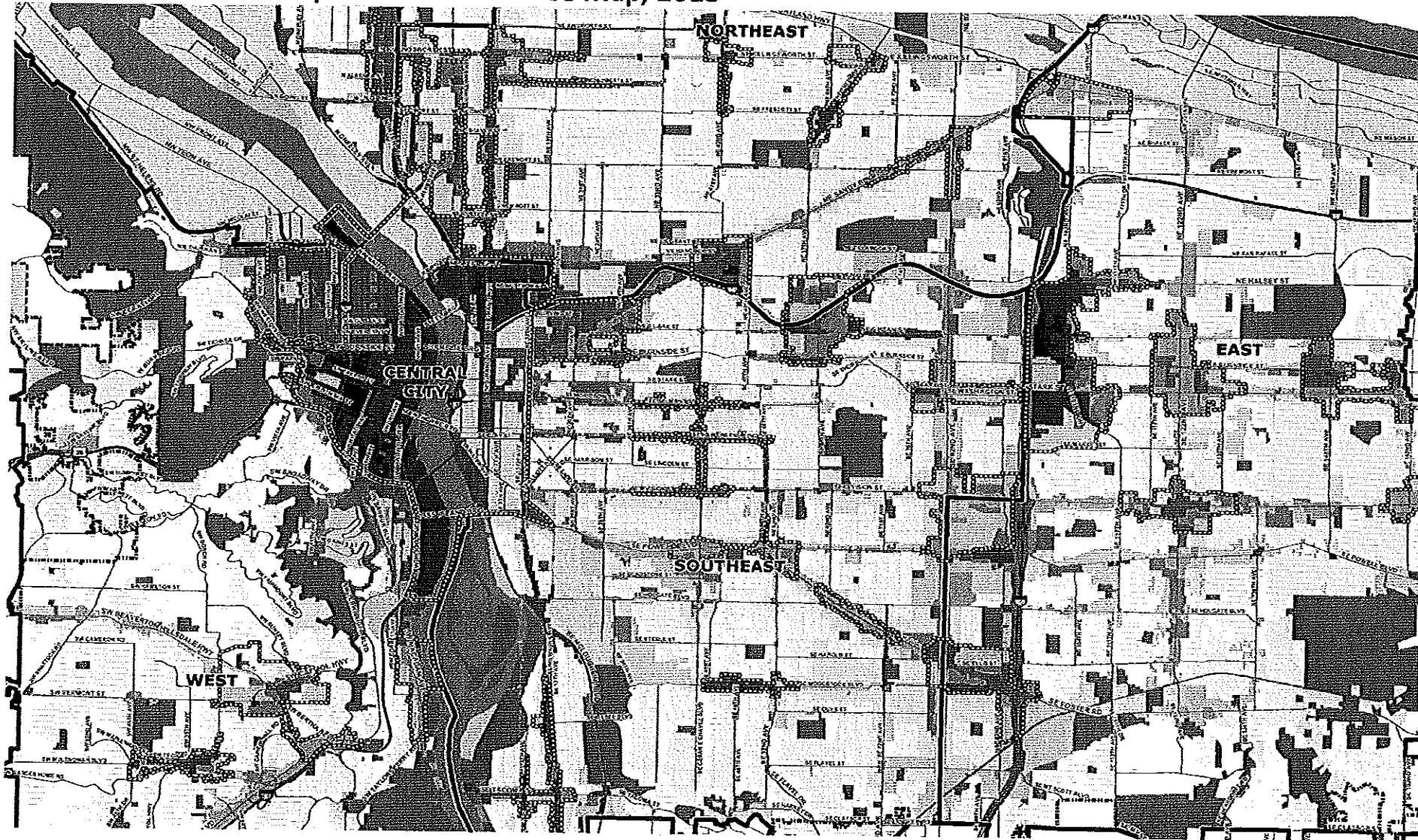
AERIAL VIEW



WHERE WILL WE BUILD AT THIS "MISSING MIDDLE" SCALE OVER THE NEXT 20 YEARS?

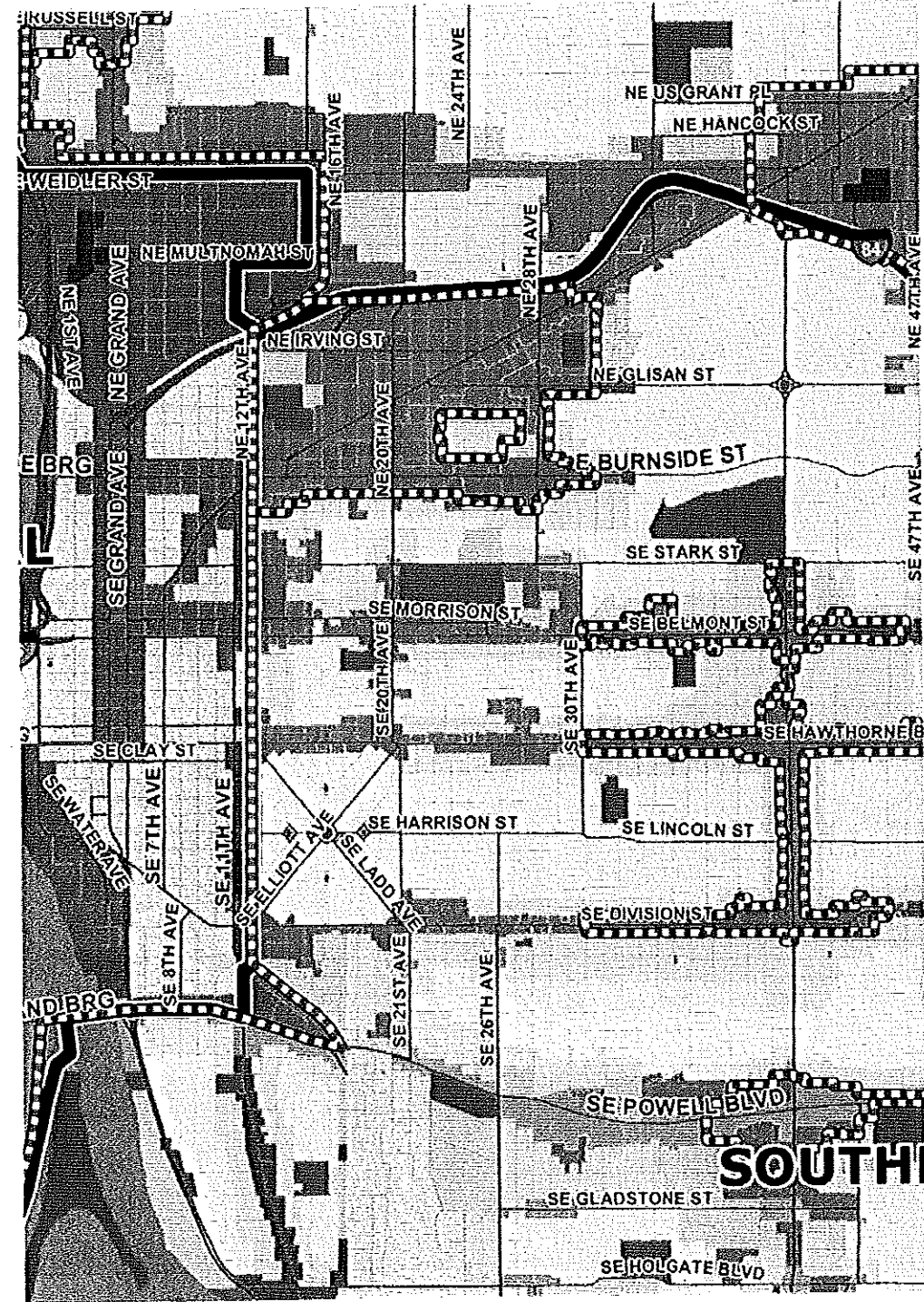
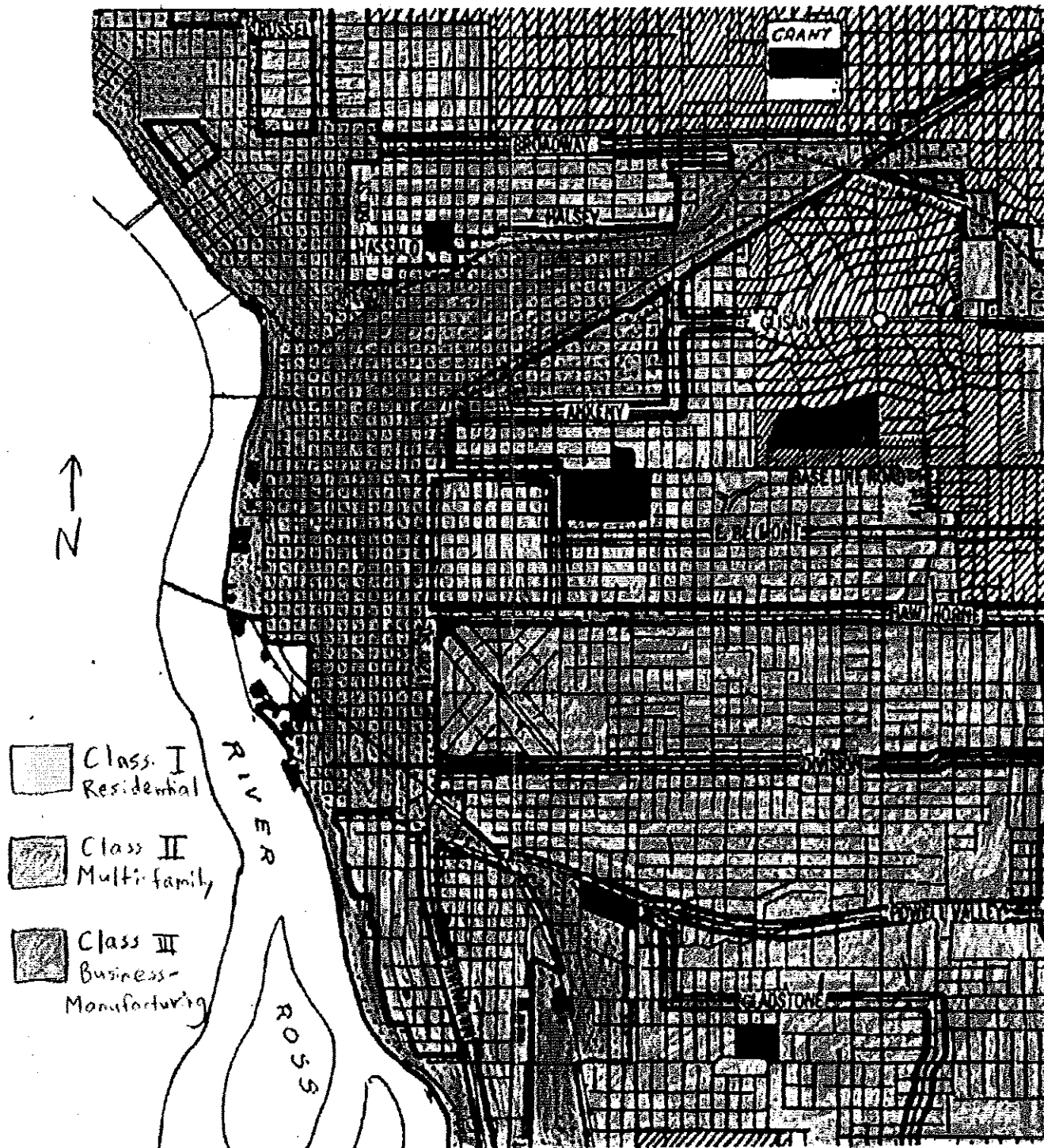
Submitted by
Eli Spevak
12/10/15

Draft of Portland's Comprehensive Land Use Map, 2015



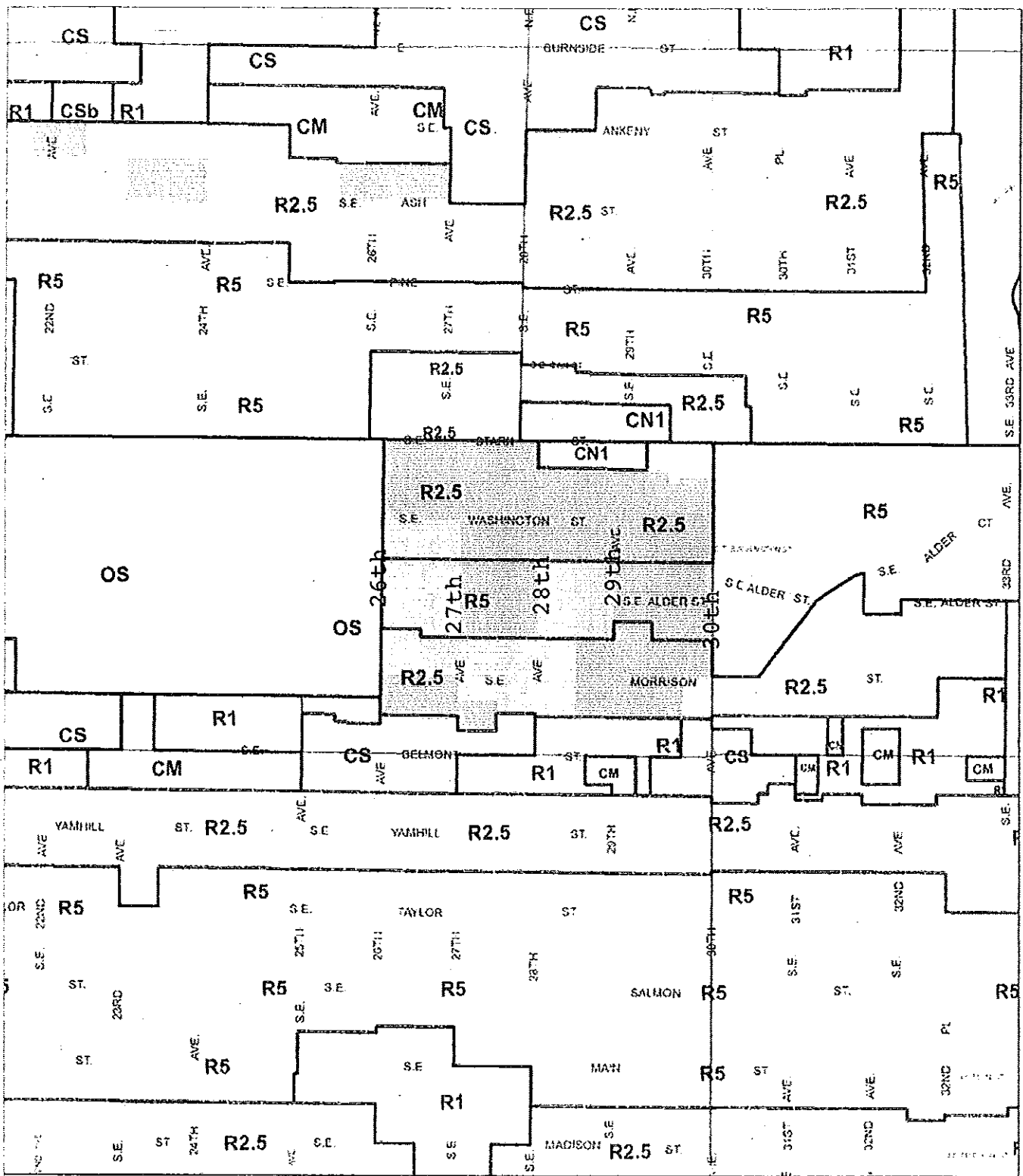
Draft of Portland's First Zoning Code Map, 1923

Draft of Portland's Comprehensive Land Use Map, 2015



Extract of a draft version of Portland's first zoning code, published in the August 5th 1923 edition of the Oregonian. The areas with the diagonal dash are Class I Residential zones, the gridded areas are Class II-Multi-family zones, and the areas with dots are Class III-Business-manufacturing districts.

Single-Dwelling Residential (R2.5, R5, R7, R10...)
 Multi-Dwelling Residential (RH, R1, R2, R3)
 Commercial, Mixed-Use (CM1, CM2, CM3...)



**Map C
Proposed Changes**

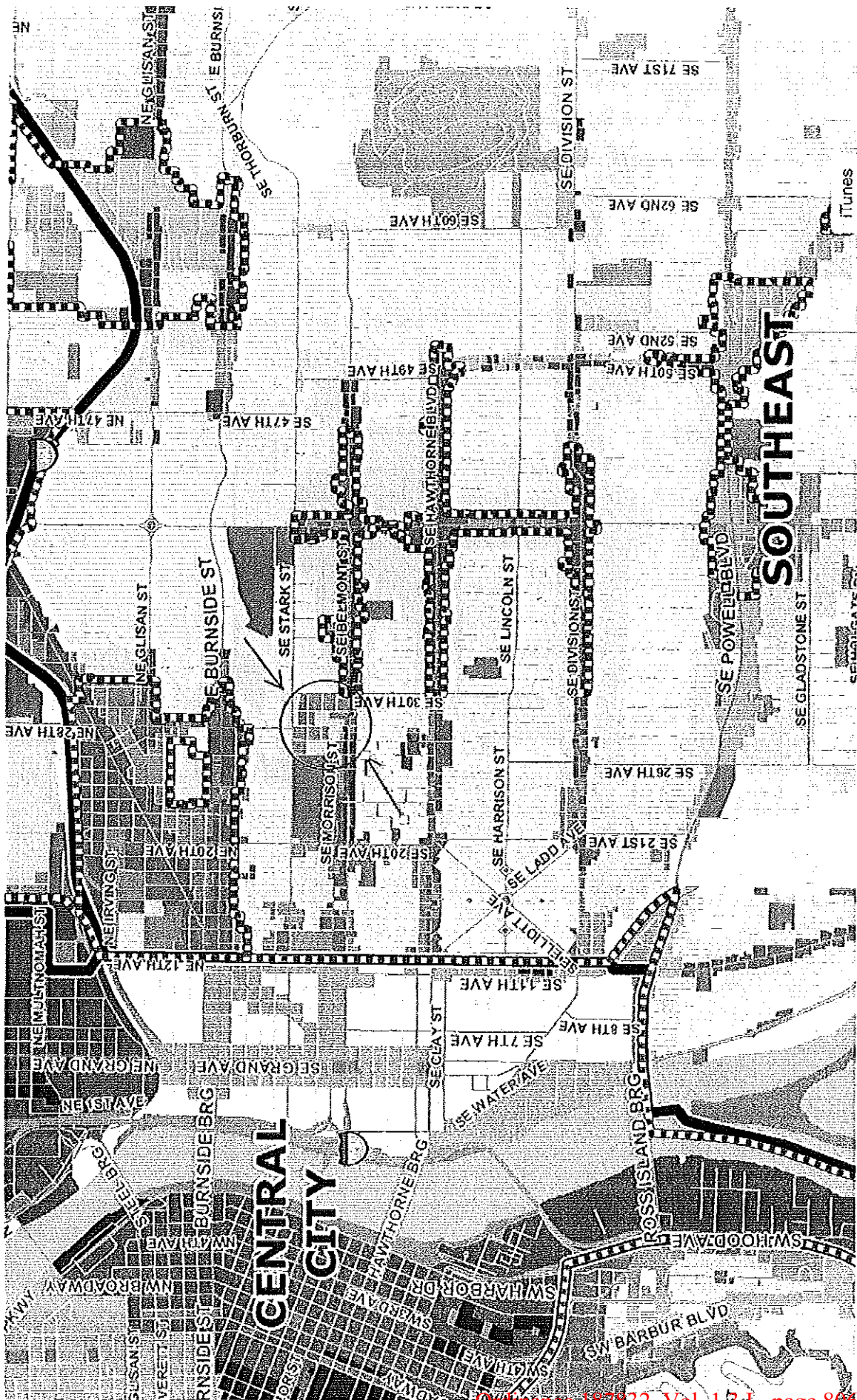
Proposed Multi-Dwelling 2,000 Existing Zone Designations

Proposed Multi-Dwelling 1,000

April 6, 2015

**Note: Existing Zones R2.5 and R5 are single family zones
Proposed Zones R1 and R2 are multifamily zones**





**RE: Proposed Comprehensive Plan 2035
Map C Proposed Zoning Changes**

I live in the area near Lone Fir Cemetery bordered by Belmont and Stark, 26th and 30th. This neighborhood is currently zoned **completely single family**. Under the proposed comprehensive plan, it is one of the few areas of the city that would be **UPZONED** changing the zoning completely to multifamily 1000 and 2000. Meaning that many of the single family homes which were built conforming to the current zoning code, could have a 45 ft tall multifamily building constructed next door to them, sometimes on three sides. **I oppose this rezoning.** Let me repeat the issue ... **A family living on a street currently zoned single family 5000, could find itself wedged between multifamily buildings 45 ft tall.**

Our neighborhood is completely built out, with the majority of properties constructed before 1930. **There are no vacant lots being considered for this rezoning.** 72 single family zoned properties, many owner occupied, will be rezoned to multifamily. The single family homes are generally worth a half a million dollars or more. We also have condos that are much more affordable, and we have at least 6 apartment buildings that would be considered affordable rental housing under the city's current criteria.

One of the primary reasons this neighborhood works is that there are almost no buildings over two stories, whether single family, duplex, triplex, fourplex, or apartment building, and we have all of those types of housing in our neighborhood. The fact that there is a continuity of height makes a huge difference in the quality of life for people living in single family and lower density housing next door to buildings with higher density. **No zoning changes should be allowed that would change the maximum height or density of new buildings constructed on any lot.**

There are no vacant lots in the area proposed for the rezoning. The only reason to implement these zoning changes is to encourage buildings to be torn down so bigger more expensive buildings can replace them. **These new buildings will degrade the quality of life of the single family residences around them, and lower the property values of the neighboring homes.** This is not fair to families who made the biggest

investments in their lives expecting their neighborhoods to be judged by the zoning they had when they purchased.

In addition to harming the single family households in the neighborhood, the proposed zoning changes work to undermine the stated goals of the city council to protect affordable housing. When you walk in inner SE Portland the majority of the multifamily buildings that are being constructed are high end projects with condo units selling at \$300 a square foot and up, and apartments renting for \$1800 or more for one bedroom units. If the proposed zoning changes are put into place the buildings that make sense to tear down are the ones that are currently providing affordable housing that the city says is so important to maintain. Once those buildings are torn down "affordable" housing will not be constructed. The replacement properties will be market rate housing.

The proposed zoning will **harm the current single family residents** by surrounding them with tall buildings which rob them of light, privacy, and parking, and it will **harm the residents currently in the multifamily buildings** by displacing them and replacing their housing with new units unaffordable for the current residents. **The only people who will benefit are the owners of apartment buildings in the neighborhood who own non conforming buildings and want to tear them down to construct bigger buildings.**

Please respect the current residents of this area and leave our zoning unchanged.

Respectfully submitted

Laurie Kovack
736 SE 28th Avenue
Portland OR 97214

December 10, 2015

Proposed Comprehensive Plan 2035

Zoning Changes Proposed on Map C

**Belmont to Stark, 26th to 30th
Buckman and Sunnyside Neighborhoods**

73 Single Family zoned properties will be Rezoned to MultiFamily

29 R5 Single Family zoned properties will be Rezoned to Multi Family R1 or R2

13 R5 Single Family zoned properties will be Rezoned to Multi Family R1

16 R5 Single Family zoned properties will be Rezoned to Multi Family R2

44 R2.5 Single Family zoned properties will be Rezoned to Multi Family R1

No vacant lots are being considered in this rezone.

Current actual land use in the Map C area

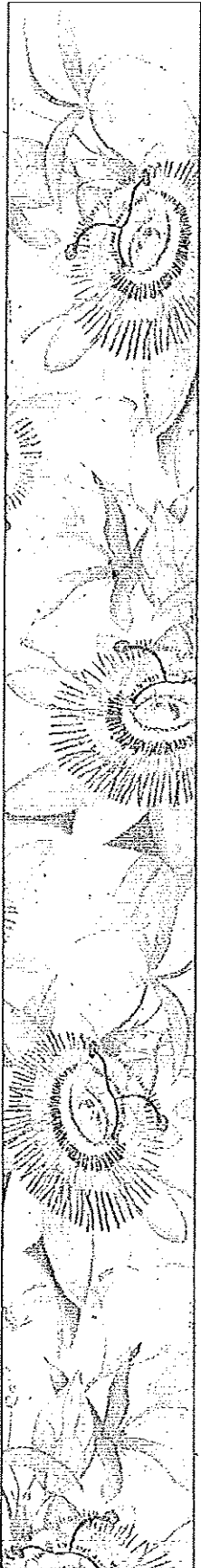
35 single family homes
20 duplexes (usually converted single family homes)
8 triplexes (usually converted single family homes)
9 fourplexes
11 5-8 units
10 9-20 units
3 21 or more units

Age of Properties in the Map C area

58 properties built between 1880 and 1929
14 properties built between 1930 to 1960
22 properties built between 1960 to 1999
1 pre-existing nursing home rebuilt in 2006
1 vacant lot currently zoned CN1 along Stark with no zoning change proposed

These statistics were obtained from records at www.PortlandMaps.com.

PORTLAND NURSERY



Portland Comprehensive Plan Review
November 2015 to January 2016

Portland Nursery - 5050 SE Stark Street

Problem to be solved:

Over decades, Portland's zoning code and surrounding uses have made it increasingly difficult to operate our nursery on non-commercial property. Unlike other large land users like churches and schools, our nursery is constantly evolving.

Larger institutions in residential areas benefit from IR designation and are able to plan well into the future. Nurseries not on commercial land are required to go through the onerous and unpredictable conditional use process for every facility improvement.

Why is this important:

Portland Nursery is not just a place to buy plants. We provide a large privately maintained green oasis and a vast selection of plant material. We support urban horticulture and agricultural innovation. Our facilities are tired. The building and greenhouses date back to the 1950's and 60's.

Solution:

Provide Portland Nursery on Stark Street with Mixed Use Neighborhood designation.

www.portlandnursery.com

5050 SE Stark | Portland, OR 97215 | TEL (503) 231-5050 | FAX (503) 231-7125

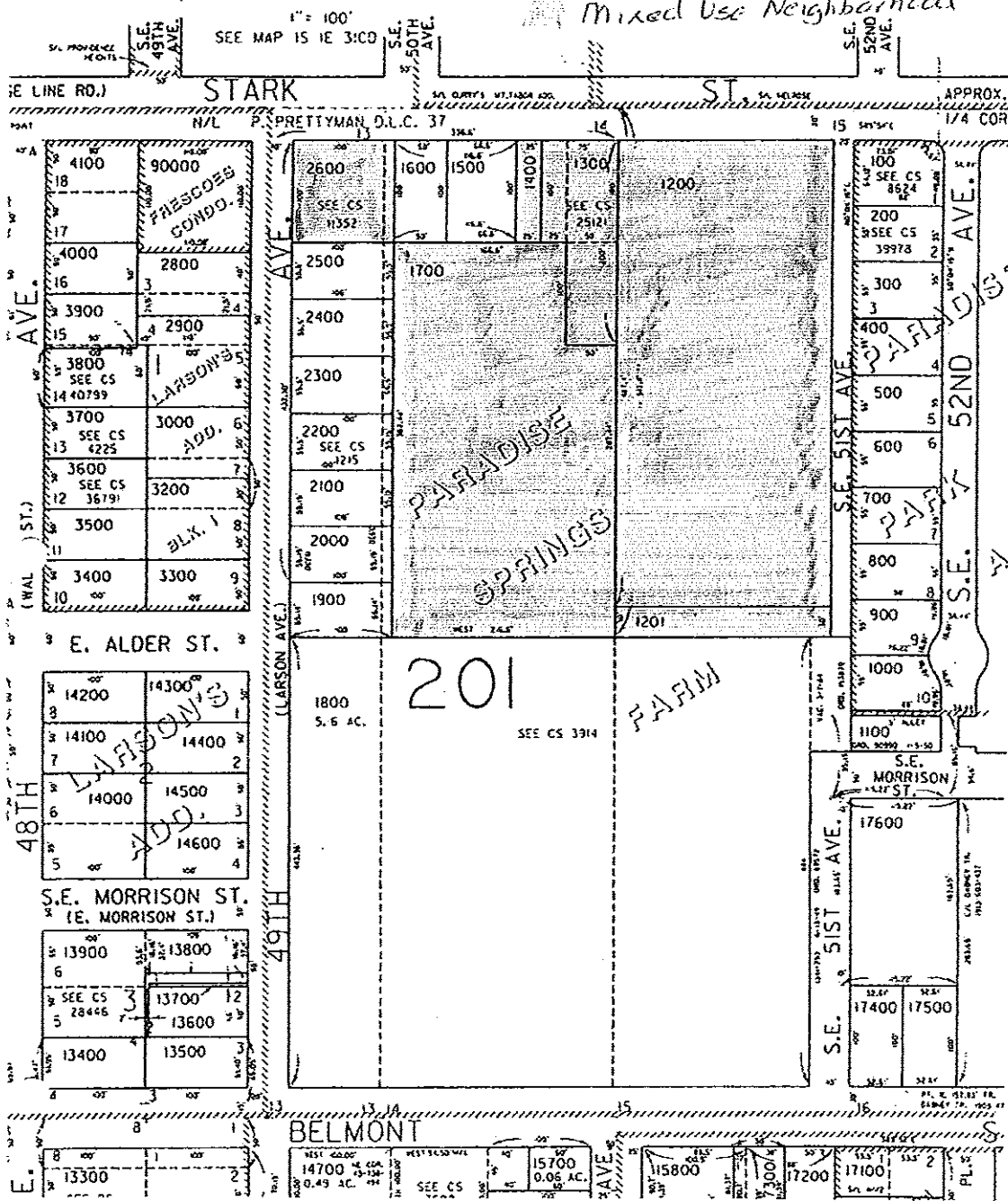
9000 SE Division | Portland, OR 97266 | TEL (503) 788-9000 | FAX (503) 788-9002

Ordinance 187832, Vol. 132L, page 8066

APPENDIX TWO MAPS

Portland Nursery 5050 SE Stark
NE 1/4 NW 1/4 SEC. 6 T.1S. R.2E. W.M. **Proposed**
MULTNOMAH COUNTY

Mixed Use Neighborhood



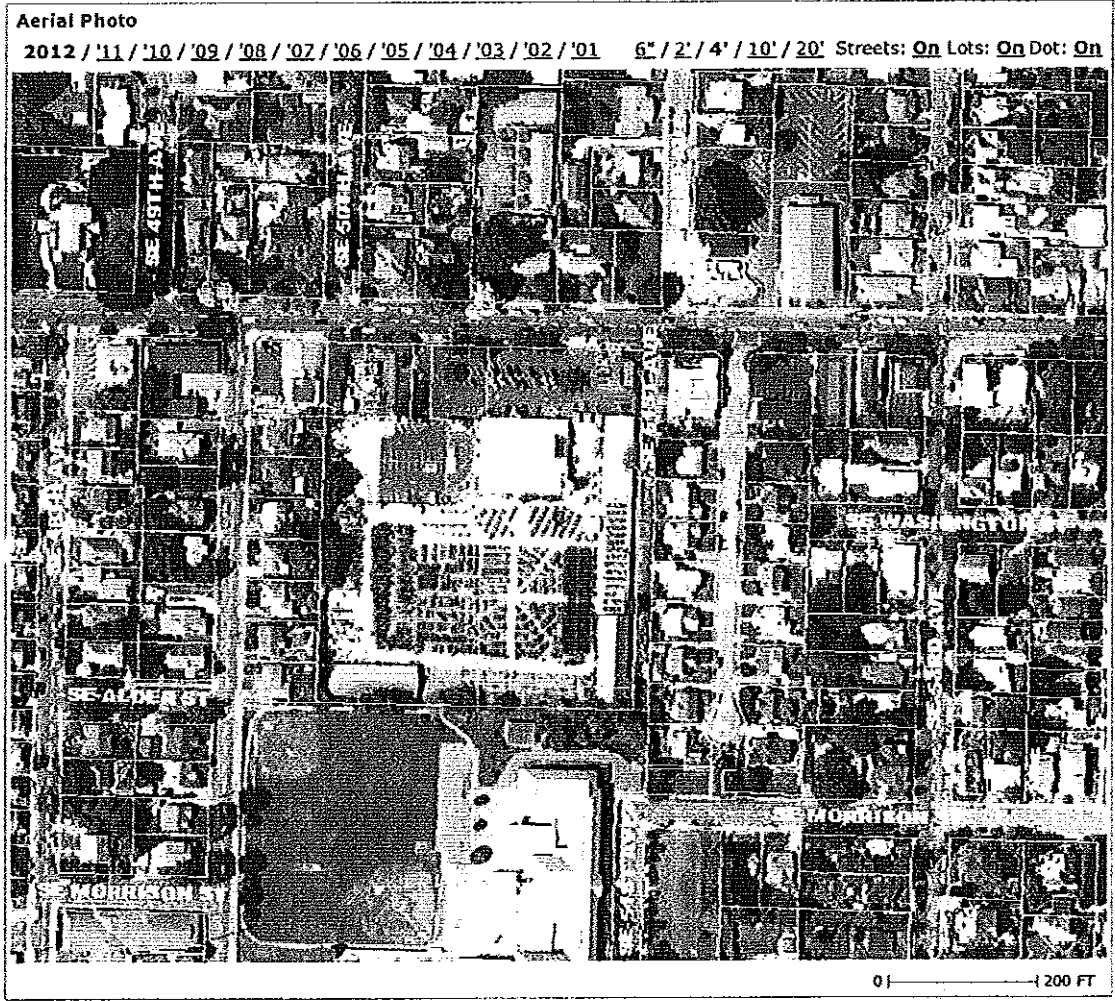
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**5050 SE STARK ST - MT. TABOR -
PORTLAND**

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City of Portland, Corporate GIS

10/28/2014

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5050 SE STARK ST - MT. TABOR
- PORTLAND

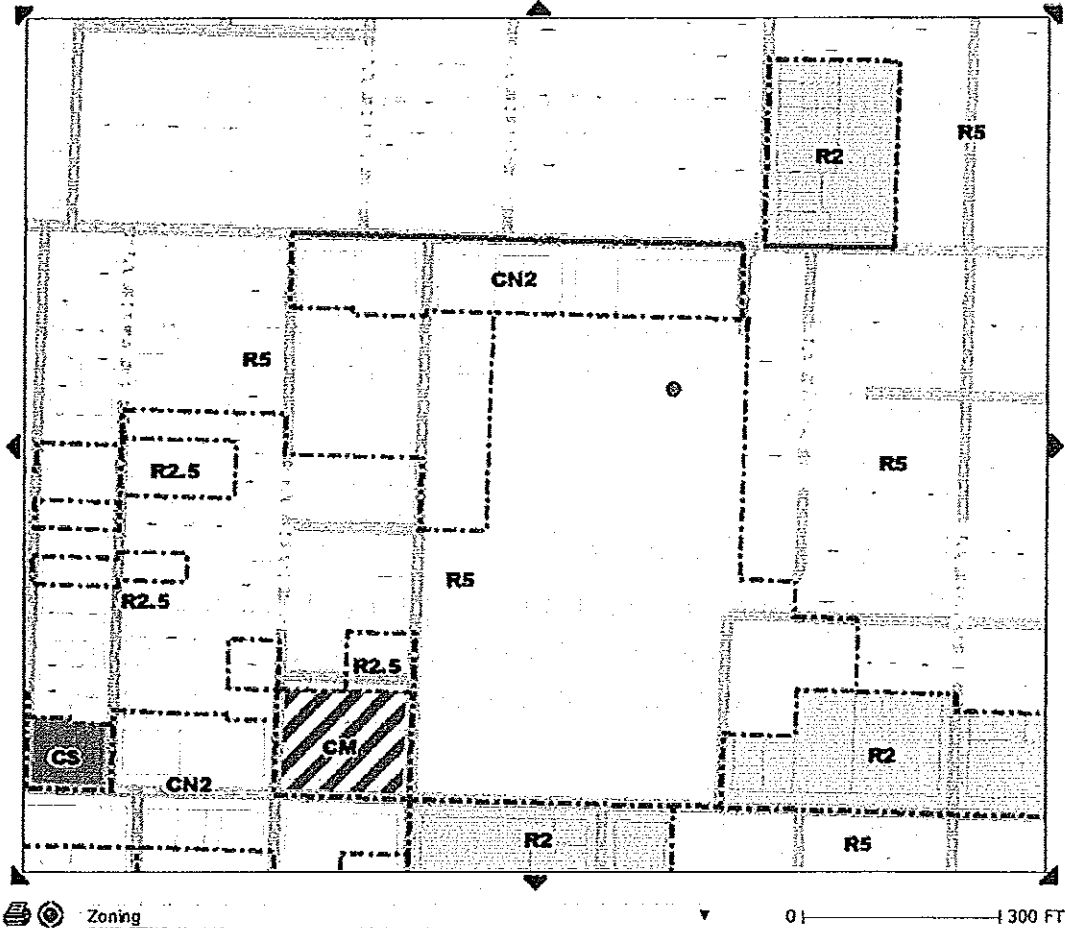
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Explore the area, view different themes

Zoning Detail

Long -122.61084 Lat 45.51856



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PORTLAND NURSERY

Portland Comprehensive Plan Review
November 2015 to January 2016

Portland Nursery - 9000 SE Division Street

Problem to be solved:

The proposed Division/Powell high speed bus line will cut off access to Portland Nursery for traffic from I-205, SE 92nd and westbound Division Street.

Why is this important:

All traffic to the nursery from the east uses the center left hand turn lane on Division to get to our nursery. The planned high speed bus line will eliminate this center lane.

Solution:

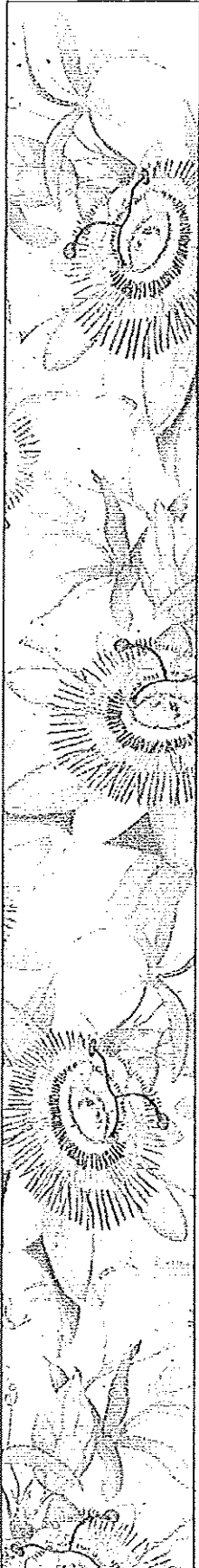
Provide Portland Nursery with Mixed Use Civic Corridor zoning on our property facing SE 92nd so that we may add a second access to the property and avoid issues with the new bus line.

www.portlandnursery.com

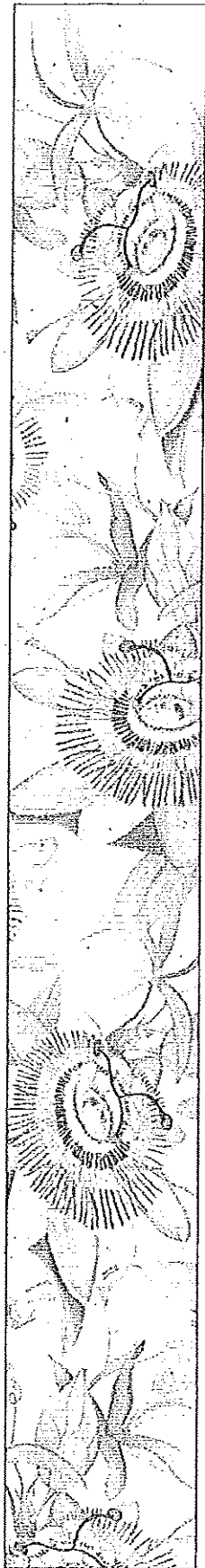
5050 SE Stark | Portland, OR 97215 | TEL (503) 231-5050 | FAX (503) 231-7123

9000 SE Division | Portland, OR 97266 | TEL (503) 788-9000 | FAX (503) 788-9002

Ordinance 187852, Ver. 1.3.L, page 8070



PORTLAND NURSERY



Portland Comprehensive Plan Review
November 2015 to January 2016

Portland Nursery - SE Clinton St and 90th Ave

Problem to be solved:

Comprehensive Plan Designations have not intensified to support the region's infrastructure investment in Clackamas light rail and the proposed Powell/Division Street high speed bus line.

Why is this important:

Intensification of residential uses supports transit, markets and personal services. It also reduces pressure on stable neighborhoods to convert to more intense uses. In this case, it takes advantage of property currently under single ownership.

Solution:

Convert proposed Comprehensive Plan designation to Medium Density Multi Dwelling.

www.portlandnursery.com

5050 SE Stark | Portland, OR 97215 | TEL (503) 231-5050 | FAX (503) 231-7123

9000 SE Division | Portland, OR 97266 | TEL (503) 288-9000 | FAX (503) 288-9002 .L, page 8071

Portland Nursery 9000 S.E. Division
NE 1/4 NW 1/4 SEC. 9 T.15. R.2E. W.M.

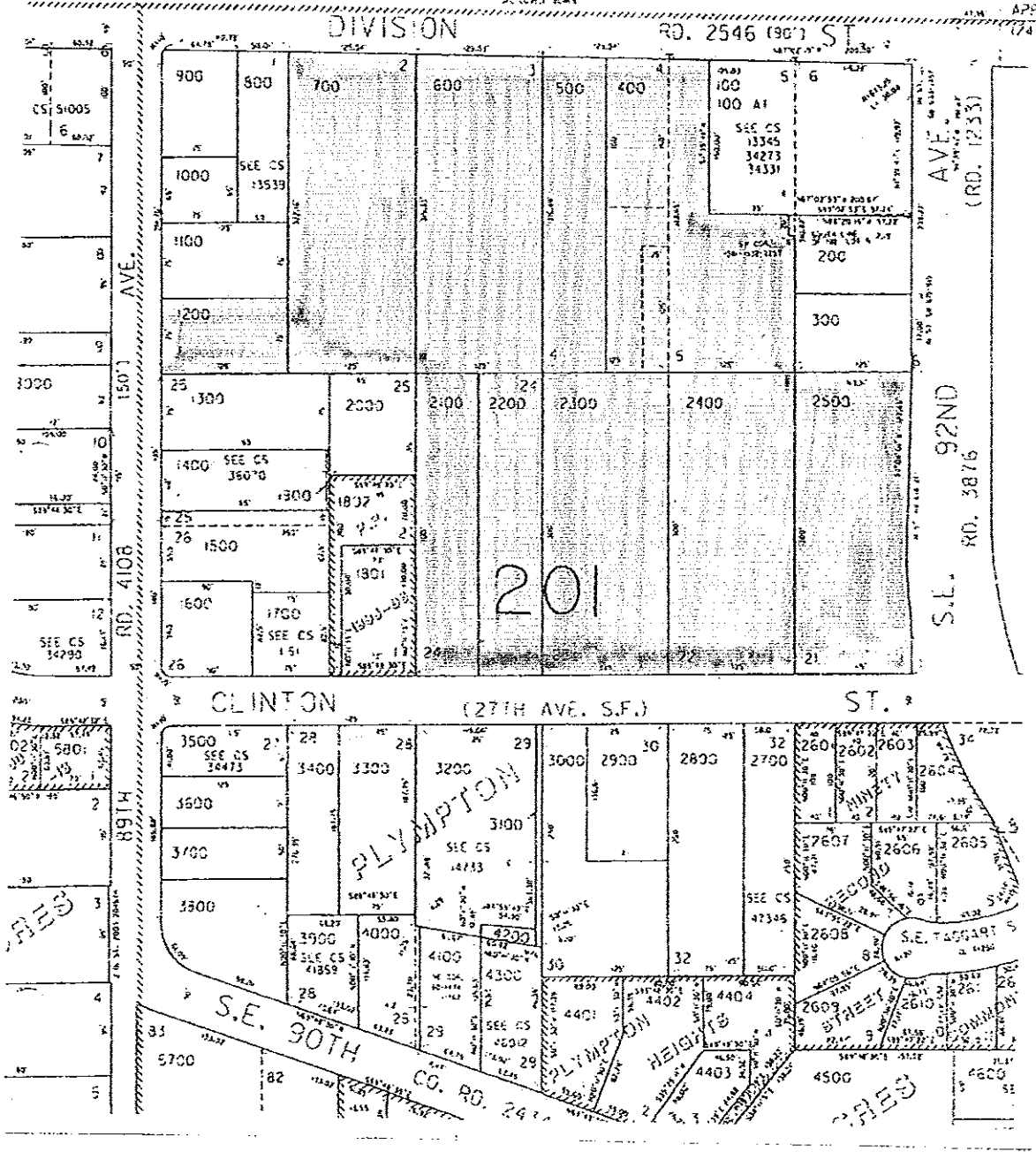
#1 MULTNOMAH COUNTY
1" = 100'

Proposed
Mixed Use Corridor

Medium Density
Multi-Dwelling

SEE MAP 15 2E 400

(SECTION LINE RD.)



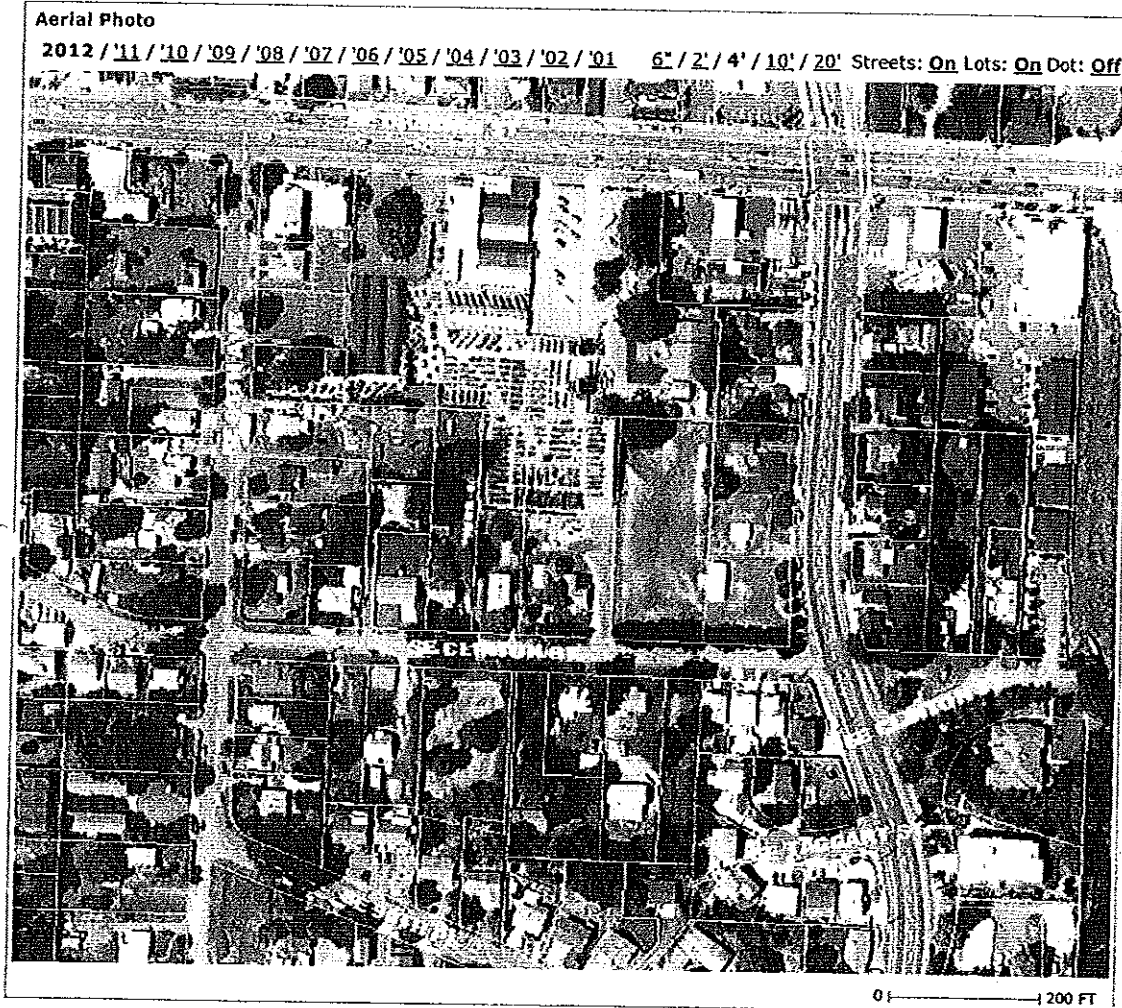
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**9029 SE CLINTON ST - POWELLHURST-
GILBERT - PORTLAND**

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[Zoning](#) | [Zip Code](#) | [Public Art](#)



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PortlandMaps

9000 SE DIVISION ST -
POWELLHURST-GILBERT - PORTLAND

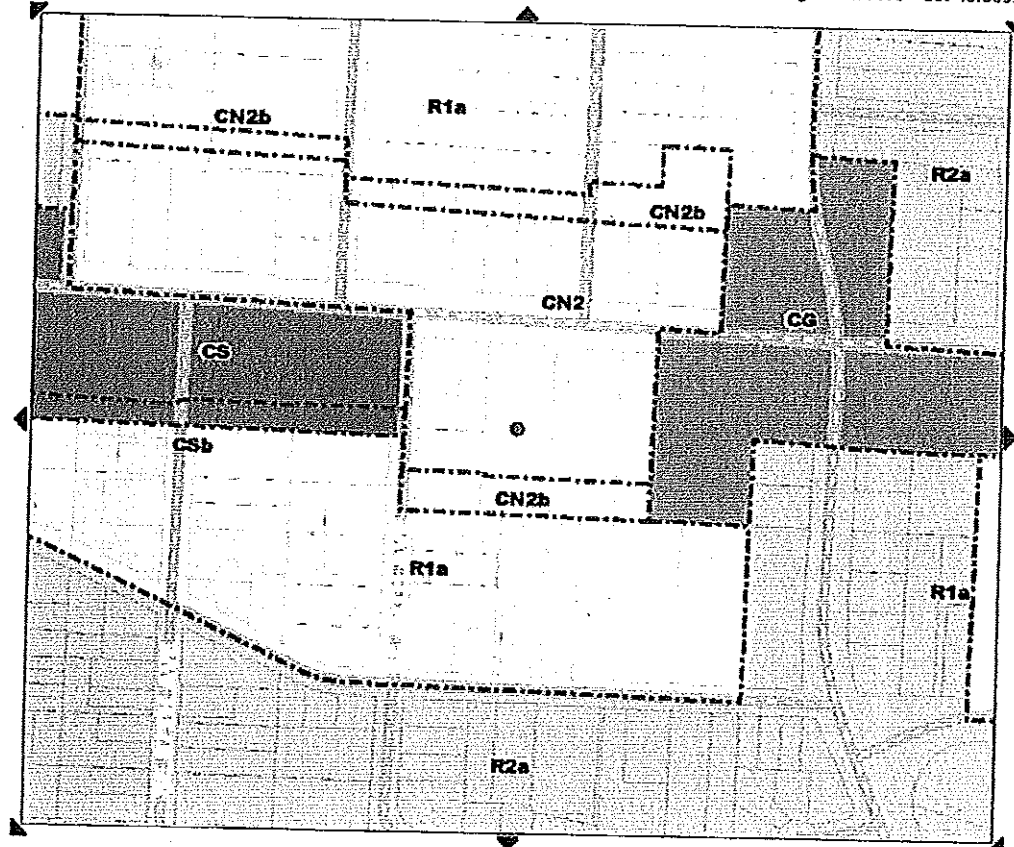
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Explore the area, view different themes

Zoning Detail

Long -122.57093 Lat 45.50396



Zoning

0 | 300 FT

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10/28/2014

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9000 SE DIVISION ST -
POWELLHURST-GILBERT - PORTLAND

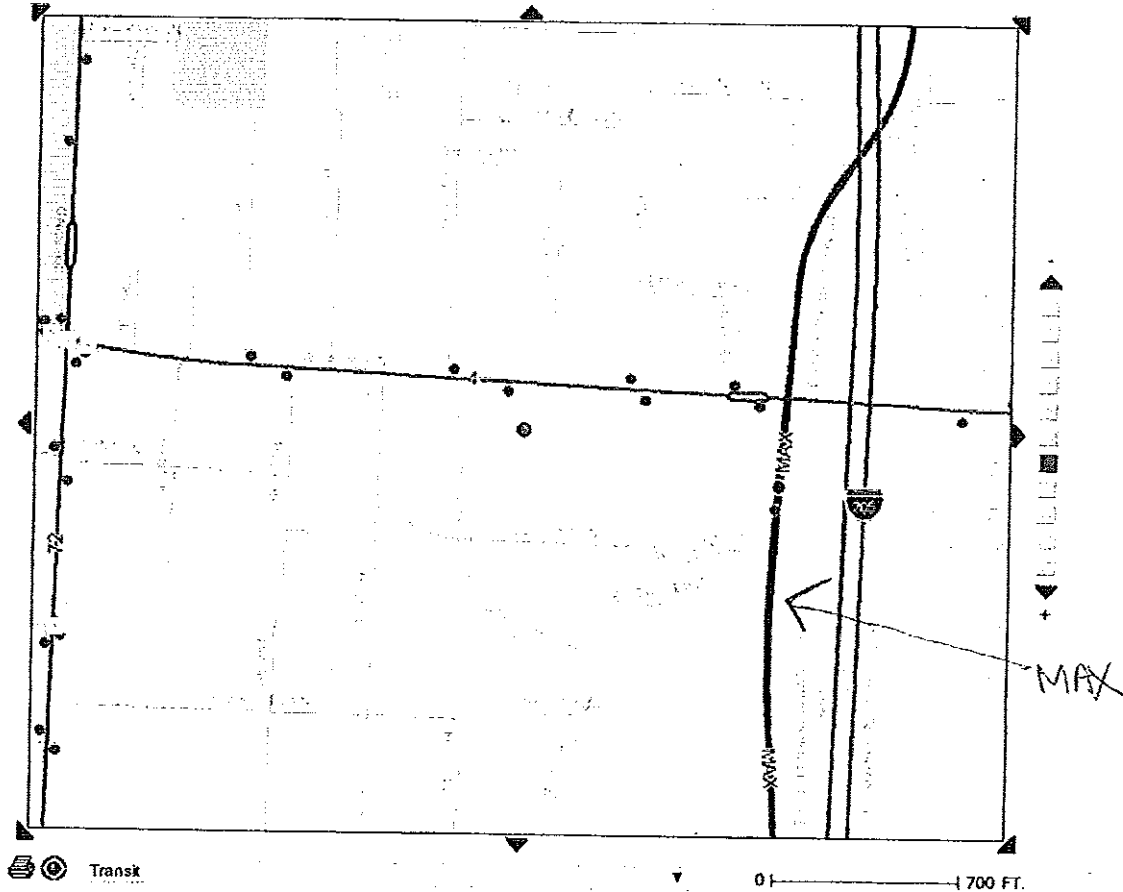
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[Explorer](#) | [Property](#) | [Maps](#) | [Projects](#) | [Crime](#) | [Census](#) | [Environmental](#) | [Transportation](#)

Explore the area, view different themes

Transit Detail

Long -122.57093 Lat 45.50396



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10/28/2014

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SE 93RD AVE

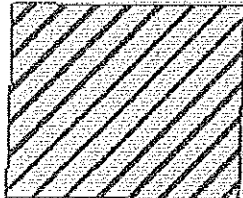
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SE DIVISION ST

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AVE

SE DIVISION ST

SE DIVISION ST



SE 89TH AVE

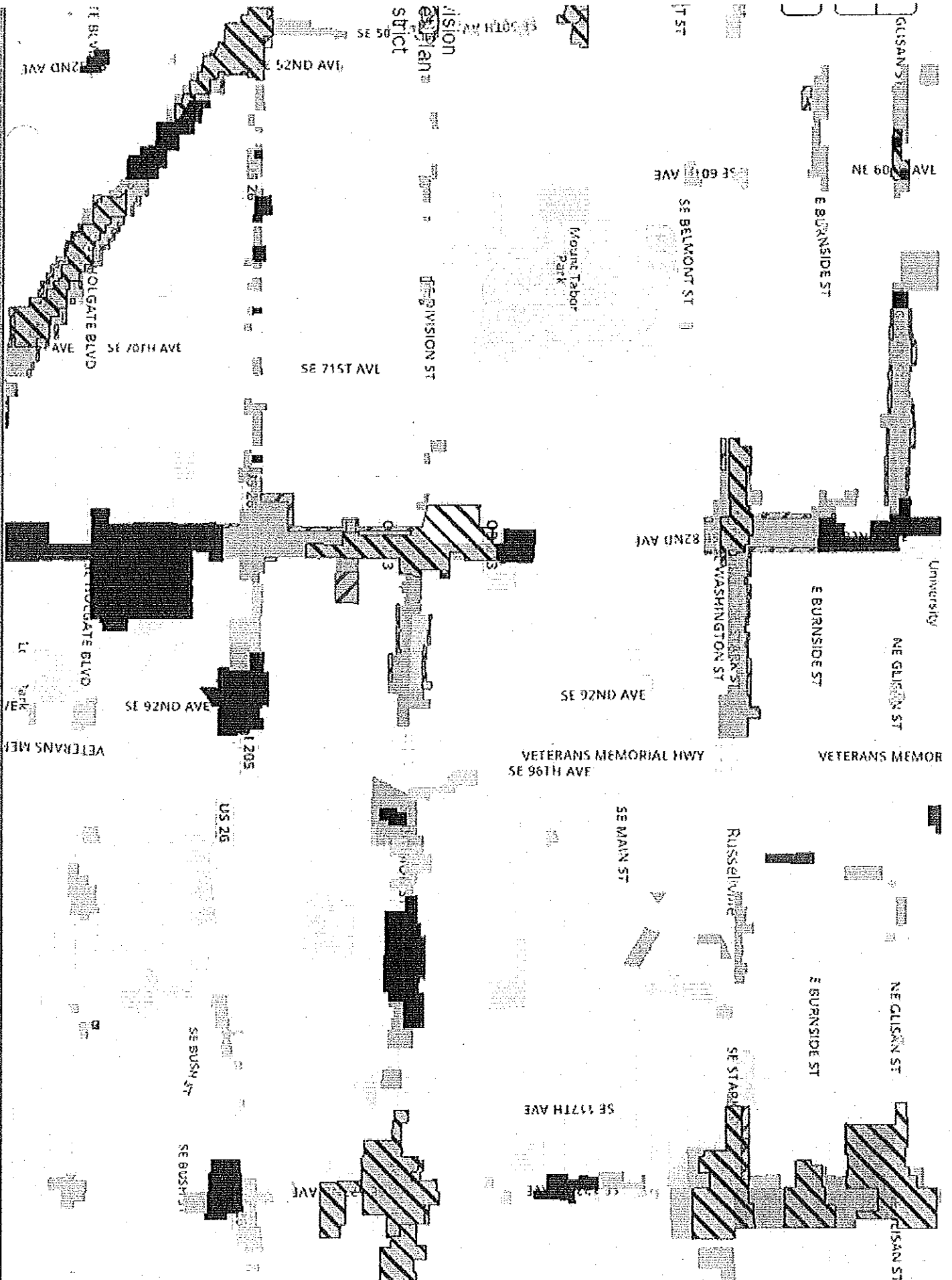
SE 89TH AVE

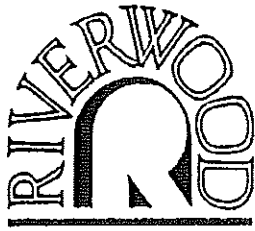
SE DIVISION ST





Ordinance 187832, Vol. 1.3, page 8077





RIVERWOOD HOMEOWNERS ASSOCIATION
BOX 20453
PORTLAND, OREGON 97220-9725

December 10, 2015

Mayor Hales and
Commissioners Fish, Fritz, Novick and Saltzman:

As President of the Riverwood Homeowners' Association, I am writing on behalf of our residents to request that the property located on the southeast corner of NE 122nd and Shaver Streets, which is currently designated under the 2035 Comprehensive Plan as mixed employment and R-3 multi-family residential, be re-designated to R-5 when the farm use ends to allow only the construction of single-family homes on that land.

We are a Planned Community of 92 individually owned homes located along the north side of Shaver Street from NE 125th Place to 129th (minus one row of houses along the west side of NE 129th) and extending north to Prescott Drive. To the west of our community and east along Sandy Blvd., north to nearly 143rd are several higher-density older apartments housing approximately half of our neighborhoods population. To the east and also south of the farm fields are single-family homes.

With a large part of our Planned Community consisting of older and retired residents, we look forward to the opening of Beach Park in early 2017 as a safe and peaceful place we will enjoy, just a short walk from our homes. Adding higher-density apartments and light industrial and offices to our south would cut us off from the remainder of the single-family areas of Argay Terrace. Three story apartments would tower over the park and be like a wall along its western edge. In effect, that would isolate our community.

The neighborhood has put decades into the planning of that park and the city will have spent nearly 10 million dollars to create it. It should be a park all of us can feel safe in and enjoy. But will it be a safe park? Argay Park on NE 141st has large apartment complexes just over its north fence and reports of drug activity and shots fired make that park unsafe at times.

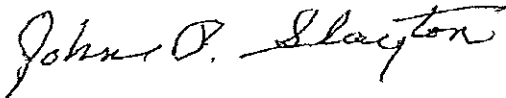
Higher density housing and offices or light industrial would bring more car and light truck traffic to NE Shaver St. It's a street we walk on, a street school children walk and bike to and from the Parkrose Middle and High Schools, just across 122nd Street. The opening of the new park will bring many more walkers and bikers, as well as cars. It only makes sense to allow the type of development that will create the least amount of additional traffic – and that is single-family homes.

Portland is lacking single-family housing and that type of development of this area would fit best with the neighborhood to the south and on the east side of our new park. It would allow more visibility, make the park safe and fit the character of the neighborhood.

Riverwood HOA residents pride ourselves in our careful maintenance of our buildings and grounds. While we have also cooperated with our higher-density neighbors endeavoring to prevent littering and neglect, we would not wish to create a community that would contribute to additional problems. In addition, our citizens have always been supportive of the Parkrose School District which has an exemplary reputation. We would encourage you to inquire and be concerned for the additional enrollment population that higher-density housing might bring to our only middle and high school.

We ask you to reconsider the current designation of this area and allow it to be designated only for new single-family home construction at the time the farming use ends.

Sincerely,

A handwritten signature in cursive script that reads "John P. Slayton".

John P. Slayton
President
Riverwood Homeowners Assn.

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: Testimony to the Portland City Council on zoning related to the comprehensive plan December 10th, 2015

Many of Portland's single family home neighborhoods are under attack. Developers are demolishing the affordable homes an alarming rate. Even though a Metro survey clearly shows a clear public preference for single family homes, up zoning related to the comp plan in working class neighborhoods virtually gives the bulldozer and backhoe operators a license to plow through, demolish and destroy numerous entire city blocks of single family homes. Will jam-packed tenement buildings and greed replace a more livable quality of life future that retains modest homes with green yards and trees?

Please take a look at MAP A on the second page of my handout. In my neighborhood - Rose City Park - there is a large swath of the properties proposed to be up zoned near the 60th Avenue Max Station. This portion of the neighborhood includes affordable starter homes - some of them fixer uppers, well kept working class single family homes - many of them in better shape than the Portland Building, and a few duplexes and multi-family units that are scaled in height and mass to fit in with the single family homes.

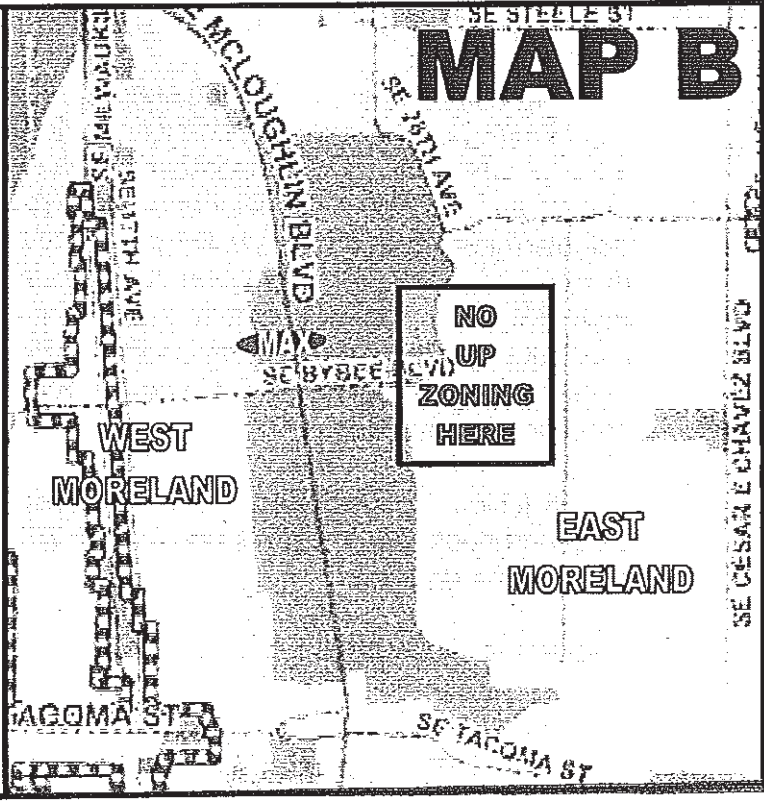
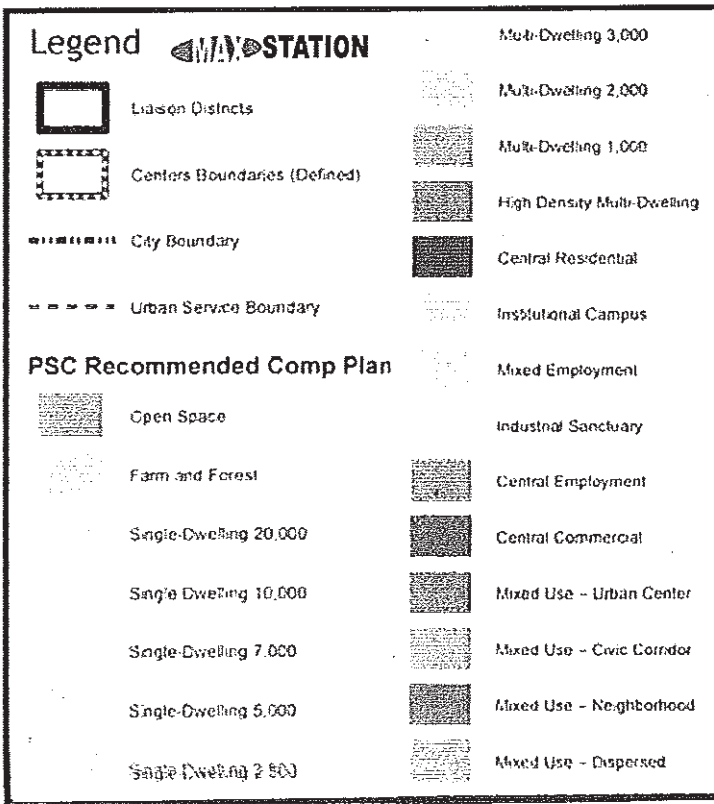
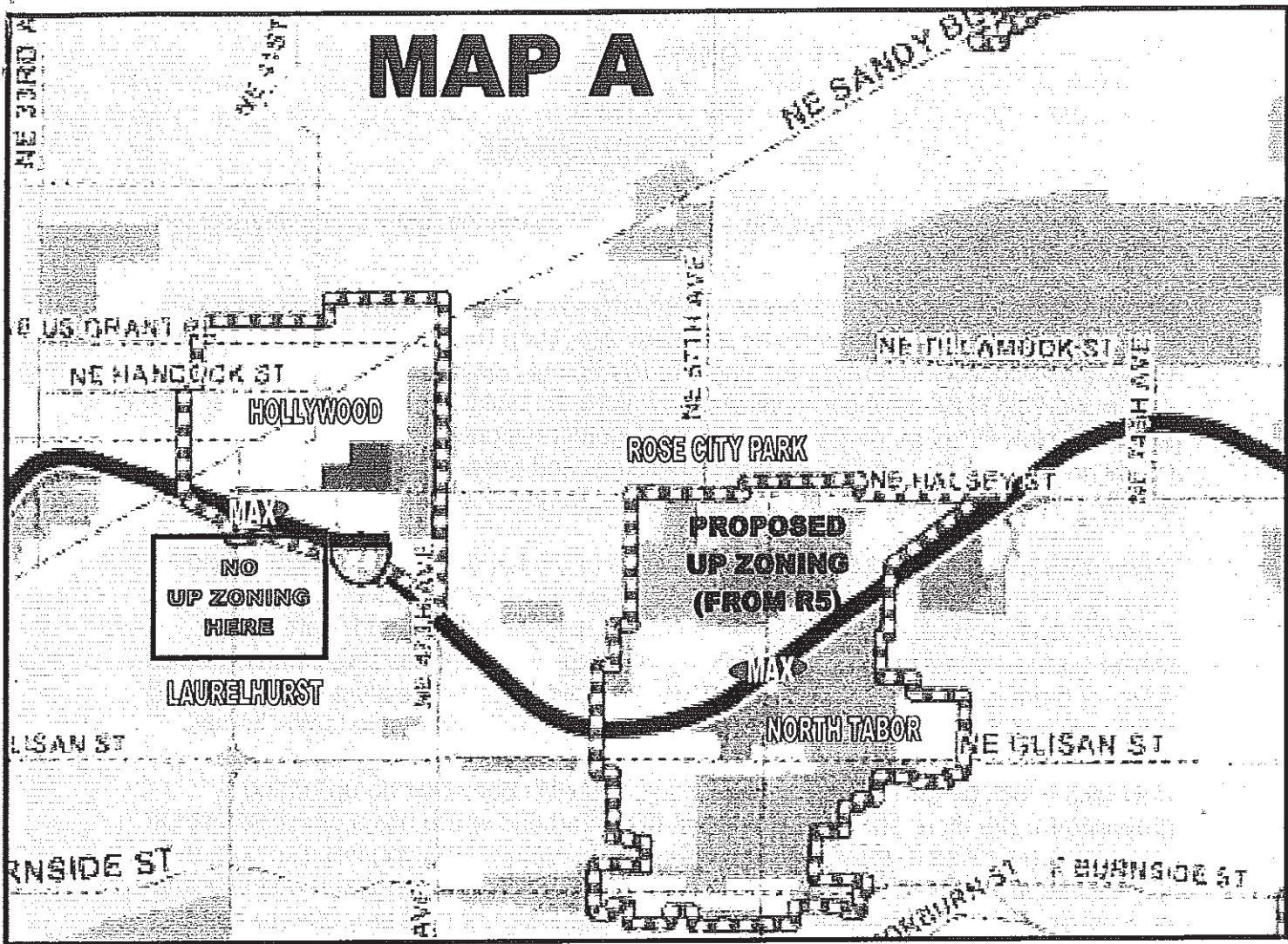
Now take a look at left side of the same map. You will notice that no up zoning is proposed for the more affluent Laurelhurst Neighborhood which has a direct pedestrian connection over I-84 to the Hollywood Max Station. With MAP B you will also note that there is no up zoning for the even more affluent East Moreland Neighborhood near the new Bybee Boulevard Max Station. If the same size swath of land proposed to be up zoned in the Rose City Park Neighborhood were applied to the East Moreland Neighborhood, it would likely include your house Mayor Hales.

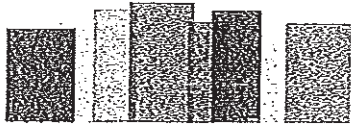
Now I am not condoning or even suggesting that any portion of East Moreland or Laurelhurst be up zoned, but neither should up zoning apply in ~~a~~ single family home areas of working class neighborhoods such Rose City Park. The mere fact that low income and working class neighborhoods are proposed to be up zoned while affluent neighborhoods that have a similar proximity to a Max station escape up zoning demonstrates bias, discrimination, it fosters more limits on the opportunities for the less than affluent classes of people to make an investment in home ownership and it could be construed as a departure of neighborhood diversity. Working class single family home neighborhoods deserve the same equal protections from the density zealots as the affluent neighborhoods.

In conclusion, I oppose the proposed wholesale up zoning of the single family home neighborhoods that are contiguous to the 60th Avenue Max Station. This mass up zoning needs to be rejected.

Respectfully submitted,

Terry Parker
Northeast Portland





TERWILLIGER PLAZA

Living Forward.
September 18, 2015



2545 SW Terwilliger Blvd.
Portland Oregon 97201
503.299.4911
800.875.4211
503.299.4803 fax
www.terwilligerplaza.com

Mayor Hales (Rm 340) Commissioner Fish (Rm 240) Commissioner Fritz (220)
Commissioner Novick (Rm 210) Commissioner Saltzman (Rm 230)
Portland City Council
1221 SW 4th
Portland, OR 97204

RE: Portland Comprehensive Plan Periodic Update
Terwilliger Plaza, Inc.

Our property currently has four different Comprehensive Plan designations. We request that the entire property have a single designation: **High Density Residential** (see attached map).

Terwilliger Plaza is a Continuing Care Retirement Community for people age 62 and older which provides housing and a continuum of care services to enable people to age in place. The Plaza includes apartment style housing units with kitchens, assisted living and residential care units without kitchens where people dine together in a restaurant style setting, and accessory uses including offices and related care and services. These functions all are permitted in an RH zone which implements the High Density Residential. The four designations/zones that divide our site make planning difficult and implementation a major challenge.

Terwilliger Plaza Mission Statement

Terwilliger Plaza is a nonprofit continuing care retirement community empowering seniors to lead vital and engaged lives within the Plaza and the larger community. The Plaza embraces diversity and is self-governed, non-sectarian and internationally accredited. Our goal is that all seniors experience a life of dignity, respect and compassion.

Terwilliger Plaza History and Services

In 1950, plans for Terwilliger Plaza evolved from the vision of members of the Oregon Retired Teachers Association. In 1958, chaired by Lesta Hoel, a longtime math teacher at Grant High School who went on to become the first President of the Board of Directors, a planning committee organized a corporation and built the first Tower building of Terwilliger Plaza with a FHA loan. The first residents moved into the Plaza in 1962.



As a non-profit, senior community for people 62 and over, Terwilliger Plaza is distinctly unique. It is one of only three facilities in the nation that is resident governed. The Board of Directors is comprised of residents that live at Terwilliger Plaza elected by their peers and additionally external local professionals who lend their business expertise.

Terwilliger Plaza is registered with the State of Oregon as a Continuing Care Retirement Community (CCRC). It provides a continuum of housing and healthcare related services on its campus, including 247 apartments in the Tower and the Heights ranging from 378 to 1895 square feet. In-home care and companion services are available on-site for residents that choose to stay in their Tower and Heights apartment but that need companionship or additional support with activities of daily living. In addition, there are 65 assisted living and residential care apartments available when residents require more assistance and choose to move to a more enhanced healthcare setting. Licensed nurses are on-site twenty four hours a day. Outpatient rehabilitation services and physician's visits are also available onsite. The Plaza employs almost 200 employees with the majority of staff using public transit and alternative means of transportation to access the campus.

The Plaza is intended to provide all of the services and amenities needed to live a vital and engaged lifestyle. In addition to the health care services mentioned above, the Plaza provides a broad spectrum of wellness activities for body, mind and spirit, a woodworks shop, a pool, a full service dining venue, a grocery/deli and a salon. Within walking distance to downtown and Portland State, and with the Plaza's easy access to public transit, the residents of Terwilliger Plaza enjoy all that the City of Portland has to offer.

As a nonprofit, Terwilliger Plaza is committed to continue to provide services to residents that have outlived their financial resources and in more than 50 years of its history has never asked any resident to leave the Plaza due to their inability to pay.

Testimonials

"What moving here really did for me was it gave me the psychological freedom from worry about chores, home repairs and finances, as well as the physical freedom of knowing I can walk out of my apartment and not worry about anything but what I want to do that day. Making this move allowed me to move forward from my husband's death and start a new life" Rose, resident and former board member

"We hadn't been at Terwilliger but two weeks when in the middle of the night I had a medical emergency. Ron thought to call downstairs to inquire what we do, and within minutes and LPN was letting herself into the apartment to help me". Naomi, current resident

September 18, 2015

"We were looking for several things in a new home. We wanted someplace that could provide all stages of care for our peace of mind. We wanted security but in a friendly and welcoming place. I knew of teachers who lived at Terwilliger Plaza. Not having close family in the area also determined that we needed to be someplace that supported our needs and lifestyle". **Earlene, current resident**

"My wife's health was deteriorating when we started looking for a CCRC. When we learned what care and services were available, we were delighted...no, let me say relieved! We could continue our 55-year marriage together." **Allen, current resident**

Thank you for your attention to our request.

Sincerely,



Diane K. Gibson

Acting CEO and VP of Finance and CFO



Diane Gibson, CPA
Vice President of Finance & CFO
503.299.1225
fax 503.299.4803
dgibson@terwilligerplaza.com

Peter Finley Fry AICP PhD
2153 SW Main Street; Room #105
Portland, Oregon 97205
(503) 703-8033
peter@finleyfry.com

2545 SW Terwilliger Blvd. • Portland OR 97201 • www.terwilligerplaza.com

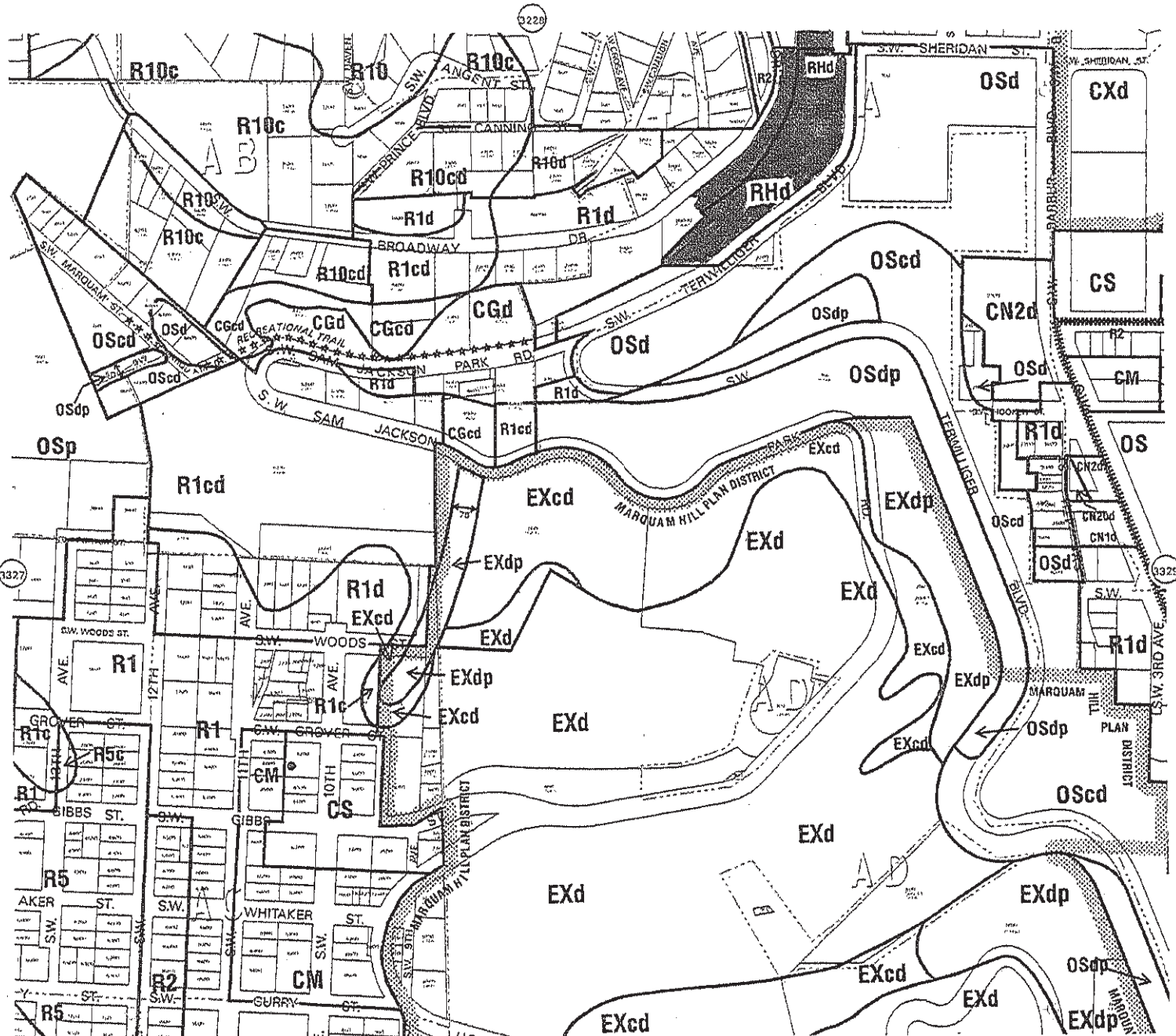
PORTLAND COMPREHENSIVE PLAN PERIODIC REVIEW NOVEMBER – JANUARY 2015/2016

SUBJECT: Terwilliger Plaza - 2545 SW Terwilliger Boulevard

PROBLEM TO BE SOLVED: The site has four Comprehensive Plan designations (zones). Terwilliger Plaza needs to continue to evolve and develop to meet the emerging needs of seniors and anticipates the coming wave of retiring Baby Boomers. The existing four zones make development planning and implementation extremely difficult.

WHY IS IT IMPORTANT? Terwilliger Plaza, a non-profit Continuing Care Retirement Community provides an innovative, compassionate and supportive community for Portland's senior residents to age in place in close proximity to their family and friends.

SOLUTION: Apply a single High Density Multi-dwelling designation to the entire property.



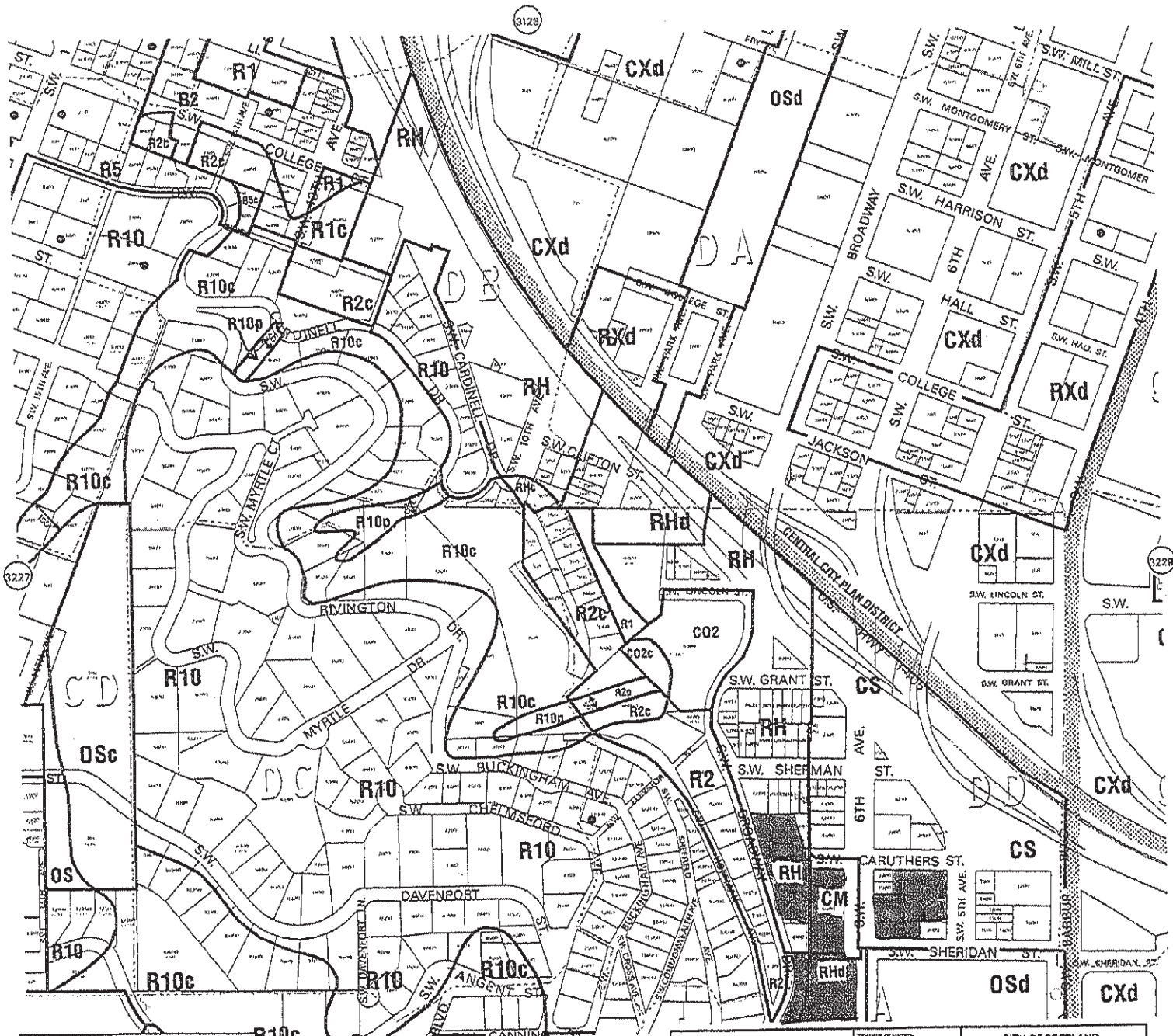
NOTE: Where indicated, width of environmental protection zone, p. 6 is measured from center of drainage, with 1/2 distance on each side

NOTE: Zoning designations are subject to change; verify zoning prior to development or sales.

- Plan District Boundary
- Historic or Conservation District or N.R.M.P. Boundary
- Zoning Line

★ HISTORIC LANDMARK

R10 Current Zoning ●●●● Maximum Potential Zoning as per Comprehensive Plan ○(R10) - - - - State ID Map Boundary	ZONING REVERED	CITY OF PORTLAND BUREAU OF PLANNING
	07-24-2003	
	DATE MAP ACQUIRED	07 - 2003
	LEGAL DESCRIPTION	NE 1/4 SEC. 09 - 1S - 1E
		3328



NOTE: Where indicated, width of environmental protection zone, p, is measured from center of drainage, with 1/2 distance on each side

NOTE: Zoning designations are subject to change; verify zoning prior to development or sales.

Plan District Boundary
 Historic or Conservation District or N.R.M.P. Boundary
 Zoning Line

● HISTORIC LANDMARK

R10 Current Zoning ●●●● Maximum Potential ●(R10) Zoning as per Comprehensive Plan - - - - State ID Map Boundary	ZONING REVISION: 01-09-2006	CITY OF PORTLAND BUREAU OF PLANNING	
	MAPSHEET ACQUIRED: 10 - 2005	SCALE IN FEET: 1" = 100'	SCALE IN METERS: 1" = 300'
	LEGAL DESCRIPTION: SE 1/4 SEC. 04 - 1S - 1E	3228	

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2434 SW 6TH AVE - SOUTH PORTLAND
- PORTLAND

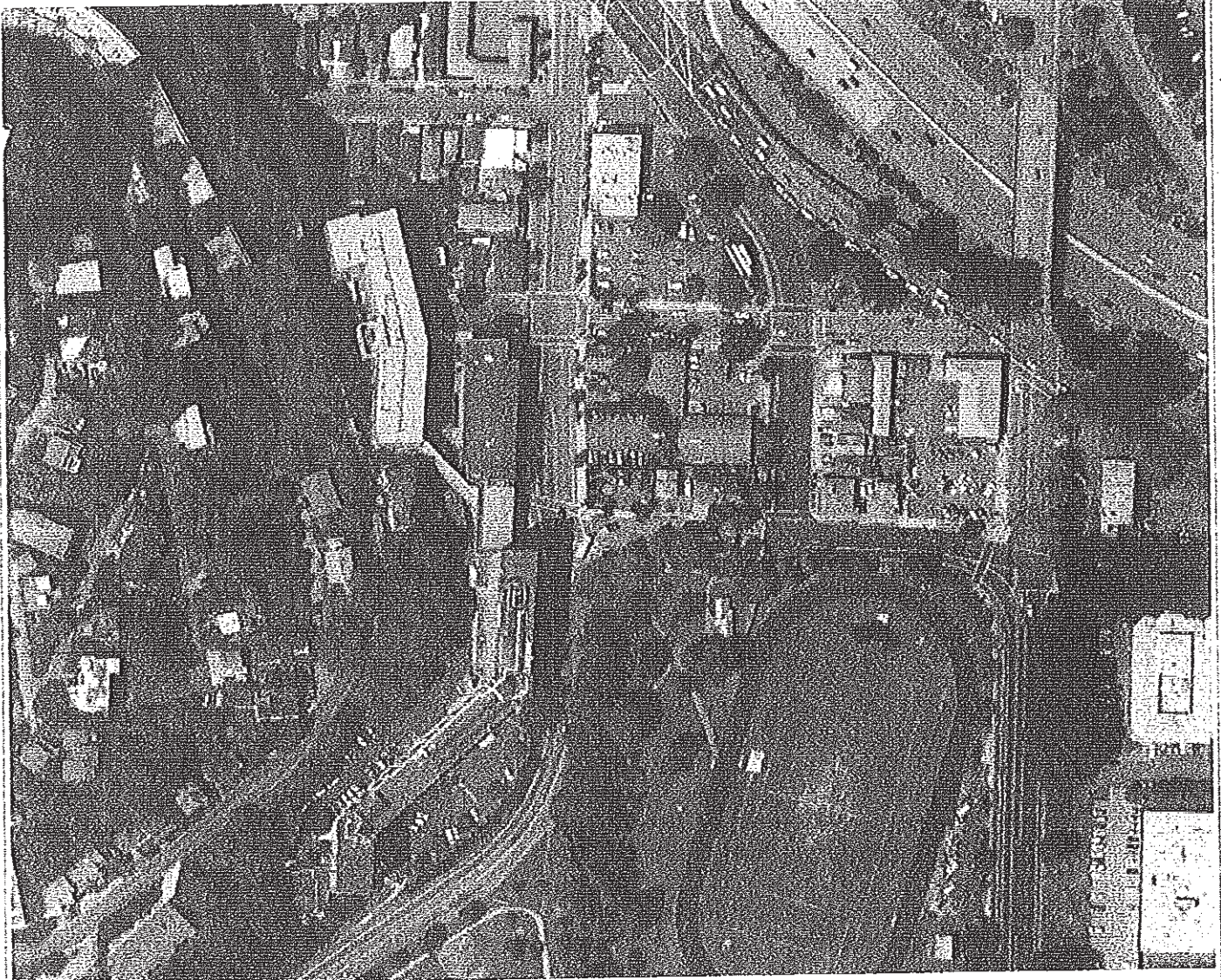
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[Summary](#) | [Benchmarks](#) | [Businesses](#) | [Elevation](#) | [Fire](#) | [Hazard](#) | [Photo](#) | [Property](#) | [Tax Map](#) | [UGB](#) | [USB](#) | [Walkability](#) | [Zoning](#) | [Zip Code](#) | [Public Art](#)

Aerial Photo

2013 / '12 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01 6" / 2' / 4' / 10' / 20' Streets: [Off](#) Lots: [Off](#) Dot: [On](#)



0 |-----| 200 FT

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GARDEN COMMERCIAL PROPERTIES
Builders / Developers / Managers of Shopping Centers

Mark Hoffman
mark@gardenhomes.com

NE 122nd
and
NE Sandy

Peter Finley Fry AICP PhD
2153 SW Main Street; Room #105
Portland, Oregon 97205
(503) 703-8033
peter@finleyfry.com

Testimony #25
Mark Hoffman
Garden Homes

820 Morris Turnpike
Short Hills, NJ 07078

973-467-5000 x200
973-467-3480 Fax

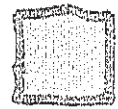
PORTLAND COMPREHENSIVE PLAN PERIODIC REVIEW NOVEMBER – JANUARY 2015/2016

SUBJECT: Garden Homes – NE 122nd and NE Sandy Boulevard

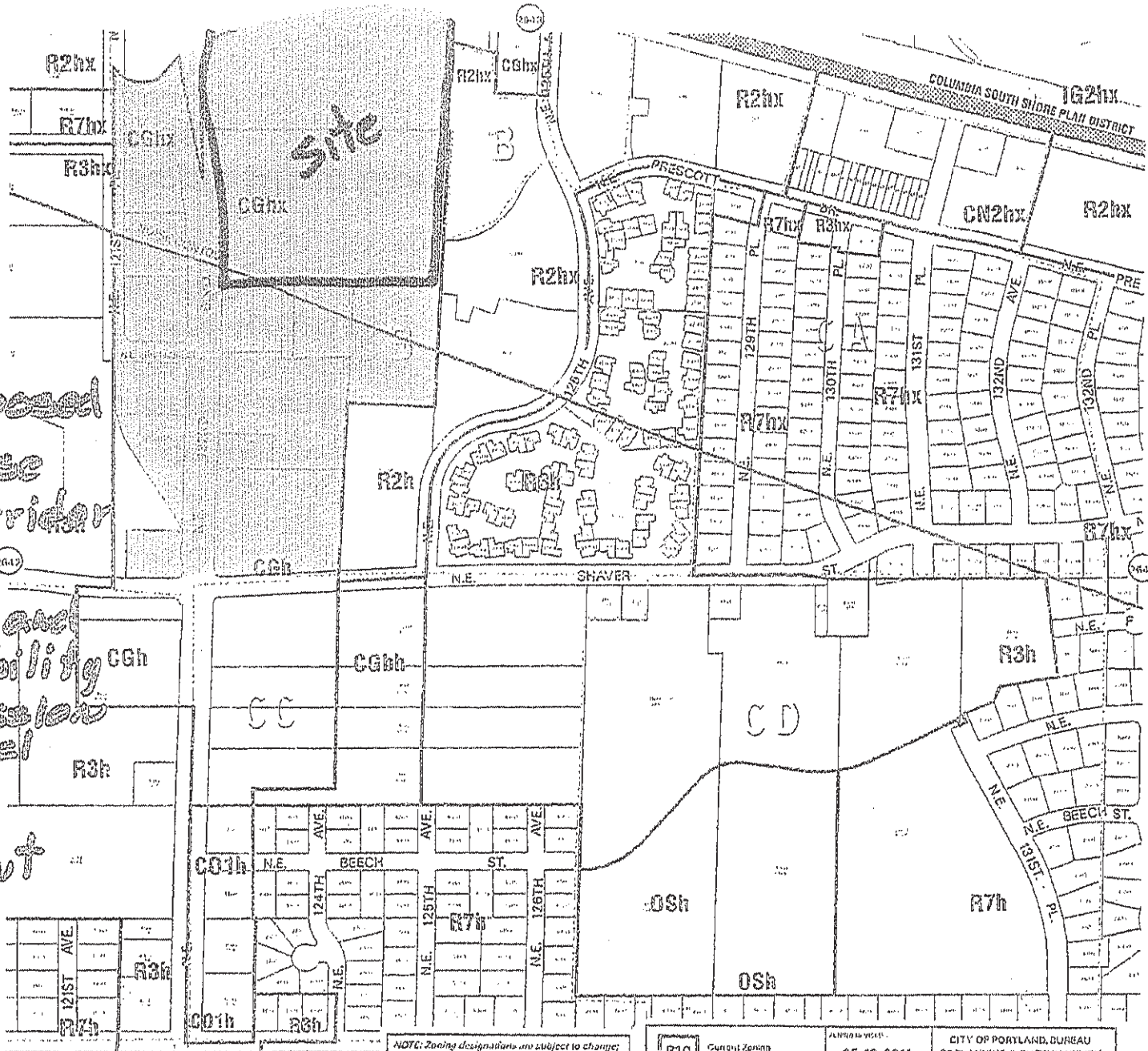
PROBLEM TO BE SOLVED: A retail center that has operated for since the early 70's has been designated as employment.




WHY IS IT IMPORTANT? Garden Homes, a national company that focuses on mixed use residential and retail, has the resources and expertise to transform the site into a modern retail center to provide services and employment to the surrounding neighborhoods. These centers often include housing which is prohibited by the employment designation.

SOLUTION: Apply Mixed Use Civic Corridor Designation consistent with abutting properties.

 proposed
 Mixed Use
 Civic Corridor

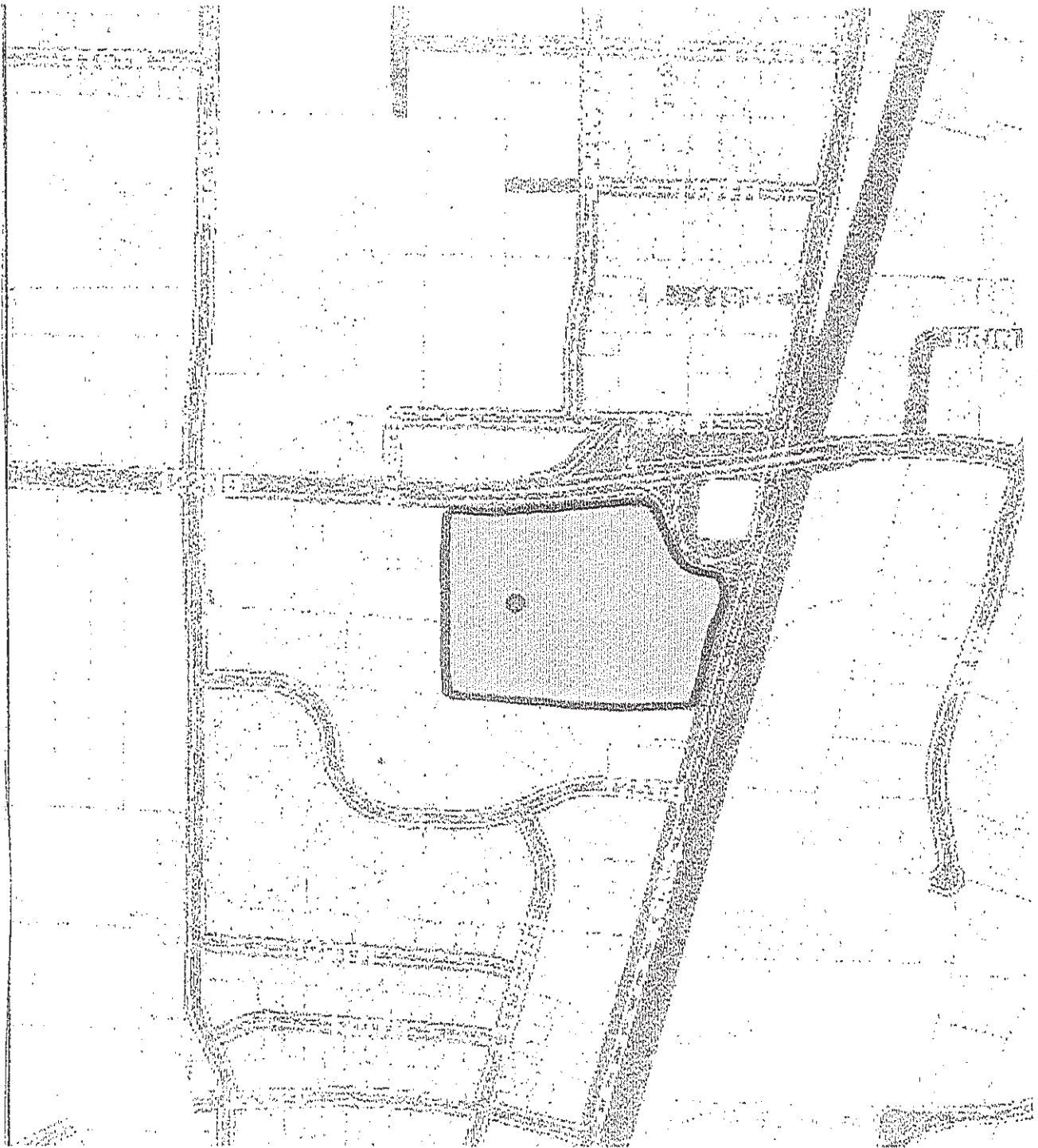
Planning and
 Sustainability
 Commission
 proposal
 and
 Applicant
 (site)



 Plan District Boundary
 Historic or Conservation District or M.F.A.P. Boundary
 Zoning Line

NOTE: Zoning designations are subject to change; verify zoning prior to development or sales.

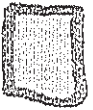
R10 Current Zoning * * * * * Minimum Parcelment * (R10) * Zoning as per Comprehensive Plan - - - - - State Map Boundary	APPROVED 05-13-2011	CITY OF PORTLAND, BUREAU OF PLANNING & SUSTAINABILITY
	REAPPROVED 07-2010	
	USE AS SPECIFIED SW 1/4 SEC.	2043



N



: site



: Proposed
mixed use civic
corridor

2350 NE SANDY BLVD - ARGAY -
PORTLAND

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| [Transportation](#)

[Summary](#) | [Benchmarks](#) | [Businesses](#) | [Elevation](#) | [Fire](#) | [Hazard](#) | [Photo](#) | [Property](#) | [Tax Map](#) | [UGB](#) | [USS](#) | [Walkability](#) |
[Zoning](#) | [Zip Code](#) | [Public Art](#)

Aerial Photo

2013 / '12 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01 3' / 2' / 4' / 10' / 20' Streets: [On](#) Lots: [On](#) Dot: [On](#)



0 200 FT

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Peter Finley Fry AICP PhD
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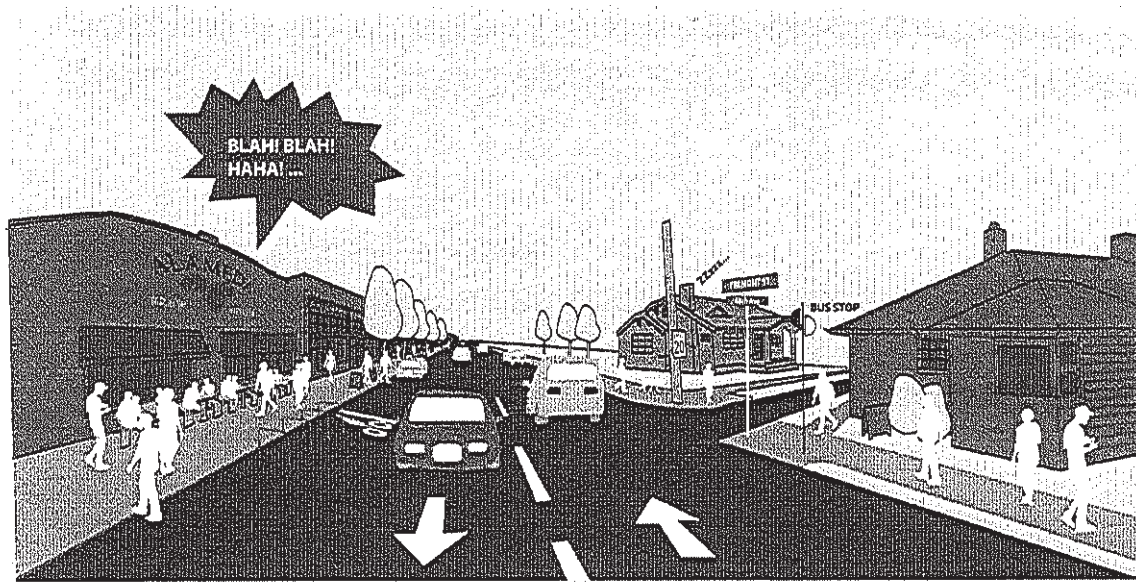
PORTLAND COMPREHENSIVE PLAN PERIODIC REVIEW NOVEMBER – JANUARY 2015/2016

SUBJECT: Ramod and Kamala Chhetri: 3436 NE 48th and NE Fremont.

PROBLEM TO BE SOLVED: The current land use configuration creates conflict between the commercial uses on the north side of Fremont and uses on the south side. The Planning and Sustainability Commission significantly worsen the situation by creating incompatibility on two sides of the subject property.

WHY IS IT IMPORTANT? Commercial Corridors throughout the City are two sided to create synergy between commercial uses and reduce incompatibility with surrounding residential uses by making commercial uses face to face with commercial uses and back to back with residential uses.

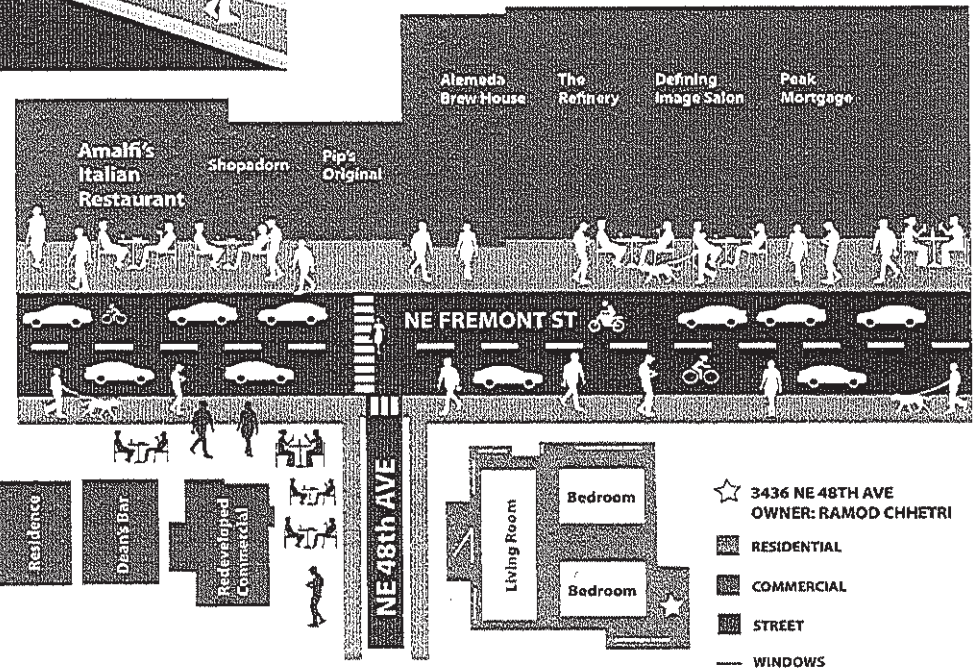
SOLUTION: Grant applicant's request to create a mixed use node and apply the Mixed-Use Dispersed Designation to the subject property.



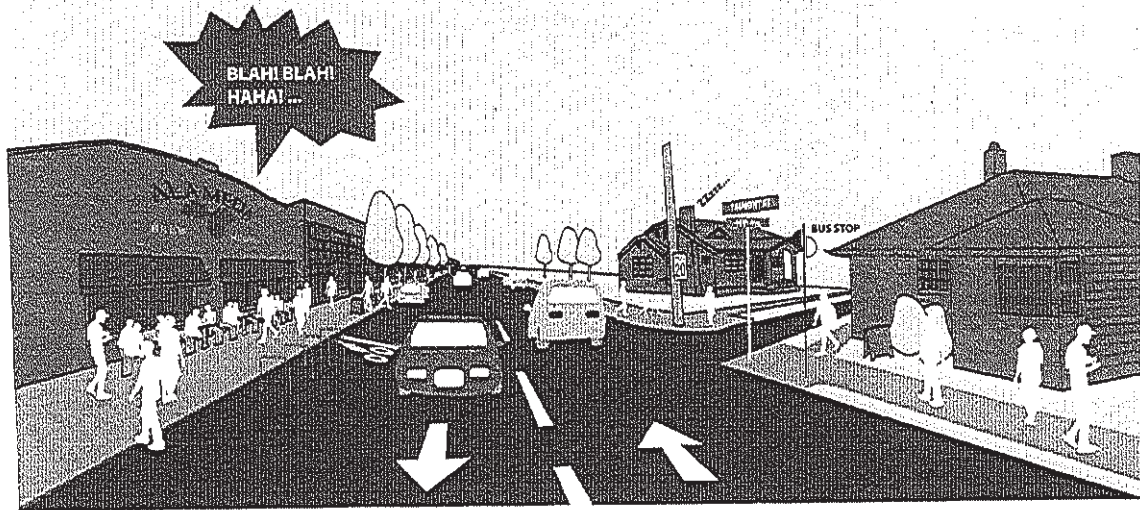
AERIAL VIEW



STREET VIEW

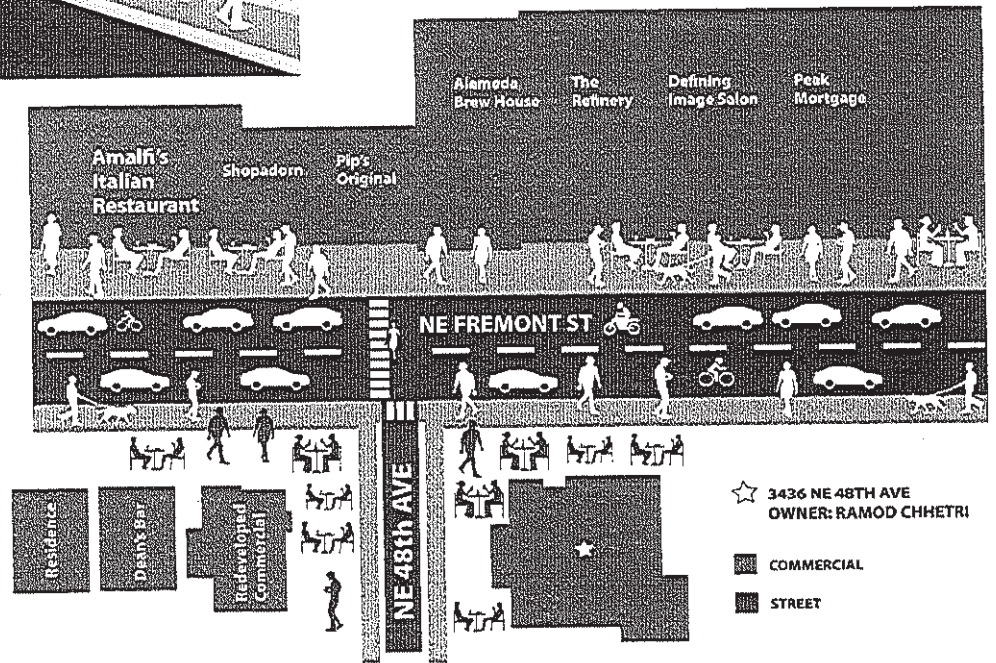


Amalfi's Italian Restaurant	Shopadorn	Pip's Original	Alameda Brew House	The Refinery	Defining Image Salon	Peak Mortgage
Monday Closed	Monday 10:30 AM - 8:00 PM	Monday 8:00 AM - 4:00 PM	Monday 11:00 AM - 10:00 PM	Monday 8:00 AM - 8:30 PM	Monday Closed	Monday 8:30 AM - 5:00 PM
Tuesday 4:00 - 10:00 PM	Tuesday 10:30 AM - 8:00 PM	Tuesday 8:00 AM - 4:00 PM	Tuesday 11:00 AM - 10:00 PM	Tuesday 8:00 AM - 7:00 PM	Tuesday 10:30 AM - 7:00 PM	Tuesday 8:30 AM - 5:00 PM
Wednesday 4:00 - 10:00 PM	Wednesday 10:00 AM - 7:00 PM	Wednesday 8:00 AM - 4:00 PM	Wednesday 11:00 AM - 10:00 PM	Wednesday 8:00 AM - 5:30 PM	Wednesday 10:30 AM - 7:00 PM	Wednesday 8:30 AM - 5:00 PM
Thursday 4:00 - 10:00 PM	Thursday 10:00 AM - 7:00 PM	Thursday 8:00 AM - 4:00 PM	Thursday 11:00 AM - 10:00 PM	Thursday 6:00 AM - 6:00 PM	Thursday 10:30 AM - 7:00 PM	Thursday 8:30 AM - 5:00 PM
Friday 4:00 - 11:00 PM	Friday 10:00 AM - 7:00 PM	Friday 8:00 AM - 4:00 PM	Friday 11:00 AM - 12:00 AM	Friday 6:00 AM - 12:00 PM	Friday 10:30 AM - 7:00 PM	Friday 8:30 AM - 5:00 PM
Saturday 3:00 - 11:00 PM	Saturday 10:00 AM - 7:00 PM	Saturday 8:00 AM - 4:00 PM	Saturday 11:00 AM - 12:00 AM	Saturday 8:30 AM - 9:30 AM	Saturday 9:45 AM - 5:00 PM	Saturday Closed
Sunday 3:00 - 9:00 PM	Sunday 10:30 AM - 6:00 PM	Sunday 8:00 AM - 4:00 PM	Sunday 11:00 AM - 10:00 PM	Sunday 9:00 AM	Sunday Closed	Sunday Closed



↑
STREET VIEW

AERIAL VIEW



December 10th, 2015

Mr. Stephen Keller
5034 SE Belmont St.
Portland, OR 97215

City of Portland Commissioners
c/o City Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97204

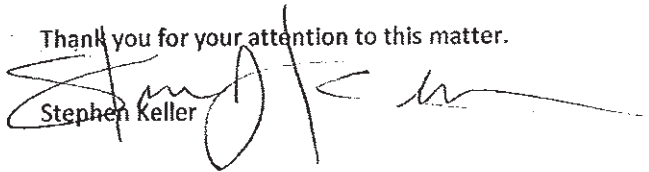
SUBJECT: Proposed Comp Plan Map and Zone Changes planned for 5034 SE Belmont St.

Dear Mayor Hales and City Commissioners:

As the owner of the above mentioned property located on the south side of SE Belmont (at SE 51st), I support the planned map designation change from R5 to the proposed R2 designation. I also support the actual change of base zone respectively from R5 to R2.

As a longtime resident of this property, I welcome the zone and map updates for several reasons and would not oppose taking the zone one step further to an R1 designation. I suggest this, because higher density properties specifically along transit routes such as this one on Belmont relieve traffic congestion thru greater public transportation use. More specifically the proposed R2 base zone (or higher density) change will provide a catalyst to greater feasibility when considering converting the existing primary residence to multiunit.

Thank you for your attention to this matter.


Stephen Keller



Dec. 10, 2015 (Transmitted this day via e-mail to the following)

City of Portland
City Council <cctestimony@portlandoregon.gov>
1221 SW 4th
Portland, OR 97204

CC: Susan Anderson, BPS Director, Susan.Anderson@PortlandOregon.gov
Leah Treat, PBOT Director, Leah.Treat@portlandoregon.gov
Joe Zehnder, Long Range Planning Manager, Joe.Zehnder@portlandoregon.gov
Eric Engstrom, Senior Planner, Eric.Engstrom@portlandoregon.gov
Nan Stark, BPS NE District Liaison, nan.stark@portlandoregon.gov
Alison Stoll, Executive Director Central NE Neighbors, alisons@cnncoalition.org

Subject: RCPNA Proposed Amendments to the Recommended Comprehensive Plan Update-Economic Development and the Comprehensive Plan Map

Honorable Mayor Hales and City Commissioners:

Thank you for the opportunity to testify on the Recommended Comprehensive Plan Update document. On Tuesday December 1, 2015 the Rose City Park Neighborhood Association Board accepted their Land Use and Transportation Committee's recommendations for amendments to the Economic Development chapter and the Comprehensive Plan Map recommendations. These comments are in addition to our previous RCPNA testimony to you on November 17th, 2015 regarding Transportation and Parking in the Plan. This letter focuses adding automobiles back into the equation of for economic vitality for the city's small businesses that make up more than 75% of Portland's jobs. We also identify the city-assistance needed to provide off-street public parking for Commercial Corridors to retain economic vitality. We also ask for your help in reassessing the plan density designed for the 60th St. Station Area so that it will help protect lower income housing from I-84's poor air quality.

Recommended Comprehensive Plan Amendments are indicated as follows:

Additions = **Underline and bold**

Deletions = ~~Strikethrough~~

**"Chapter 6 Economic Development
Neighborhood business districts**

Neighborhood business districts are mixed-use corridors and centers outside of the Central

City. See Figure 6-3 – Neighborhood Business Districts. Home to retail and related businesses that typically serve customers on-site, these districts are commonly interspersed with multifamily housing. Many of these districts are experiencing significant growth and change, providing synergistic locations for concentrated housing and commercial growth in “complete neighborhoods” with convenient access to services.

Neighborhood business districts also provide major economic benefits by keeping local dollars circulating within Portland, providing goods and services to nearby residents, defining neighborhood character, supporting small business vitality, and accounting for more than 75% about a quarter of all jobs in the city. Neighborhood business districts are especially important to Portland because we are a city mainly made up of small business. New directions to support these multi-functional places include:

- A framework of new centers and civic corridors well-served by automobile, pedestrian, bicycle, and transit systems.”

RCPNA Commentary: Small businesses employ the vast majority of Portland’s workforce. It is important that the vitality of these businesses are supported through policies in this plan. The amendments made add the term ‘automobile’ as a directive to the policies since the majority of businesses will fail if their access to automobile traffic was severed.

“Policy 6.68 Involuntary commercial displacement. Evaluate plans and investments for their impact on existing businesses.

6.68.a. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

6.68.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.”

<ADD New Policy>6.68.c. Help identify sites, implement, and promote off-street public parking to retain customers and minimize impact of decreased on-street customer parking created by multi-unit residential development.”

RCPNA Commentary: Many small businesses are located along commercial corridors, such as Sandy Blvd. and Fremont St. These narrow bands of Commercial/Mixed Use often rely on nearby on-street parking and small lots for off-street parking. The Centers and Corridors Parking study identifies parking permits by zone and leaves Residential uses the upper hand in blocking on-street parking for commercial businesses. Many of these businesses are dealing with the same escalating rental costs as experienced by apartment dwellers. The city’s assistance in helping address their parking needs through creating public parking is one of the few tools the city has to relieve commercial displacement.

“Policy 6.70 Community economic development. Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.”

“6.70.c. Encourage cooperative efforts by area businesses, business associations, and neighborhood associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.”

<ADD New Policy> 6.70.d. Implement funding strategies and investment programs that develop and maintain shared and public off-street parking to help maintain customer access and promote area businesses.

RCPNA Commentary: Currently, the areas outside of the Central City do not have access to grants or services from city agencies, such as PDC, that address the needed strategy for public parking in the commercial centers and corridors. The addition of this policy will help put this needed parking program in motion and allow local businesses to compete in the regional economy.

“Policy 6.71 Centers. Encourage concentrations of commercial services and employment opportunities in centers.”

“6.71.e. Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.”

<ADD New Policy> 6.71.f. Implement funding strategies and investment programs that develop and maintain shared and public off-street parking to help support customer access and promote businesses and employment in the centers.

RCPNA Commentary: The Plan identifies the Centers as receiving a large percentage of the projected growth over the next 20 years. This growth is to occur primarily in residential uses as well as in commercial, services, and light manufacturing uses and employment. The 1993 Livable Cities Study as well as the Sandy and Hollywood Plan call out the need for public and shared parking for the Hollywood Town Center. Yet, no city assistance has yet been provided, as called for in the 1993 study, and the result has been a growing lack of access to off-street parking and no coordination on implementing a public off-street parking for the Hollywood Town Center. For example, the new 73 unit apartment complex on NE Tillamook St, the Ann de Lee, has 30 off-street parking spaces that stand empty during the day as they do not share parking access with other uses.

Proposed Amendments to the Recommended Comprehensive Plan Map:

1. Deny the up-zoning of the 2 properties that contain the New Deal, located on the SW corner of NE Halsey and NE 53rd Ave. The Recommended Plan Map has this site identified as Mixed Use Commercial, an upzone from R-5. There is serious concern regarding a Mixed Use Commercial zone on this property, including:

RCPNA Commentary: The neighborhood would lose control of what could be built on the site if it were rezoned to Mixed Use Commercial. It could become an apartment building with no parking or high trafficked commercial use. We appreciate the possible Dispersed Commercial (CMI) zoning designation. But, the list of allowed uses is too broad for a very isolated pre-existing non-conforming commercial use. The concern also is that if this property were rezoned Commercial then this could start the neighborhood on the slippery slope of making all of the Halsey Corridor commercial, as is the case for our neighborhood on NE Fremont.

2. RCPNA respectfully requests a new land use review to be completed with the property owners in the 60th Station Area District prior to any more properties being rezoned to Comprehensive Plan Density. The issues that we find need to be addressed include:
 - a. Air quality and housing equity. The 1980’s design of increased density of multi-unit

residential focused on the 60th Ave. Station Area failed to consider the poor air quality being generated by vehicles on I-84 and the rail road at that same site. The possibility of re-aligning the higher density focused on NE 60th Ave. is one consideration that could help invigorate the commercial uses at the NE Halsey intersection while providing the majority of the high density and physical distance buffer to the poor air quality along I-84.

- b. Parity. Residential housing density was added to this station area back in 1980 but has not been added to the station areas at NE 82nd, and the newer station areas on the Max line to the City of Milwaukee. Concern is that this area was selected solely based on the fact that it consists primarily of low income houses, which would be largely demolished and replaced with multi-family apartments. The high density zoning was applied to this area prior to Measure 56 notification requirements. It is likely that many of these property owners do not realize their property holds the fate of being demolished.
- c. Transportation options. This area is primarily serviced by NE 60th Ave. that has an undersized right-of-way of only 50 ft. in width and contains sidewalks that are only 2-feet wide. Yet, there is a need to provide adequate pedestrian, bicycle, automobile, and freight travel access to and through 60th Ave. It is also the proposed crossing point for the Sullivan's Gulch Trail that currently is aligned to intersect at Hassalo, the industrial truck access point for the industrial uses located to the south of Normandale Park. The intersection of NE 60th and Halsey is constrained and offers no signalized turning movement for westward vehicles turning south.

Thank you again for the opportunity to comment on this important policy document for our community. We look forward to continuing to work together in building a livable and vibrant community as we grow into the year 2035.

Respectfully,



Tamara DeRidder, AICP

Chair, Rose City Park Neighborhood Association

Representative, Centers and Corridors Parking Advisory Committee

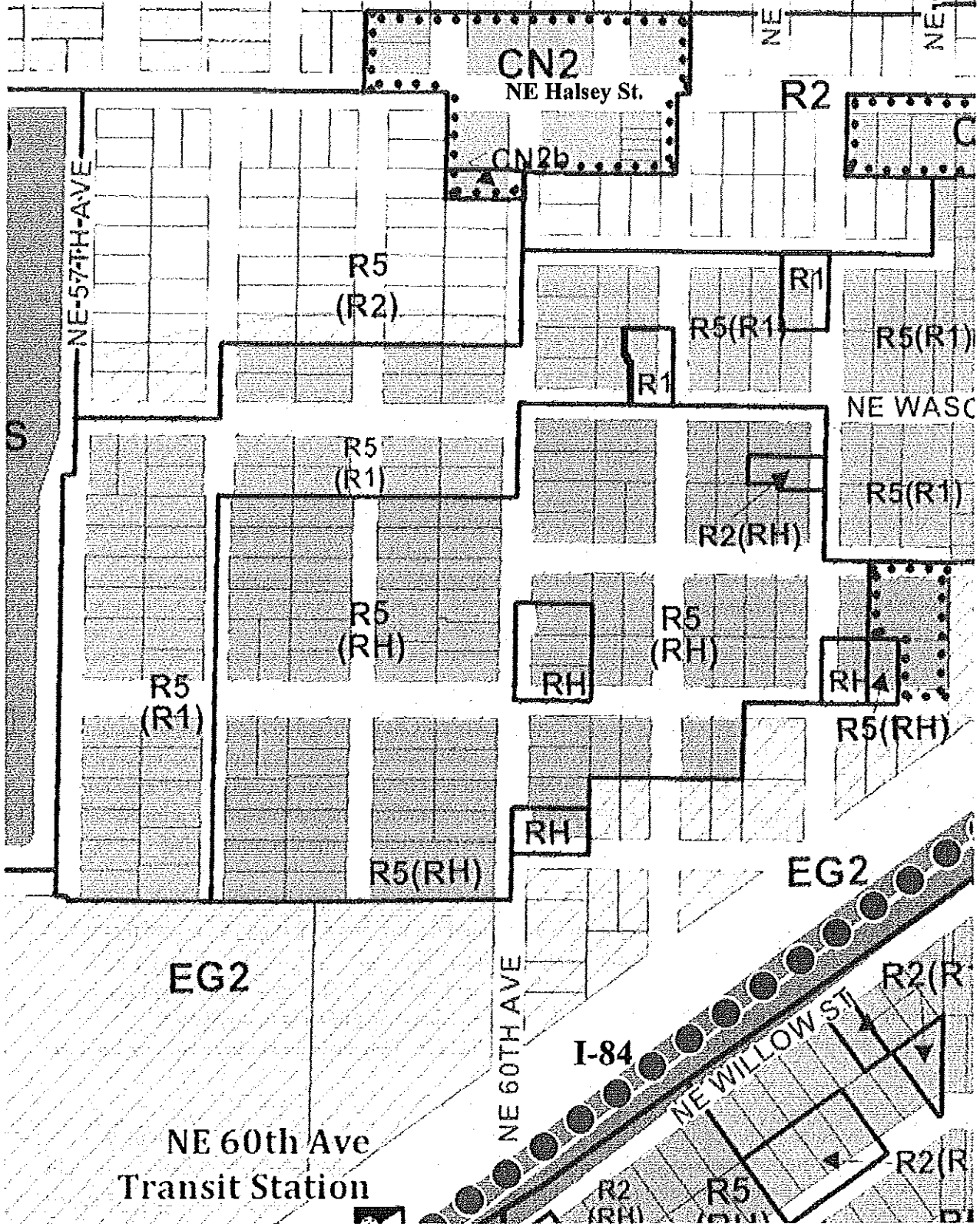
1707 NE 52nd Ave.

Portland, OR 97213

503-706-5804

Attachment: Exhibit A – 60th Ave. Station Area, north of I-84

Recommended Comprehensive Plan Map – 60th St. Transit Station Area Exhibit A





Mayor Hales and City Council
1221 SW 4th Avenue
Portland OR 97204

December 10, 2015

Mayor and City Council,

President
Dan Rolf

Vice President
Anne Sammis

Secretary
Jay Withgott

Treasurer
Michael Ryan

Past President
John Osborn

Kimm Fox-Middleton

Mark Greenfield

Russ Jones

Meril Keane

Sandy Mico

Jennifer Miller

Ruth Morton

Lorena O'Neill

Karen Shawcross

Patrick Slabe

Mary Solares

Tammy Spencer

Adrienne Wolf-Lockett

I am here tonight on behalf of Audubon Society of Portland to echo the testimony of my colleagues regarding industrial land supply, brown field decontamination and reclamation, and the removal of West Hayden Island from the Industrial Lands Inventory. However I am primarily here to articulate our support for Chapter 7 Environmental and Watershed Healthy of the proposed Comprehensive Plan. The Chapter's goals and policies refine and update the Comprehensive Plan language related Portland's environment and watershed health and provide the foundation for a variety needed zoning changes, code reforms, and public investments in the future.

We want to specifically highlight the urban forestry related policies (Policy 7.11 for the Urban Forest) and advocate that the Council give them priority attention in 2016. We would put particular emphasis and attention on Policy "7.11.a. Tree preservation. Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas."

There are three action items that advance the urban forestry related Comprehensive Plan Policies by helping preserve and grow more large healthy trees in Portland for their multiple benefits to people and wildlife. They are:

- I. Reform Title 11's Preservation Standards to require and encourage the retention of more large healthy trees in all situations.
- II. Remove Title 11 exemptions for commercial and industrial land.
- III. Reform the City's policies and practices in order to preserve and enable the growth more large healthy trees in or near the public right-of-way.

I. Reform Title 11 to Preserve More Large Healthy Trees: As you are well aware, the cutting of large healthy trees is a currently an issue of significant concern to residents across the City. The two situations when cutting of large healthy trees is particularly vexing to the community and damaging to trust in the efficacy of comprehensive planning. First, when large healthy trees are removed unnecessarily to in order to achieve desired or zoned densities. Second, when City Bureaus fail to accept or pursue affordable alternatives to tree removal when requiring or constructing public infrastructure improvements such sidewalks and other street improvements.

It has come to the surprise of many Portlanders' that the City's new Tree Code (Title 11) does not actually require that any tree in development situations, anywhere outside environmental zones, be preserved. The so-called "preservation standards" in Title 11's development chapter are really only partial mitigation standards. Title 11 only requires 2 trees be planted in order to replace non-exempt trees removed regardless of the size or species. Non-exempt trees

constitute only for 1/3 of the trees on a site where Title 11's preservation standards apply. That last point is critical because these so-called "preservation standards" don't even apply currently to commercial and industrial zones. Nor do they apply to residential sites less than >5000 square feet.

When Title 11 was adopted in 2010 it was undoubtedly an improvement over the rat's nests of inconsistent and confusing policies and codes that it replaced. However Title 11 was adopted in the middle of the Great Recession when the when the threats to trees from rapid growth of poorly designed development were hardly pressing. Now Portland's neighborhoods are experiencing extensive tree cutting driven by a highly lucrative real estate development market. We need to reform Title 11's preservation standards to find a better balance toward integrating new development and tree preservation and planting.

II. Remove Title 11 exemptions for commercial and industrial land.

We also need to remove the exemptions to commercial and industrial lands. Urban forest canopy in commercial and industrial zones (7%) are falling the farthest short in achieving their specific canopy targets of 15% and are thus holding the Portland back in achieving City-wide canopy targets of 33%. Moreover the Economic Opportunities Analysis has already documented a surplus supply commercial land. As part of the adopting the Mix-Use Zone Project the City Council should remove Title 11 exemptions for commercial and industrial land.

III. Reform the City's policies and practices in order to preserve and enable the growth more large healthy trees in or near public rights-of-way.

We are unnecessarily losing large healthy trees from street improvements that also fail to create adequate space for large trees to grow in our public right-of-way. After industrial and commercial zones, Portland is failing farthest short in achieving its urban forest canopy targets along its public rights-of-way. Currently rights-of-way have 17% canopy cover, half the target of the 35% canopy cover. Street trees play a critical role creating vibrant streetscapes, improving safety, and reducing air and water pollution, the majority of which sources to motor vehicles. Street trees also reduce rate of stormwater run-off from impervious surfaces, most of which are paved streets.

Unfortunately, PBOT's street "improvement" standards and decision making processes needlessly put large healthy street trees in jeopardy. They make it very difficult to find alternatives to tree removal even where feasible and when desired by developers and neighbors. This is a particular problem in neighborhoods like Cully and in East Portland with a high percentage of "unimproved" streets. Cully residents have documented that 75% of street trees over 24" in diameter in Cully are along these unimproved streets, which make up 60% of streets in the neighborhood. There are probably number of potential

solutions for preserving and growing larger, healthier, and more diverse street trees. The City Council needs to direct the Bureaus to convene themselves, developers, residents and tree advocates to take a comprehensive look at tree preservation and planting in the public right-of-way.

In conclusion, we hope the City Council make the urban forest and advancing urban forestry related Comprehensive Plan policies a high priority in the coming year.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Labbe".

Jim Labbe
Urban Conservationist
Audubon Society of Portland
6550 SE 122nd Ave
Portland, OR 97236
jlabbe@urbanfauna.org

Arevalo, Nora

From: Peggy Nolan <peggynolan@yahoo.com>
Sent: Wednesday, December 09, 2015 10:54 PM
To: BPS Comprehensive Plan Testimony
Subject: comprehensive plan testimony

My name is Margaret Nolan
I live at 2625 Se 49th Ave, Portland, OR 97206
I have lived here since 2006

1. I endorse, support and highly recommend that you incorporate into the plan the: Division Design Initiative's Top Ten Recommendations for the City of Portland - see this website for recommendations
<https://divisiondesigninitiative.files.wordpress.com/2015/10/1-comp-plan-update-draft-recommendations.pdf>

2. Why is development at the expense of safety?

I am very concerned about planned development at SE 50th and SE Clinton and neighborhood safety. SE Clinton is a Neighborhood Greenway. The development will have up to 117 units with a parking garage and loading dock entrance located just 23 feet in on SE Clinton.

50th and Clinton is already a dangerous intersection for bicyclists and pedestrians. The added traffic at this intersection will lead to someone getting injured or killed. With cars approaching the intersection from Powell traveling at 35 mph (posted speed limit) it is very difficult to cross SE 50th on bike, foot and even in a car. There will be more parked cars along 50th obstructing visibility even more. What is being done to protect our safety?

3. Building denser communities should not be at the expense of solar loss for energy generation and plant growth. Building denser communities should not be at expense of increased light pollution, noise pollution or environmental pollution. Building denser communities should not create **canyons** out of our streets - like the boxy, tall, and ugly multiplexes lining SE Division. Building denser has to be smarter than currently practiced because what we will have in SE Portland will be a dense neighborhood of affluent people.

thanks for reading and doing the great work you do,
all my best,
Margaret Nolan

Arevalo, Nora

From: Tony Jordan <twjordan@gmail.com>
Sent: Wednesday, December 09, 2015 10:54 PM
To: BPS Comprehensive Plan Testimony
Subject: SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

I am a SE Portland resident, civic activist, and a member of a four person car-free household that includes two elementary school-age children. Every time we visit friends or businesses South of SE Powell Blvd. I fear for our safety during the crossing.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard there must be a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,
Tony Jordan

Arevalo, Nora

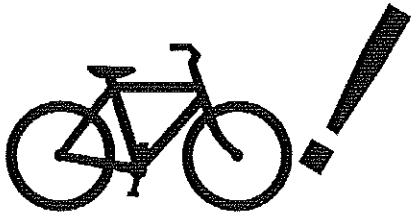
From: Bike Loud PDX <bikeloudpdx@gmail.com>
Sent: Wednesday, December 09, 2015 10:41 PM
To: BPS Comprehensive Plan Testimony
Subject: Re-designate Powell Blvd to Mixed Use- Urban Center
Attachments: BikeLoudPDX_Re-designating_Powell_letter.pdf

Dear Mayor and Commissioners,

Attached please find a letter from BikeLoudPDX asking for Powell Blvd to be redesigned as Mixed Use-Urban Center, which we believe will help create more safe, livable and vibrant neighborhoods in SE along Powell.

Sincerely,
Emily Guise
Co-Chair, BikeLoudPDX

--
BikeLoudPDX is a new Portland-focused cycling advocacy group. Our goal is to empower Portlanders to create safer streets via grassroots advocacy campaigns.



BIKE LOUD PDX

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

December 9, 2015

Dear Mayor Hales and Commissioners Novick, Fritz, Fish, and Saltzman,

We are writing on behalf of BikeLoudPDX. We would ask the city to amend its draft comprehensive plan designation for Powell Boulevard to Mixed Use - Urban Center.

BikeLoudPDX believes that the currently proposed designation of Mixed Use - Civic Corridor, entrenches Powell as an urban freeway in the middle of otherwise vibrant neighborhoods. Many of the routes to school in SE Portland cross Powell Boulevard. Because of Powell's character as a high-crash corridor, this means that many parents are unwilling to let their children bicycle to school, and instead introduce a new generation to automobile dependence.

The writing is on the wall that PBOT needs to take over Powell Boulevard; it should be expected that this will occur in the next 20 years. In preparation for the paradigm shift that will hopefully take place with the jurisdictional transfer, we should be scrubbing the suburban-style development off of that highway and replacing it with homes and bicycle and walking-friendly businesses along this important transit corridor.

We believe that re-designating Powell to Mixed Use - Urban Center sends the correct message: Powell is an urban space that should place people rather than automobiles first.

Respectfully yours,

Ted Buehler

BikeLoudPDX Co-Chair

Emily Guise

BikeLoudPDX Co-Chair

Arevalo, Nora

From: phillippix2@juno.com
Sent: Wednesday, December 09, 2015 9:45 PM
To: BPS Comprehensive Plan Testimony
Subject: Families For A Safer Powell
Attachments: Family's For A Safer Powell.docx

Please open the attached letter and enter it into your database concerning the designation of Powell Blvd. We need to keep Powell as a regular street with schools, businesses and pedestrian use.

Please keep it safe our neighborhoods.

Marie Phillippi
Brooklyn Neighborhood, Portland

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

I am a resident of the Brooklyn neighborhood understand that the initial draft of the comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation, is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard, requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Marie Phillippi
4014 SE 9th Ave.
Portland, OR 97202

Arevalo, Nora

From: Marsha Hanchrow <m.hanchrow@gmail.com>
Sent: Wednesday, December 09, 2015 8:51 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan designation for soon-to-be very major transit street

To Mayor Hales, City Council, and Bureau of Planning and Sustainability Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. A Civic Corridor designation leaves it a non-place, real estate that exists solely to get people away from where they are, as quickly as possible.

Powell scares me. Hopworks Urban Brewery almost never gets my business even though I live closer to it than many other places that I do frequent. Powell is a knife gash that cuts me off from the neighborhoods just to the south of mine, and I am disinclined to even cross it unless in a car.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that ODOT's ownership of and responsibility for the highway, and their desire to solidify the auto-focused character of it, is the main argument for this designation.

Powell is planned as a route for Bus Rapid Transit. That means pedestrian traffic; pedestrian traffic feeds local business, unless the pedestrians are in fear for life and limb should they dare to cross to a business on the other side of the street. I believe that stemming the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should not be encouraged. There is no such thing as the "going home side" of a street that serves its neighborhood.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Marsha Hanchrow
1908 SE 35th Place
Portland, OR 97214

Arevalo, Nora

From: Ralph Schmoldt <schmoldt@teleport.com>
Sent: Wednesday, December 09, 2015 8:25 PM
To: BPS Comprehensive Plan Testimony
Cc: 'Linda Schmoldt'
Subject: Comments on Proposed Zoning Change from R5 to R2 or R2.5

With respect to the proposed comprehensive plan zoning review in the blocks south of SE Hawthorne (Change from R5 to R2/R2.5):

We support the UGB (Urban Growth Boundary) and the need for increased density within urban core neighborhoods. However, this density must be achieved with safeguards to the character of existing neighborhoods. This means that: 1) new structures will be architecturally compatible with existing ones; 2) setbacks from property lines will not be less than they are currently; 3) there will be height limitations to avoid adverse shading effects on neighbors' gardens and solar arrays; 4) on street parking will not increase due to the lack of off-street parking in new building designs; 5) large trees will be preserved and incorporated into footprint designs; and 6) historically significant structures will not be demolished to make way for new buildings.

Ralph & Linda Schmoldt
2731 SE Market St.
Portland, OR 97214

Arevalo, Nora

From: Adam Herstein <aherstein@gmail.com>
Sent: Wednesday, December 09, 2015 7:59 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan Testimony

Hi, my name is Adam Herstein. I recently purchased a home in the Richmond Neighborhood. One of the things that drew me to the area was the density along Division Street. I like that I can easily walk to restaurants and bars nearby. I support extending the

Mixed Use - Urban Center designation from 44th to 51st. Increased density and neighborhood services such as grocery stores contribute to the walkability of the neighborhood and help us as a city move past the need for universal car ownership. One of the City of Portland's goals as a green city is to reduce dependence on private automobiles, and building up walkable communities is an excellent way to do this. This will also make it easier for developers to add affordable housing, which very important for equity as housing prices are quickly rising and becoming unaffordable for many.

Thank you.

—
Adam Herstein
3115 SE 52nd Av
Portland OR 97206

Arevalo, Nora

From: Sheryl Suva <sherylsj@hotmail.com>
Sent: Wednesday, December 09, 2015 7:03 PM
To: BPS Comprehensive Plan Testimony
Cc: Frederiksen, Joan
Subject: zone change for 2404 SW 6th

Sheryl M. Suva
2222 SW Hoffman Ave
Portland, OR 97201
503.841.6859

December 9, 2015

I would like to testify that as the legal owner of the property located at 2404 SW 6th Ave, Portland, OR 97201, I have no objections to changing the zoning of said property to RH (High Density Residential).

Sincerely,
Sheryl M. Suva

Arevalo, Nora

From: Garlynn Woodsong <garlynn@gmail.com>
Sent: Wednesday, December 09, 2015 3:46 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony: Powell Blvd.

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center. Not as Civic Corridor.

I have used Powell Blvd for most of my life, growing up in SE Portland, and have always wished that it would eventually evolve into something other than a traffic sewer. Something that would encourage walkable, mixed-use development, rather than automobile-oriented, pedestrian-unfriendly schlock. I have personally passed on purchasing at least one property on Powell Blvd, because I did not see how the City was planning for a future that would allow it to get any better, and I don't invest in bad places with no future.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,
Garlynn G. Woodsong
5267 NE 29th Ave
Portland, OR 97211

Arevalo, Nora

From: crankmychain@gmail.com on behalf of The Kaufmans <pdxkaufmans@pdxk.com>
Sent: Wednesday, December 09, 2015 3:35 PM
To: BPS Comprehensive Plan Testimony
Subject: Do not Designate Powell Boulevard as a Civic Corridor!

To the Mayor, City Council, and BPS Staff:

SE Powell Boulevard should be designated as Mixed Use - Urban Center or similar. Not as Civic Corridor.

Crossing and using Powell is probably the most dangerous and potentially deadly thing our family does each day. My son attends Cleveland High School and we worry about him. His two younger brothers will be following his dangerous footsteps there.

The speeds in Powell are way too high and the crosswalks are unsafe. Powell boulevard is a horrible, deadly injustice. It is beyond comprehension that Powell Boulevard is allowed to exist as it is with so many regular fatalities and injuries.

I understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Dan and Kirsten Kaufman and Sons
5611 SE 15th Ave
Portland, Oregon 97202
503 267 2862

Arevalo, Nora

From: Alex Reed <malexreed@gmail.com>
Sent: Wednesday, December 09, 2015 3:18 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony on Powell Blvd to save lives and make our city better

To the Mayor, City Council, and BPS Staff:

I, as a resident a few blocks a way from Powell Blvd., understand that the initial draft comprehensive plans specify Civic Corridor designation for SE Powell Boulevard. I also understand that a motivation for this designation, is ODOT's desire to maintain the auto-focused character of that highway.

I believe that in order to stem the loss of life and limb along Powell Boulevard requires a massive shift in the urban design on that corridor. Please do not preserve the devastating status quo by designating Powell as a Civic Corridor. ODOT admits that the neighborhood streets are too close together for the design of that highway. SE Powell should be put on a road diet, and auto-focused businesses should be discouraged.

Please re-designate all relevant portions of SE Powell Blvd. to Mixed Use - Urban Center, or a similar designation that is compatible with the neighborhoods and schools along that corridor.

Sincerely,

Alex Reed
6127 SE Bush St, Portland, OR 97206
Cell: 240-888-1349

Arevalo, Nora

From: Hales, Mayor
Sent: Wednesday, December 09, 2015 3:08 PM
To: Jane Pullman
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Support Our Natural Areas - clean up existing industrial areas

Dear Jane,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Jane Pullman [mailto:jane.scout@gmail.com]
Sent: Tuesday, December 08, 2015 11:57 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Support Our Natural Areas - clean up existing industrial areas

Dear Mayor Hales,

I understand that the Port of Portland and the Portland Business Alliance (among others?) are trying to limit environmental regulations at West Hayden Island and other industrial land in Portland. I thought we had put the prospect of development of West Hayden Island behind us. I am asking that you PLEASE support the Comprehensive Plan and leave West Hayden Island out of the City's inventory of industrial land. Don't let industrial interests convert the already limited areas for nature to industrial use! The Comprehensive Plan is the voice of the people and has been years in the making. PLEASE. We already have at least 900 acres of contaminated industrial land that should be cleaned up. Let's clean it up! We need to consider the long term costs to our natural areas and the wildlife that live there. Our natural areas are critical and essential to the short AND long-term health of what make Portland the city we love.

Thank you for your attention,
Jane Pullman
3423 SE Alder St
97214

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, December 09, 2015 2:55 PM
To: powolfe@earthlink.net
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Industiral Lands Comprehensive Draft Plan

Dear Phyllis,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: powolfe@earthlink.net [mailto:powolfe@earthlink.net]
Sent: Tuesday, December 08, 2015 12:30 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregongov.onmicrosoft.com>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Industiral Lands Comprehensive Draft Plan

Dear Portland Commissioners and Mayor Hales,

As a member of Willamette River Keeper, Tualatin Riverkeeper, Portland Audubon, and Trails Club of Oregon, I am one of the many citizens of Portland who support the approach to industrial lands outlined in the current draft of the Comprehensive Plan. We need to continue to clean up industrial waste sights and prevent any more conversions of irreplaceable natural areas to industrial uses. Everyone I know in the entire Metro area has supported, and will continue to support with our votes your decisions which protect our precious natural areas. We do pay attention and are thankful to those of you who vote for the future health of our land and our citizens. Please stay with us in your meeting on December 10.

Thank you,

Phyllis Wolfe

4329 SE Steele St., Portland 97206

Arevalo, Nora

From: Alan Kessler <akessler@gttgrp.com>
Sent: Wednesday, December 09, 2015 11:30 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: Kessler Supplemental Testimony.pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Completed

Alan Kessler

2725 SE 36th Ave Portland, OR 97202 503 860 1020 alankessler@gmail.com

To Mayor Hales, and the Portland City Council:

I own and reside in a home in SE Portland in the Richmond Neighborhood. I am also a member of the Richmond Neighborhood Association Board, although this letter is on my own behalf.

I submitted a letter last month, but would like to supplement my request:

Designate the properties along Division between 44th and 51st as Mixed Use - Urban Center, as well as on 50th between Clinton and Division

The Richmond Neighborhood Association recently voted to support the application of the "D" overlay to Division along this stretch; I supported this vote, and I believe that the standard of that overlay should be applied here. Additionally, I would personally request that the entire corridor be designated as Mixed Use - Urban Center. This is a transit corridor and we should be promoting the development of as much housing and as many businesses as possible along this stretch.

Please maintain staff's draft recommendations around 37th to 38th and Caruthers.

There should be a special focus on developing commercial mixed-use buildings near the nodes. Division and Chavez are both transit corridors, and the intersection could be a major point of civic pride, rather than the blighted eyesore it currently is. Rounding the corner of the commercial zone, as has been proposed in the draft is a great way to advance the goal of revitalizing the entire section. The fact that there is a mechanic's garage at 37th and Caruthers should undercut any argument that higher-density retail and residential buildings would be "out of character" for the block

Alan Kessler

2725 SE 36th Ave
Portland, OR 97202
503 860 1020
alankessler@gmail.com

December 9, 2015

To Mayor Hales, and the Portland City Council:

I own and reside in a home in SE Portland in the Richmond Neighborhood. I am also a member of the Richmond Neighborhood Association Board, although this letter is on my own behalf.

I submitted a letter last month, but would like to supplement my request:

Designate the properties along Division between 44th and 51st as Mixed Use - Urban Center, as well as on 50th between Clinton and Division

The Richmond Neighborhood Association recently voted to support the application of the "D" overlay to Division along this stretch; I supported this vote, and I believe that the standard of that overlay should be applied here. Additionally, I would personally request that the entire corridor be designated as Mixed Use - Urban Center. This is a transit corridor and we should be promoting the development of as much housing and as many businesses as possible along this stretch.

Please maintain staff's draft recommendations around 37th to 38th and Caruthers.

There should be a special focus on developing commercial mixed-use buildings near the nodes. Division and Chavez are both transit corridors, and the intersection could be a major point of civic pride, rather than the blighted eyesore it currently is. Rounding the corner of the commercial zone, as has been proposed in the draft is a great way to advance the goal of revitalizing the entire section. The fact that there is a mechanic's garage at 37th and Caruthers should undercut any argument that higher-density retail and residential buildings would be "out of character" for the block.

Sincerely yours,

/s Alan Lloyd Kessler/

Alan Kessler

Arevalo, Nora

From: LeeAnn <saucimonki@yahoo.com>
Sent: Wednesday, December 09, 2015 10:26 AM
To: BPS Comprehensive Plan Testimony
Cc: Matt Brischetto
Subject: Alfred Webb properties

Follow Up Flag: Follow up
Flag Status: Completed

Re: 822 SE 15th Ave

Dear City of Portland:

I believe it is critical to not rezone the area on Belmont between 12th - 20th in order to save the historically significant 3 Queen Anne homes built for Alfred Webb. The new construction lacks character and charm and is causing great sadness. This historical register homes must be saved.

I support Matt Brischetto's proposal from R1 to CM zoning.

I've been a Buckman resident & tax payer since October 1996.

Sincerely,

LeeAnn Gauthier
1635 SE Washington St
Portland OR 97214
503.235.7964
www.portlandparalegal.com

cc: Matt Brischetto

Arevalo, Nora

From: Hall, Stacie <stacie.hall@intel.com>
Sent: Wednesday, December 09, 2015 10:04 AM
To: BPS Comprehensive Plan Testimony
Subject: Support for the Draft Comp Plan to clean up contaminated sites and use them for natural areas for wildlife

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

I highly support the approach taken on industrial lands in the recommended draft of the Comprehensive Plan that focuses on cleaning up the contaminated sites to use as natural areas for wildlife.

- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in focusing on intensification of use of the existing industrial land base rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers. Industrial interests should not be allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.
- West Hayden Island should not be included in the industrial lands inventory;
- Environmental regulations on industrial lands should not be restricted or rolled back. Industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

We MUST protect precious natural areas like West Hayden Island from industrial development. Thanks so much for your efforts and striving to balance industry with natural areas.

Sincerely,
Stacie Hall
stacie.hall@intel.com
927 Clearbrook Dr.
Oregon City, OR 97045

Phone: 503-557-1697

Arevalo, Nora

From: jeffrey vincent <jeffvincent76@gmail.com>
Sent: Wednesday, December 09, 2015 9:51 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Auto-Response Email from BPS Comprehensive Plan Testimony mailbox

Follow Up Flag: Follow up
Flag Status: Flagged

Pat Deuchar
5606-5615 SE 111th ave
Portland, Oregon 97266

On Wed, Dec 9, 2015 at 8:54 AM, BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov> wrote:

Thank you for your testimony on the 2035 Comprehensive Plan Recommended Draft. This message acknowledges receipt of your testimony by the Council Clerk, on behalf of the Portland City Council. You will not receive a direct response about your testimony, but your testimony is part of City Council's legal record.

Your email should contain your full name and mailing address. If it does not, please resend with that information; without your name and mailing address, the City is not able to send you notification of Council hearing dates or the Council's final decision, and you may not be able to appeal the Council's final decision.

In addition to written testimony, City Council invites public testimony on the 2035 Comprehensive Plan Recommended Draft at a City Council public hearing. The first hearing is scheduled for November 19, 2015, at 2 p.m. Please check the [City Council Calendar](#) to confirm the date and time, and for information about additional hearings. The City Council will review, consider and weigh all testimony received on the 2035 Comprehensive Plan Recommended Draft, and will make decisions that may or may not reflect your testimony.

Questions? Call the Comprehensive Plan helpline at [503-823-0195](tel:503-823-0195), Monday – Friday, 8 a.m. – 5 p.m., or send an email to pdxcompplan@portlandoregon.gov

Thanks again for your testimony. Your participation in the Comprehensive Plan Update is helping to shape the future of Portland for all residents.

City of Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
www.portlandoregon.gov/bps

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, interpretation or translation, please call [503-823-7700](tel:503-823-7700), the TTY at [503-823-6868](tel:503-823-6868) or the Oregon Relay Service at [1-800-735-2900](tel:1-800-735-2900) within 48 hours prior to the event.

--

Jeff Vincent

jeffvincent76@gmail.com

802.233.8673

Arevalo, Nora

From: jeffrey vincent <jeffvincent76@gmail.com>
Sent: Wednesday, December 09, 2015 8:54 AM
To: BPS Comprehensive Plan Testimony; Scarzello, Christina
Subject: Comprehensive Plan Testimony
Attachments: PortlandMaps Detail Report zoning.pdf; PortlandMaps Detail Report.pdf; se 111 ave zoning 1976-01.jpg; se 111 ave zoning 1989-01.jpg; se 111 ave zoning Current-01.jpg; ZoningMapLegend84-12-6.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it concerns,

Attached are Multnomah Zoning maps from 1977-1989 and today as well as a site plan showing the building which has been split by current zoning.

As you can see the lot in question has historically been in LM or Light Manufacturing. The majority of the lot has historically not been zoned Residential.

Currently the lot is split between THREE zones. EG1, R5a, and R7.

When the building in question, which is split by the zoning line, was permitted by the county in 1986 it was permitted for industrial use. The client has documents showing approval of industrial use (parking for the building) for the area of the site that is now zoned R5. I am waiting for him to send this document and will forward it to you.

We would like the city to make Comprehensive Plan Designation and zoning to be the same – EG1.. What is the best action to take?

Thank you!

--
Jeff Vincent
jeffvincent76@gmail.com
802.233.8673

5615 SE 111TH AVE - LENTS - PORTLAND

[Explorer](#) | [Property](#) | **Maps** | [Projects](#) | [Crime](#) | [Census](#) | [Environmental](#) | [Transportation](#)

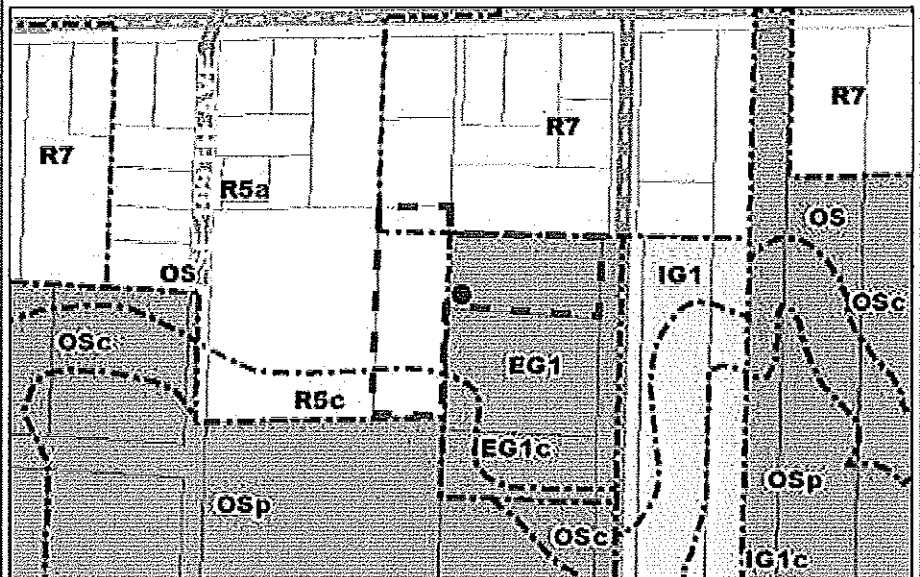
[Summary](#) | [Benchmarks](#) | [Businesses](#) | [Elevation](#) | [Fire](#) | [Hazard](#) | [Photo](#) | [Property](#) | [Tax Map](#) | [UGB](#) | [USB](#) | [Walkability](#) | [Zoning](#) | [Zip Code](#) | [Public Art](#)

Property & Location



Zoning

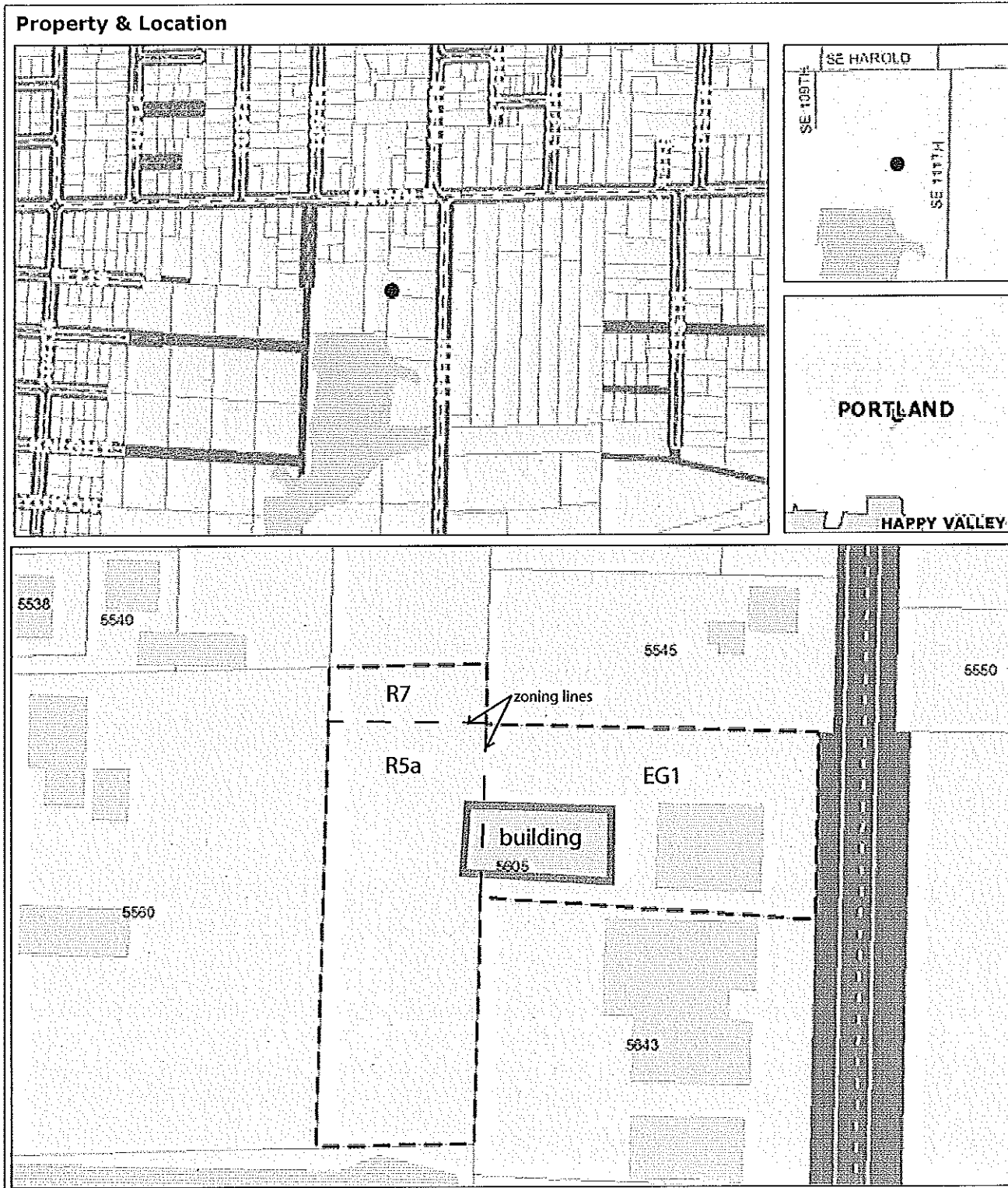
Property	
Zone	R5
Description	<u>General Employment 1</u>
Overlay	a, c
Comp Plan	ME
Comp Plan Overlay	
Historic District	
Conservation District	
Plan District	<u>JC</u>
NRMP District	
Urban Renewal District	<u>Lents Town Center</u>
Zoning Map	<u>3641</u>



5615 SE 111TH AVE - LENTS -
PORTLAND

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[Environmental](#) | [Transportation](#)

[Summary](#) | [Part 1 Crimes](#) | [Part 2 Crimes - A](#) | [Part 2 Crimes - B](#) | [Sexual Offenders](#)



ZONING MAP L

NEW TRANSIT ZONES

TLR = TRANSIT LOW DENSITY RESIDENTIAL

OLD
LR-5 =
LR-7

TMR = TRANSIT MEDIUM DENSITY RES.

MR-3 =
MR-4

THR = TRANSIT HIGH DENSITY RES.

HR-1 =
HR-2

TO = TRANSIT OFFICE

BPO =

TLC = TRANSIT LOCAL COMMERCIAL

LC =

TNC = TRANSIT NEIGHBORHOOD COMM.

NC = N

Arevalo, Nora

From: Hales, Mayor
Sent: Wednesday, December 09, 2015 8:54 AM
To: Julia Harris
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Julia,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

-----Original Message-----

From: Julia Harris [mailto:jhgpx@comcast.net]
Sent: Tuesday, December 08, 2015 7:54 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive Plan

Dear Mayor Hales,

Please support the approach to industrial lands outlined in the current draft of the Comprehensive Plan which focuses on cleaning up more than 900 acres of contaminated sites, intensifying use of the existing industrial land base, and limiting conversions of industrial land to other uses, rather than converting irreplaceable natural areas to industrial use.

Sincerely,

Julia Harris
4045 SW Council Crest Drive
Portland, OR 97239

Arevalo, Nora

From: Mary Hayden <hayden.mary.k@gmail.com>
Sent: Wednesday, December 09, 2015 12:40 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: I Support the Draft Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Adding address per your instructions

From: **Mary Hayden** <hayden.mary.k@gmail.com>
18347 S. Redland Rd. Oregon City, OR 97045

- I support the Draft Comprehensive Plan from the Planning and Sustainability Commission.
- The Draft Comp Plan takes the right approach in limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers. Industrial interests should not be allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.
- The Draft Comp Plan takes the right approach in focusing on intensification of use of the existing industrial land base rather than converting natural areas to meet industrial land demand.
- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand.
- West Hayden Island should not be included in the industrial lands inventory.

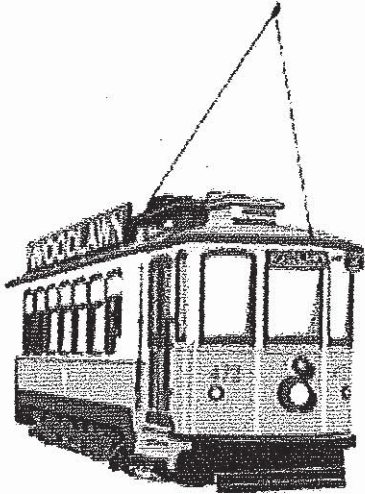
Thanks for listening!

Mary Hayden

WOODLAWN NEIGHBORHOOD ASSOC.

C/O NECN

**4815 NE 7TH AVENUE
PORTLAND, OREGON 97211**



DECEMBER 9, 2015

**BUREAU OF PLANNING AND
SUSTAINABILITY**

**1900 SW 4TH AVE, SUITE 7100,
PORTLAND, OR 97201**

**CONCERNING THE PROPERTIES AT 7212 AND 7232 NE MLK
JR. BLVD., IN THE WOODLAWN NEIGHBORHOOD, AND
SUPPORTING A REZONING TO MIXED-USE.**

**THE OWNER OF THESE PROPERTIES, SUH MICHAEL,
CONTACTED ME YESTERDAY ABOUT THE PROPOSED ZONING
CHANGES FOR HIS PROPERTY. HE EXPLAINED THAT THE
CITY GAVE HIM NOTICES THAT MIXED-USE ZONING WOULD
BE THE CHANGE FROM THE CURRENT RESIDENTIAL ZONING.
(IF YOU LOOK ON THE DETAILS ON THE LAND USE MAP,
YOU'LL ALSO CONFUSINGLY FIND IT AND OTHER
PROPERTIES NEARBY WOODLAWN AND PIEDMONT
PROPERTIES ADJACENT TO MLK JR. BLVD. SHOWN
MISTAKENLY ZONED COMMERCIAL.) HE WELCOMED THE
CHANGE TO MIXED-USE ZONING.**

**THEN, HE RECENTLY FOUND OUT THAT THE UPDATED COMP
PLAN MAPS DID NOT PROPOSE REZONING HIS PROPERTIES
AT ALL. HE CONTACTED ME TO SEE WHETHER, AS LAND USE
CHAIR FOR WOODLAWN ASSOCIATION, I COULD SUPPORT
THE REZONING OF HIS PROPERTIES TO MIXED-USE.**

I REVIEWED BOTH THE COMP PLAN PROPOSED LAND USE MAP, WHICH STILL SHOWS IT PROPOSED ZONED MIXED-USE, AND THE PROPOSED MIXED-USE MAP, WHICH DOESN'T.

OUR NEIGHBORHOOD USUALLY MEETS ON THE 1ST WEDNESDAY OF ANY MONTH AND AT THAT TIME VOTES ON LAND USE ISSUES AS I BRING THEM UP. WE HAVE NOT TAKEN A VOTE ON THIS ISSUE, BUT I HAVE NO DOUBT THAT WHEN I BRING IT UP IN JANUARY, THE ASSOCIATION WOULD VOTE TO SUPPORT REZONING THE ENTIRE STRIP SHOWN IN THE PROPOSED LAND USE CHART, WHICH INCLUDES HIS PROPERTIES, TO MIXED USE.

PLEASE ACCEPT THIS LETTER AS A TOKEN OF AN IMPENDING VOTE IN FAVOR OF THE ZONE CHANGE.

/s/ ANJALA EHELEBE

503 805-6325
LAND USE CHAIR
WOODLAWN NEIGHBORHOOD ASSOCIATION

CC: NE COALITION OF NEIGHBORHOODS LUTC
WNA BOARD MEMBERS
STEPHEN KELLER
PIEDMONT NEIGHBORHOOD ASSOCIATION LUTC

Powellhurst-Gilbert Neighborhood Association

East Portland Neighborhood Office,
1017 NE 117th Avenue, Portland, OR 97220



Powellhurst-Gilbert Neighborhood

pgnaboard@gmail.com

December 8, 2015

Dear Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman,

The Powellhurst-Gilbert Neighborhood Association wishes to voice strong support for the Bureau of Planning and Sustainability's proposed "down-zoning" in our neighborhood. Ever since our area was zoned to incredibly dense levels during the 1996 Outer Southeast Community Plan, our neighborhood has struggled to adequately support the growth that has occurred within our boundaries. Our streets are in poor shape and have a lack of connectivity, our schools are over capacity, and we have a woeful lack of appropriate infrastructure such as sidewalks and access to healthy food and parks. Many parts of our neighborhood were inappropriately zoned given their steep slopes and highly liquefied soils, are prone to landslides, floods, and seismic instability.

During the last two decades the combination of increased density and lack of investment in infrastructure has caused the quality of life for most of our residents to plummet. While we seek more investment in our area, the basic infrastructure of our area has not kept pace with the increased population that we have been asked to sustain. We believe that it makes sense to shift some of our designated density to other parts of Portland that more easily have the connectivity, infrastructure, and capacity to gracefully accommodate this growth at less cost.

On two different occasions, a year apart, our Neighborhood Association has voted to offer strong support to the Bureau of Planning and Sustainability's proposed down-zoning within our neighborhood. While all votes cast were in favor of less dense zoning, many of our constituents voiced a desire for less density than is being proposed by the Bureau of Planning and Sustainability.

- While we appreciate having new contiguous sidewalks along 122nd and 136th, Powell Boulevard and most of our side streets still lack safe passage for our children. The connectivity within our neighborhood is dismal, and most of our constituents lack good access to parks, grocery stores, commercial establishments, and community resources.
- The schools within our neighborhood do a wonderful job with the resources that they are given, but the number of school-aged children in our area has burgeoned in the last two decades. Our elementary schools are over capacity with no wiggle room. There has been a significant increase in the percentage of students who receive free or subsidized lunches because of their income levels.
- Some of the areas that the Bureau of Planning and Sustainability is recommending to down-zone have environmental considerations such as steep slopes and liquefied soils, considerations that were ignored in 1996.

The Powellhurst-Gilbert Neighborhood Association strongly encourages you to support less density in our neighborhood, and to follow through with the down-zoning proposed by the Bureau of Planning and Sustainability. Thank you for your time and consideration.

Sincerely,

Richard Dickinson
Chair, Powellhurst-Gilbert Neighborhood Association

Comprehensive Plan Testimony of
Mike and Linda Redmond
614 SE 29th Avenue
Portland, OR 97214
503-235-0546

December 8, 2015

To The Portland City Council,

Having lived in SE Portland for over 30 years and owning our 1911 home at 614 SE 29th Ave. for 26 years we have a deep concern for keeping the historic character and livability of our neighborhood. The proposed zoning change from R5 to R1 would most certainly destroy that. There are many beautiful historic single family and duplex homes in this proposed zone change area as well as smaller historic, attractive apartment complexes.

The proposed zone change would only encourage the destruction of these structures to make room for taller, denser apartment complexes. These structures which are popping up all over SE Portland have already taken a toll on the livability of this area.

Parking on 29th Avenue between Belmont and Stark is currently so difficult that its residents can not find parking in the evening due to the bar patrons from Stark Street using the neighborhood for parking. With a large 46-unit apartment building slated to go up on 29th and Stark, with little to no parking, the situation will only be getting worse.

On paper these ideas may seem good and like they would be a working solution to the housing problem in Portland but the residents are experiencing the reality of it not working.

The blocking of light is also a large concern. Residents which have owned and lived here for years increasingly find their light blocked by large four story structures despite mandated set backs that only give the illusion of light and privacy. These structures make growing vegetable and flower gardens difficult if not impossible as well as causing a serious lack of natural light for people living nearby.

For our area to go from R5 to R1 is a very extreme change. We do not want 29th Avenue or the surrounding small residential streets to fall victim to this type of development. Please keep these areas to their current zoning or densify to R3 at the most. Use larger corridors like Stark or Belmont for your increase in density with a strict stipulation that the developers provide ample parking for each unit built.

Please keep Portland livable.

Sincerely,
Mike and Linda Redmond



Arevalo, Nora

From: Dale Davis <dale.davis@gmail.com>
Sent: Wednesday, December 09, 2015 12:19 AM
To: BPS Comprehensive Plan Testimony
Cc: matt.brischetto@gmail.com
Subject: R1 to CM Zoning Change: 822 SE 15th Ave

Follow Up Flag: Follow up
Flag Status: Flagged

- Dale Davis / 1007 SE 15th Ave. #5
 - Identify property: 822 SE 15th
 - I support the owner's proposal from R1 to CM zoning. I also support preservation of National Historic Landmarks.
- Thank you for taking this proposal into consideration.

Arevalo, Nora

From: Steve Fisher <s3fisher@gmail.com>
Sent: Tuesday, December 08, 2015 10:37 PM
To: BPS Comprehensive Plan Testimony
Subject: Zoning changes between SE 15th and SE 16th and Belmont

Dear Portland City Council,

I'm writing in support of my neighbor, Matt Brischetto, and his work to change the zoning from R1 to CM at 822 SE 15th. I also think that the properties between SE 15th and SE 16th along Belmont should be also zoned to CM as it only makes sense.

Please vote to change the zoning in order to preserve not only these beautiful old homes but an important slice of Portland's history.

Even though the properties are currently listed as historic landmarks, if they are not maintained, their future could be threatened.

If the change is approved, what a perfect application of the Historic Zoning Incentive: selling density rights to another buyer in order to infuse the property with cash to make much needed and costly upgrades to the four Queen Anne's on the property (mostly to their foundations and retaining walls).

Thank you for your consideration.

Stephen Fisher
1539 SE Belmont St
Portland, OR 97214

Arevalo, Nora

From: mike wietecki <mjwietecki@gmail.com>
Sent: Tuesday, December 08, 2015 10:22 PM
To: BPS Comprehensive Plan Testimony
Subject: Re: Support zone change 2717 SE 15th

Resent to ensure that you have my full mailing address:

Michael Wietecki
1734 SE 22nd Ave
Portland OR 97214

On Tue, Dec 8, 2015 at 10:05 PM, mike wietecki <mjwietecki@gmail.com> wrote:

To whom it may concern,

I support the owner's proposed zoning change from R2 to CM on the property at 2717 SE 15th.

This property is at a unique transition between the industrial and residential areas of inner SE and is on a quickly changing Clinton Ave and as a CM property could better serve the needs of the neighborhood.

Sincerely,
Michael Wietecki

1734 SE 22nd Ave
Portland

Arevalo, Nora

From: Michael Dexter <dexter@ambidexter.com>
Sent: Tuesday, December 08, 2015 9:51 PM
To: BPS Comprehensive Plan Testimony
Subject: Down Designation

Hello,

I am writing in response to the proposed Down Designation of my property at 11744 SW Boones Ferry Rd in Portland.

I have read the findings about the ecological and landslide concerns regarding my property and politely request that this property not be Down Designated for the following reasons:

1. The existing home is already adjacent to the slope in question. Any additional structures such as a freestanding garage or studio would only fit on the flat area at the South/West end of the property and would be over 100 feet from the area of concern. If this zoning change aims to prevent the construction of the existing house, it needed to be in place in at least 1962 for its 1963 construction.

2. I had a geologist produce a report regarding to the landslide risk when I first moved in. They reported that the site is on solid granite, as evidenced by the exposed rock at the sharp turn in Boones Ferry Rd. between SW Stephenson St. and SW Coroando/Arnold. I am attempting to locate this report as that would have been around 1998. I trust that the City has similar geological data on file.

3. Now that the City prefer that new homes are accessed via side streets rather than District Collectors like Boones Ferry Rd, a multi-home development on my property would likely forbidden under different regulations.

In short, the proposed Down Designation of 11744 SW Boones Ferry Rd, in my opinion, does not address any pressing or easily-resolved issues.

Best regards,

Michael Dexter
Homeowner
Former Arnold Creek Neighborhood Association President
503-789-8978

Arevalo, Nora

From: Dunphy, Jamie
Sent: Tuesday, December 08, 2015 3:10 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: [Approved Sender] Comp Plan change request to remove the IR zone for Wilson HS, the only HS in Portland so zoned, and restore the Residential zone for the campus.

-----Original Message-----

From: Don Baack [mailto:baack@q.com]
Sent: Monday, December 07, 2015 9:51 PM
To: Commissioner Fish <nick@portlandoregon.gov>
Cc: bridger Glenn <gbridger@teleport.com>
Subject: [Approved Sender] Comp Plan change request to remove the IR zone for Wilson HS, the only HS in Portland so zoned, and restore the Residential zone for the campus.

Wilson High School was zoned IR, Institutional when the Hillsdale Town Center Plan was adopted. At that time it was thought that all of the Portland High School Campuses would be zoned IR. That has not happened. Planning told the Hillsdale Leaders working on the plan that a plan for the Wilson Campus would be prepared within 2 years. 18 years later and no plan has been prepared and there are no plans that we are aware of to prepare a plan. Meanwhile the neighborhood has had no legal means to review or comment on proposed changes to the campus. There have been several over the years: New Batting Cage, New Softball Field that is restricted to just softball players and limits public use of that space, New brick bleachers for the softball field, new Wilson Track, New refreshment building, major changes to the Wilson Pool, solar panels on the roof of Wilson and probably others. The campus is in the Hillsdale Pedestrian District but no required sidewalks have been constructed after all the changes noted above have been done.

We would like to have the zoning on Wilson changed back to residential, R5 or R7, as it was before 1997 so we can participate in reviewing changes to the campus and improve our community thereby.

--

Don Baack
baack@q.com
503-246-2088 call if you need response quickly

Arevalo, Nora

From: Dunphy, Jamie
Sent: Tuesday, December 08, 2015 3:09 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Audubon of Portland

From: Sheila Forrette [<mailto:sforrette77@gmail.com>]
Sent: Tuesday, December 08, 2015 1:51 PM
To: Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz
<amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject:

Dear Mayor Hales and Commissioners Fritz, Fish, Novick, and Saltzman,

As an Audubon of Portland member I support the current draft of the Portland's Comprehensive Plan because it takes the right approach on cleaning up contaminated sites instead of converting these natural areas to meet industrial land demand. The beauty of this city is in its rivers, parks, forests, hiking trails, trees, etc. Any more expansion of Portland to industrial use would damage Portland's reputation as a vibrant and beautiful city. I would also like the Portland City Council to exclude West Hayden Island in the industrial lands inventory. Finally, environmental regulations on industrial lands should not be restricted or rolled back. Industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

Thanks for your attention in this important matter,
Sheila Forrette
1610 NE 65th Ave
Portland 97213

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, December 08, 2015 11:54 AM
To: Diana Lynn Kekule
Cc: BPS Comprehensive Plan Testimony
Subject: RE: THANK YOU

Dear Diana,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

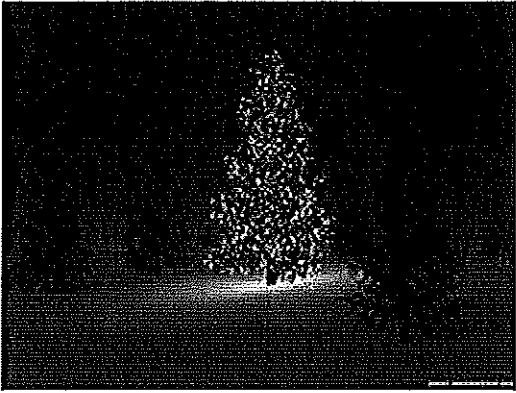
From: Diana Lynn Kekule [mailto:luvsea33@gmail.com]
Sent: Tuesday, December 08, 2015 11:04 AM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregongov.onmicrosoft.com>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: THANK YOU

We support the approach taken on industrial lands in the recommended draft of the Comprehensive Plan;

- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in focusing on intensification of use of the existing industrial land base rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers. Industrial interests should not be allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.
- West Hayden Island should not be included in the industrial lands inventory;
- Environmental regulations on industrial lands should not be restricted or rolled back. Industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

Many conservation groups have tried for years to protect precious natural areas like West Hayden Island from industrial development. Please know that we support the approach taken to industrial lands in the Draft Comp Plan.

THANK YOU FOR HELPING TO RAISE THE CONSCIOUSNESS OF HUMANITY!
Kekule Bastron Family and Friends



From Heaven Sweet Nature Springs!



Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, December 08, 2015 11:01 AM
To: Jim Karlock; Hales, Mayor; BPS Comprehensive Plan Testimony
Subject: RE: My Comp Plan testimony tonight-expanded with references

Dear Jim,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Jim Karlock [mailto:jkarlock@gmail.com]
Sent: Friday, December 04, 2015 3:16 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregongov.onmicrosoft.com>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject: My Comp Plan testimony tonight-expanded with references

This is an expanded version of the testimony that I gave at last night's hearing on Portland's Comp Plan.

It includes links to several papers on housing cost by authors at institutions such as Harvard Institute of Economic Research, Federal Reserve Bank of NY, Nobel Economist Paul Krugman, and REGULATION.

Why are you ignoring the wishes of the people?

Why are you ignoring the fact that we voted against increasing density in our neighborhoods?

TWICE

First in 2002 it was about 2:1 against neighborhood density (vote yes to stop density increases)

Yes 91,485

No 53,022

see: <https://multco.us/file/19554/download>)

(This measure was carefully worded to hide the fact that it actually did nothing. See StopMetro.com)

Second was last November. Multnomah county voted 3:1 against more density:

Yes	191,720	76.28
No	59,620	23.72

See: <https://multco.us/elections/november-2014-general-election-results>

Why don't you care about the will of the people?

Do you really care about affordability?

Some of you are claiming to care about housing affordability, but you ignore the actual solution.

Jason Furman, chairman of the White House Council of Economic Advisers, in a recent speech, presented evidence that zoning increases housing prices, hurts the poor, increases inequality and increases the likelihood of housing bubbles.

"But other cities make things worse with zoning and other land-use restrictions that discourage production, said Jason Furman, chairman of the White House Council of Economic Advisers, in a speech Friday at a housing conference co-hosted by CoreLogic, a data company, and the Urban Institute, a think tank." <http://blogs.wsj.com/economics/2015/11/20/why-white-house-economists-worry-about-land-use-regulations/>

Excerpts from the full text of his speech (link below):

Land use regulations reduces housing construction:

"Basic economic theory predicts—and many empirical studies confirm—that housing markets in which supply cannot keep up with demand **will see housing prices rise**. Mayer and Somerville (2000) conclude that **land use regulation and levels of new housing construction are inversely correlated**, with the ability of housing supply to expand to meet greater demand being much lower in the most heavily regulated metro areas. Quigley and Raphael (2005) show that **new construction is not as prevalent in areas characterized by growth restrictions**. Glaeser and Ward (2009) found that **an increase of one acre in a Greater Boston town's average minimum lot size is associated with about 40 percent fewer new permits**." (Bold added)

Decreased supply increases housing prices, hurts the poor the most, raises inequality and reduces productivity:

"Restricted supply leads to higher prices and less affordability. We see the association in the relationship between land use regulations

and affordability in several dozen U.S. metro areas (Figure 3)..... This house price appreciation experienced especially in those cities towards the right of the figure presents affordability challenges for nearly all, but **they can hit the poorest Americans the hardest.**" (Bold added)

"... excessive or unnecessary land use or zoning regulations have consequences that go beyond the housing market to impede mobility and thus contribute to rising inequality and declining productivity growth."

Zoning Impacts Labor Markets, Productivity, and Inequality:

"In contrast, States with more constrained supply of housing (including from tighter land use regulations) have experienced a substantial decline in the speed of income convergence. In fact, over the last twenty years, incomes across States with more constrained supply of housing have hardly converged at all. One story for this lack of any convergence is that only high-income workers can afford to relocate to the high-productivity cities that have **tight land use regulations, which reinforces existing inequality.**" (Bold added)

....
"Worsening of house price bubbles: tighter land use regulations may exacerbate house price bubbles. Gyourko, Glaeser, and Saiz (2008) demonstrate that **cities with more restrictive zoning and thus a more inelastic housing supply have historically been more likely to experience house price bubbles** and that these episodes of elevated prices tend to last longer." (Bold added)

From: https://www.whitehouse.gov/sites/default/files/page/files/20151120_barriers_shared_growth_land_use_regulation_and_economic_rents.pdf

If you actually cared about affordable housing, you would pressure Metro to get rid of their tight urban growth boundary. Their decision to build up instead of out is destroying Portland's livability, Portland's economy, discriminates against low income people and drives out minorities. Is that your secret goal?

Additional reading on affordability:

Rules add \$200,000 to Seattle house price

<http://www.seattletimes.com/business/uw-study-rules-add-200000-to-seattle-house-price/>

That Hissing Sound

Paul Krugman, Nobel Economist

"So when people become willing to spend more on houses, say because of a fall in mortgage rates, some houses get built, **but the prices of existing houses also go up.**" (Bold added)

<http://www.nytimes.com/2005/08/08/opinion/that-hissing-sound.html>

The Impact of Building Restrictions on Housing Affordability (182k)
Ordinance 187832, Vol. 1.3.L, page 8157

Edward L. Glaeser and Joseph Gyourko
Federal Reserve Bank of NY Economic Policy Review / June 2003
<http://www.debunkingportland.com/docs/0306glae.pdf>

Regulatory Barriers

BY DAVID ENGEL

Director of the Division of Affordable Housing Research & Technology at HUD.

<http://www.debunkingportland.com/docs/brightideasSpring2004regbarriers.pdf>

The Causes and Consequences of Land Use Regulation: Evidence from Greater Boston

Edward L. Glaeser and Bryce A. Ward
Harvard Institute of Economic Research

<http://www.debunkingportland.com/docs/HIER2124.pdf>

Zoning's Steep Price

Edward L. Glaeser and Joseph Gyourko

"Measures of zoning strictness are highly correlated with high prices. While all of our evidence is suggestive, not definitive, it seems to suggest that land-use regulation is responsible for high housing costs where they exist." (Bold added)

REGULATION FALL 2002

<http://www.cato.org/pubs/regulation/regv25n3/v25n3-7.pdf>

Residential Land Use Regulation and the US Housing Price Cycle

Haifang Huang and Yao Tangy

Department of Economics, University of Alberta, Department of Economics, Bowdoin College

"Contrary to prior literature, our findings indicate a significant link between supply inelasticity and price declines during the bust, whereas Glaeser, Gyourko, and Saiz (2008) found little evidence of such a relationship from an earlier downturn from 1989 to 1996."

<http://www.bowdoin.edu/~ytang/Huang-Tang-Aug-2011.pdf>

http://finance.townhall.com/columnists/markcalabria/2012/02/20/local_governments_also_to_blame_for_housing_crisis

How Urban Planners Caused the Housing Bubble

<http://www.cato.org/publications/policy-analysis/how-urban-planners-caused-housing-bubble>

Full analysis:

<http://object.cato.org/sites/cato.org/files/pubs/pdf/pa646.pdf>

All of this indicates that land use regulations are generally harmful when they go beyond health and safety. Such regulations should be reduced to the absolute minimum, and never used for utopian goals to re-order society.

PS: Don't miss my collection of things Portland is doing wrong at DebunkingPortland.com. I guarantee that you will learn a lot from this collection of links to well documented sources.

Thanks
JK

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Tuesday, December 08, 2015 10:29 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: building, mult.village...

Follow Up Flag: Follow up
Flag Status: Flagged

From: Larry Shettler [mailto:larry_shettler@yahoo.com]
Sent: Monday, December 07, 2015 4:47 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: building, mult.village...

I have a big problem with new high rise going in! There would be limited parking with the new structure. this would dump cars on to the crowded streets and in front of homes. It is already crowded as it is. a lot of people in the village do not like it at all... everybody is mad at the idea..... But I have a better idea.....?????!!!!.... change the topic a hair.... Now take a house and just raise the roof one store and you have almost doubled the space and no problems from next door. This is better than jamming a huge house on a small lot with no firewall between the building. The huge house blocks sunlight and air flow . I do not want to see PDX turn into SEA..... This looks very bad.....larry

Arevalo, Nora

From: Rachel Hill <rh@andersonkrygier.com>
Sent: Tuesday, December 08, 2015 10:19 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm not sure if this is the correct place to comment on this, but please let me know if there is a better place or recipient.

I live in Portland and had to move to St. Johns because of cost of living issues. I usually bike to work downtown but bought a scooter as a cost-effective way to get me to and from work (it is 8 + miles from St. Johns to downtown).

I would like to suggest that the City of Portland incentivize people using other modes than cars (bikes are great, but sometimes it is not feasible or people are not comfortable biking long distances on a daily basis). Scooters are small, don't take up a lot of room, can be parked compactly, cause less emissions, do not drive fast and are a good option.

However, they are treated like cars in terms of parking thus still making it very cost-prohibitive to use a scooter as a primary mode of transportation. I believe the City should create scooter parking pods where people can park for free. Or allow scooters (and perhaps motorcycles) to park for free on the street. It would reduce traffic if people started using scooters, and offer another variety/mode of transportation in our city (which already does such a good job at giving us options for getting around).

Thank you for listening to my comment!

Kind regards,

Rachel Hill
9515 N Lombard Street
Portland, OR 97213

Rachel Hill DESIGNER

Anderson Krygier, Inc. | 820 NW 12th Avenue | Suite 106 | Portland, OR 97209 | T. 503-243-2060 | M. 503-849-8337

Arevalo, Nora

From: Bob Powell <bob@donthomaspetroleum.com>
Sent: Tuesday, December 08, 2015 8:09 AM
To: BPS Comprehensive Plan Testimony
Subject: Property at 2717 SE 15th Petition

Follow Up Flag: Follow up
Flag Status: Flagged

We are Bob and Judi Powell . We live at 2813 SE 16th Ave., Portland.

We are in complete support of Mr. Brishetto's endeavor to change zoning of property at 2717 SE 15th Ave.

We have attended many HAND meetings and are very aware of the benefit of CM zone change and feel that it would be in the very best interest of our neighborhood community .

Respectfully ,

Bob and Judi Powell
503-890-8072

Arevalo, Nora

From: kwilliamspdx@gmail.com
Sent: Monday, December 07, 2015 9:14 PM
To: BPS Comprehensive Plan Testimony
Subject: Proposal support

Follow Up Flag: Follow up
Flag Status: Flagged

- Kristin Williams
2837 SE 16th Ave, Portland OR 97202
- Regarding the property: 2717 SE 15th

I'm writing to support the proposal from R2 to CM zoning for the above noted property.

I would much prefer the proposed plan to the possibility of multiple units built on the site. I also believe Matt B is a responsible property owner.

Regards,

Kristin

Sent from my iPhone

Arevalo, Nora

From: Bill Lindekugel <w.lindekugel@comcast.net>
Sent: Monday, December 07, 2015 4:50 PM
To: BPS Comprehensive Plan Testimony
Cc: betowork@comcast.net

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for this opportunity to weigh in on the 2035 Comprehensive Plan for the City of Portland.

My wife and I are 18 year residents of Argay Terrace. We have been following the CP process for the past several months.

We are urging you to modify the current version of the 2035 CP which designates portions of the site on the southeast corner of NE 122nd and Shaver for Mixed Employment and R-3, Multifamily. Our reasons for asking for the modification are:

1. The designations are damaging to and out of character for our neighborhood.
2. The Mixed Employment designation is unnecessary to achieve the City's overall planning goals. The above land is an "island" so small as to make no significant contribution to the City's need for new sites for job creation.
3. We have already agreed with two of the three Mixed Employment areas proposed in the 2035 CP. We are not NIMBY's.
4. This "island" is located adjacent to residential zoned property and less than two blocks from Parkrose Middle And High schools and the soon-to-be-built 16 acre Beech Park.
5. Mixed Employment will feed too much additional car and truck traffic into an intersection which is used as the main way our neighborhood children go to and from their schools.
6. The children's use of this intersection will increase substantially with the completion of Beech Park in the Spring of 2017.
7. The R-3 designated section of the site needs to be re-designated to R-5.
 1. Argay already has 40+% of our residents living in apartments. A major portion of these residents are at rental rates considered "affordable" by the City. Our apartment ratio is way above the vast majority of neighborhoods in the City.
 2. We want a more reasonable ratio of single-family homes to apartments. Increasing the percentage of single-family, owner-occupied housing will build and strengthen lower residency turn-over and strengthens long-term community ties.
 3. Increasing single-family homes will also increase the stability of our Shaver school population by increasing the percentage of students living in the neighborhood that are less transitory than those living in the apartments.
 4. Three schools offering K-12 education and the new Beech park makes this site uniquely suited for single family housing.
8. This unique and valuable resource should not be wasted on more apartments or more office and industrial use.

Please help us protect the livability of Argay Terrace. Please re-designate the area at NE 122nd and Shaver Street for R-5 Single Family Residential development. The re-designations we are asking for will help keep our neighborhood a safe family oriented neighborhood.

My wife and I want to thank you for the 2035 CP work you are doing and the contribution it will make to our City.

Thanks,

Bill and Bobbie Lindekugel
14535 NE Rose Parkway
Portland, OR 97230
Cell: 503-317-0574

Arevalo, Nora

From: Vijay Balakrishnan <bvijaykr@gmail.com>
Sent: Monday, December 07, 2015 12:20 AM
To: BPS Comprehensive Plan Testimony; Amy B-B; Gayle Killam; Scott McEwen
Subject: Do not support the change from R1 to CM zoning for 822 SE 15th, Portland, Or

Follow Up Flag: Follow up
Flag Status: Flagged

Your name / address

Vijay Balakrishnan

4408 SE Morrison St, Portland,OR 97215

- Identify property: 822 SE 15th , Portland, Or
- Do not support owner's proposal from R1 to CM zoning

Here is why:

Are the neighbors around this area aware of this request for a change to CM zoning ? This seems more like a trick to sell to developers using loopholes as stated above in a hot CM market where they can build 45 ft high walls 11 ft from your fence and deprive neighbors of all light-there is no protection for the neighbors in all this.Does Matt have to inform the neighbors about this change of zoning request who will have to see this big 45 ft high wall making them lose all their light, lose all their parking because you only have to provide .33 parking in a CM zone.I am sure there are many ways to make this work with an R1 zone without shifting to a CM zone but this seems more of a way to get a developer to get the land later and build a 45 ft wall.

Belmont St is a commercial St corridor. Having a CM zone on a commercial street makes high density building possible through some loophole developers always find and neighbors find too late. Lets assume that the historic building is not saved because it was not changed from R1 to CM. Developers will still find it less desirable to build on and neighbors will not have to worry about 45 ft walls and parking will not be a nightmare.I feel strongly there is a smell of developer greed at play here that neighbors are not aware of.The current Wild West in SE Portland is building high density monstrosities on the Commercial Streets with CM zones. The devil is always in the details. " Density or FAR may be transferred within the neighborhood where the landmark is located or to any site within two miles of the landmark." So this means - some other neighbor on the Commercial St like Belmont st or in the 2 mile area has to bear the brunt of the density/FAR calculation. How fair is that ? Just trying to raise questions because no one else is and it ends up affecting my neighborhood.

Vijay

Arevalo, Nora

From: Jeff C Burns <jeff@organicmodern.com>
Sent: Monday, December 07, 2015 11:38 AM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan Draft Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Staff,

I am writing in regards to proposed zoning changes in the comp plan affecting the Buckman Neighborhood, in which I live.

- 1 The blocks bound by Morrison to Stark, and 26th to 30th, just east of Lone Fir Cemetery. **OPPOSED**
As a Buckman Resident, I've noted this area as having a low rise character with lots of bungalows and courtyard style housing. There are a few larger apartment complexes that feel over scaled to the neighborhood. The comp plan would allow for additional scale outright, and I'm not sure that it benefits the neighbors currently in that area for the long term livability.

- 2 The intersection of Ash and 18th, and the Ankeny bike corridor. **OPPOSED**
As a Buckman Resident and now a parent of a child at Buckman Elementary, and as a frequent user of Ankeny bikeway, I have safety concerns about the inclusion of Office/Commercial along and in that area. Especially at Ash and 18th, I believe there should be a buffer away from 9-5 business traffic, and the school is currently a lottery school, with limited bus service, and lots of parent drop off, and pick up. The development along Ankeny suffers the same issues, as that street was chosen as a low use bike corridor. Some thought should be given to what happens with current uses and proposed densities.

- 3 The Sandy Corridor from 18th headed East. **IN FAVOR!**
As a pedestrian and driver on the Sandy Corridor, I see the need for encouraged density along the corridor. There are open, low density properties with few pockets of development; open areas that could use some catalysts to encourage further development. It's a sweeping bold zoning change that seems to encourage larger scale development that seems appropriate given the scale of the street.

- 4 Hawthorne Corridor from 12th to 28th. **IN FAVOR!**
Unlike some of the sweeping heavy handed rezoning efforts with the Comp plan, the Hawthorne zoning is a mix of higher and lower densities, and in some cases, leaves the pockets of residential along that street intact. I appreciate the recognition that there are a series of hubs of activity along that corridor that are established, broken up by lower density uses, and that feeling is kept intact.

- 5 Washington/Monroe High school. **DISAPPOINTED**
As a Buckman Resident, I've learned about the funding for a community center and public swimming pool at the intersection of Alder and 12th. With the density of residential proposed in the neighborhood, and surrounding, I'm disappointed that the comp plan has not addressed this public amenity, and the base zone makes no mention of it.

- 6 Central Eastside Industrial Area, Employment Opportunity Subarea. **CONCERNED**
As a Buckman Resident, woodworker, fabricator, and architect, I cherish the 'industrial sanctuary' close in to the downtown. I have personally seen a lot of businesses come and go from the industrial eastside: small two person fabricators, brewers, artisans giving a shot at a business dream. I've seen a lot of them grow into something more. The

central eastside's ability to incubate creative thought and interaction should be encouraged in the comp plan, and the ability for industry, office, and recreation to co-exist needs to be continually encouraged.

Thank you for your time and hard work, and I look forward to rolling up my sleeves in the next wave of development in the City of Portland.

jeff c burns . architect . buckman resident
1336 se 20th avenue
Portland oregon, 97214
www.organicmodern.com
503.351.6553

Arevalo, Nora

From: Jeff C Burns <jeff@organicmodern.com>
Sent: Monday, December 07, 2015 9:55 AM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan change for 822 SE 15th

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Staff,

I'm writing in opposition to Matt Brischetto's Comprehensive Plan proposal for the Alfred Webb National Historic Landmark on SE 15th and Belmont.

There is a proposal to up zone the properties to a higher level of zoning, and sell the writes off for the purpose of funding private development on those properties, in the form of historic renovation. While I applaud the creative approach to the owner financing his own project, I do not feel that the Comp plan is an appropriate means to the ends. As a Buckman neighbor and professional architect, I have concerns that the proposal is a 'zoning grab', and the proposed up zoning does not take into account the proper management of growth in the region. During a neighborhood meeting, it was discussed who would potentially be allowed to use the bonus the property could offer, what would happen if the structure were allowed to be replaced due to disaster, and who would benefit from the up zoning. In the context to the greater neighborhood benefits, one could not be found. From what I could tell, Buckman Community Association didn't approve or stand behind the proposal, and I, as a Buckman resident, do not either.

Thank you for your time.

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