

## Arevalo, Nora

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**From:** Tobin Weaver <tobin.weaver@gmail.com>  
**Sent:** Friday, December 04, 2015 1:26 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Testimony on Proposed Change #94

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Honorable Council Members,

Proposed Change #94 in the 2035 Comprehensive Plan Recommended Draft proposes a zoning change for one side of one block in the middle of the King's Hill Historic District. As a practicing architect who has worked on houses in this historic district, I observe two problems with the proposed change.

The first problem is that the proposed change does not accomplish what it claims to accomplish. The explanation for the change reads, "Proposed change recognizes a nonconforming situation (an existing business in a residential or other zone that doesn't allow commercial use) outside of a center or corridor." The stated problem is nonconforming commercial use, which in this case is Office use, in a residential zone. One would expect the proposed change to rectify this problem by changing the zone to one that allows Office use. Instead the proposed change changes the zone from less dense residential, R5 Single-Dwelling, to more dense residential, R2 Multi-Dwelling. Zone R2 does not allow Office use any more than Zone R5 does. The nonconforming situation is not addressed.

The second problem is that the proposed change conflicts with the city's historic preservation priorities. The four properties affected by the zone change, 2153, 2165, 2177 and 2187 SW Main Street, are all designated as contributing structures in the King's Hill Historic District. Directly across Main Street are four more houses that are also designated as contributing structures, making this a very charming block. Reducing the lot sizes from 5000 sq ft (R5) to 2000 sq ft (R2) and the density from Single-Dwelling (R5) to Multi-Dwelling (R2), as proposed, only makes sense if there is a plan to tear down these contributing structures and replace them with new, higher density structures on smaller lots. Are contributing structures allowed to be demolished? What is the point of the historic district in that case? Neighbors are investing in adjacent historic houses -- and going through the city's historic design review process to do it -- under the assumption that the historic neighborhood character is protected by the historic district designation.

Researching the demolition question led me to zoning code Section 33.846.080.C, Demolition Review Approval Criteria in the Historic Resource Reviews section. This section allows demolition of historic resources if, "Demolition of the resource has been evaluated against and, on balance, has been found supportive of the goals and policies of the Comprehensive Plan, and any relevant area plans." If the Comprehensive Plan changes the zone for these four properties to increase density, then demolition of the four historic houses in order to meet those density goals would be allowed.

Density is an important goal for the city, but so is historic preservation. Here is what the city's Historic Resource Protection Overlay Zone code (Section 33.445.010) has to say about the value of historic resources: "These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties."

Proposed Change #94 trades historic resources for density. It opens the door to development of one side of one block of Main Street, replacing designated historic houses with new multi-dwelling structures. If this development occurs, it

will degrade the historic value of the King's Hill Historic District, which is our most intact historic neighborhood within walking distance of downtown and the gateway to Washington Park. It will also lower the economic value of neighboring historic houses, especially the ones directly across the street, and discourage investment in historic properties throughout the city. These are very high cultural prices to pay for a single block of increased density. The city has plenty of sites for increased density. Please don't whittle away our city's irreplaceable historic heritage in exchange for density. I strongly oppose Proposed Change #94.

Sincerely,

Tobin E. Weaver

PS I submitted similar testimony using the Map App on December 2 but was unhappy with the formatting, so please replace that submittal with this one.

TOBIN E. WEAVER  
AIA ARCHITECT

TOBIN WEAVER, ARCHITECT PC  
1983 NW FLANDERS ST. #501  
PORTLAND, OREGON 97209  
503-891-8155

**Arevalo, Nora**

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**From:** Council Clerk – Testimony  
**Sent:** Friday, December 04, 2015 1:04 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** FW: Multnomah Village as Neighborhood Corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** xozoome@gmail.com [mailto:xozoome@gmail.com] **On Behalf Of** Jonathan Ellis  
**Sent:** Thursday, December 03, 2015 10:03 AM  
**To:** Council Clerk – Testimony <CCTestimony@portlandoregon.gov>  
**Cc:** Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>; City Auditor Griffin-Valade <LaVonne@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>; mnaLandUseCommittee@gmail.com  
**Subject:** Re: Multnomah Village as Neighborhood Corridor

Portland City Council

Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

**Re: Multnomah Village as Neighborhood Corridor**

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations,

overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

Jonathan  
Ellis

4424 SW Freeman St.

97219



**Arevalo, Nora**

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**From:** Council Clerk – Testimony  
**Sent:** Friday, December 04, 2015 12:46 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** FW: Multnomah Village as Neighborhood Corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** ginafire@gmail.com [mailto:ginafire@gmail.com] **On Behalf Of** Georgina Young-Ellis  
**Sent:** Wednesday, December 02, 2015 6:02 PM  
**To:** Council Clerk – Testimony <CCTestimony@portlandoregon.gov>  
**Cc:** Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>; City Auditor Griffin-Valade <LaVonne@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>; mnaLandUseCommittee@gmail.com  
**Subject:** Multnomah Village as Neighborhood Corridor

Portland City Council

Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

1221 SW Fourth Avenue, Room 130

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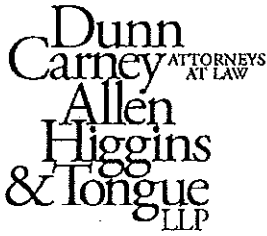
Please add this to the record.

Thank you,

Georgina Young-Ellis

4424 SW Freeman St.

97219



December 4, 2015

TY K. WYMAN  
Admitted in  
Oregon

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97204-1357

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Via Email: [cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

Council Clerk  
City of Portland  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204

Re: 3436 NE 48<sup>th</sup> Avenue  
Our File No.: CHH2-1

Dear Mayor and Council:

We represent Kamala and Ramod Chhetri. The Chhetris own and live with their school-age children at 3436 NE 48<sup>th</sup> Avenue. Located directly across NE Fremont from Alameda Brewing Co., the City presently applies the R2 zone to the Chhetri home. The Chhetris ask you to designate their property Mixed-Use Neighborhood.

The Chhetris worked with Rose City Park Neighborhood Association early in this process. Their proposal, developed in consultation with their neighbor, was to create a commercial node on NE 48<sup>th</sup> that dead ends into Fremont. *See* Exhibit A. Such a node would avoid placing a commercial use face-to-face with any home. *See* Exhibit B.


The RCPNA proposal morphed during the process before the Planning and Sustainability Commission. Applying the new Mixed-Use Neighborhood designation to the north side of Fremont, the PSC agreed to extend it south. Rather than create a commercial node as suggested by RCPNA, however, the Commission shifted this extension to the adjacent block face. *See* Exhibit C.

The PSC recommendation is symmetrical and appears to resolve a nonconforming use issue (Paperjam Press, located at 4730 NE Fremont). However, as described in Peter Fry's memo, Exhibit D, it represents the worst long-range planning outcome, placing the residents of 3436 NE 48<sup>th</sup> face-to-face with active commercial uses on two sides. *See* Exhibit E.

Council Clerk  
December 4, 2015  
Page 2

The RCPNA continues to support the Chhetris' request. *See* Exhibit F. We hope that you will do so as well, and look forward to further discussing it with you.

Very truly yours,



Ty K. Wyman

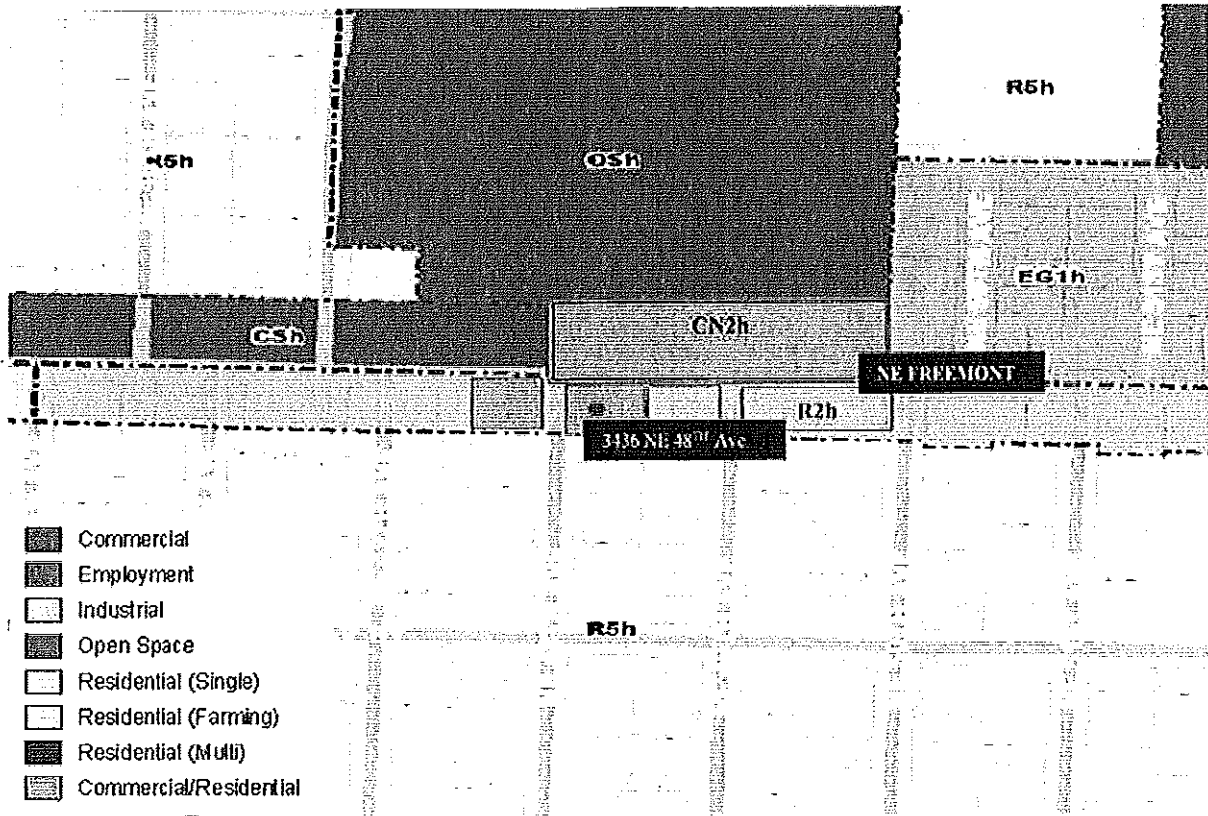
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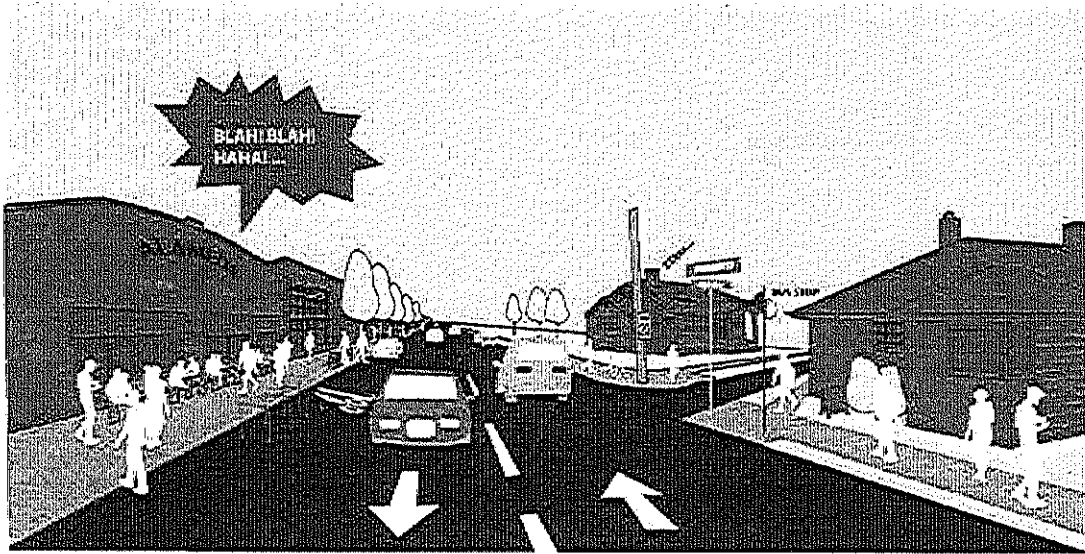
Enclosures

cc: Julie Ocken, PSC Assistant  
(via email: [julie.ocken@portlandoregon.gov](mailto:julie.ocken@portlandoregon.gov))  
Nan Stark, Northeast District Liason  
(via email: [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov))  
Kamala and Ramod Chhetri  
(via email: [ramod7@hotmail.com](mailto:ramod7@hotmail.com))  
Peter Fry  
(via email: [peter@finleyfry.com](mailto:peter@finleyfry.com))

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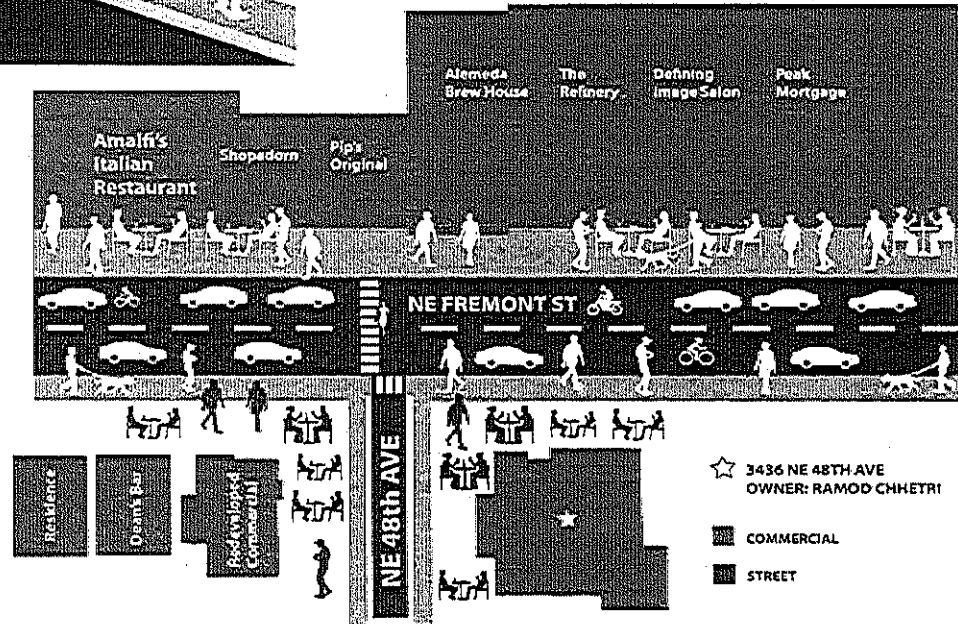
# APPLICANT PROPOSED COMPREHENSIVE PLAN





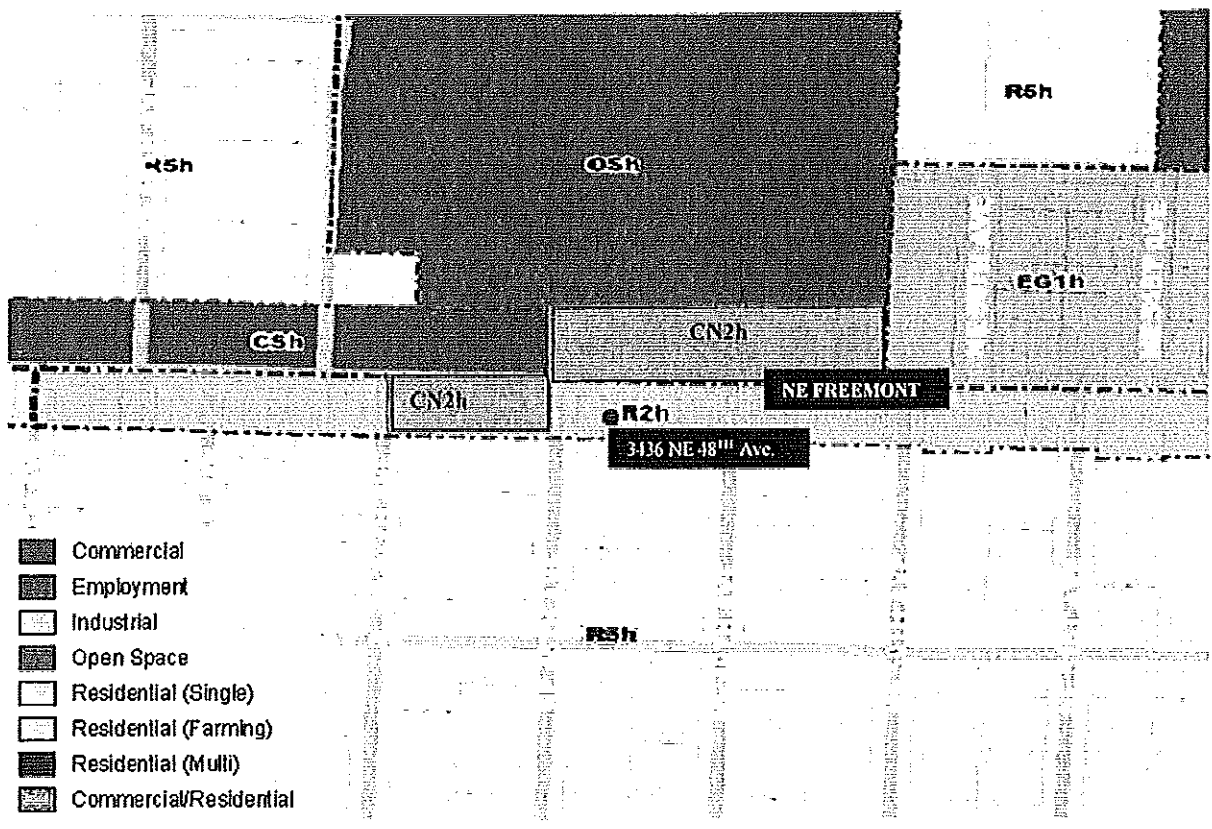
↑  
**STREET VIEW**

**AERIAL VIEW**





# PROPOSED COMPREHENSIVE PLAN



**Peter Finley Fry AICP Ph.D.****(503) 703-8033**

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November 12, 2015

**MEMORANDUM**

**TO:** Ty Wyman, Dunn Carney LLP  
**FROM:** Peter Finley Fry  
**RE:** 3436 NE 48<sup>th</sup>: Rose City Block 155, Lot 16  
Owners: Ramod and Kamala Chhetri

You asked me to evaluate the appropriateness of rezoning the referenced parcel to the Mixed-Use Neighborhood designation, as the owners have requested. As explained below, the owners' proposal represents a far better urban design than either the existing zoning or that recommended by the Planning and Sustainability Commission.

I reviewed the zoning at this location a couple of years ago, when the 2035 Comp Plan Update process was just starting. My thinking then was to, in consultation with the neighbor across the street, create a commercial node where NE 48<sup>th</sup> dead ends into Fremont.

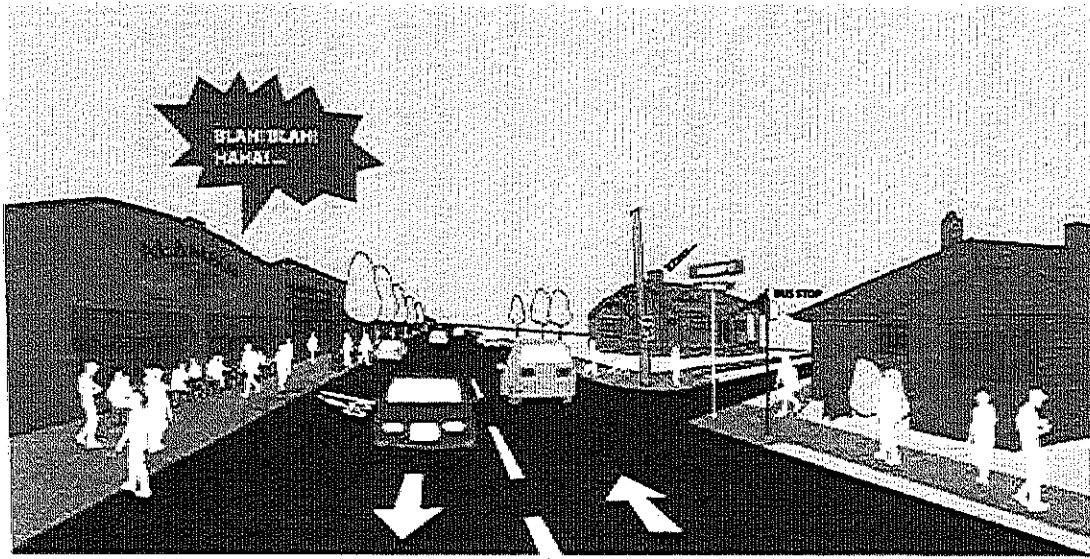
A basic tenet of urban planning is to minimize conflict between incompatible uses. An example of this is to not have a commercial use face-to-face with a residential use. Commercial uses that face each other tend to create synergy and energy whether they are stores, restaurants, or cafes. Commercial uses that face residential tend to create conflict.

The PSC recommendation, in terms of the City's policy to create a dynamic and livable urban form and reduce conflict, represents the worst outcome. Under this plan, existing residential uses at 3436 NE 48<sup>th</sup> and 4642 NE Fremont will be degraded by commercial uses not only to the north, but also to the west and east by the proposed added block face of commercial. The commercial uses generate noise, glare, litter, and loitering; all of which dramatically degrade the quality of residential living. Creating these two spheres of incompatible uses, as opposed to a node of compatible ones, violates basic planning principles.

I understand why that the PSC made its decision, in part to correct a non-conforming use. However, a non-conforming use is expected to eventually become conforming through conversion to the base zone. Rather than focus on appropriate public policy and Comprehensive Plan map patterns, the Chhetri property would be sacrificed to the City's intervention to legalize a non-conforming use.

*2153 SW Main Street, #105, Portland, Oregon USA 97205*  
*Office (503) 274-2744 • Fax (503) 274-1415 • peter@finleyfry.com*

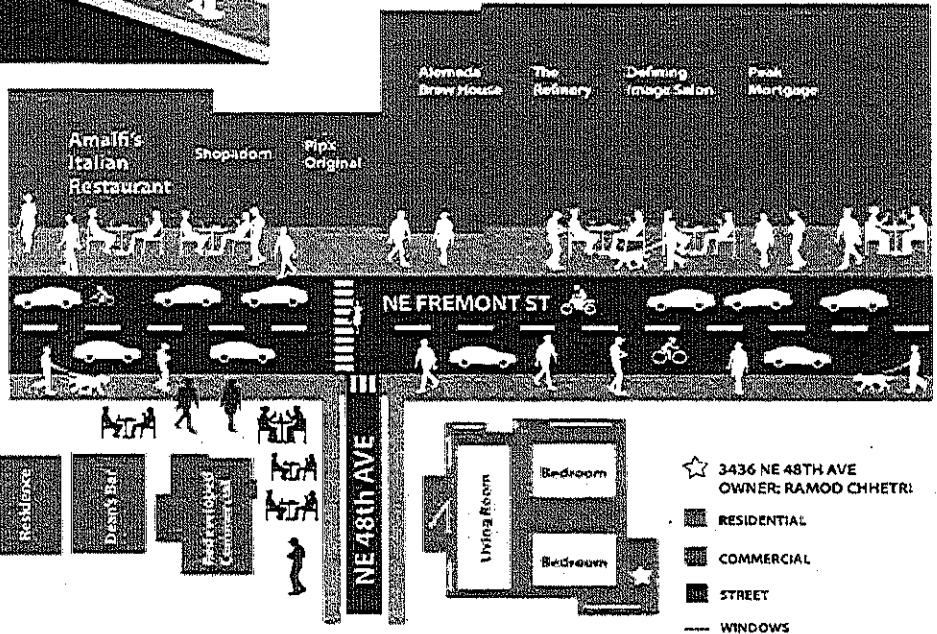




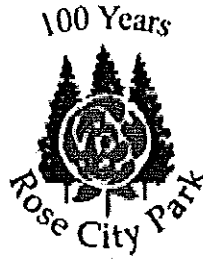
# AERIAL VIEW



# STREET VIEW



Amalfi's Italian Restaurant	Shopadorn	Pip's Original	Alemeda Brow House	The Refinery	Defining Image Salon	Peak Mortgage
Monday Closed	Monday 10:30 AM - 6:00 PM	Monday 8:00 AM - 4:00 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 - 3:30 PM	Tuesday 10:30 AM - 7:00 PM	Tuesday 8:30 AM - 5:00 PM
Wednesday 4:00 - 10:00 PM	Wednesday 10:30 AM - 7:00 PM	Wednesday 8:00 AM - 4:00 PM	Wednesday 11:00 AM - 10:00 PM	Wednesday 6:00 AM - 3:30 PM	Wednesday 10:30 AM - 7:00 PM	Wednesday 8:30 AM - 5:00 PM
Thursday 4:00 - 10:00 PM	Thursday 10:30 AM - 7:00 PM	Thursday 8:00 AM - 4:00 PM	Thursday 11:00 AM - 10:00 PM	Thursday 6:00 AM - 3:30 PM	Thursday 10:30 AM - 7:00 PM	Thursday 8:30 AM - 5:00 PM
Friday 4:00 - 11:00 PM	Friday 10:30 AM - 7:00 PM	Friday 8:00 AM - 4:00 PM	Friday 11:00 AM - 12:00 AM	Friday 6:00 AM - 11:00 PM	Friday 10:30 AM - 7:00 PM	Friday 8:30 AM - 5:00 PM
Saturday 2:00 - 11:00 PM	Saturday 10:30 AM - 7:00 PM	Saturday 8:00 AM - 4:00 PM	Saturday 11:00 AM - 12:00 AM	Saturday 6:30 AM - 9:30 AM	Saturday 9:00 AM - 5:00 PM	Saturday Closed
Sunday 2:00 - 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 6:00 AM	Sunday Closed	Sunday Closed



Nov. 6th, 2015 (Transmitted this day via e-mail to the following)

City of Portland  
City Council <karla.moore-love@portlandoregon.gov>  
1221 SW 4th  
Portland, OR 97204

CC: Susan Anderson, BPS Director, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
Joe Zehnder, Long Range Planning Manager, [Joe.Zehnder@portlandoregon.gov](mailto:Joe.Zehnder@portlandoregon.gov)  
Nan Stark, BPS NE District Liaison, [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov)  
Alison Stoll, Executive Director Central NE Neighbors, [alisons@cnncoalition.org](mailto:alisons@cnncoalition.org)

Subject: Recommended Comprehensive Plan Map - RCPNA Supports Rezone from R2h to Mixed Use for Ramod Chhetri property 3436 NE 48<sup>th</sup> Ave., SE Corner of NE Fremont and 48<sup>th</sup> Ave.

Honorable Mayor Hales and City Commissioners:

Thank you for the opportunity to testify on the Recommended Comprehensive Plan Map. On Tuesday November 3<sup>rd</sup>, 2015 the Rose City Park Neighborhood Association Board accepted their Land Use and Transportation Committee's recommendation to up-zone the property located at 3436 NW 48<sup>th</sup> from Residential (R2h) to Commercial(Mixed Use). The site contains one existing residential structure on property that stretches for ½ block frontage on NE Fremont at NE 48<sup>th</sup>. The property is owned by Ramod Chhetri who plans to move his Himalayan store front from NW 23<sup>rd</sup> to this site.

The Board approved this zone change based on the following:

1. This site is located on the south side of NE Fremont where the north side currently is zoned and actively used for Commercial use.
2. On August 2015 the Portland Planning & Sustainability Commission recommended the up-zone of the block of properties between NE 48<sup>th</sup> and 47<sup>th</sup> that front on Fremont from R2h to Mixed Use Neighborhood, based in part on our Board's recommendation.
3. The subject site is located across 48<sup>th</sup> Ave. from PaperJam Press, a commercial business that remained active since the 1980 Comprehensive Plan that changed the south side frontage of NE Fremont from Commercial zoning to Residential. PaperJam Press is included in the NE Fremont block zone change mentioned in #2, above. The addition of the Chhetri property as Commercial will complement the active commercial uses located across both of the streets that abut this site.
4. The subject site is located on the SE corner of NE Fremont and NE 48<sup>th</sup> Ave. and contains ½ a block face of property along the Fremont frontage.

5. The RCPNA Nov. 2014 letter to the Planning & Sustainability Commission on the Comprehensive Plan Update Proposed Map included RCPNA Board support for the Chhetri proposed zone change, located at 3436 NE 48<sup>th</sup> Ave.

Thank you again for the opportunity to testify and offer our support of the Beaumont Business District. In addition, we ask the Council to consider directing the BPS staff to conduct a comprehensive study with the residents and businesses regarding all the properties located along NE Fremont from NE 41<sup>st</sup> to 51<sup>st</sup> to determine the appropriate zoning that should be applied in this area. A number of the commercial uses are zoned either EG2 or R2h. The growing level of commercial activity in this corridor may make Mixed Use a preferred zone.

In conclusion, I hope that you will join me in supporting the rezone of Ramod Chhetri's property from R2h to Mixed Use.

Respectfully,



Tamara DeRidder, AICP  
Chair, Rose City Park Neighborhood Association  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR 97213  
503-706-5804

Attachments:

- Exhibit A – Ramod Chhetri Letter requesting rezone.
- Exhibit B – Site Map on Recommended Comprehensive Plan Map

Ramod Chhetri Rezone from R2h to Mixed Use Commercial

Exhibit A

## Zone Change Proposal

### Request:

We seek your approval for a change from Residential Use to "Mixed Use corridor" at 48<sup>th</sup> & Fremont, addressed 3436 NE 48th.

### Background:

My wife (Kamala Chhetri) and I (Ramod Chhetri), own the southeast corner property at 48<sup>th</sup> and Fremont, though we bought the house several years ago, we moved to Portland almost 10 years ago. We own a store and we import handicrafts from Nepal, India, and Tibet. Our store's name is Himalayan Art & Handicraft and it is currently located on NW 23<sup>rd</sup> AVE.

### Objective:

We (Ramod and Kamala) are currently renting out our house but are finding it more and more difficult to find good tenants mainly because of the major noise pollution that encompasses Fremont Street. What is great about Beaumont is it's a great neighborhood that is prospering, it can almost be reminded as though the start of something like NW 23<sup>rd</sup> AVE. Because of this quandary, me and my wife have been thinking of moving our business from NW 23<sup>rd</sup> to NE 48<sup>th</sup> street. We feel that if we are able to change our zone to mixed use, we would be able to perform more with our land. Not only will it make it be better for us, but it would a plus for Beaumont as this would further Beaumonts progress as an up and coming commercial street.

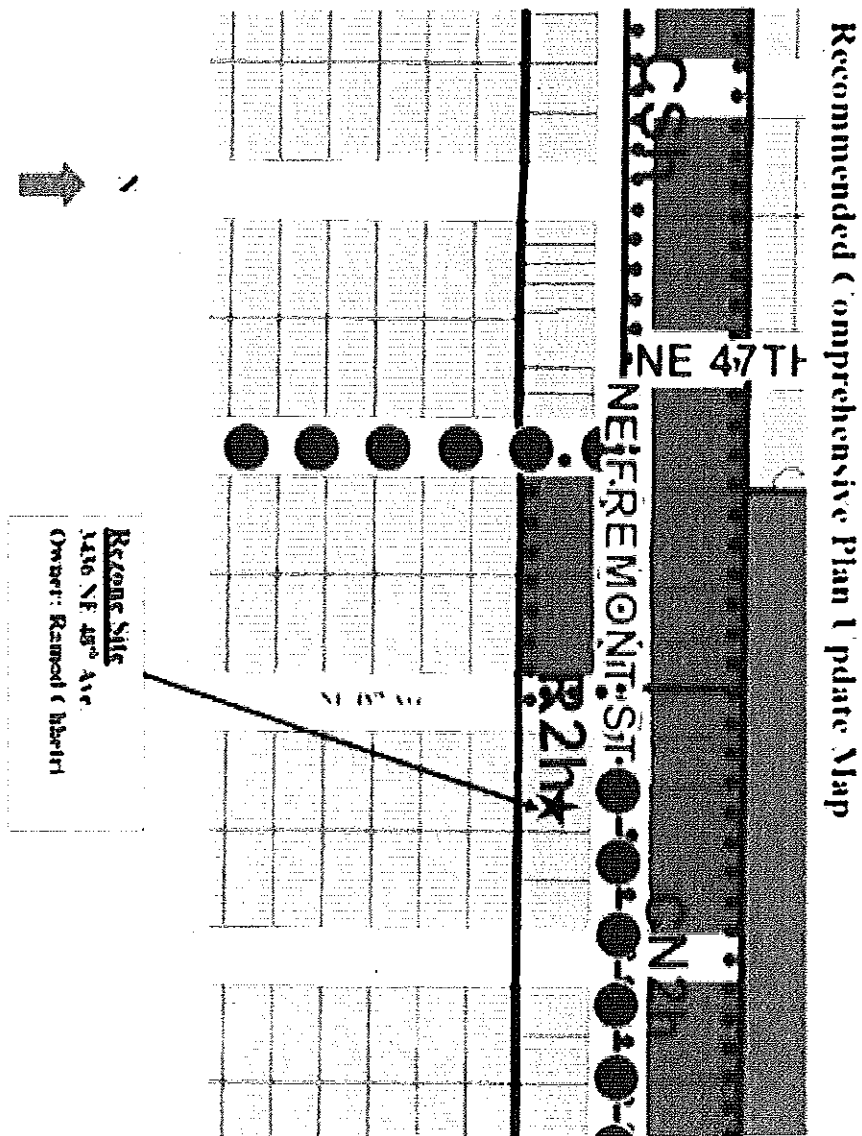
### Conclusion:

We hope to add to the increase the vitality of the business district that seems to be emerging at Beaumont district; And we plan on doing this by being able to develop our properties and increase the more retail storefront and living spaces that can be made at Beaumont. It would also further the growing commercial business market that is evident in Beaumont. The foot traffic in Beaumont is growing and is already big. Because of where our property is located, it naturally creates a perfect node by lying along the main road and near the entrance of the residential area. More retail storefront and more residential living spaces to our neighborhood would be a big WIN not only to our area but to the whole city of Portland. The shop local and dine local movement is very well and alive in the city of Portland, and we really want to help reinforce a deeper stance to the economic goodness that is emerging and too really support our local businesses. It also helps to reduce traffic on the freeways and in the city. I hope you will take these factors into consideration when deciding on whether to change our zoning.

Thank you, Ramod Chhetri; (510)-331-2587

Ramond Cabatni Rezoning - R2b to Mixed Use Commercial

Exhibit B





## Comprehensive Plan Testimony

Making the potential habitat corridor from Oaks Bottom to Johnson Creek a reality.

The City of Portland published the Final Draft of its Urban Design Direction dated 12/12/2014. Page 32 shows existing and future/potential habitat corridors. One corridor would connect Oaks Bottom Wildlife Refuge with the Johnson Creek habitat area. While the proposed habitat corridor is broader than the Springwater corridor, it follows the sweep of that corridor. Both the Citywide Systems Plan and the Comprehensive Plan Urban Design Framework document show parcels acquired by Metro within the Sellwood Gap as Open Space, yet the draft update of the Comprehensive Plan fails to clearly show that public intent; the **"Metro parcels need to be designed as Open Space on the Comprehensive Plan Map.** Please correct that omission. The "Metro" parcels are the core publicly owned parcels for the habitat corridor.

In 1987, the city adopted the Willamette Greenway Plan for the area between the Willamette River and the Springwater corridor (SE Grand Avenue); this is the northwestern part of the "potential habitat corridor." Achieving the landscape restoration objectives of the Greenway Plan has relied upon the initiative of private property owners. With development of private property, some of the objectives have been achieved. The greatest potential for further landscape restoration is on publicly owned land, the "Metro" parcels and land within the public right-of-way of SE Grand Avenue and SE Ochoco Street. The principle action partners will be PP&R and PBOT. PP&R manages several parcels acquired by Metro in developing a corridor for the Springwater Trail. South of SE Umatilla Street, the Springwater Trail will run along SE Grand Avenue until it curves eastward at SE Linn Street. Undeveloped SE Grand Avenue right-of-way continues south of SE Linn to SE Ochoco Street; it should be managed as open space parkland providing a safe neighborhood walkway alternative to the Springwater Trail, which will become a heavily used bicycle highway.

The greatest recent contribution to landscape restoration in this area was provided by BES in conjunction with the construction storm water of pumping facilities west of SE Grand Avenue between SE Harney and SE Sherrett Streets. **With the construction of the Springwater Trail in 2016, it is time for PP&R and PBOT to do their part in making the potential habitat corridor a reality. Metro currently holds title to several parcels along the Springwater Corridor in Sellwood; it should convey title to PP&R which should restore them as designated open space parkland.** The draft Comprehensive Plan shows these parcels in residential zoning rather than the intended use as open space; that should be corrected before the Comprehensive Plan is approved. Please note that these Metro owned parcels in Sellwood Gap segment of the Springwater Corridor along with all other privately owned parcels in the south end of the Sellwood neighborhood are more than ½ mile from a City park or designated open space parkland. When these parcels along with PBOT undeveloped right-of-way along SE Grand Avenue and SE Ochoco Street are improved as parkland, this service deficiency will be corrected and residents of this portion of Sellwood will have access to much desired parkland. **Please take the first step designating the "Metro" parcels as open space.** A reasonable companion action would be to establish a design overlay covering the entire future habitat corridor connecting Oaks Bottom to the Johnson Creek natural area to guide public and private decisions, converting a potential habitat corridor into an established one.

Submitted by Michael Hayes, 8848 SE 11<sup>th</sup> Avenue, Portland, OR 97202

**Arevalo, Nora**

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**From:** Joan Coates <westcoates@gmail.com>  
**Sent:** Friday, December 04, 2015 12:40 AM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Testimony regarding zoning of the QFC Parking lot on SE Milwaukie Ave.  
**Attachments:** qfczoning.odt

Hi, Attached, please find a copy of the testimony I gave at a zoning hearing regarding the zoning of the QFC parking lot on SE Milwaukie Ave in Portland.

We appreciate your time and the support we received from Jacob Brostoff, Marty Stockton and the SMILE Neighborhood Association. Joan Coates  
6428 SE 15th Ave, Portland, 97202

SMILE Thanks for giving us the opportunity to address your board meeting.

I'm Joan Coates and I represent a group of neighbors of the QFC grocery store on Milwaukie Ave. We appreciate having a grocery store in our midst. For many years there was a Kienows on the QFC site and we understand that a grocery business comes with necessary noise. Kienows was a good neighbor. As a bit of history - when the Taggesell family sold the lots for commercial use (Kienow's grocery) they stipulated that the parking lot remain R5 zoning to protect the neighborhood from noise, litter, traffic problems, vibration, etc. Under current zoning, the parking lot is closed from 11pm to 6am and store business is conducted on the Milwaukie Ave. side of the store.

We as neighbors are adversely affected by the QFC's use of their parking lot.

Until this summer, the QFC used it's parking lot in violation of the existing code. As a result, the daily life of us, the neighbors, was seriously impacted. The store used it's loading dock for storage, not truck unloading. QFC essentially used the entire parking lot as a loading dock with as many as 6 semi-trucks at a time filling the lot, idling and unloading next to residences. We suffered excessive noise, fumes, vibrations, glare. Trucks also blocked the sidewalk while doing their deliveries. (pass out pictures)

After receiving many complaints about the parking lot usage, this summer the BDS enforced the current zoning. The quality of our lives has dramatically improved as the QFC made many of the required compliance changes.

If the parking lot zoning changes to commercial, we will again have the issues that impact our quality of life, only worse – on a 24 hour basis.



December 3, 2015

Portland City Council  
1221 SW 4th Ave, Room 130  
Portland, OR 97204  
ATTN: Comprehensive Plan Testimony

Dear Mayor Hales and Commissioners,

I, Lynn Averbeck, am submitting testimony on behalf of my parents, Robert and Mary Demuth, who reside at 3170 SW Fairmount Blvd, Portland, OR 97239. They are opposed to the proposed Comprehensive Plan change from R-10 to R-20 as it affects their property. My parents are both 85 years old and in good health, but they are experiencing much anxiety over the proposed Plan change and its affect on their estate. My parents have given me permission to provide testimony on their behalf, and they have signed this letter below. I have been a professional land use and transportation planner and policy analyst in Oregon and Washington since 1985 in the public sector and also as a private consultant.

My parents purchased their two lots in 1985. They own 1S1E16BA, lot 4600, which has their residence on it and lot 4500, which is vacant. Under the current R-10 designation, both of their lots meet the minimum lot area. Under the proposed R-20 designation, neither lot will meet the minimum. This creates a hardship and financial taking for several reasons:

1. It turns their single family residence into a nonconforming use situation, which will make it much more difficult, time-consuming and costly to remodel, expand or replace their home.
2. Their vacant lot is one of the few remaining available buildable lots on Council Crest. It has access to public right of way, utilities and a view. Because it is on a steep slope at the end of a long narrow road, building on it would be challenging and costly. However, it has much greater value in today's market as a vacant, difficult-to-build-on lot than it would be as a flat-out unbuildable lot due to failure to meet the minimum lot area requirement.
3. They have been paying property taxes on lot 4500 at a buildable lot rate since they purchased it in 1985. Thirty years of paying property tax based on a buildable lot rate should provide them with confidence that their investment will be maintained as buildable.

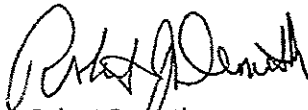
This property is a significant part of my parent's estate. They are counting on the 30 year investment made in their property to ensure that they have sufficient resources to provide for their care as they age. Therefore, they object to the proposed Plan change and request that both of their tax lots remain designated as R-10, unless the City and/or County guarantees them that they will be compensated for the loss of property value to their estate.

Thank you for your careful consideration of this matter.

Sincerely,



Lynn Averbeck  
4907 SW Canterbury Lane  
Portland, OR 97219  
503-956-1074  
[Lynn.averbeck@yahoo.com](mailto:Lynn.averbeck@yahoo.com)



Robert Demuth  
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[hthumedmb@comcast.net](mailto:hthumedmb@comcast.net)



Mary Demuth  
3170 SW Fairmount Blvd  
Portland, OR 97239  
503-244-3107

Testimony of Carol McCarthy, 4311 SW Freeman St, Portland, 97219

It is my understanding that Oregon municipalities are required by OAR 660-015 to have comprehensive plans, and that citizen involvement is that statute's Goal #1. The current comp plan reflects this with a chapter entitled "Citizen Involvement". I recommend everyone read it.

I was surprised when I discovered that the draft comp plan didn't contain the word "citizen", so I testified at the first hearing to bring this omission to the attention of the PSC. I was perplexed when I searched the recommended draft and again couldn't find "citizen" in its goals and policies.

Friends told me that the concept of citizen is very 1970s and that it now has some negative connotations! They said "community" is preferred vernacular for 2015-2035 and that Chapter 2 of the recommended draft is entitled "Community Involvement" for that reason. They suggested that "Public Involvement" might also be acceptable.

I recommend that you either incorporate Chapter 9, Citizen Involvement of the current comp plan into the recommended draft or that you rename Chapter 2 "Public Involvement". There are logical inconsistencies that result from calling the chapter "Community Involvement" since it is used as the name of an entity that contains itself.

For example, use of the word "Community" in the title of Goal 2.A, as well as in the enumerated list makes one wonder if the other listed items (individuals, neighborhoods, etc.) have the same standing as "communities". I think it could be improved as follows:

Goal 2.A: ~~Community~~ Public involvement as a partnership  
The City of Portland works together as a genuine partner with all Portlanders, ~~communities and~~ interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

In short, I recommend that you edit Chapter 2 and replace the word "community" with "public" wherever possible.

Thank you.

James F. Peterson  
2502 SW Multnomah Blvd.  
Portland, Oregon 97219

December 3, 2015

Portland City Council  
Council Clerk  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

The Multnomah Neighborhood Association has put forward a proposal that is titled Truth in Zoning and the following will clarify the issue.

After the SW Plan blew up the City of Portland decided that they would no longer do community plans but in stead would change the development code to achieve more infill. The minimum lot size in the zoning code was reduced for each base zone. For example an R5 lot the minimum lot size was reduced to 3000sqft. They allowed corner lots to be duplex lots and later made changes to allowed corner lots in R5 and R7 zones to be divided if the lot was over 50 x 100 for attached dwellings. This worked for a few years but now demolitions are at record levels, the character of neighborhoods are changing and what people value about Portland is now being destroyed. Over 150 requests have been submitted requesting the Truth in Zoning proposal be incorporated into the 2035 Comprehensive Plan it would remove the exception that allows for land divisions less than the base zone. With the adoption of the Comprehensive Plan the zoning code would then need to be amended to comply. If the language remains the size of lots in land divisions would be based on minimum lot size in the zoning code. The base zone lot size in the Comprehensive Plan would then be meaning less. The Comprehensive Plan is intended to be the governing document but with the proposed language the lot size would be governed by the zoning code.

### **Re: Truth in Zoning**

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

## Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

James F Peterson

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov  
Commissioner Amanda Fritz, Amanda@portlandoregon.gov  
Commissioner Nick Fish, nick@portlandoregon.gov  
Commissioner Steve Novick, novick@portlandoregon.gov  
Commissioner Dan Saltzman, dan@portlandoregon.gov  
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov  
Susan Anderson, Susan.Anderson@PortlandOregon.gov

December 3, 2015

To members of the Portland City Council

Comments/Proposed Changes on the Comp Plan Map Future Public Trail Alignments in SW Portland

We are pleased that a map of future public trail alignments was included in the Comp Plan.

Due to timing, this map was not available for comment during the time the Planning and Sustainability Committee was addressing the Comp Plan. I have attempted to contact the appropriate staff to discuss the matter without success. Some of the routes shown in the Comp Plan need to be changed for various reasons: the trail leads to a dead end, better new trails are in the process of being built, new land acquisitions make desired route changes feasible, Urban Trail 3 was left out altogether and in some cases routes designated as temporary in the SW Urban Trails Plan were shown as the preferred routes.

The following changes are requested for the SW Portion of the Future Public Trail Alignments

See the attached copy of the SW Walking Map which has been marked up to show where the changes are proposed. The comments below are keyed to the numbers in red on the attached map.

Starting from the SW on the SW Walking Map:

1. Change the route for Urban Trail 5 west of Dickinson Park so the trail follows SW Huddelson, SW 64th and then goes into a parcel owned by BES to connect to pedestrian routes being discussed with Metzger and Tigard which will take the route west to Metzger Park and the future regional trail connecting Tigard and Washington Square. The Comp Plan route results in a dead end.
2. Change the route for Urban Trail 6 in Marshall Park south of SW Maple crest from the route shown to a new trail that will connect south Marshall Park through Oregon State Parks lands to connect with the soon to be constructed bridge over Tryon Creek at Boones Ferry Road. The other route was temporary until the planned route was constructed. Oregon State parks has funding to build this trail segment.
3. Confirm the route through Lewis & Clark College to follow that on the walking map. (It is not possible to confirm the route on the map in the Recommended Comp Plan.
4. Add a short segment for Trail 6 that will go from SW 19th east along Capitol Hill Road to SW 17th where it enters Stephens Creek Natural Area. The trail is currently marked for this route which was made possible with Parks purchase of land after the Urban Trails Plan was developed.
5. Add the segment of Urban Trail 3 from about SW Capitol Hill Road to SW Maplewood Road. This is the city council approved route for Trail 3 except A. Capitol Hwy did not have a sidewalk when the SWTrails Plan was developed, hence we want to use the Capitol Highway sidewalk to save about a 20 foot loss of elevation on the other route, B. extend the trail from SW Nevada Ct due west to a recently constructed trail in Gabriel Park, thence through the park to SW 45th where it crosses to land owned by the Multnomah Presbyterian Church who have agreed to an easement which is still in process. The trail then connects to Maplewood Road and continues west. This route was in the SW Urban Trails Plan. C. West of April Hill Park, continues on Miles Court to Oleson Road. Oleson Road did not have sidewalks when the SW Urban Trail plan was developed. This route will follow lower traffic streets and will be safer to walk to the same destination, the Garden Home Commercial Area.



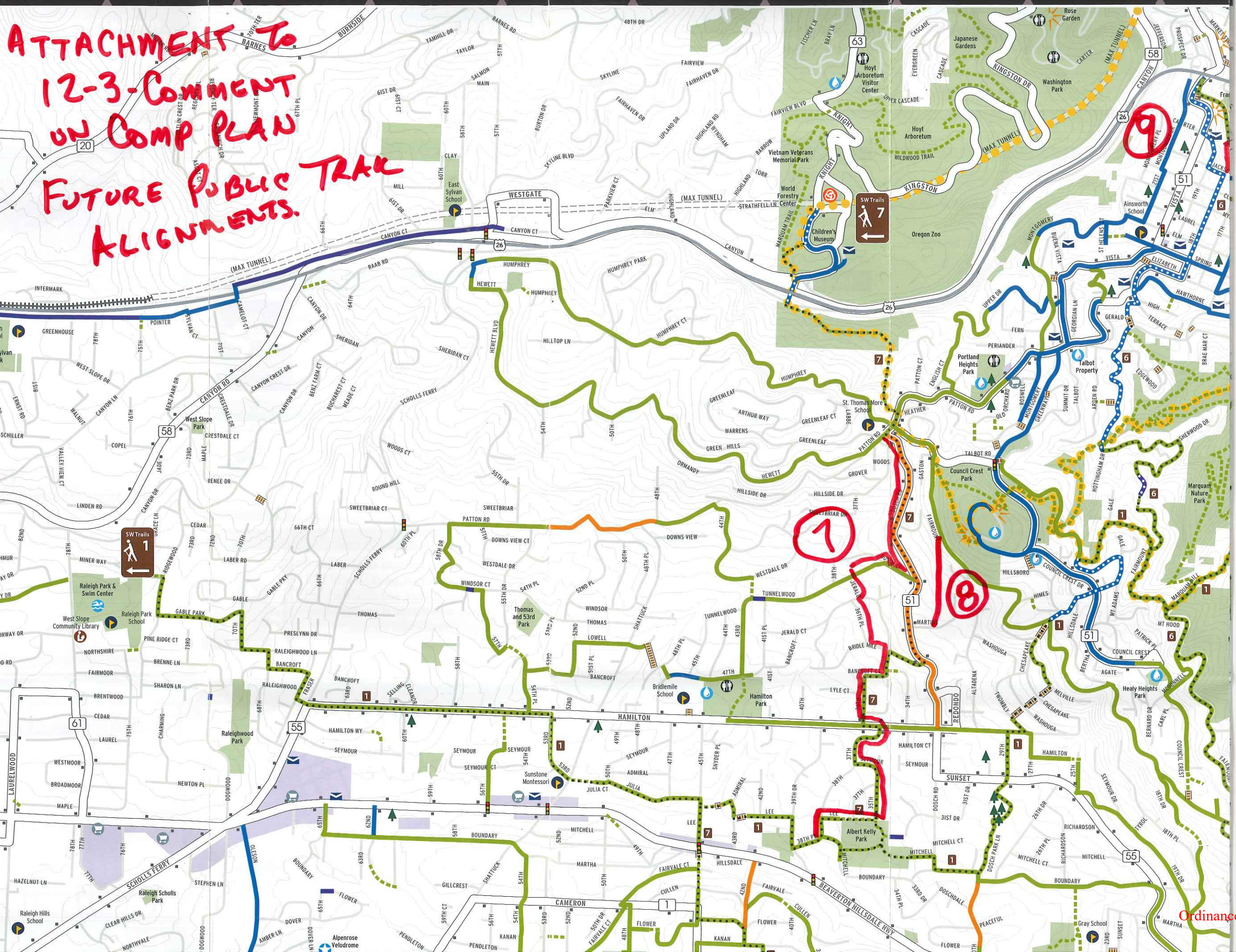
6. The map in the Recommended Comp Plan is hard to read so we are submitting a clear description of the Red Electric connections east of Terwilliger to Corbett. The route will follow SW Nebraska, SW Parkhill Drive and then go a short distance west in Himes park, switch back east, go under Barbur and then loop around to go north across the Newbury Structure to connect with the abandoned Slavin Road and then to connect to the remaining part of Slavin Road and thence Corbett and the Hooley Pedestrian Bridge. There will be a short connection from the existing Himes Park trail (Urban Trail 3) to the trail coming from Barbur to make it easier for pedestrians to make the connection.
7. The Draft Comprehensive Plan does not have the trail from Patton/Dosch down to Albert Kelly Park. (See also 8) We ask that the route on SW Dosch Road, SW Tunnelwood, SW Jerrod, SW 36th Place thence south to Hamilton and then Albert Kelly Park and SW 18th Place. The SW Urban Trails Plan took the trail down what is called the Water Meter Trail (see 8) which follows a utility easement and should continue as a desired future route as it is a much safer route.
8. Add an alternative route along what is known as the "Water Meter Trail" connecting SW Fairmount to SW Martens so that if at some future date arrangements can be made to gain a pedestrian easement, a much better pedestrian connection can be made. The route is an existing water and sewer easement, and is walkable but needs to be improved to make it safer.
9. Trail 6 in the SW Urban Trails Plan shows the route going along SW 18<sup>th</sup> ROW from SW Jackson north to SW Montgomery. We seek to retain this alignment for the trail. The second part of the Urban Trails Plan trail linkage allows walkers to avoid a longer and more dangerous route by utilizing a set of stairs that were specified in a land subdivision but never constructed. This will link SW Montgomery to SW Cable, and thence to SW 18<sup>th</sup>.
10. While not a part of the SW Urban Trail system, including a short segment of trail along the south side of I 405 will make bicycle and pedestrian access much better. The route would run from SW 18th to SW Terwilliger along I 405.
11. A second key addition to the SW part of the Trail Network is a ped/bike trail along the western edge of Gabriel Park, and a reasonable connection to this route from south. Placing a trail in the park will be far less expensive than reconstructing the roadway of SW 45<sup>th</sup> to provide both bike and ped improvements.



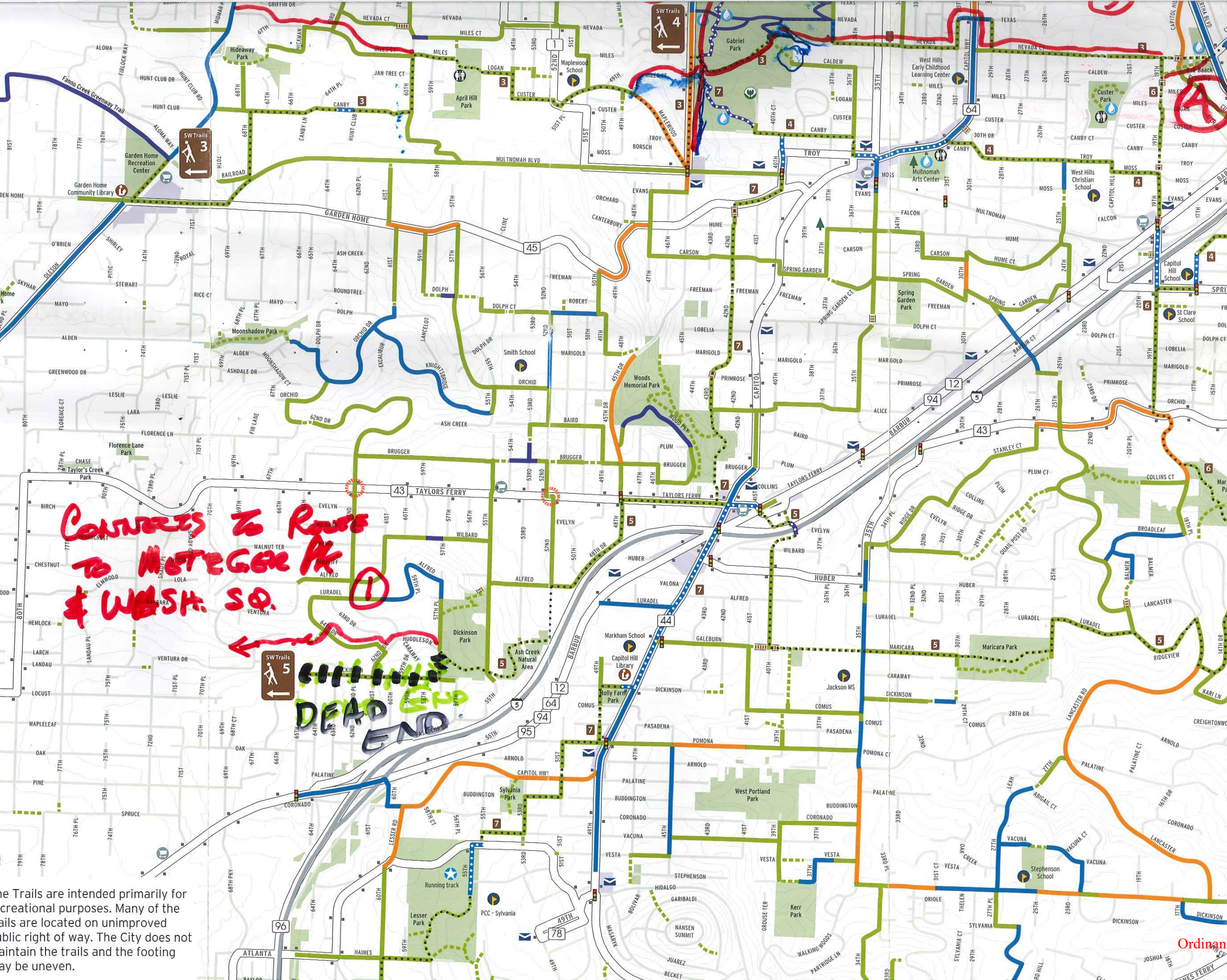
Don Baack



ATTACHMENT TO  
12-3-COMMENT  
ON COMP PLAN  
FUTURE PUBLIC TRAIL  
ALIGNMENTS.





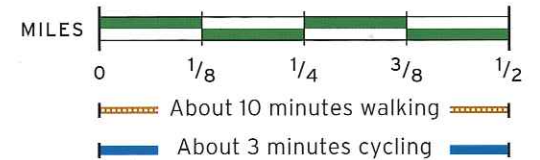


The Trails are intended primarily for recreational purposes. Many of the trails are located on unimproved public right of way. The City does not maintain the trails and the footing may be uneven.



# SW PORTLAND WALKING MAP

- Pedestrian and bicycle off-street path or trail (no motor vehicles)
- Route with sidewalk
- On street route (paved or unpaved)
- Pedestrian off-street path or trail
- More difficult connection
- Signed Urban Trail (see below)
- 4-T Trail (see below)
- Stairs
- Difficult intersection (use caution)
- Bus route and stop
- Streetcar route and stop
- Trolley route
- MAX route
- MAX station
- Industrial area
- Park
- Shopping area
- Community garden
- Drinking fountain
- Grocery store
- Heritage tree
- Hospital
- Library
- Mailbox
- Point of interest
- Public art
- Restroom
- School
- Swimming pool
- Viewpoint



## SW Urban Trails

Urban trails are a combination of existing public roads, sidewalks, stairs, trails, and walkways. They were developed in response to the need for safe pedestrian routes throughout SW Portland for recreation and transportation. Using the guiding principle "Where do SW neighbors want to walk?", volunteers from the SWTrails Group worked with the Portland Bureau of Transportation and SW neighbors to identify routes and plan improvements. The routes are identified by trail markers.

There are five east-west routes and two north-south routes. All trails connect to one or more of the major trail systems – the 40 Mile Loop, the Willamette Greenway, Terwilliger Trail and the Fanno Creek Greenway Trail.

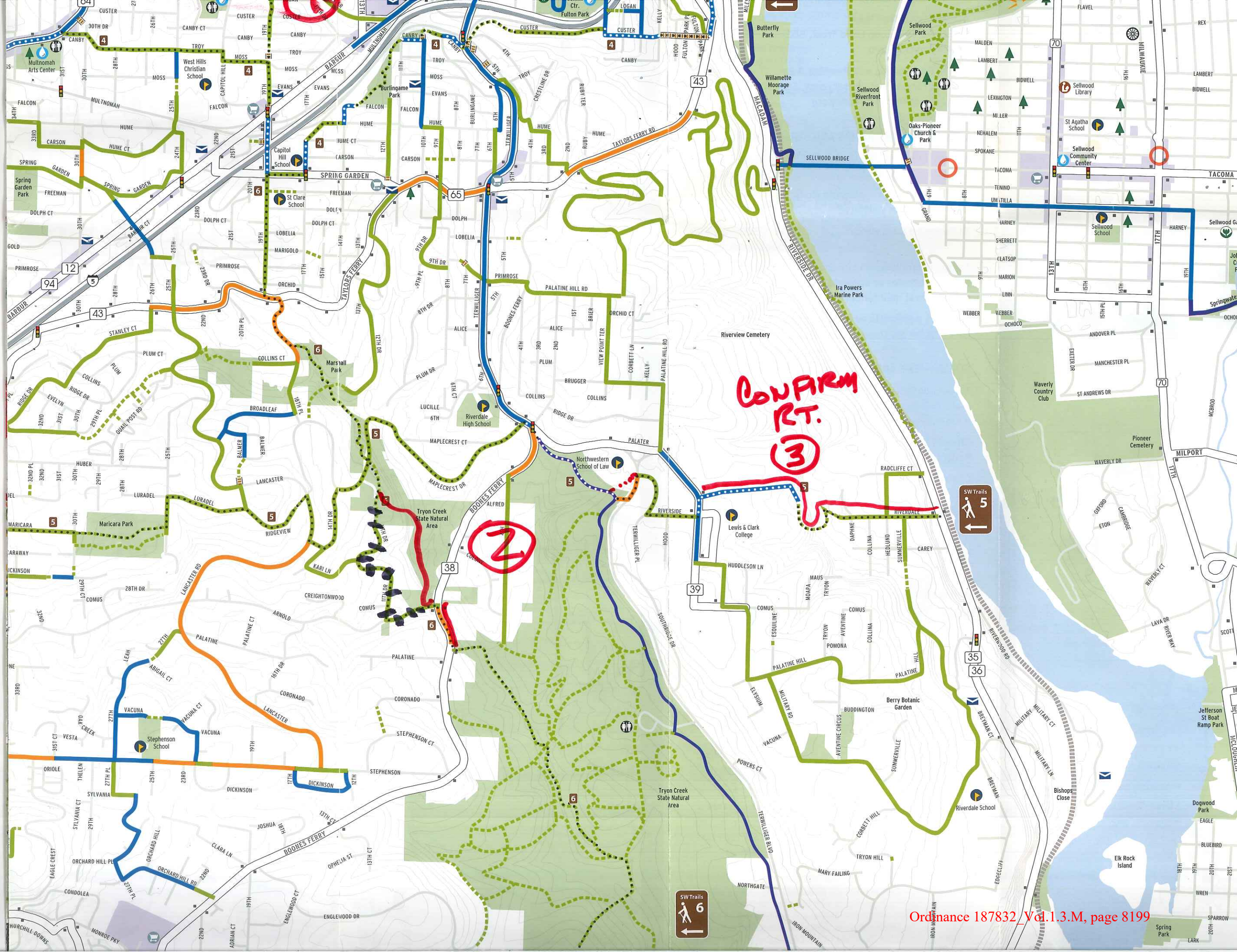
For more information about SWTrails Group, see "Government and Community Advocates" on the reverse side of this map.



## 4-T Trail

The 4-T Trail is a loop that combines hiking a Trail with rides on the Train (MAX Light Rail), the Trolley (Portland Streetcar) and the





CONFIRM  
RT.  
3

2





## Comments on the Proposed 2035 Comprehensive Plan and Letter of Support for the Testimony of Daniel Pirofsky

To: The Portland City Council

From: Mary Kelly-Klein, Sullivan's Gulch Neighbor,  
2502 NE Wasco St., Portland, Oregon 97232

Date: December 3, 2015

Re: The City of Portland's 2035 Proposed Comprehensive Plan

Good Evening City Council Members:

I am writing to thoroughly support the statement of my neighbor, Daniel Pirofsky, who will be presenting testimony today at the City Council hearing, scheduled from 6 to 9 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Hwy. Daniel truly speaks for me and many other neighbors in this small but wonderful neighborhood tucked into the northeast side of our city as he presents concerns about the 2035 Comprehensive Plan.

My husband and I moved to the Sullivan's Gulch Neighborhood over 21 years ago and raised our three boys here, two of whom elect to live in the neighborhood as young adults. Indeed, my views on and concerns about the Comprehensive Plan are partially based on our experience of raising our three sons in Sullivan's Gulch and our constant worries about the kids as they walked to school (Fernwood and Grant) or to Grant Park for games, practices, and parks programming. One son attended Benson for a year, and we similarly worried about his crossing 21st St. in the mornings when folks are in a hurry to access I-84 along Oregon St. at 16<sup>th</sup> to rush off to work. We not infrequently ended up driving our kids the short distance to school and to parks out of concern for their safety, and especially so when they were younger.

I wish to underscore the importance I attach to the concept of the Civic Center as outlined by Rick Potistio, a local architect long involved in local land use planning, and Barry Manning, Senior Planner for the City's Bureau of Planning and Sustainability, at a recent neighborhood meeting (discussed in detail by my neighbor Daniel Pirofsky) hosted by Neighbors Taking Action. As I understand

## Comments on the Proposed 2035 Comprehensive Plan and Letter of Support for the Testimony of Daniel Pirofsky

the concept, these centers are really neighborhoods in their entirety. In order to be livable, residents need access to social institutions such parks and schools, as well as to restaurants, shops, and businesses. However, parks and schools are entirely absent from our neighborhood, so getting to them entails walking or biking to locations nearby in order for our neighborhood to enjoy a high livability score. The issue is that the routes to schools and parks—as well as the Broadway commercial area, which on a map look to be easily accessible on foot or by bicycle, are, in fact, difficult and dangerous for our kids, the elderly, and even young and middle-aged folks to traverse. These safety problems are livability problems writ large for folks living in the Sullivan's Gulch Neighborhood, and I believe stem from poor design of the Broadway-Weidler couplet and from increasing density.

The City of Portland, I believe, should remedy both of these issues by the following means:

- **Redesigning the Broadway-Weidler couplet so that it begins/ends at 16th Street**, an area that is primarily commercial. This will allow folks to more safely cross both streets to get to schools, parks, and the restaurants, shops, and businesses along Broadway. It will also fully restore the residential nature of existing buildings on Weidler. The redesign of the couplet has long been fervently wished for by this neighborhood and has been a feature of past plans.
- **The City's land use plan should NOT increase already heavy commuter traffic on any street in our neighborhood**, and most particularly, on Multnomah and Weidler Streets. It already feels as if the neighborhood—just a few streets really—is being squeezed by traffic along these commuter corridors. The Multnomah-21st Street intersection is congested and chancy for pedestrians and kids on bikes, with traffic backing up, sometimes several blocks, along the corridors (especially Multnomah) during rush hour. Weidler and Broadway carries heavy commuter traffic that tends to move fast from one intersection to the next. None of this contributes to the livability of our neighborhood.
- Furthermore, I worry about the 2035 Comprehensive Plan's addition of commercial and business land use to both Weidler and Multnomah as the proposed **land use change will also entail the addition of commercial traffic—in addition to the already congested commuter traffic—along**

## Comments on the Proposed 2035 Comprehensive Plan and Letter of Support for the Testimony of Daniel Pirofsky

*both these streets.* Clearly, the residential nature of both streets in our small, compact neighborhood will be diminished by the proposed land use designations and any zoning changes that obtain as a result of them.

- ***Multnomah Street between 21st and 27<sup>th</sup>, a residential street, carries traffic that moves quite fast*** since (1) there are no stop signs along the street, so cars, trucks, and utility vehicles go faster and faster until they reach the end of the street or their destinations, (2) commercial traffic—and a lot of it—traverses this purely residential area in order to get to businesses located in the Gulch itself, and (3) only the north side of street is available for parking, as the trucks and utility vehicles mentioned above need more space than would occur if parking were on both sides of the street. This encourages drivers to go faster than they should. This neighborhood has asked the City to address this issue in the past since it directly affects the livability of Multnomah Street, but it has yet to happen. And I can see this issue worsening with greater commercial activity along Multnomah if zoning changes obtain.

Thank you very much for the opportunity to comment on the Comprehensive Plan. I do hope that my concerns and the concerns of my neighbors are considered carefully. The livability of our neighborhood, where I hope to live after I retire, hosting grandchildren, taking them to parks programs and the like, hangs on the decisions made by this body.

Respectfully,

Mary Kelly-Klein  
2502 NE Wasco St.  
Portland, Oregon 97232  
503-784-1498  
mary.kellyklein@gmail.com

December 3, 2015

City Council  
c/o Council Clerk  
1221 SW 4th Ave, Room 130  
Portland, OR 97204  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

**RE: Comprehensive Plan Testimony**

To the Mayor and Commissioners:

Like other areas that were annexed to the City in the 1980s, the Cully Neighborhood lacks the transportation infrastructure enjoyed by older parts of Portland, including paved streets, curbs, sidewalks, and public transit. Cully residents consequently lack safe affordable access to jobs, schools, and parks. For this reason we are encouraged to see that the Transportation System Plan (TSP) major project list includes ten important projects in Cully.

All ten are considered financially constrained and all were originally scheduled to be built within 1-10 years. In a revision, however, two projects are now scheduled for 11-20 years. One of these two, "Cully Boulevard Safety Improvements" #40037, is critical to Cully in the short term.

The Cully Boulevard Alliance (CBA), a Neighborhood Prosperity Initiative, is working to turn this street into a vital commercial corridor to serve as the "neighborhood center" envisioned in the 2035 Comprehensive Plan. These efforts are hampered by the conditions on Cully Blvd. between Prescott and Fremont Streets, including speeding cars, narrow and discontinuous sidewalks, lack of safe pedestrian crossings, and inadequate bicycle facilities. It is our hope and expectation that Project #40037 will correct these deficiencies.

It is crucial that this happen while the CBA is still in existence and can capitalize on the improvements. We therefore request that TSP Project #40037 be restored to the earlier 1-10 year timeframe. We understand that there are limited funds available for such projects, and suggest that another Cully project with a similar cost, #40036, Cornfoot Road Corridor Improvements be delayed in order to free up the needed funds.

Thank you for considering our request.

Sincerely,

Jamey Harris, Co-Chair  
Cully Association of Neighbors

Tristan Markwell, Co-Chair  
Cully Association of Neighbors

To: Mayor C. Hales  
and Portland City Commissioners  
December 3, 2015

My name is Jean Claude Paris. I live at 7434 SW Capitol Hwy. Portland, OR 97219

I recommend that the draft comp plan goals and policies document be edited for clarity. It is a rambling document that is difficult to interpret. The language is often poetic and lacks specifics. The ambiguous wording leaves it open to vague interpretation.

Unlike the current comp plan, the recommended draft first lists all the chapter's goals and then all the policies grouped together. I recommend that each policy be listed under the goal that it best addresses. This is the format of the current comp plan and it provides context for the policies. This would add clarity.

I also recommend that excess verbiage be removed from the Goals and Policies. The document is too important. Its meaning should be clear. This could be accomplished by removing ambiguous language and by either defining or removing undefined terms. It may be necessary to hire an independent editor for this task.

I find the most troubling example of ambiguous language in Chapter 2. At first glance, the concepts appear noble and appear to be providing the rights and protections written into the US Constitution. As French born American, I am all for *Liberté, égalité, fraternité and Equal Justice for All*, but the devil is in the details.

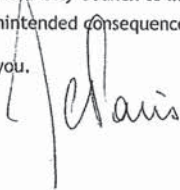
For example, I am concerned about the use of the term "Partner" which is used extensively and not defined in the glossary. I recommend that the following policy be inserted at the end of the first section of Chapter 2, Partners in Decision Making:

***Suggested New Policy: Transparent Partnerships***

*Maintain and publicize the list of partners who are included in planning and investment decisions. For each process, include the selection process for including the partners in the list, their contact information, who and how many people each partner represents, how the partner's positions are determined, any financial interest or conflicts of interest the partner has, and how the partner's spokespeople are chosen.*

I advise the City Council to make sure that a lawyer reviews Chapter 2 so that it does not have unintended consequences that are inconsistent with state and federal civil rights laws.

Thank you.





comprehensive plan testimony:  
12/3/15  
Simeon Hyde  
3421 Sw Moss St.  
Portland, Or. 97219  
email: simhyde@comcast.net

I own and live in a home in Multnomah Village.

I have heard the term "liveable neighborhoods".  
What does this mean?

Liveable neighborhoods are characterized by human scale design. Residents can walk, bike or take public transportation to shops, services and cultural resources. Even walking to a bus stop and then walking when the destination has been reached encourages physical activity. Walking and biking result in reduced traffic and better health.

Liveable neighborhoods are mixed use in nature. Small parks or outdoor seating areas along with wide sidewalks encourage residents and store customers to linger. Sidewalk cafes and restaurants add to this desire to stop and enjoy the day.

Portland's North Mississippi Avenue business district does a good job of inviting residents and visitors to more fully enjoy their experience. Coffee shops and restaurants provide seating and service on extra wide sidewalks and courtyards.

However, at the top of the hill on Mississippi Avenue, city planning appears to have gone awry. One five story and one four story apartment building have been built immediately adjacent and South of existing bungalow homes. Natural light at all times of year has been blocked. Views and sight lines have been destroyed. Apartment dwellers peer down on bungalow



owners as they work in there backyards. The liveability and privacy of these homes has been destroyed.

Multnomah Village's neighborhoods are mostly low density while new developments are high density which leads to a conflict when they are sited next to low density areas. Privacy, solar orientation and access along with views are seriously compromised.

Portland's SW Barbur Blvd. appears to be the next transportation corridor to be developed. This will be a major rebuilding project to provide high capacity transit.

Many people have begun to think that since Barbur Blvd. will be a major construction project why not develop both sides of this new corridor into a high density neighborhood.

Many of the buildings South of Fred Meyer on Barbur are old single level structures which is not a good use for such valuable real estate.

Might this area not be a better choice for meeting the high density housing needs of Portland.

In conclusion, Multnomah Village has a neighborhood identity - residents have a sense of place. It should be mandated that new buildings blend with the existing architectural styles and size and contribute, not detract from neighborhood liveability.

Simeon Hyde  
3421 SW Moss St.  
Portland, Oregon 97219  
email: simhyde@comcast.net

To our city planners and council members;

My name is Simeon Hyde and I own and live in a house in Multnomah Village.

I appear before you today to talk about developmental impacts on our communities.

Careful and thorough planning lies at the core of successful developments. An important part of the development process is the willingness of developers and neighbors to listen to each other and reach compromises.

I propose the following impact studies be conducted and the results be the basis for development decisions reached.:

- a.) traffic
- b.) parking
- c.) public transit
- d.) public infrastructure

Even though these four proposed study areas may already be required, the question arises as to how they were conducted and if their results were utilized in the development process.

Another area of concern for me and many others is the question of building heights and massing. The actual design of new buildings directly impacts neighborhood liveability.

On North Mississippi Avenue, I have seen first hand the negative impact of four story buildings built immediately next to single floor bungalow style homes. The interior of these homes is rendered dark and uninviting. While tending gardens or enjoying the play of their children in their backyards, these homeowners report an almost palpable sense of being watched from the four floors of windows in the building just constructed right next door.

I can only guess at the negative impact on the the resale value of these homes.

I propose the following areas receive priority when city planners consider the issue of building heights and massing.

- a.) visual privacy for neighboring homes and backyards
- b.) retaining existing sight lines and views for neighboring properties
- c.) solar orientation and access for neighbors
- d.) impact on neighboring property values

As regards the comprehensive plan as it is now written, I feel it is seriously flawed. The proposed draft is written and presented in such a

way that it is difficult to understand. Many citizens feel there was inadequate citizen involvement throughout the planning and drafting process.

My home, Multnomah Village, has a thriving business district along with neighborhood homes many of which show distinctive architectural features. Neighborliness is a word that could be used to describe our neighborhoods.

In conclusion, the old phrase - "If it ain't broke, don't fix it! - seems to apply here.

The Multnomah Neighborhood Association of which I am a member, is not opposed to change outright but we demand to be meaningfully included in the planning process.

We are the tax payers and in a very real sense the custodians of our neighborhood. It is only just that we get to have a strong voice in the future of our village.

## Katherine Christensen

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**From:** Katherine Christensen <m\_k\_christen@yahoo.com>  
**Sent:** Thursday, December 03, 2015 3:18 PM  
**To:** 'Katherine Christensen'  
**Subject:** RE: City Council hearing testimony

My name is Katherine Christensen and I live in the Multnomah neighborhood.

Recently I was fortunate to bike through France and Spain. With over 20 days of riding I NEVER was threatened by a vehicle. Combining mass transportation with riding allowed us to reach any destination. Here in Portland, I cannot ride for 1 day without feeling scared. Many cases do not even involve angry or impatient drivers but situations where we are thrown into each others' paths and unprotected bike riders are at severe risk.

The Plan and its codes are treating all neighborhoods alike. Yes, in time Multnomah could be a "SW Pearl" ... but how do you increase density without stomping on the people that already live here.

- To successfully increase density we must get people out of their cars and on busses, bikes and walking. You can't build enough roads and parking spaces. This isn't sustainable.
- Bus service in Multnomah is NOT adequate to get people out of their cars. There is some service to downtown Portland but Multnomah is closer to Beaverton, Tigard & Tualatin but it takes over an hour to reach these destinations and our roads cannot support more traffic. As I mentioned, biking is frightening.
- Next challenge is services. Our closest grocery store is over a mile away. Too far to walk with bags of groceries.
- There are few jobs in Multnomah so most residents commute to work.

At least initially people will move here and the town might be able to absorb the first development. But what happens when there are five? There won't be parking for the local businesses or existing families. Long range planners would say this is a normal part of growth and the people will give up their cars. Eventually this may be true, BUT remember the people we don't want to stomp on until we get there!

Just recently my apartment dwelling neighbor, who lives 2 blocks away, asked if his daughter can park in front of my house. He has 4 cars and parks 1 in his allotted spot and 3 in the neighborhood. With our narrow and often unpaved streets, many cars are parked IN the streets.

There must be solutions to these serious infrastructure problems before this Comp Plan can be approved.

The recent house building boom has resulted in 7 new high priced houses on my street. None were built in character with our smaller affordable homes. All are built from lot line to lot line with square footage maximized. It was sad when the beautiful mid-century modern clear cedar house was torn down. They hired an arborist to protect the beautiful old oak tree during the build out. It was fenced off at the drip line to prevent damage to the root system. But the contractor removed the fencing, dug the roots up and cut it down. Countless affordable houses have been demolished and the lots cleared to build houses on 2500 sf lots. Trees we value so much in Portland neighborhoods are cut down indiscriminately. Our tree canopy needs better protection.

**Arevalo, Nora**

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**From:** Daniel Pirofsky <danielpirofsky@comcast.net>  
**Sent:** Thursday, December 03, 2015 2:56 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Testimony on the Portland Comprehensive Plan 2035

**Testimony on the Portland Comprehensive Plan 2035**

Daniel Pirofsky

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

**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.)

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*.

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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.

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[danielpirofsky@comcast.net](mailto:danielpirofsky@comcast.net)



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Bob Leopold

Claudia Ospovat

Emily Young

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



## Arevalo, Nora

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**From:** xozoome@gmail.com on behalf of Jonathan Ellis <jon@ltbprod.com>  
**Sent:** Thursday, December 03, 2015 2:36 PM  
**To:** Council Clerk – Testimony; BPS Comprehensive Plan Testimony  
**Cc:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com  
**Subject:** Re: Multnomah Village CS Zones

Portland City Council

Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

## Re: Multnomah Village CS Zones

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

Jonathan

Ellis

4424 SW Freeman St.

97219

**Arevalo, Nora**

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**From:** Jordan Winkler <jordan@winklercompanies.com>  
**Sent:** Thursday, December 03, 2015 2:36 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Comprehensive Plan Testimony

I support the proposed Comprehensive Plan designation change for my properties at 6825 SW 45th Ave and 6737 SW 45th Ave from R7 to R1. This designation change is consistent with the objectives of the Comprehensive Plan to grow up and not out and to cluster development around convenient services and access to transit. A multifamily development at this location would be a model of how Portland can accommodate a growing population by adding density in a close-in neighborhood in a manner that is sustainable and sensitive to the neighborhood context. The site is adjacent to a commercial cluster with food, medical, and other services; along a bus line connecting to the city center; and across the street from the Southwest Community Center and Gabriel Park. Because of the sidewalk and bike lane improvements at my properties that are part of the SW 45th Avenue & California Street Local Improvement District, along with the walkability of the immediate area and access to the nearby bus line, a multifamily development at this location would be environmentally appropriate by reducing the need for private vehicle trips by its residents.

The Maplewood Neighborhood Association and our neighbors at St. Luke Lutheran Church both welcome the proposed designation change. In our meeting, neighborhood association members discussed both the shortage of modern rental housing in Maplewood, which I aim to develop on the site, and the hope that more density in the neighborhood will merit additional bus service.

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Jordan Winkler  
Winkler Companies  
210 SW Morrison, Suite 600  
Portland, OR 97204  
jordan@winklercompanies.com





## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

December 3, 2015

Mayor Charlie Hales and members of the Portland City Council  
City of Portland  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Re: Recommended Draft 2035 Comp Plan

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

Southwest Neighborhoods, Inc. (SWNI) is a coalition of 17 neighborhoods in SW Portland that has been tracking the development of the Recommended Draft 2035 Comprehensive Plan for many years.

We thank Joan Frederiksen of BPS and Courtney Duke of PBOT for their willingness to attend SWNI meetings and share their knowledge and insights with our neighborhoods. The process has been complicated and confusing with overlapping "stages" and "tasks" with various deadlines for comments. The current Recommended Draft is improved over previous drafts, but we believe there was not enough feedback about how our comments were or were not incorporated into the Recommended Draft.

This fall, three of SWNI's standing committees reviewed the Recommended Draft and brought forward requests for the following revisions to the Recommended Draft Comp Plan and Transportation Systems Plan. These motions were approved by the SWNI Board on November 18, 2015.

### Land Use

SWNI's Land Use Committee comments focus on the proposed policies and designations for Centers and Corridors in Chapters 3, 9 and 10. Regarding specific Centers and Corridors, SWNI requests the following changes to the Recommended Plan Map designations, consistent with the policies in Chapters 3, 9 and 10:

- The SW First Avenue central strip in Lair Hill be designated Neighborhood Corridor rather than Civic Corridor.
- SW Macadam Avenue's entire commercial area be designated Civic Corridor rather than Urban Center.
- SW Beaverton-Hillsdale Highway be designated Neighborhood Corridor rather than Civic Corridor.

- Multnomah Village be designated Neighborhood Corridor rather than Neighborhood Center.

We have reviewed the policies for Centers and Corridors in Chapters 3, 9 and 10 and believe that SWNI's requests above are more consistent with the neighborhood commercial businesses and residential uses along these streets. The individual neighborhoods affected by these designations (South Portland, Bridlemile, and Multnomah) will submit their own letters to Council requesting the above changes and providing a more lengthy rationale for each. We urge City Council to amend the Recommended Plan Map for SW Portland accordingly.

### **Transportation**

SWNI strongly supports **GOAL 9.A: Safety, and Policy 9.6 Transportation strategy for people movement** that support transportation safety for all modes, especially vulnerable road users such as pedestrians and bicyclists, citywide.

### **Centers and Corridors**

The Comprehensive Plan directs future growth toward centers and corridors. The Comprehensive Plan materials published in August included maps with proposed boundaries and zoning within centers and corridors citywide as well as a prioritized project list as approved by the Planning and Sustainability Commission.

**Request:** The Bureau of Planning and Sustainability, along with other bureaus, must conduct a study of each of the adopted centers and corridors and determine whether the infrastructure (pedestrian, bicycle, access to transit, stormwater management, etc.) is sufficient to accommodate the growth being targeted toward these centers and corridor. Where there are deficiencies and gaps in the pedestrian, bicycle, transit and stormwater systems, identify projects that need to be added to the TSP Project List and Citywide Systems Plan to accommodate growth. The City of Portland must build the infrastructure needed to accommodate growth before encouraging growth in these areas.

There are policies in the draft Comprehensive Plan that discuss infrastructure, design and development in Centers and Corridors (see Chapter 3, Policies 3.16 (investments in Centers), Policy 3.20 (Center Connections), 3.34 (transportation in Town Centers), 3.38 (transportation in neighborhood centers), 3.45-3.53 (Civic and Neighborhood Corridors), 3.54-3.60 (Transit Station Areas); Chapter 4, Policies 4.20-4.28, Design and Development of Centers and Corridors; and Chapter 8, Policies 8.37-8.49, Public Rights of Way, and Policy 8.50-8.57 Trails. The policies are aimed at future growth and do not address current infrastructure deficiencies.

### **TSP Project List**

The City of Portland's list of Major Projects and Citywide Programs includes 10 categories of smaller projects and 406 projects that are estimated to cost more than

\$500,000 (many in the millions of dollars). 284 major projects may be built with twenty years of reasonably aggressive revenues, including new local, state, and regional funding (technically known as “financially constrained” projects). The prioritized TSP Project List for SW Portland includes a number of projects that are needed to make it safer to walk, bike access transit, and travel throughout SW Portland.

Request:

- PBOT’s “Major Project Evaluation Criteria” must make the data used to evaluate and prioritize projects easily accessible to the public.
- PBOT’s “Major Project Evaluation Criteria” must consider the benefits of improved stormwater management that will result from transportation projects constructed in SW Portland (the Major Project Evaluation Criteria only considers the cost of constructing the stormwater infrastructure, not the benefits).
- PBOT must align the data used to rank projects with performance measures that will be used to measure progress toward meeting outcomes.
- We appreciate that PBOT segmented and rescoped several projects in SW Portland to better prioritize benefits in different segments (e.g. SW Hamilton, SW Shattuck and SW Taylors Ferry Road). We urge PBOT to incorporate the results of the upcoming Southwest in Motion study into the TSP as soon as SWIM is completed.

The TSP list is a compilation of projects from various plans. In this TSP update, PBOT updated the project descriptions and prioritized projects using seven outcomes and 11 criteria. The result seems to be a mix of projects that does not adequately identify the transportation system needed to accommodate growth in centers and corridors or access key destinations. More analysis needs to be done to make sure the TSP list of projects will create complete centers and corridors throughout the city. See also comments on “new developments” and “performance measures” below.

**Policies 9.54-9.60, Parking and Transportation Demand Management**

Request: The topics of Parking and Transportation Demand Management need more discussion regarding how the policies apply to different parts of the city. This entire section assumes one-size fits all and does not reflect the inadequacy of infrastructure in some areas of Portland. At a minimum, PBOT must consider whether alternative modes that accommodate growth (i.e. safe access to frequent service transit) are in place or a transition strategy is in place before allowing new developments without off-street parking.

**Policy 9.55 Curb Zone:** (Comprehensive Plan 2035 version) Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when and where parking is the highest and best use of this public space in



support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Request: add at the end of the second sentence, "considering the multiple public functions of the right of way, including transportation and stormwater management and other utilities."

The TSP Stage 2 glossary defines the curb zone as "the area of public right-of-way next to the curb." With regards to parking, PBOT needs to consider Policies 8.37-8.46 regarding the role of public rights-of-way in providing multiple public services, and extend this evaluation to public rights-of-way that lack curbs.

**Policy 9.62 New development impacts.** (Comprehensive Plan 2035 version) Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

Request: add sentence at the end of this paragraph that states "all new development and redevelopment shall include transportation and stormwater infrastructure (pedestrian, bicycle, access to transit) consistent with its street classification."

Too often, street improvements associated with new developments do not accommodate all of the street designations (pedestrian, bicycle, transit, freight). Implementation of the Comprehensive Plan needs to incorporate the flexible typology designs described in the Tryon-Stephens Creek Headwaters Neighborhood Street Plan in SW Portland, and other street plans in other parts of Portland.

**Policy 9.48, Performance Measures:** (Comprehensive Plan 2035 version) Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.a through 9.1. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments and Conditional Uses.

Request: The TSP must establish a more direct link between the TSP project evaluation criteria and the performance measures that will be used to evaluate progress toward meeting goals, and identify a baseline by which to evaluate progress.

Performance measures must identify the data that will be used to measure progress, how the public may access that data, and include a baseline that describes existing

conditions. For example, the PSC transmittal letter (Sept. 10, 2015) references the 12 Portland Plan Measures of Success, including "80% of households live in complete neighborhoods (as measured by the Complete Neighborhoods Index)—but the public cannot easily access the data that is used to calculate the Complete Neighborhoods Index nor analyze that data for specific neighborhoods and evaluate progress over time. PBOT's Major Project Evaluation Criteria was based on seven outcomes and used 11 scoring methodologies but the public cannot easily access the data used in developing these scores.

### **Parks**

SWNI's Parks and Community Centers Committee requests that the language in the Portland Parks and Recreation portion of the Comprehensive Plan 2035 be changed as follows to better reflect what is currently in the Parks 2020 Plan, to explicitly include natural areas and community gardens as key components of park policies along with parks and recreational facilities, and to emphasize the importance of master plans.

#### **Policy 8.89 (Comprehensive Plan 2035 version) Acquisition, development, and maintenance.**

Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

#### **Policy 8.89 (Desired wording by SWNI Parks Committee) Acquisition, development, and maintenance.**

Increase the supply of parks, natural areas, community gardens, and recreational facilities, giving priority to: 1) areas where serious geographical and service level deficiencies exist, 2) acquisition of lands appropriate for parks, natural areas, community gardens, and recreational facilities that have been declared surplus by other public agencies, or that have been foreclosed for tax delinquency, and 3) acquisition of environmentally unique areas and watersheds.

#### **Policy 8.90 (Comprehensive Plan 2035 version) Service Equity.**

Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

#### **Policy 8.90 (Desired wording by SWNI Parks Committee) Service Equity.**

Invest in acquisition and development of parks, natural areas, community gardens, and recreational facilities making continuing progress toward equitable service level goals.

#### **Policy 8.91 (Comprehensive Plan 2035 version) Capital Programming.**

Maintain a long-range park capital improvement program that balances acquisition, development, and operations; provides a process and criteria for capital improvement project selection; and emphasizes creative and flexible financing strategies.

#### **Policy 8.91 (Desired wording by SWNI Parks Committee) Capital Programming.**

Maintain a long-range park capital improvement program that balances acquisition, development, and operations; and provides a public process and criteria for capital improvement project selection.

**Policy 8.92 (Comprehensive Plan 2035 version) Park Planning.**

Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input.

**Policy 8.92 (Desired wording by SWNI Parks Committee) Park Planning.**

Improve parks, natural areas, community gardens, and recreational facilities in accordance with current master plans. Where there are no master plans, develop them with public input.

**Policy 8.93 (Comprehensive Plan 2035 version) Recreational Trails.**

Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation's trail strategy.

**Policy 8.93 (Desired wording by SWNI Parks Committee) Recreational Trails.**

Establish, improve, and maintain a citywide system of park pedestrian trails that are a component of a regional network of pedestrian routes.

**Policy 8.96 (Comprehensive Plan 2035 version) Recreational Facilities.**

Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

**Policy 8.96 (Desired wording by SWNI Parks Committee) Recreational Facilities.**

Provide a wide variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities, as called for in Vision 2020, page 29.

Thank you very much for incorporating these requests into the Recommended Draft 2035 Comprehensive Plan. Please let us know if you have any questions about these recommendations.

Sincerely,



Sam Pearson  
President  
Southwest Neighborhoods, Inc.

Cc: Susan Anderson, Portland Bureau of Planning and Sustainability  
Leah Treat, Portland Bureau of Transportation



Mayor Hales and Portland City Council  
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Mike Abbate, Portland Parks and Recreation  
Eric Engstrom, Portland Bureau of Planning and Sustainability  
Joan Frederiksen, Portland Bureau of Planning and Sustainability  
Courtney Duke, Portland Bureau of Transportation

## Arevalo, Nora

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**From:** Hanson, Laura  
**Sent:** Thursday, December 03, 2015 11:55 AM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** FW: Industrial Element of Comprehensive Plan

Laura Hanson  
Scheduler & Constituent Relations Coordinator  
Office of Commissioner Steve Novick  
503-823-4682  
[portlandoregon.gov/novick](http://portlandoregon.gov/novick)

**From:** emile combe [mailto:[emile@wa-net.com](mailto:emile@wa-net.com)]  
**Sent:** Thursday, December 03, 2015 11:31 AM  
**To:** Commissioner Fish <[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)>; Commissioner Novick <[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)>; Commissioner Saltzman <[dan@portlandoregongov.onmicrosoft.com](mailto:dan@portlandoregongov.onmicrosoft.com)>; Commissioner Fritz <[amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov)>; Hales, Mayor <[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)>  
**Cc:** [nhardigg@audubonportland.org](mailto:nhardigg@audubonportland.org); [bsallinger@audubonportland.org](mailto:bsallinger@audubonportland.org)  
**Subject:** Industrial Element of Comprehensive Plan

Commissioner Nick Fish: 503-823-3589 | [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick: 503-823-4682 | [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman: 503-823-4151 | [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
Commissioner Amanda Fritz: (503) 823-3008 | [amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov)  
Mayor Hales: (503)-823-4120 | [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)

Dear Portland Mayor and City Commissioners,

As a property owner in the Eliot neighborhood in Northeast Portland, I want to underscore my support for the Planning and Sustainability Commission's recommendations on industrial land use planning included in the current draft of the City of Portland's Comprehensive Plan. The approach to industrial lands outlined in the current draft of the Comprehensive Plan, which focuses on cleaning up contaminated sites and restoring them to productive use, 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, should be adopted by the Portland City Council. Specifically, I support the following measures:

1. Focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand. Portland has over 900 acres of contaminated sites which need to be cleaned up and brought back to productive industrial use rather than creating new industrial property in other use areas, including but not limited to natural areas.
2. Focusing on intensification of the use of the existing industrial land base in Portland rather than converting natural areas to meet industrial land demand.
3. Focusing on limiting the 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

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industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.

4. 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.
5. West Hayden Island should not be included in the industrial lands inventory. It should be preserved as natural habitat.

We have fought for years to protect precious natural areas like West Hayden Island from industrial development. Now is not the time to reverse that position. Portland is a unique and pristine jewel in the Pacific Northwest, and we should do everything we can to insure that our city be kept that way for generations to come.

Sincerely

Emile H. Combe  
59 NE Monroe  
Portland, OR 98684

Cc: Portland Audubon Society:

Nick Hardigg, Executive Director, [nhardigg@audubonportland.org](mailto:nhardigg@audubonportland.org)

Bob Sallinger, Conservation Director. [bsallinger@audubonportland.org](mailto:bsallinger@audubonportland.org)



**Arevalo, Nora**

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**From:** xozoome@gmail.com on behalf of Jonathan Ellis <jon@ltbprod.com>  
**Sent:** Thursday, December 03, 2015 10:01 AM  
**To:** Council Clerk – Testimony; BPS Comprehensive Plan Testimony  
**Cc:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com  
**Subject:** Re: Truth in Zoning

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Portland City Council

Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

### Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- ~~General use and intensity expected within the area. In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035

Comprehensive Plan.

Please add these to the record.

Thank you,

Jonathan Ellis

4424 SW Freeman St.

97219

## Arevalo, Nora

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**From:** xozoome@gmail.com on behalf of Jonathan Ellis <jon@ltbprod.com>  
**Sent:** Thursday, December 03, 2015 9:56 AM  
**To:** Georgina Young-Ellis  
**Cc:** Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com  
**Subject:** Re: Bike and pedestrian paths in the Multnomah Village area

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello - Just to follow up on my wife's message: I wanted to point out that 45th Ave is a "designated bike path," yet much of that path is at best a scant six inches wide with thorn bushes on one side and racing traffic on the other. To me the word "designated" means that bicyclers are being instructed to use that path as the safest choice. Having walked that path many times, it is easy to see that it could be safe, but the effort to make that happen has not occurred. This is certainly something that needs immediate attention.

Cordially,  
Jonathan Ellis  
917-617-6870

On Wed, Dec 2, 2015 at 7:55 PM, Georgina Young-Ellis <[gina@ltbprod.com](mailto:gina@ltbprod.com)> wrote:  
To Whom it May Concern,

My husband and I have recently moved to 4424 SW Freeman St. in Multnomah Village, and are delighted to find we are in easy walking distance to the shops and restaurants in the Village proper, as well as to the entrance of Woods Memorial Park, literally just a few hundred feet up 45th Ave. from Freeman St. The only problem is, in order to get to either of those destinations, or anywhere else we might want to walk to such as the post office or the SW Community Center, we have to walk for at least part of the way on 45th Ave itself. This is quite a dangerous proposition since there is no safe pedestrian walkway on the east side of the avenue for most of the way, which means we have to cross 45th and walk on the west side - also dangerous given that the traffic moves quickly and there is no crosswalk there. Then, we have to cross back over again to either enter the park or to get to any of the other destinations i mentioned. I don't know how families with children do it. I guess they just don't walk.

This of course brings me to bike riding. There is literally no way to safely ride a bike on 45th Ave between Taylor's Ferry and Vermont, which absolutely limits my ability to ride to anywhere else in the city. If Portland is to pride itself on being an increasingly walk-able and ride-able city, it needs to have pedestrian and bike paths on all major roadways, including in SW, where there are very few safe places to walk or ride.



At the moment, I am particularly concerned with 45th Ave., and urge our city officials to pay attention to the lack of accessibility there. Beyond that, I hope SW Portland will begin to receive the attention it needs to help its citizens drive less, and walk/ride more.

Sincerely,

Georgina Young-Ellis  
917-617-6869

City of Portland 2035 Comprehensive Plan Hearing  
December 3, 2015

Testimony Presented by Bethany Imhoff  
2854 SW Multnomah Blvd., Portland, OR 97219  
bethany.imhoff@gmail.com • 216-403-1307

*Good intentions should not trump good public policy*

The emergency homeless shelter at the former Jerome F. Sears armory building is open. Whether the project will be a success is yet to be seen—the city admits that this has never been tried before. The outcome is uncertain. What is certain, however, is that the shelter's opening has been marred by a roiling controversy that has caused a deep rift in this small neighborhood. And the city is to blame.

I first read of the shelter in a Sept. 24 piece published by the *Portland Mercury*. The possibility of a homeless shelter less than 1,100 feet away from my front door did raise some concerns. However, I was certain that the city would reach out to Multnomah residents—if not all neighborhood residents, then *surely* those who lived within a quarter of a mile. I put those concerns at the back of my mind, and expected a flyer or email from the city offering an opportunity to ask questions or address concerns.

That call for feedback never came. Suddenly, it was early November and the shelter would open before the month was out. Conversation about the shelter was marked by discord. Emotions ran high.

In the meantime, I spent a considerable amount of time emailing the mayor's office. Since early November, I have sent five different emails to three different staffers. On Nov. 20, I finally received a phone call, which lasted about ten minutes. The staff member I spoke with promised to connect me with "the appropriate contact" at another agency. When I heard nothing for several more days, I followed up, and have yet to hear anything back. Another dead end.

Perhaps many of my neighbors are equally as frustrated by this lack of transparency and responsiveness. It is hard to tell, however: those with reservations are often loathe to speak publicly. A quick scan of neighborhood Facebook groups and various discussion threads on NextDoor.com tells you why. The conversation has devolved into mudslinging, assumptions, and name calling.

Good intentions should not trump good public policy. A more transparent process, including a time for neighbors in the immediate area to voice their concerns, would have gone a long way toward garnering neighborhood support. Faced with a complete vacuum of information and clear leadership, it is no wonder that the community is apprehensive.

I work hard. I pay my taxes on time. My family is involved in the community. This shelter could have a lasting impact on our daily life now, and for years to come. It shouldn't be this hard to be heard.

# *Eastmoreland Neighborhood Association*

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December 03, 2015

Subject: Proposed Comprehensive Plan  
Eastmoreland Neighborhood Association Supplementary Testimony.

Mayor Hales and Commissioners:

This letter highlights two aspects of the Comprehensive Plan adoption that require modification prior to adoption: the zoning map and residential zoning code inclusion. As background and discussion of other issues, I point to written testimony provided by the Eastmoreland Neighborhood Association in both endorsing and especially in offering constructive criticism of the proposed Comprehensive Plan Document. Our testimony was submitted for the PSC deliberations and again submitted to each of your offices in preparation for your consideration and deliberation.

The written testimony provided by the ENA represents hundreds of hours of work from numerous folks participating in the process, attending meetings and work sessions, examining the policy and technical issues, and finally preparing and documenting our testimony. I urge you to read and consider the issues raised for the benefit of our growing and evolving city.

In addition to ENA Board approved testimony, many of our neighbors provided individual testimony in letters and using the MapAp specifically supporting the comp plan map change for the neighborhood from R5 to R7 that is of urgent concern today.

## ***R5 to R7 Zoning Map Designation***

Based on objective criteria including existing density and lot patterns, access to services and in the interest of preserving viable, more affordable, and in many cases historically important housing stock, tree canopy, and neighborhood character, ***our request to be designated R7 in the Comprehensive Plan map as proposed in testimony and exhibits is the correct decision. The zoning map as proposed is not. We need Council action to make that change.***

In what can best be described as two very confusing PSC work sessions, (I urge you to view the video of the proceedings or read a transcript that the ENA commissioned), our arguments were misrepresented and the PSC was presented with misleading and inaccurate information. I suggest that this was not so much intentional as the fact that the code is inexplicable except for the .001%.

The PSC was assured by staff that ENA concerns around the requested zone designation change would best be resolved in an upcoming project and pressed for a decision against the ENA request. As staff indicated that project was not yet scoped and the outcome uncertain. And as

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12/03/2015



structured the outcome of that project could make our neighborhood even more a target for inappropriate demolition and redevelopment.

***Remove Inclusion of the Single Dwelling Code from the Comprehensive Plan***

Finally we wish to make a strong plea alongside other neighborhoods that the single dwelling residential zoning code not be adopted as part of the comprehensive plan. This would lock in many of the worst aspects in that code as policy. It is a one size fits all legal tangle of confusing code language that does not have a place in an aspirational Comprehensive Plan.

Thank you for your consideration.

Rod Merrick AIA, Clark Nelson Land Use Co-Chairs

Eastmoreland Neighborhood Association  
Robert McCullough, President

Submitted by  
Jan Wilson  
12/3/15



**Beaverton-Hillsdale Hwy. should be designated  
Neighborhood Corridor rather than Civic Corridor**

Chapter 3 of the 2035 Comprehensive Plan (Recommended Draft) describes the goals and policies for the desired urban form – compact mixed use and commercial centers creating healthy connected neighborhoods; vibrant urban places and key transportation connections; and public realms, including active transportation facilities, integrating nature, people, and wildlife. (Page GP3-1)

After describing different types of “centers,” the proposed plan turns to the “corridors” linking the different types of centers. There are two types of street corridors proposed: civic corridors and neighborhood corridors. (Pages GP3-15 through GP3-17) (Additionally, non-street city greenways and urban habitat corridors are described separately.) The plan proposes that these street “corridors” connect the commercial and mixed use “centers” located along them with support for transit, pedestrian, bicycle, and motor vehicle infrastructure.

**In the Recommended Draft of the 2035 Comprehensive Plan, Beaverton-Hillsdale Hwy. in SW Portland is proposed to be designated as a Civic Corridor. We believe that the street is and should be a Neighborhood Corridor instead, and we urge the council to change its designation accordingly in the final version of the plan.**

According to the plan, “Civic Corridors are the city’s busiest, widest, and most prominent streets. They provide major connections among centers, the rest of the City, and the region. They support the movement of people and goods across the city, with high levels of traffic and pedestrian activity. Civic Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Development in Civic Corridors is intended to be up to mid-rise [five to seven stories] in scale, with lower scale generally more appropriate in locations far from the Central City of transit stations.” (Page GP 3-16)

By contrast, “Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They have transportation, land use, and design functions that are important at a neighborhood or district level. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development.” (Page GP 3-17)

The defining characteristic of Beaverton-Hillsdale Hwy. between the eastern border of Beaverton and the Hillsdale commercial center is Fanno Creek, running along the northern side, in some places separated from the street by only a sidewalk. Many of the properties on the north side of the street are not suitable for high-density residential or commercial development beyond the small, widely separated neighborhood services (veterinary clinic, local diners or cafes, etc.) currently existing. The south side of Beaverton-Hillsdale Hwy. and the residential areas along Fanno Creek are characterized by hilly, often steep, terrain and a web of interconnected drainages, creeks and tributary streams. The few medium-density housing developments are undermined by slope instability and significant waterflow. These natural challenges have limited development all along Beaverton-Hillsdale Hwy. It is not likely that merely designating it as a Civic Corridor would overcome these significant and expensive market challenges.

Further, though relatedly, the pedestrian and bicycle infrastructure is likewise limited by the topography and drainage challenges. Even with substantial public and private investment, it is unlikely that the area can be developed with the facilities required to support "high levels of traffic and pedestrian activity" envisioned for a Civic Corridor.

On the other hand, neighborhood residents along Beaverton-Hillsdale Hwy. are excited about the prospect of improving the infrastructure to the level required to support pedestrian, bicycle, and bus access to the neighborhood shopping areas such as the 6 Corners / Raleigh Hills area at Scholls Ferry or the shopping center at Shattuck Rd. Additional multi-family housing of a reasonable scale (maximum three stories) would be an asset and would likely be possible in some of the "bench" properties set back a bit further from the creek, and greenways along the creek could provide effective connection to the commercial areas without impacting or being impacted by the drainage and topography challenges. Directing mixed-use and commercial development to the existing shopping centers would encourage them to develop as the "vibrant neighborhood business districts" envisioned for Neighborhood Corridor. The development described in the definition of Neighborhood Corridor closely matches the potential of Beaverton-Hillsdale Hwy.

Further, the character of the traffic along Beaverton-Hillsdale Hwy. is, indeed, neighborhood connector in nature. Major freight moves along I-5 and Barbur Blvd. to the east, US-26 to the north, and Hwy. 217 to the south and west. There are no major transit stations on Beaverton-Hillsdale Hwy. It is not a connection for "movement of people and goods across the city." Most of the motor vehicle traffic on Beaverton-Hillsdale is due to nearby residents traveling to area services and schools or to freeways, or freight deliveries related to neighborhood businesses.

The 2035 Comprehensive Plan documents the special urban form that has developed in the westside neighborhoods, due to the topography and drainage challenges and affirms the plan's intention to encourage future development in a similar vein. "The Western Neighborhoods have been shaped by their location within the terrain of Portland's west hills. . . . These policies encourage design that responds to the area's prominent characteristics, such as its hilly topography, streams, ravines, and forested slopes, while

cultivating a built environment that expands mobility and accessibility for all people.” (Western Neighborhoods Pattern Area policies 3.99 through 3.103, page GP3-27)

The designation of the corridor drives the designation of the mixed-use centers along the corridor. Current development along Beaverton-Hillsdale Hwy. mostly closely matches that described as Mixed Use – Dispersed: “mixed use, multi-dwelling, or commercial development that is small in scale, has little impact, and provides services for the nearby residential areas.” With some nearby higher-density residential and office uses, the commercial areas at Schools Ferry and Shattuck could, conceivably, be developed or redeveloped as described as Mixed Use – Neighborhood: “mixed-use development in neighborhood centers and along commercial corridors to preserve or cultivate locally serving commercial areas with storefront character.” It is unlikely that any areas along Beaverton-Hillsdale Hwy. could be attract the population or financial resources to develop as Mixed Use – Civic Corridor: “transit-supportive densities of commercial, residential, and employment uses, including a full range of housing, retail, and service businesses with a local or regional market.” These areas envision “access to high-capacity transit, frequent bus service, or streetcar service” along the city’s “busiest, widest, and most prominent streets.” Given the natural constraints of the area, it is extremely unlikely that, as envisioned for Civic Corridors, “[a]s the city grows, these corridors also need to become places that can succeed as attractive locations for more intense, mixed-use development.” (Pages GP10-6 through GP10-7)

In order to achieve the vision of the 2035 Comprehensive Plan, it is important that the connecting roadways be properly designated. The 2035 Comprehensive Plan does not give any supporting reasons for selecting the Civic Corridor designation for Beaverton-Hillsdale Hwy. It is unlikely that the development described for a Civic Corridor is possible, given the topographic and riparian limitations. On the other hand, development consistent with a Neighborhood Corridor would be both possible and desirable, if done with sensitivity to the natural constraints. Residents throughout the area abutting and near Beaverton-Hillsdale Hwy. agree that the appropriate designation is Neighborhood Corridor, not Civic Corridor. We thus urge the City Council to change the designation in the final plan approved.

Respectfully submitted on behalf of the Bridlemile Neighborhood Association,  
December 3, 2015



Claire Coleman-Evans, Land Use Committee Chair  
BridlemileNALandUse@SWNI.org  
Bridlemile Neighborhood Association  
c/o SW Neighborhoods, Inc.  
7688 SW Capitol Hwy., Portland, OR 97219



December 3, 2015

Portland City Council  
Portland, Oregon

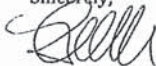
PORTLAND COMPREHENSIVE PLAN HEARING TESTIMONY 12/3/15

From a planning perspective, Portland has been on a unique path among US cities these last 40+ years. We recognized early on that the suburbanization of cities was an unhealthy, unsustainable trend, and that the only practical alternative, if we were going to grow, was to develop more intensely with greater transportation choices and a reduced reliance on the automobile, which became so ubiquitous in post war America. And in following this policy throughout the years we've created a vibrant, thriving central city. In doing so we intentionally went back to what has worked so well in all of human history before the 20<sup>th</sup> century, which is to build our cities around people and their basic needs, not around a single mode of transportation.

It's clear that this vibrancy is not uniformly experienced across the city, but has been focused on downtown and many inner neighborhoods, and not in East Portland and some other areas. There are significant challenges in determining how to extend this success to the rest of the city. We need strong policies and implementation actions to address our affordability and inclusiveness issues, to make sure that all Portlanders benefit from the city's overall prosperity. But it is also clear that to be successful in this we cannot back away from our principle urban form policy of providing more intensely developed centers and corridors in strategic areas throughout the city. More density is the only way to accommodate more affordable housing and transportation choices. Though it may take different forms in different neighborhoods, the development of intense mixed use pedestrian friendly corridors and town centers with good transit service, while preserving most of the nearby single family housing, is absolutely essential to the creation of a healthy, vibrant Portland for all.

Thank you for the opportunity to testify on this important issue.

Sincerely,



Brian Campbell, FAICP

1346 SE Ramona St.

Portland, Or. 97202

December 3, 2015  
Doug Klotz  
1908 SE 35<sup>th</sup> Place  
Portland, OR 97214

To:  
Mayor Hales and Commissioners:

While I am on the board of the Richmond Neighborhood Association, I am speaking only for myself here.

I wanted to briefly reiterate my support for keeping the Comprehensive Plan Land Use designation of MU-UC on some lots along SE Caruthers between 35<sup>th</sup> Place and 38<sup>th</sup>, four on 38<sup>th</sup>, and 5 on Chavez. These lots have had a Commercial Comp.Plan designation since 1991, I believe. There are already three lots on this stretch of Caruthers that are zoned commercial, and all three are in commercial or mixed-use use already. The Designation on the lots in question is not slated to be changed from Commercial (going from UCb to MU-UC), and the R-5 zoning applied to the lots is also slated to remain, as I understand.

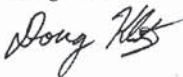
This area is directly behind lots at the important "node" on Division St. at Cesar Chavez, and I believe they are useful in the development of this area to emphasize commercial at this intersection of two frequent service transit lines.

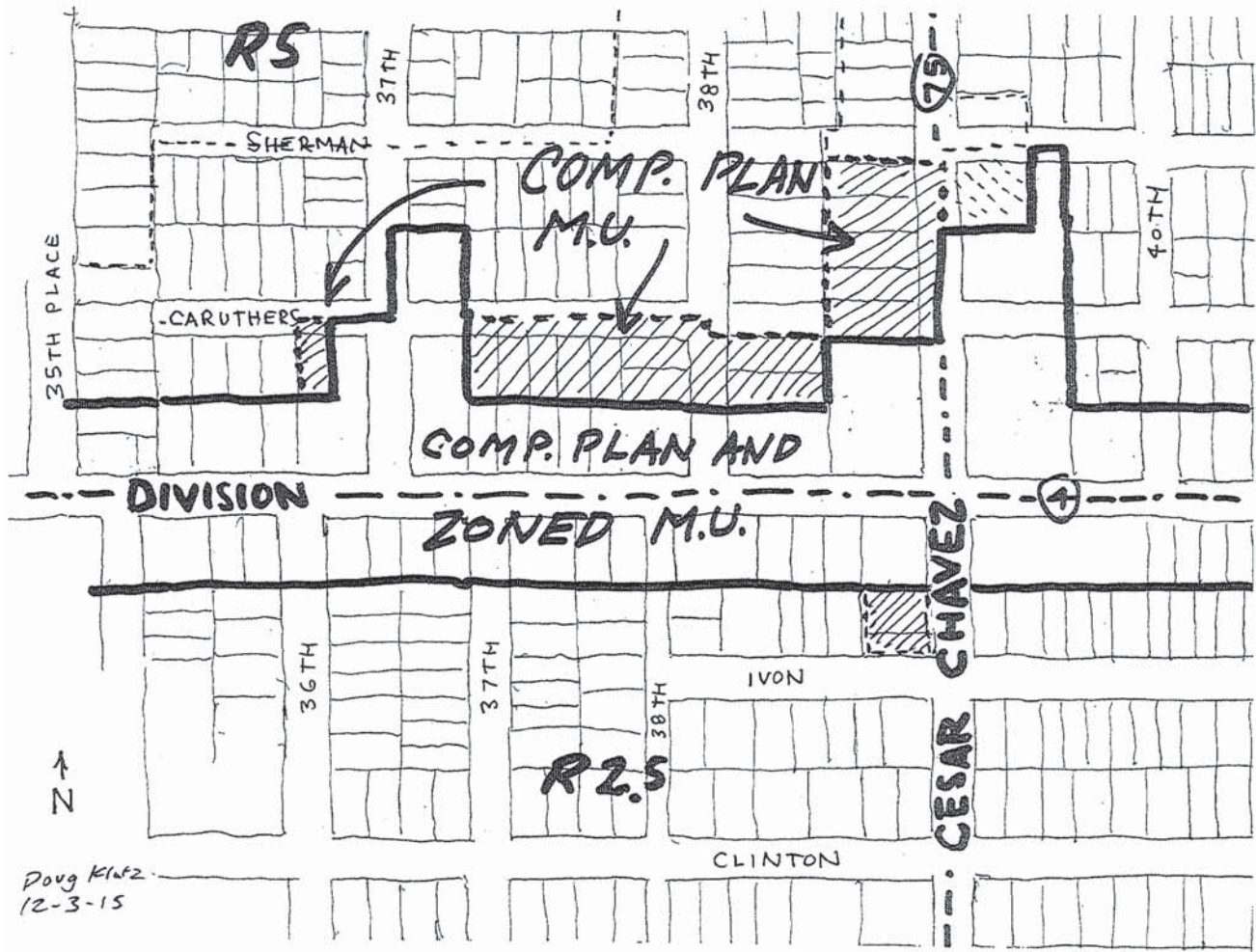
The neighbors on Caruthers are understandably concerned about having commercial uses on their residential street. However, the current "b" overlay addresses this, and the upcoming requirements in the Mixed Use Zones proposal, under 33.130,216, will also ensure that Caruthers remains "residential" in feel.

Thank you for your attention to this small detail, which will make a difference. The attached map shows the lots in question, noted as "Comp.Plan M.U."

Thank you.

Doug Klotz

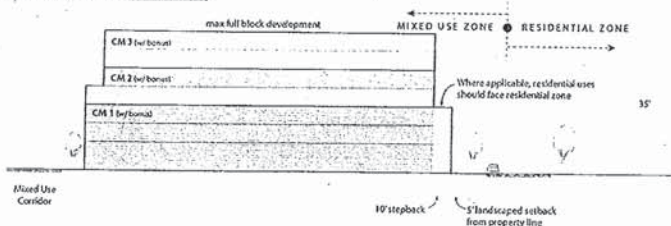




### 33.130.216 Additional Standards for Sites located Across a Local Service Street from a Residential Zone

- A. Purpose.** These regulations ensure that there is a transition when commercial/mixed use sites are across the street from lower scale residential zones. In addition, on sites across the street from lower-scale residential zones, these regulations promote street frontages with landscaping and residential uses to provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street.
- B. Where these standards apply.** The following additional height and setback standards apply to sites in the CM2, CM3, CX, and CE zones that are across a local service street from an RF - R1 zone. The standards do not apply to portions of buildings within 100 feet of a transit street.
- C. Maximum height.**
- On the portion of the site within 15 feet of a lot line across the street from a site zoned RF through R2.5, the maximum height is 35 feet.
  - On the portion of the site within 15 feet of a lot line across the street from a site zoned R3 through R1, the maximum maximum height is 45 feet.
- D. Setbacks.**
- Residential buildings.** All residential buildings, or portions of buildings with residential units on the ground floor, must be setback 5 feet from a street lot line facing an RF - R1 zones, and the setback must be landscaped to at least the L2 standard.
  - Other buildings.** All other buildings must be setback 15 feet from a street lot line facing RF - R1, and the first 5 feet of the setback area adjacent to the street lot line must be landscaped to at least the L2 standard.
  - Vehicle access is not allowed through the required setback area unless the local service street facing the residential zone is the only frontage for the site.
  - Where allowed by the base zone, exterior display and storage is not allowed within the required setback area.

Figure 130-9 (placeholder graphic)





Greetings, thank you for this forum.

I am Aesha Lorenz Al-Saeed here to ~~discuss~~ <sup>at the end of</sup> ~~give a statement about~~ <sup>at 5:10</sup> our property on Patton Rd. My Grandfather Max [Walter] Lorenz of Lorenz Brothers Construction purchased it from Shaver Transportation <sup>about 70 years ago</sup> in probably the late 1940s as a rental income property. At that time it was about 5 acres <sup>approximately</sup> ~~1.5 acres~~. In the 1970's my father sold <sup>most of it</sup> approximately half, leaving ~~us~~ <sup>with</sup> ~~with~~ <sup>approximately</sup> ~~with~~ <sup>with</sup> almost 2 acres. <sup>leaving the remainder as</sup> He held onto it as one parcel ~~as I have done for many years.~~ <sup>over a decade</sup> Several of my offspring <sup>spring</sup> are interested in living there. <sup>at one time I was agreeing</sup> At one time I ~~was agreeing~~ <sup>agreed</sup> with the rest of the family ~~in~~ <sup>to develop it</sup> that it would ruin the natural environment, <sup>however</sup> but recently I have had a change of heart. Every year I see that there are more people requiring housing in Portland. <sup>Prayer led me to</sup> So now I am reconsidering <sup>reconsidering</sup> more density of development. Instead of one home and adding a few more, it could actually be possible to build <sup>5 or additional homes besides renewing the original</sup> 6 ~~if we make use of the good concrete foundations~~ <sup>original</sup> of several ~~original~~ <sup>original</sup> buildings already on the property, <sup>instead of tearing out which is actually</sup> which are slight <sup>ly more</sup> ~~ly~~ <sup>more</sup> on the edge of the environmental zone. <sup>and environmentally destructive.</sup>

I would like to clarify that we have never experienced erosion or landslides on our property. Water runoff goes down to the creek and we use natural methods of pulling non native ivy and mechanically pushing blackberries. I am interested in maintaining ~~as~~ <sup>as</sup> much as possible ~~of~~ <sup>without digging, except for new homes</sup> the natural vegetation for stability of the basements earth as much as possible and support of the ecosystem and the creatures that make up that. <sup>our area level</sup> It is a haven for racoons, moles, <sup>various</sup> ~~various~~ <sup>various</sup> cats and dogs, rabbits, <sup>frogs and birds.</sup> These are creatures that naturally like to roam, and <sup>are an intrinsic part of a truly natural environment.</sup> some like cats keep down species that may otherwise populate <sup>too extensively</sup> such as moles and <sup>field mice.</sup> ~~field mice.~~ <sup>Often times</sup> I believe that ~~the~~ <sup>the</sup> natural creatures in (urban and <sup>sub</sup> rural or semi-rural) developments have not been provided for, and I would like to ~~slightly~~ <sup>slightly</sup> pioneer this in <sup>my</sup> planned unit development with perhaps a treehouse or two, and some nesting boxes up high.

The name of my project or PUD would be Lorenz Peace of Patton with piece <sup>or section</sup> spelled as P E A C E which is what we need be mindful to cultivate within ourselves and the environment in which we live. So for that I would need or request an R-10 which is currently in place to remain so, instead of changing it to an R-20.

I would like to touch the last fourth of my talk about another <sup>subject</sup> dear to my heart: Multnomah Village where I grew up. <sup>I also agree with</sup> It <sup>hurts the heart of a conscientious believer in the Almighty to see about</sup> hurts the heart of a conscientious <sup>believer</sup> in the Almighty to <sup>see about</sup> see about <sup>that we can't touch</sup> it. <sup>that we can't touch</sup> <sup>it's true it would drastically & unfortunately change the character of the town to quite frankly through as a main artery.</sup> <sup>it's true it would drastically & unfortunately change the character of the town to quite frankly through as a main artery.</sup>

See Every year more and more homeless people. As a child of the Kenned  
and Martin Luther King era, I can honestly imagine them turning  
in their graves at the <sup>current</sup> blatant injustices perpetrated by certain  
people like the Koch Brothers that lead to more unfortunates among  
us <sup>which then</sup> effects our pristine North West by driving unfortunates  
from other areas to the Pacific North West, especially Portland,  
looking for a better life like our ancestors did. At the same  
time it goes against the grain of decency and love for the fellow  
<sup>humans</sup> (sons and daughters of Adam) to deprive them of shelter when we  
~~obviously~~ have facilities or can engineer them.

In the 1960's Pastor Hangelganz, <sup>(a fellow German)</sup> made the case  
to his congregation to sell ~~the~~ <sup>Hillsdale Community Church,</sup> church land to build apartments  
for the low income. A big part of the community were against that  
but it brought diversity and exposure of others from different ec  
onomic backgrounds to our area and school. (and it made me persoon  
and others I knew greatful to God from our bounty) and taught us  
that sharing <sup>gives-you-a</sup> is divine) I appreciate Mayor Hales  
initiative to use the empty armory center as a safe place to sleep  
for those who do not have that luxury. (It is located on a highway  
near the freeway and some social services are not that far away,  
besides the <sup>purpose</sup> mentality of Loaves and Fishes already being in the  
area.) (It is mean spirited ~~to~~ and against kindness to our fe  
~~low humans to deny them this~~ <sup>hope wish for our unfortunates</sup> It goes against God and President <sup>and his vision</sup>

as well as Pres.

Kennedy's <sup>goal</sup> ~~efforts~~ of providing or trying to guarantee that every  
<sup>was prospering enough to own a</sup> American had a TV and a roof over their head. We should be ashamed  
to deny others even a simple dormitory <sup>type</sup> room for the night when ma  
many are out of work due to various factors, <sup>many not their choosing</sup> (including, in my  
humble opinion the prevalence of computers absorbing many jobs  
previously done by hand by people.) This is especially a season  
of giving, so lets all of us, united by faith <sup>(in the Almighty),</sup> or  
~~their~~ other beleif systems <sup>strive</sup> to ~~not~~ <sup>strive</sup> (pray and hope) for justice and  
paying it forward in good deeds to fellow man and creatures including  
roofs over their heads, instead of catering to the haves with larger homes.

fesha Loreng Saad



# Portland Heights LIVING

A Social Publication Exclusively for the Residents of Portland Heights | December 2015



## MEET THE LORENZ AL-SAEED FAMILY

Photo By Ed Keene - Keene Studio

YOUR STORIES. YOUR PHOTOS. YOUR COMMUNITY.

Ordinance 187852\_Vol.1.3.M, page 8245





One of the early builders of the downtown and Southwest Hills, Portland Heights area, has descendants still living in the neighborhood. They are keeping the hearth warm in the family's last home which Max Lorénz's widow, Anne B. Spaeth Lorénz, purchased in 1971.

**Arriving In Portland Heights...**

Anne was born in 1883. Her father, Christian Spaeth, a German immigrant, married Caroline Diehl/Schleh in 1880. He worked in a furniture factory but decided his calling was in the ministry. His wife, Caroline, was a tailor. The family moved around with the ministry work. Son Christian was born and died in 1886, Siblings Reuben and Agnes were born after, but later Agnes also died at age 7 from typhoid. Eventually the family transferred to Los Angeles, where Christian took up pastoring in the Second Methodist Church on Pekoe Street.



In 1905, at the age of 21, Anne was working in L.A. and making good money (\$75/month) when one of her suitors, Maximilian (Max) Lorénz, convinced her that she would be better off married to him. They wed on Dec 23, 1909 and shortly after, Anne's elder sister, Clara, and her husband, Ben, invited them to come out and homestead in the South West Hills of Portland, Oregon behind Strohecker's Market.

**A Portland Heights Original Builder...**



Four generations of Lorénz descendants. New baby coming soon!



Wilfred, Anne and Rosalie Lorénz

The first home Max built was for Ben and Clara; it was stucco and log construction, and he and Anne shared the home with them. During construction the two couples lived in tents and shared meals on what is now Perlander Street. At this time it was all forested area up to Patton Road, as was the Upper end of Upper Drive; however, the trolley line went to the area, so there was a great opportunity for new development. Anne worked as a secretary in downtown Portland; every day she would walk from downtown to home to save the 5 cents trolley car fare so that they could save the money to purchase their first property.

Max bought the lot next to their tent house for \$50 down, but Anne was expecting with Wilfred and the rainy season was coming, so they decided to move into the house that Max and Ben had built to sell at the end of the footbridge, 3030 SW



*continued...*



...continued **Familyspotlight**

Upper Drive, which is where Wilfred Grenfell Lorénz was born in 1913. Ben kept engaging Max to build more houses. Of the six houses that were built on the ridge, Max built four. The Irwin family occupied the log house for sixty years until Clara passed away in 1970. Continuing to build homes Max and Anne finally moved into their own new home at 2608 Alta Vista Place. However, Anne persuaded her husband to change the street name to Buena Vista, as she found it more appealing and exotic sounding. They had an offer to sell this home, but Anne refused to sign the sales deed for she did not favor the price that was offered. She was sure it was worth more, and the next year they sold it for double the original offer! This allowed the move to a turn of the century home at 1943 SW Montgomery Drive, a large home which sat next door to a Lorénz Brother's creation (read more about The Lorénz Bros buildings on page 16).

From 1947 until 1971 the Lorénz family maintained a 7,777 square feet mansion on Montgomery Dr. with its 6 bedrooms, 3 fireplaces, and 5 bathrooms and a dumbwaiter. A blue tiled fountain, which the Lorénz children, including Aesha, used as a wading pool in warmer months, was a favorite feature of the grounds. Today the fountain no longer exists, as it had been filled in & covered by a subsequent owner.

Anne donated one of her favorite pieces, a brass Federal Mirror with eagle and attached scones, from the Montgomery home to the Pittock Mansion where it still hangs today.

Growing up, Wilfred Grenfell Lorénz attended Ain-



sworth Grade School, Alan Preparatory, then Lincoln High School, where he enjoyed the sciences. His youthful hobby was repairing or building radios from scratch with his own small, handmade wood cabinets. He also took up archery with his own handmade arrows. He attended Oregon State College but by his third year became restless, bored and dissatisfied, he decided to give it all up and enlist as a merchant marine.

Anne left the house on Montgomery at the age of 88 in 1971 and purchased a home on Roswell Ave. where the family still lives today.

Loretta, a Jefferson High School graduate who wrote her class graduation song, obtained a music scholarship to Juilliard but graduated from Lewis and Clark College. She met Wilfred Lorenz at Arthur Murray Dance studio. Wilfred and Loretta had 2 daughters, Aesha Renay and Tamara Kaye Lorénz Hampton. Tamara had 2 sons, Patrick (Hampton) Lorénz and Max Wilfred Randall. Loretta served as a public school teacher for 35 years, teaching at Kenton, Multnomah, Markham, Terwilliger and Capitol Hill. Today Loretta lives in Southwest Hills.

**The Current Residents ...**

In 1976 Aesha Renay was studying Arabic at Wilson High School and fell in love with the language and later the Arabian culture, which led to her convert to Islam a year later. Majoring in teaching English as a second language with a Middle East Studies minor at Portland State she took a leave and went to work in Texas where



Brass Federal Mirror now at the Pittock Mansion



Anne Loëns

Arabic was known to be useful. There she met Yousef M. Al-Saeed, who became her husband.

Aesha and Yousef live between Saudi Arabia and Portland Heights. Their children, Bedriya (Riya), Kadeeja (Kady) and Jamal grew up in both countries as well. Aesha, who lives in the Hemingway Design Roswell Street home, has carefully managed to maintain the family legacy, striving every year to do an improvement or repair to enhance livability and appearance on her limited income as a journalist, educator of English as a second language, and a doula. Kady helps her mother manage the property and lives there full time with her two cats, Noir and Panther. Riya, formerly employed at General Motors in Dubai, prefers to make a home here in Portland while her husband is working overseas. Kady obtained an Automotive Service Technology degree from Portland Community College, later transferring to Portland State University to further her education with a bachelor of fine arts concentrating on photography. Kady is a current board member of SWHRL (Southwest Hills Residential League). Their younger brother Jamal is a pilot for Nas Airlines.

Know a neighbor that everyone should meet? Get to know your neighbors better by recommending one of them to us, or have your own family featured in the next available issue! Email [eleni.kehagiaras@2pub](mailto:eleni.kehagiaras@2pub)

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Max Lorénz, general contractor for Timberline (1937)  
Front row, far right.



Max and Anne's Home on Bucna Vista (1926)



Albertina Kerr Nursery Home

# history

## S P O T L I G H T

### LORÉNZ BROTHERS – ICONIC PORTLAND HEIGHTS BUILDERS

By Aesha Lorenz Al-Saeed

#### MAX LORÉNZ AND THE LORÉNZ BROTHERS CONSTRUCTION COMPANY:

Maximilian Walter Lorénz was born in 1884 in Zwickau, Saxony (Germany) to a tailor father (Hermann Christian Lorénz) from Weiderhaslau (1864-1895) and a seamstress mother Wilhelmina Weck Lorénz (1853-1935). Both the Lorénz, and Dichtl or Spaeth family tree lines were traced in Germany from the original antique record books back to the early 1600's.

Max came to America at 18 years old, and after his younger half-brother, Walter M (Bretsneider) "Lorénz," came to town, they soon formed "Lorénz Brothers." Their office was located in Portland's Title and Trust Building. Max was a Shriner, a Mason, and active in the Builder's Exchange. His wife, Anne, was also active in the Swedenborgian Church and on the board of Directors for the Patton Home for Unwed Mothers.

The Lorenz Brothers built many of the homes and buildings in the Portland area, approximately 50 or more, including where their daughters and son were born on Upper Drive. They also built the Neighbors of Woodcraft Hall Building located at 1410 SW Morrison in downtown Portland, The Houser Memorial Reed College Library, were one of the contractors for Camp Adair and built Menucha (the Julius Meier residence, of Meier and Frank) which became the Presbyterian Conference and retreat center near Crown Point. One of Max and Anne's grandsons, engineer James Andrews and family, lives near this scenic area in Corbett, OR.

#### Other notable buildings:

Pacific Telephone and Telegraph East Side Office in Belmont  
The Beth Israel Sunday School Building  
The Mayer Building in downtown  
Saint Mark's Episcopal Church (1926)

Albertina Kerr Nursery Home on East 22 & Flanders  
The William Woerner Residence in Alameda (1927)  
Various historic residences in Riverwood, Dunthorpe, Westover, Columbia River Highway, Riverview, Montgomery Drive, Alameda Park and Irvington.

The brothers appreciated art and craft in construction work and supervised construction at Portland's 1939 Northwest Home Show. Lorénz Brothers laid the base of the Joseph Shemanski Statue in the downtown Portland Park Blocks, the Sacajawea Statue at Washington Park, and the "Joy" statue at Council Crest, Lilith Aldercron the model for the statue, was a friend of Wilfred's.



Max Lorénz

In 1936 President Franklin D. Roosevelt commissioned Max and the Lorénz Bros. to oversee the Work Progress Association's project of building a lodge at Government Camp, Mt Hood. William Wechner and W. I. Turner worked with them. Florence Thomas, of View Master fame, who was Wilfred's sister Rosalie's friend, was hired to do the carving on the doors; Rosalie also participated in the carving.

Mr. Lorénz was in the contracting business in Portland for 42 years, one of the longest periods of service of any active contractor at the time. In 1952 Max passed away and his brother, Walter, was too distraught to carry on the business without Max.



Rosalie Lorénz Andrews

Share your legacy, family history or historical home.  
Contact [portlandheightsliving@gmail.com](mailto:portlandheightsliving@gmail.com)



DEATHS, FUNERALS

Services Set  
For Contractor  
Max W. Lorenz



CONTRACTOR DIES — Max W. Lorenz, Portland building contractor for 42 years, died Friday.

Services for Max W. Lorenz, 47, a Portland building contractor for 42 years, will be held at 10 a. m. Tuesday at J. P. Finley & Son mortuary. Burial will be at Lincoln Memorial cemetery.

Lorenz died Friday at his home, 2008 S.W. 20th, where he was born in 1884.

A partner in the Lorenz Brothers construction firm, Max supervised the building of Timberline lodge. He built the Neighbors of Woodcraft building, and was one of the contractors in the construction of Camp Adair. He built many of the more expensive residences in Portland Heights.

Born in Saxony, Germany, Lorenz came to the United States at the age of 18. He is survived by his wife, Anne, a son, Wilfred, a daughter, Mrs. Rosalind Andrews, a brother, Walter, surviving partner of Lorenz Brothers, and three grandchildren, all of Portland.

Lorenz Rites  
Due Monday

Contractor Among  
Pioneers in City

Funeral services for M. W. Lorenz, a Portland building contractor and contractor who died Friday at hospital, will be Monday at 10 a. m. at the J. P. Finley & Son funeral home, followed by interment at Lincoln Memorial Park. Mr. Lorenz was in the contracting business in Portland 42 years, one of the longest periods of service of any active contractor in the city.



He was born in 1884 in Saxony, Germany, and came to the United States in 1902 and to Portland in 1910, when he began his Portland contracting and building work. He was associated with his brother, Walter, in the firm of Lorenz Brothers.

Timberline Role Recalled

Mr. Lorenz was a Shriner and was active in building organizations including the Builders Exchange. He was an alternate member of the Portland city building department appeal board.

He was supervising contractor of Timberline lodge, one of the contractors at Camp Adair and a camp at Mountain Home, Idaho, the Neighbors of Woodcraft building and built many of the larger residences on Portland Heights and other sections of the city.

Survivors include the widow, Mrs. Anne Lorenz; a son, Wilfred Lorenz; a daughter, Rosalind Andrews, and three grandchildren.

*Also assigned to (Woodcraft Hall (1884-1910))  
Reed College Library  
Albertina Kerr Nursery, 2008 SW  
616 Alla Vista Ct. (now Buena Vista)  
Menucha*

*I think you guys should have a copy  
of this too. - Acha*

Testimony of Martie Sucec  
7005 SW 34<sup>th</sup> Ave 97219  
Multnomah Neighborhood

When one of the planners working on this came out to Multnomah, he said "I don't get Multnomah." It's not hard to tell. He was one of two planners who took two different groups on a walkabout around Multnomah. Both ended up in front of the US Post Office and both asked their groups, "What do you think about a Walmart here?"

As it happens, the large area surrounding the Post Office, together with the adjacent Hutchinson meadow at the end of SW Canby, is the last truly pervious surface in the Multnomah Neighborhood. As part of the Southwest Community Plan, the MNA hired a hydrologist to survey our remaining pervious land. This report was submitted as testimony in that Plan. This should be preserved by downzoning not by a Walmart. Much downzoning is happening in Ashcreek, Arnold Creek, Marshall Park, and other areas of environmental sensitivity, or hazards. Why not one little plot in Multnomah?

Multnomah is a special place and the last remaining neighborhood business node with its character intact. Its historic nature, its past, is reflected in its present—and it's the last remaining cluster of locally owned businesses. Please give it a design district. Lacking that, make design review mandatory. In fact, design review should be mandatory in all mixed-use zones because development without them, as we've seen throughout the city, eradicates the neighborhood-friendly character of business nodes.

If design review isn't possible—if the City can't stand up to the State and lobby for design review in mixed use areas without the alternative Community Design Standards, then this Plan should offer a hard-hitting set of Standards that are truly protective—it would not be hard to come up with objective standards that would satisfy the State.

I would like to see more creative solutions in this Plan—e.g., how to devise some incentives to bring well-built older houses up to energy efficient standards. It's not really sustainability if you keep demolishing houses, many with excellent "bones" of old-growth timber and pristine oak flooring. The same is true for habitat—it needs to be sustained.

You say that a large percentage of the population will be older people. Speaking as one and one who is friends with scores of others, we do not all want to live in apartments, but small bungalows or cottages, where we can garden, either to grow our own food or to provide pollinator habitats to keep our wildlife vital and varied and help sustain the health of our farmlands. While many of us can afford our current homes, we will not be able to afford even the studio rent of units being built now.

There should also be some incentive for building smaller new houses—permeable surface is being drastically reduced by the huge houses going up now, with footprints that wipe out permeable ground—especially ominous since so many trees are being destroyed.

I'd also like to see some more precise, less aspirational language in this Comprehensive Plan, which, to put it bluntly, I find incomprehensible in many places.

Thank you.



R20

R20  
6141 SW Canyon Ct

R20

R20

R1

R1

CN2

R10

R20

SW Canyon Ct

SW Canyon Ct

SW Canyon Ct

Tx Wynan  
32 12/3/15





Hathaway Koback  
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December 3, 2015

**VIA HAND DELIVERY**

City Council  
City of Portland  
c/o Bureau of Planning & Sustainability  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201

Re: Recommended 2035 Comprehensive Plan Amendments  
Pliska Investments LLC & Space Age Fuel, Inc.

Dear Mayor and Commissioners:

This firm represents Pliska Investments LLC and Space Age Fuel, Inc. ("Space Age Fuel"). Pliska Investments LLC owns several properties in which Space Age Fuel operates gas stations/convenience stores/service garages throughout the City. The recommended 2035 Comprehensive Plan amendments propose to change the Comprehensive Plan designation of several of Space Age Fuel's properties. On behalf of Space Age Fuel, we are submitting the following comments and concerns regarding the recommended 2035 Comprehensive Plan.

**A. Space Age Fuel objects to the City's adoption of the 2035 Comprehensive Plan amendments before it considers the Mixed Use Zones Project amendments.**

The recommended 2035 Comprehensive Plan proposes to change the Comprehensive Plan designation of the following Pliska Investments LLC and Space Age Fuel properties: (1) 16431 SE Foster (from General Commercial to Mixed Use Civic Corridor); (2) 12920 SE Stark (from General Commercial to Mixed Use Civic Corridor); (3) 11214 SE Powell (from Neighborhood Commercial to Mixed Use Neighborhood); (3) 8410 SE Foster (from Central Employment to Mixed Use Urban Center). Space Age Fuel operates gas service stations, convenient stores and service garages on these properties.

Pliska Investments LLC and Space Age Fuel object to the consideration or adoption of recommended Comprehensive Plan designations at this time because the City is still in the process of drafting the mixed use zones in the separate Mixed Use Zones Project process. The Mixed Use Zones Project amendments are not scheduled to be considered by the Planning & Sustainability Commission until February of 2016. It is simply not possible for my clients or any

other property owner to understand the implications of changing the Comprehensive Plan designation and zoning to mixed use when the mixed use zones and standards have not yet been solidified.

Adopting recommendations for the Comprehensive Plan map amendments now will restrict the City Council's ability to reconsider recommended mixed use zones during the Mixed Use Zones Project process. Once the City adopts mixed use Comprehensive Plan designations for certain properties, it will be limited to the mixed use zoning allowed for that designation. Since the Mixed Use Zones Project will provide more detailed information regarding the impact of new mixed use zoning on these properties, such as changes to the allowed uses and development standards, it makes far better sense for the City Council to determine the appropriateness of changing properties to mixed use designations and zoning after it has the opportunity to review this more detailed information. The current approach requires the City Council to make these important decisions based entirely on general Comprehensive Plan policies.

The lack of certainty and specificity regarding the effect of mixed use designations and zoning exacerbates the confusion, concern and resistance from the public. It is simply not possible for my clients or other property owners to understand the implications of changing the Comprehensive Plan designation to mixed use when the mixed use zones and standards have not yet been created. Considering the Comprehensive Plan Map amendments and Mixed Use Zones Project amendments concurrently will allow property owners to make more informed comments on the City's proposal.

We raised this issue before the Planning and Sustainability Commission and the City staff did not adequately explain why the Comprehensive Plan amendments and Mixed Use Zones Project should not be considered concurrently. The City staff noted at one of the work sessions that the City needs to adopt the Comprehensive Plan policies before it can consider new zoning standards, but that is not true. The Portland City Code (PCC) expressly allows for Comprehensive Plan amendments and zoning amendments to be considered concurrently. PCC 33.810.030. In fact, it is common for local governments to consider Comprehensive Plan amendments and zoning amendments concurrently because the two amendments are so intertwined.

The 2035 Comprehensive Plan amendments and Mixed Use Zones Project will have long-term, broad and significant effects throughout the City. The City Council should do the right thing and postpone its adoption of the recommended Comprehensive Plan amendments and consider them concurrently with the Mixed Use Zones Project amendments.

- B. The new mixed use zones must permit gas stations/convenience stores/service garages as allowed uses and not change the development standards in a way that changes these existing uses into nonconforming developments.**

To the extent the City adopts new mixed use Comprehensive Plan designations and zones to my clients' properties, it must ensure that gas stations/convenience stores/service garages are allowed use in the new mixed use zones. My clients' properties subject to changes under the 2035 Comprehensive Plan amendments include existing gas stations/convenience stores/service

garages that are allowed uses in the current zones. Any new zoning regulations must ensure that these uses continue to be allowed uses in the new mixed use zones.

The current draft of the Mixed Use Zones Project proposes several unreasonable prohibitions and restrictions on gas stations/convenience stores/service garages in the new mixed use zones that will significantly impact Space Age Fuel's business. Service stations qualify as "Quick Vehicle Servicing" uses under the PCC. PCC 33.920.220(A). Quick Vehicle Servicing and vehicle repair uses would be prohibited in the new CM1 zone under the current draft of the Mixed Use Zones Project and would not allow the redevelopment of this site with a new gas station or vehicle repair shop. Space Age Fuel has an existing gas station and convenience store located at 11214 SE Powell Blvd. which is proposed to be zoned CM1. This proposed mixed use zone restriction would render this use a nonconforming use and prohibit my clients from redeveloping and/or modernizing this facility.

The current draft of the Mixed Use Zones Project also proposes to prohibit new Quick Vehicle Servicing in the CM2 and CM3 zones, but allow for certain facilities to redevelop subject to new development standards. One of the new standards is a minimum Floor to Area Ratio (FAR) of 1:1, a standard which would be very difficult for a gas station to satisfy. Space Age Fuel has an existing gas station located at 12920 SE Stark St. which is proposed to be zoned CM2 and an existing gas station and vehicle repair shop located at 8410 SE Foster Rd. which is proposed to be zoned CM3. These proposed mixed use zone restrictions would render these uses nonconforming and make it extremely difficult for my clients to redevelop and/or modernize these facilities.

While we understand that the Mixed Use Zones Project is not currently before the City Council, our concerns about the current draft underscores the need to postpone the adoption of the Comprehensive Plan amendments and consider them concurrently with the Mixed Use Zones Project amendments. The City should not impose new mixed use zoning standards in a way that causes a select category of existing uses to become nonconforming and effectively prohibits the redevelopment or modernization of these types of facilities. The City needs to ensure that gas stations and vehicle repair shops are reasonably accessible to the public and should not adopt new mixed use zones that will jeopardize these types of uses or discourage their redevelopment and modernization. Nor should the City adopt new standards that undermine existing uses and substantially reduce the value of these properties. Please be advised that my clients strenuously object to any wholesale changes in the use and development standards that will undermine their existing facilities and will be forced to challenge the Comprehensive Plan amendments and Mixed Use Zones Project if these concerns are not adequately addressed.



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December 3, 2015

We appreciate your consideration of our comments. We look forward to working with the City further on this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP



E. Michael Connors

EMC/pl  
cc: Clients



# ***South Portland Neighborhood Association***

Representing the Lair Hill, South Waterfront, Corbett, Terwilliger, John's  
Landing, and Fulton communities

December 3, 2015

Mayor Charlie Hales, members of the Portland City Council  
1221 SW 4th Avenue  
Portland, OR 97204

Re: Recommended 2035 Comp Plan

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

The South Portland Neighborhood Association appreciates this opportunity to comment on the Recommended Comprehensive Plan now before you. We have watched, listened, and learned as this plan was developed in the past few years. We feel the latest iteration of the plan in general sets a reasonable and desirable course for Portland's future.

In particular, we support the Centers and Corridors approach as an appropriate conceptual planning tool. However, we believe the Planning and Sustainability Commission was a bit overzealous in how they applied some centers and corridors designations in our neighborhood. We therefore request that you make the following changes to the Recommended Draft before final adoption.

**In Lair Hill, SPNA requests that the central strip along First Ave. be designated a Neighborhood Corridor rather than a Civic Corridor as proposed.**

**Rationale:** This strip is zoned CN and is proposed to change to the new mixed-use CM1 zone. It is a small island of commercial zoning only a few blocks long, much of it still residential in actual use. The south end of First Avenue dead-ends at Naito and thus has no through traffic flow. In no sense is this a corridor with any city-wide or area-wide function.

The significant differences between Neighborhood Corridor and Civic Corridor designations are in terms of the scale of future development. Specifically, the Civic Corridor designation allows additional height and FAR bonuses above the base zone development standards, and could allow, at the property owner's request, virtually automatic up-zoning to more intense CM zones. Lastly, this area is within the South Portland National Historic District and subject to design guidelines which are more restrictive

than the base zoning code standards. The Civic Corridor designation would simply create confusion and false expectations about the density of development possible on these properties.

**Along Macadam Ave., SPNA requests that all of the commercial area be designated as a Civic Corridor rather than an Urban Center as proposed.**

**Rationale:** Macadam Ave. has no real “center” and does not function as a central focus for the neighborhood. It is in reality a linear, heavily-used commuting corridor and commercial strip, bounded closely on both sides by residential areas. Both designations will allow a more intense level of commercial development along Macadam than the current zoning. The difference is one of degree -- an Urban Center’s more permissive provisions for exceptions and bonuses will allow unsustainably denser commercial development -- taller and larger buildings that will worsen Macadam’s already severe traffic congestion. A major mass transit facility improvement (i.e., streetcar extension to the Sellwood Bridge) must happen before Macadam can handle such a great increase in commercial density.

Even worse, an Urban Center designation will allow and encourage higher density residential development in the adjacent residential areas, way beyond the current zoning limits. This will degrade the predominant single-family character of the neighborhood west of Macadam, and on both sides of the avenue will exacerbate an already crowded on-street parking problem.

**Lastly, in Lair Hill, SPNA requests that the YMCA site (currently zoned CN) be changed to mixed-use zone CM1 rather than CM2 as proposed.**

**Rationale:** The CN zone is being converted to CM1 at every other place in SW Portland, and indeed throughout the city. Jumping an extra step to CM2 allows higher building heights and more square footage (FAR) than CM1. This site will become the Northwest corporate headquarters for Under Armour. The company has indicated they eventually may want to add additional floors to their new building. If so, the impacts of this should be evaluated under a site-specific process where the pros and cons can be discussed and weighed openly with adequate opportunity for public participation and comment. Slipping in a significant up-zoning of one site as part of the city-wide Comp Plan update seems to violate Portland’s commitment to open public process.

The above requests were formally adopted by the South Portland Neighborhood Association at its regular Board meeting on December 2, 2015. The two requests dealing with centers and corridors were also adopted by the Board of Southwest Neighborhoods, Inc. (SWNI).

We understand that Council is receiving numerous, perhaps eventually hundreds of requests for changes to the Recommended Comp Plan. Given that SPNA’s requests come from a duly elected neighborhood association representing the interests of several thousand Portland residents, we ask that they receive your careful and we hope favorable consideration.

Sincerely

Ken Love, President  
South Portland Neighborhood Association

Jim Gardner, Land Use Chair  
South Portland Neighborhood Association





THE  
BOOKIN  
GROUP  
LLC

Land Use &  
Institutional  
Planning

Policy Analysis

Project  
Management

Group  
Facilitation

December 3, 2015

Mayor Charlie Hales and City Commissioners  
Portland City Council  
1221 SW 5<sup>th</sup> Avenue, Room 130  
Portland, Oregon 97204

**SUBJECT:** Extending the Institutional Campus (CI) Comprehensive Plan Designation to the Campus of the National College of Natural Medicine (NCNM)

Dear Mayor Hales and City Commissioners:

The Bookin Group LLC (TBG) is the long-time consulting land use planner for the National College of Natural Medicine (NCNM), which is located at 049 SW Porter Street in southwest Portland. Established in 1956, NCNM is the oldest programmatically-accredited naturopathic medical school in North America. Currently, it offers three four-year graduate degree programs but, as envisioned in its adopted 10-year Conditional Use Master Plan (LU 12-156563), the college plans to expand its offerings to include an under-graduate program, with a total of 800 students, 310 faculty and staff, and 35,000 outpatient visits to its on-campus clinic by 2022.

As illustrated in Figure 1, NCNM occupies a 5.4-acre "island" surrounded by SW Naito Parkway, SW Kelly Street, SW Corbett Avenue and the Ross Island's west bridgehead. Of this 5.4 acres, the college now owns 4.5 acres. As illustrated in Figure 2, the campus has a patchwork of zoning designations, including High-Density Residential (RH), General Employment (EG) and Office Commercial (CO2), with related underlying comprehensive plan designations. Because colleges/universities are conditional uses in the RH zone, the entire campus is considered to be a conditional use, and, as noted above, is now regulated by its 2012 CUMP. No changes in this zoning pattern are proposed in the proposed Comprehensive Plan Update.

Based on the foregoing background, I am here this evening on NCNM's behalf to request that the proposed Institutional Campus (IC) Comprehensive Plan designation be extended at least to all of its ownership within its approved campus boundary and, preferably, to all 5.4 acres. This will make the campus eligible for legislative rezoning to one of the proposed complementary Campus Institutional (CI 1/2) zones. The Bureau of Planning and Sustainability (BPS) already recommends the extension of the new comprehensive plan designation to 15 medical centers and colleges/universities with greater than 10 acres. However, the latter was an informal criterion, according to John Andrew Cole, the PBS project manager for the project.

Despite its smaller size, NCNM meets all the qualifications as an institution of higher education, including under-graduate and graduate programming and a full range of existing and proposed campus facilities. Simplifying its current patchwork of comprehensive plan/zoning designations would give the institution the flexibility to be regulated through its current CUMP approval and/or subsequent land use entitlements provided by one of the new proposed CI zoning designations. Such flexibility will enable the college to fulfill its vision for growth, thus, contributing to the city's educational, cultural and economic well-being.

We would appreciate the Council's consideration of this request in its deliberations. Thank you.

Sincerely,

Beverly Bookin, AICP, Senior Principal

Attachment

cc: Keith North, NCNM

813 SW Alder Street  
Suite 320  
Portland, Oregon  
97205

Telephone  
503.241.2423

Facsimile  
503.241.2721

FIGURE II-1: APPROVED CAMPUS BOUNDARY

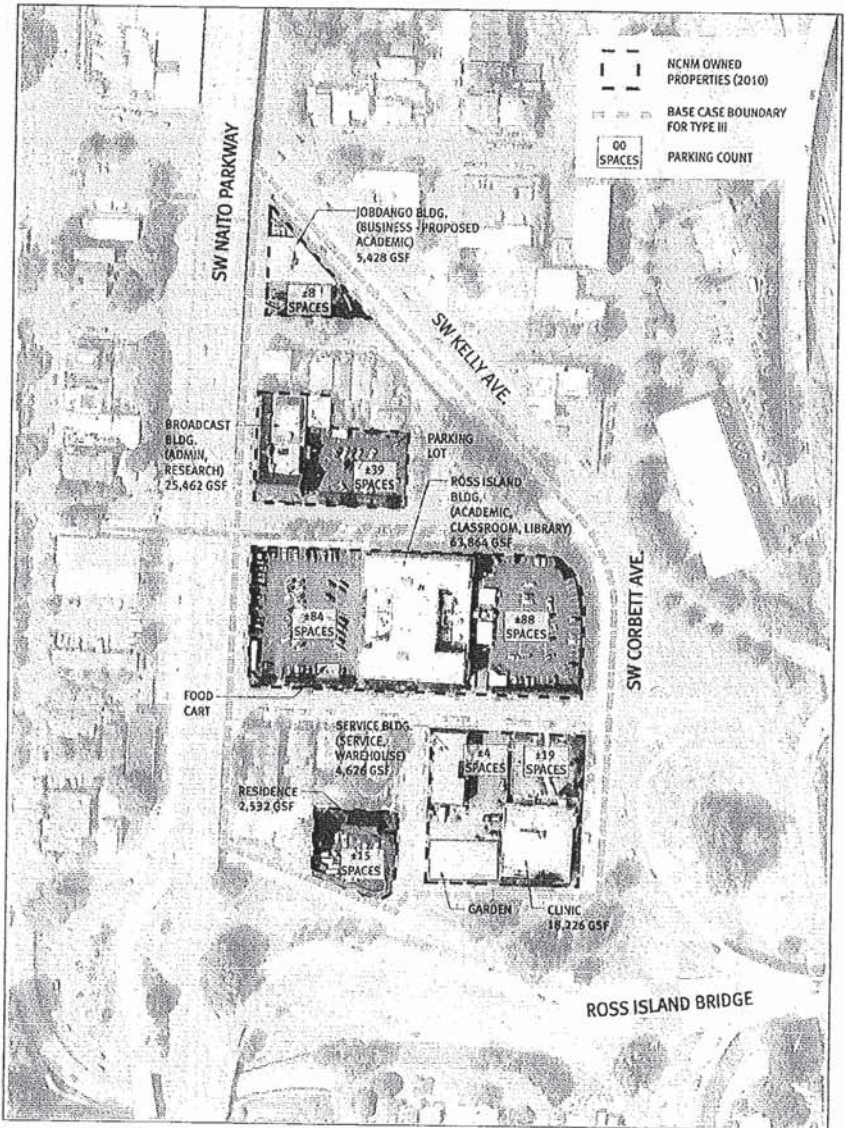
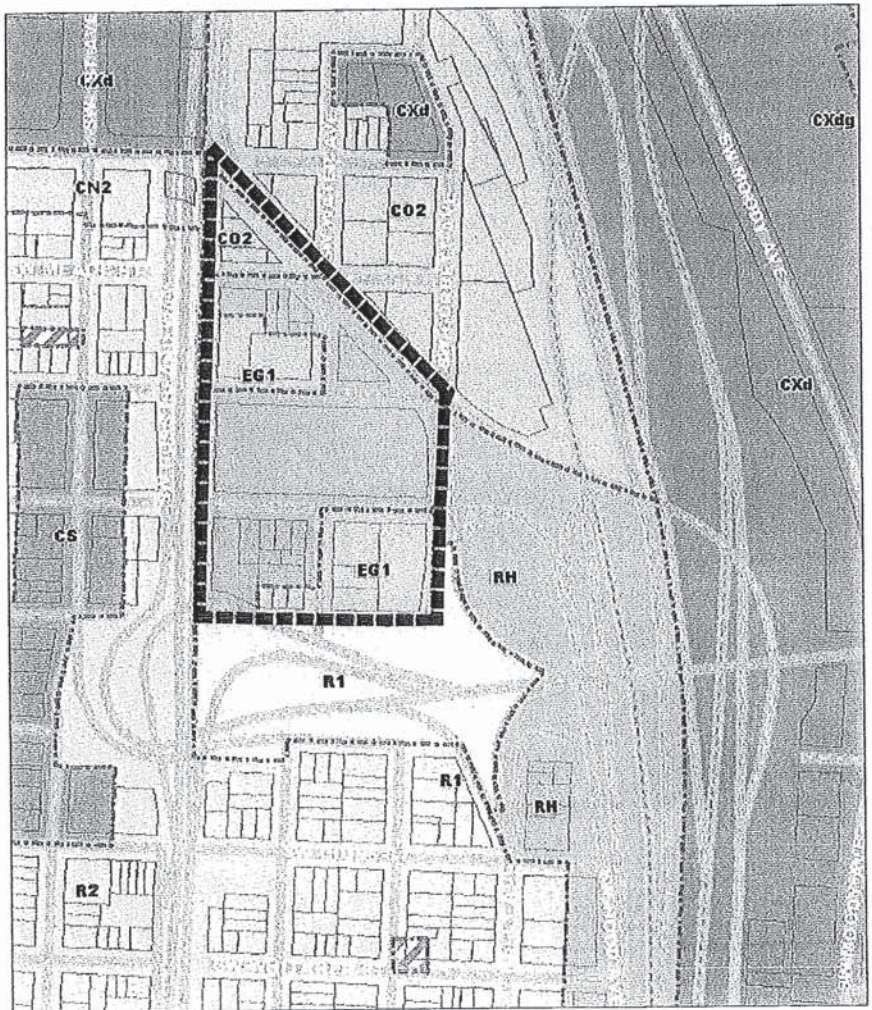




FIGURE II-2: ZONING



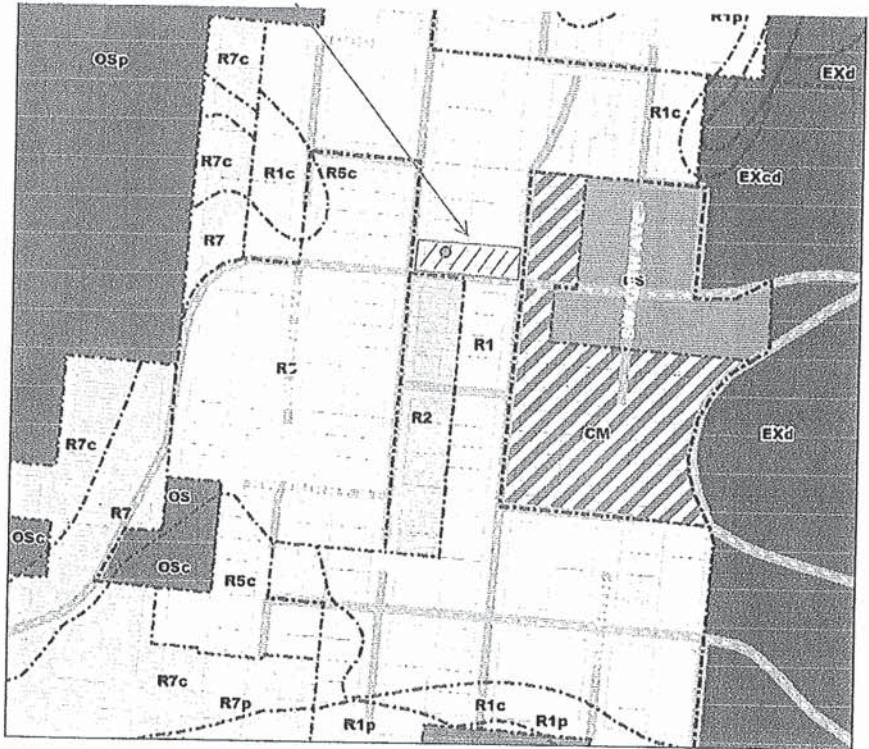


Proposal for City of Portland Consideration as part of the 2035 Comprehensive Plan.

Request consideration to Extend CM1 zoning 1 block west up SW Gibbs St. to SW 12th.

The property at 1139 SW Gibbs is currently under a developmental feasibility study and is ready for redevelopment. A Multi-Use development on this site will help provide much needed small retail spaces and provide modern-up to date Marquam Hill housing. In addition to the sidewalk and drainage improvements it will provide to the corridor.

This site is within 200ft of the proposed zoning change on SW 11th and with the high pedestrian traffic on SW Gibbs this proposed change will help create the small urban center needed up on Marquam Hill.



Nilogram Dev LLC  
1139 SW Gibbs St. Portland  
OR 97239  
Larry Margolin 971-645-5276

DAVE & DIXIE JOHNSTON  
0550 S.W. Palatine Hill Rd.  
Portland, Oregon 97219  
(503) 636-0959

November 17, 2015

Mayor Charlie Hales  
Commissioner Steve Novick  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Amanda Fritz

Portland City Hall  
1221 S.W. 4th  
Portland, Oregon 97204

Re: Comprehensive Plan,  
Recommended Draft

Mayor Hales and Commissioners:

Please consider the following in connection with the Comprehensive Plan. We have been Land Use Chairs for Collins View Neighborhood Association for many years and studied the Comprehensive Plan at length, but note that the Association has not voted on these comments and they should not be considered its official position.

We commend the Planning and Sustainability Bureau and Commission for their excellent work and recommend approval of the Plan subject to the following comments:

- o The Plan Map is appropriate as it concerns the Collins View Neighborhood. We urge approval as submitted.
- o We are concerned about listing the CI designation and its zones as employment areas and allowing retail services for the surrounding areas in policies 6.59 and 10.20.

We suggest in Policy 10 above "20 Institutional Campus" adding the heading "Education and Medical Institutions" and deleting the wording "Neighborhood-serving commercial uses and other services" from 10.20 and 6.59.

This will better protect the surrounding areas. We also believe colleges and schools should be focused on education and medical centers on health care and not on creating employment as such or providing commercial services to the surrounding areas.

- o We also suggest the following changes to terminology:

1. Rename "Community Involvement" to "Citizen Involvement" (Poicy 2) to continue to emphasize the importance of citizen input. Add "Neighborhood Associations as geographically defined and composed of local residents shall be Portland's acknowledged citizen involvement program and be the primary vehicle for community input in Land Use Decisions."

The Recommended Draft seems to downplay the role of citizens and local neighborhoods.

The first dictionary meaning of "citizen" is an inhabitant of a city. The Comp Plan Draft Glossary defines "community" as a group of people with a shared sense of identity or belonging. In such a meaning sometimes individuals become trapped by the group which discourages the "Equity Principle" for others. "Citizen Involvement" is also Goal 1 in Statewide Planning Goals.

2. "Resilience" be changed to "Sustainability":

"Resilience" is reactive in dictionary meaning: a. recovery, especially to a prior state. b. adjusting to misfortune or change. c. jumping back, recoiling. The Comp Plan Draft Glossary has a slightly different meaning.

"Sustainability" is proactive in dictionary meaning: a. \*(legal) supporting as true, legal, or just. b. using a resource (carefully) so it can be replaced and not destroyed. c. supporting lifestyle long term as in "sustainable society."

"Sustainability" is a better word to describe long range planning. Portland has both a BPS and a PSC, but the word sustainability is not in the Glossary.

Respectfully submitted,

Dave and Dixie Johnston

cc: Council Clerk



Good Afternoon members of the City Council

My name is Leonard Waggoner, my address is 33951 S.E. Oakview Dr., Scappoose, Or. 97056

I am a Real Estate Development Consultant for commercial and multifamily properties.

Fact: The city council is the presiding political body for the City of Portland and any comprehensive plan map change must be approved by your majority and subsequently approved by the state of Oregon

Fact: Approval of the comprehensive plan in question will be followed by a zone change to institutional Campus IC, since the comp. plan change and the zone change are interrelated

Fact: My client, Jovenco, owns a parcel of land, 6,000 Square feet with a 9 unit, 2 story apartment building 8,000 Square feet in size.

to the U.S. Constitution, defined in the “Eminent Domain” authority, an have defined:

### **Elements of Eminent Domain**

To exercise the power of eminent domain, the government must prove that the four elements set forth in the Fifth Amendment are present: (1) private property (2) must be taken (3) **for public use** (4) and with just compensation.

#### **Legacy hospitals (Is not a public entity)**

Legacy Health, a nonprofit, locally owned organization based in Portland, Oregon, and serving Oregon and Southwest Washington, is well-known for its hospitals, the only health system covering the Portland-Vancouver area with multiple hospitals and a specialized children’s hospital.

**Taking:** The second element refers to the taking of physical property, or a portion thereof, as well **as the taking of property by reducing its value.**

Fact: The notice from the City of Portland, Bureau of Planning and Sustainability, of October 13, 2015 states “These changes may affect the value of your property”

Fact: In order to seek redress against this process, the client's only course of action is to bring suit against the City of Portland for condemnation and loss of potential value.

Fact: My client is a reasonable individual and seeks only to have is property removed for the comprehensive plan map change and subsequent zone change herein discussed, and further to be assured by the City of Portland that the current RH zone and 4:1 FAR factor will be protected now and into the future.

Fact: The responsibility for resolution is yours!



Fact: The client's property, located at 2244 N.W. Overton is zoned RH (residential high density)

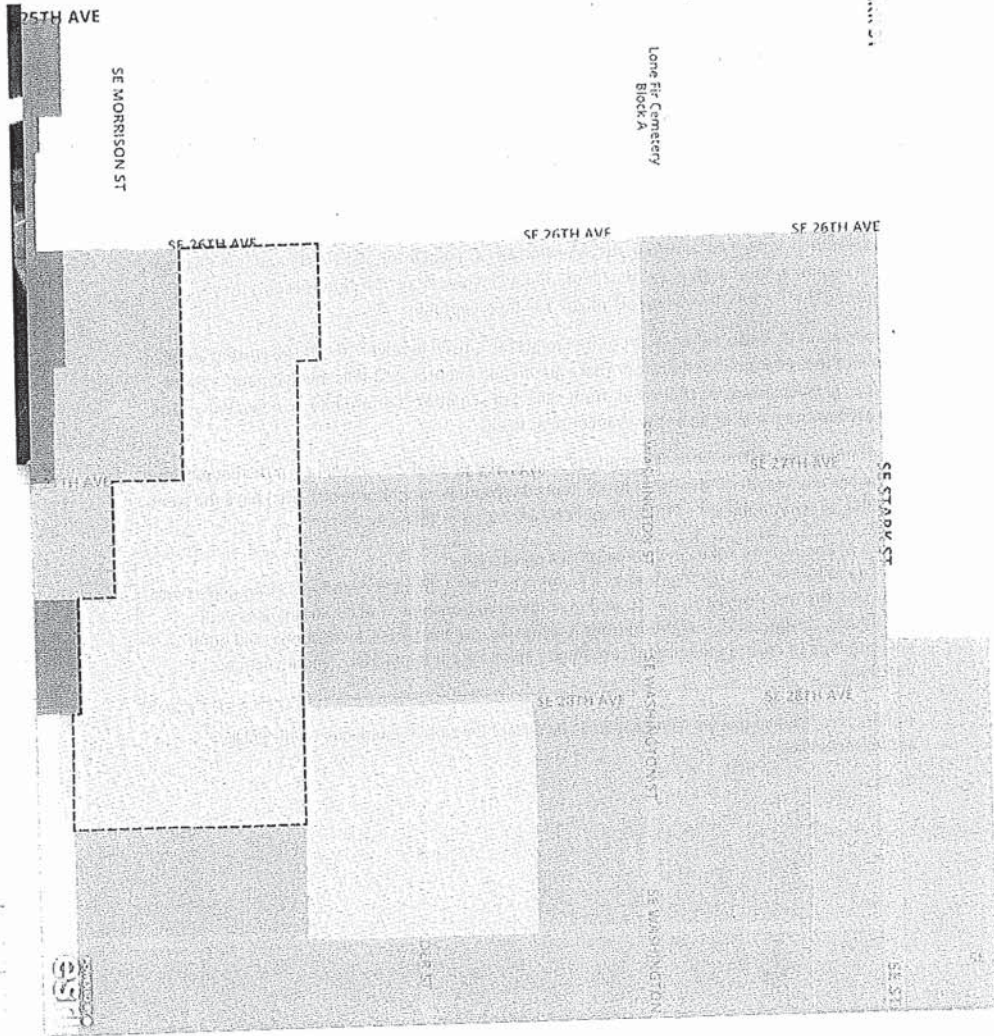
Fact: The property at 2244 NW Overton has a FAR factor of 4:1 thus allowing a remodel or new construction up to 24,000 Square feet under the current zoning codes.

Fact: When the comprehensive plan and subsequent zone change are applied to my client's property as proposed the only use my client will have for the property is to operate it in its current function under the "grandfather" rules.

Fact: Since the action of this political body will result in eliminating any increase in value currently allowed under the RH and the 4:1 FAR it can be determined that the comprehensive plan map change and subsequent zone change are in fact a condemnation of my client's property.

Fact: The power of condemnation by a political body such as this comes from the 5<sup>th</sup> Amendment

Submitted by  
Cam Noble  
12/3/15



December 3,2015

Council Clerk  
1221 S.W. 4<sup>th</sup> Ave, Room 130  
Portland, OR. 97204

Re: "Comprehensive Plan Testimony"

Property: 323 N.E. 156<sup>th</sup> Ave  
Portland, OR. 97230

Owners: Robert & Eileen Rosholt  
409 N.E.156<sup>th</sup> Ave,  
Portland, OR. 97230  
(503) 341-4582



The property encompassing the 323 N.E. 156<sup>th</sup> Ave residences is on a street extending four blocks from N.E. Glisan Street to N.E. Couch Street. In this short distance there are three abandoned and boarded up houses that are an economic liability due to prior drug use, deterioration, and demolition costs. Three other houses are occupied but rents on two barely defray costs and costs to improve could never be recovered. The remaining house carries debt in excess of the value in land. There is also considerable undeveloped land.

My wife and I purchased 323 & 345 N.E. 156<sup>th</sup> Ave to terminate the drug activity of those residing at 345. For four months the bank refused to finance 323 until we demolished 345. I had already put \$40,000.00 into 323 to make it fit to rent, prior to ownership and persuaded the bank to allow me to remove utilities and board it up to avoid demolition costs.

Best use of this under utilized property is with a R2 zone. This zone provides an occupancy density that is neighborhood friendly. A "garden court" layout creates collective backyard and secure social setting for the tenants. This density also accommodates off street resident parking and still achieve a landscape density superior to what is found on most single-family residences.

My wife and I own properties zoned R2 that are adjacent to 323 and extend north to Glisan Street.

In the late sixties my wife and I could not qualify to buy a home because a wife's income was not included in loan applications. This was also at a time when it was difficult for families with children to find rentals since children were discriminated against in the rental market. I determined we would have to build a rental since the loan would be supported by rental income, not our own. We picked the location next to Glenfair grade school so we could serve families with children. We built in three phases so we could provide the sweat equity needed to augment loan funds. We created what Mark Berry called at that time "the nicest complex on the east side" We filled up with families with kids and enjoyed what we happily called our "Camelot Years".

Through the years we purchased a couple more R2 zoned properties and now want to extend our "garden court" approach to these underutilized properties as well as the 323 property.

We were able to create a property that met all the goals Amanda Fritz indicated you were looking for at an earlier Comprehensive Plan meeting. "A great place necessary to support a great city", served families in need, met housing demands at time, had a long waiting list, and actual improvement landscaping exceeded what existed prior to development.

The Opportunities are in the Details

#### 1. THE WIND WAS AT OUR BACK ON THE PREVIOUS DEVELOPMENT

- a. Street & curbs were in place .We didn't have to fund from improvement loan.
- b. Financing amount was optimum because the street & curbs were in.
- c. Didn't have to fund soft costs- architect and engineering costs

Note: I had taken classes in engineering fundamentals, architectural drafting, and surveying. Between my wife and I we were able to perform this function and avoid these costs.

- d. Contractor profit was avoided by me acting as the contractor

Note: Had helped my dad while in high school convert a one bedroom one bath house with a large attic into a three bedroom, two bath house that accommodated 3 adults and 8 children this gave me the confidence to take on contracting.

- e. This enabled us to build home like units with sound deadening, party walls, and double joist ceilings/floors, as well as heat pump HVAC when most rentals were being built with baseboard electric. Costs avoided allowed for rents that were below market.

#### AFFORDABLE

#### 2. THE WIND IS NOT AT OUR BACK IN THESE FINAL PHASES

- a. Street, curbs, & sidewalks are not in and a LID will be needed to get this cost spreads out over time.
- b. Financing will not be optimum because of the neighborhood we are trying to transform.
- c. We have to fund soft costs (architect & engineering) estimated to be 15% of construction costs.
- d. We will have to fund contractor profit- I'm out of touch.
- e. I hope to some how fund an increase quality improvement with energy efficient ductless heat pumps and solar hot water.

## SOLUTIONS:

Treat areas that are struggling as investment opportunities in which costs expended will stimulate improvement, which will ultimately be recovered with the increased tax revenue for the improvement

A. Streets, curbs, & sidewalks create an immediate increase in land value. This precipitates improvement through replacement, modifications or infill of under utilized property.

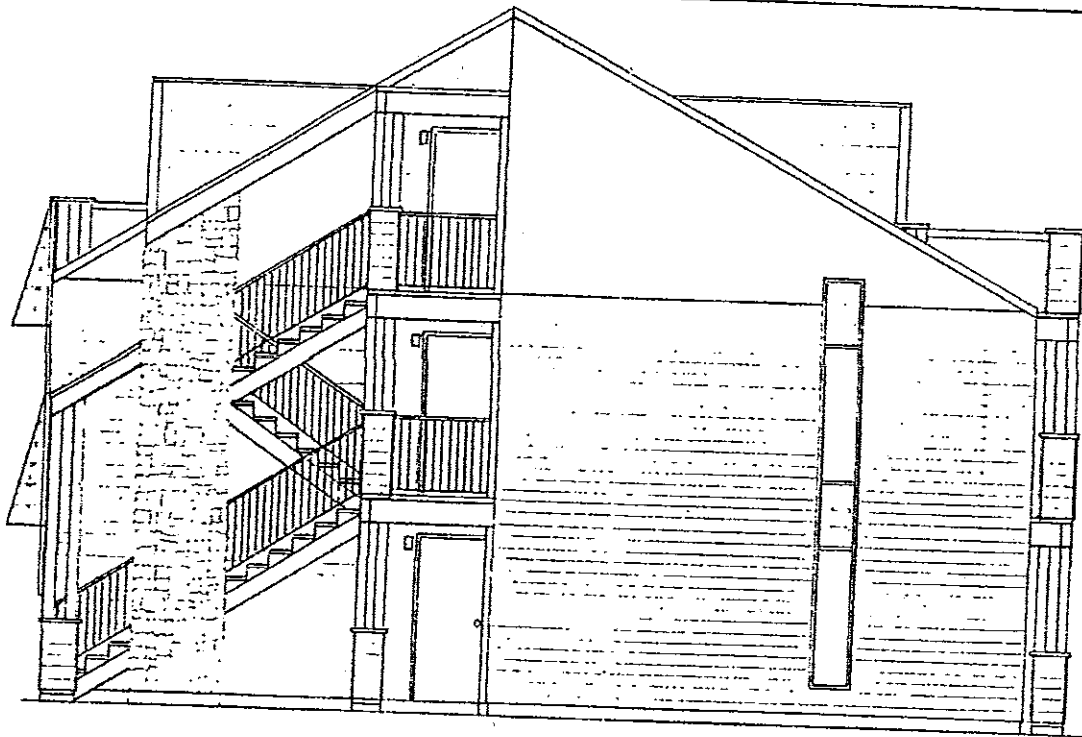
1. Salem Oregon apparently uses this approach and does not even place a lien on adjacent properties. This also optimizes financing which encourages higher value improvements.
2. LID liens need payment deferred until property is sold for most property owners in areas that are struggling. Subordinate lien to lenders to optimize financing.

B. Up zoning in struggling areas increases density, which spreads street, curbs, & sidewalk costs. The increased improvement value will subsequently increase tax revenue and recover costs.

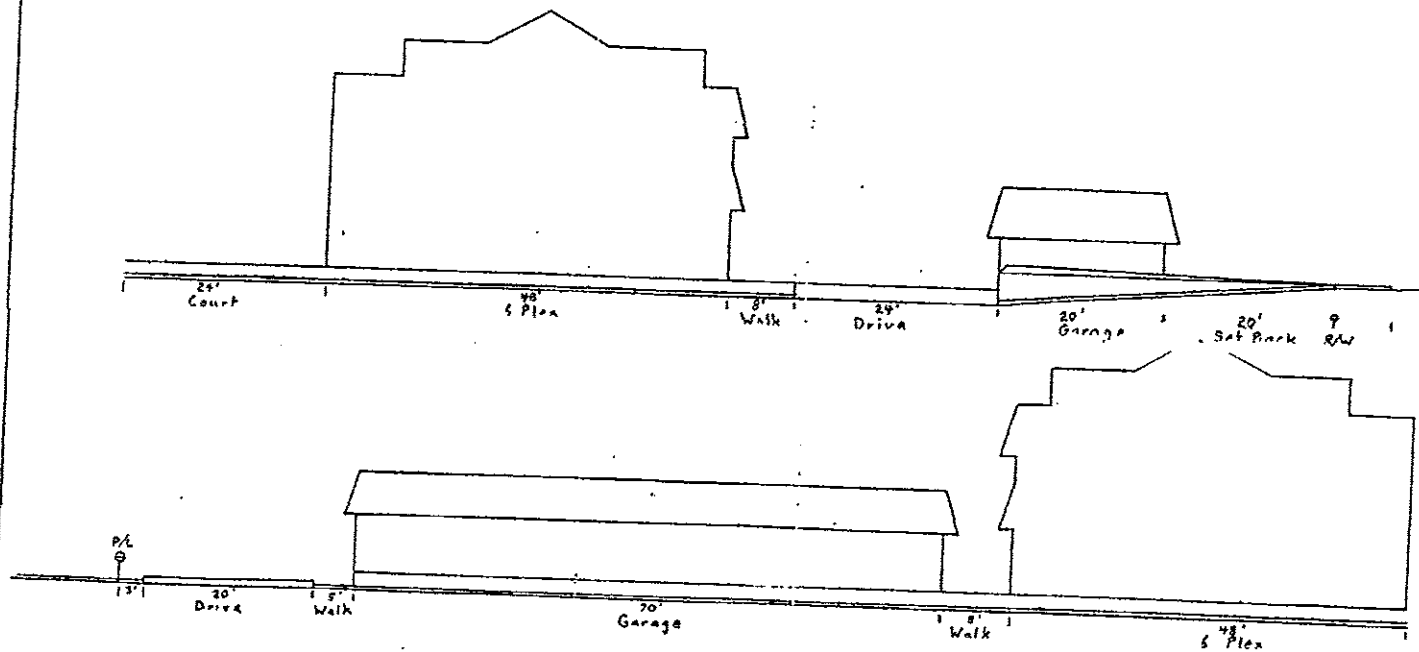
C. Demolition is needed on deteriorated housing in most struggling areas, especially on large lots suitable for up zoning. I suggest a formula that factors in the difference in the value of the new improvement and the existing improvement value. Projects designed to increase cash flow with little value increase to new improvement, could be rendered uneconomical to proceed.

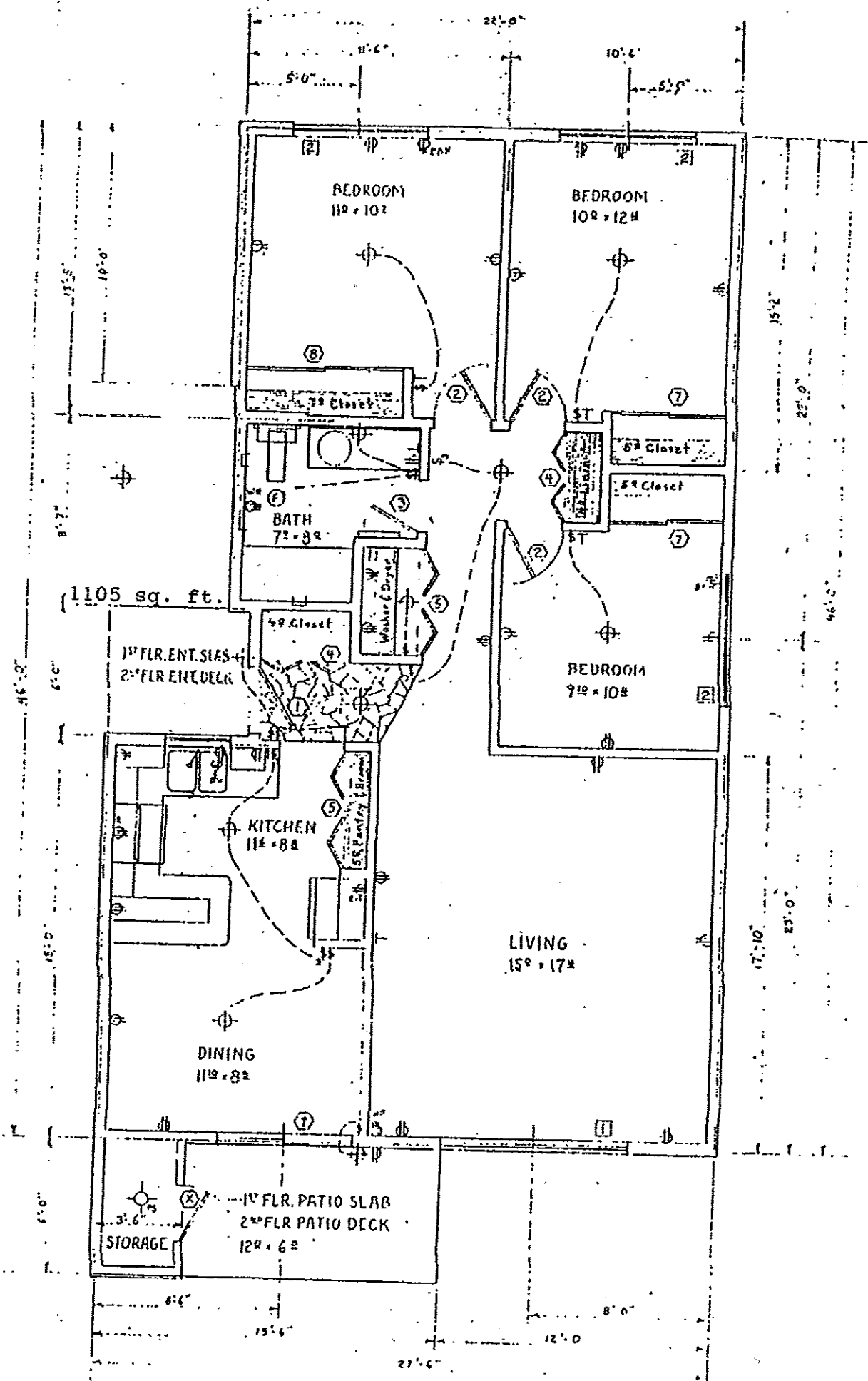
D. Soft costs could be defrayed with city involvement, leaving more funds to increase value of improvement. The smaller the project the higher the percentage share that goes to soft cost. If the city created a variety of plans that met city goals for infill, architectural and structural engineering complete, and provide these to small builders and property owners free of charge, many projects would become economically feasible. An economic win for both the city, builder and the property owner.

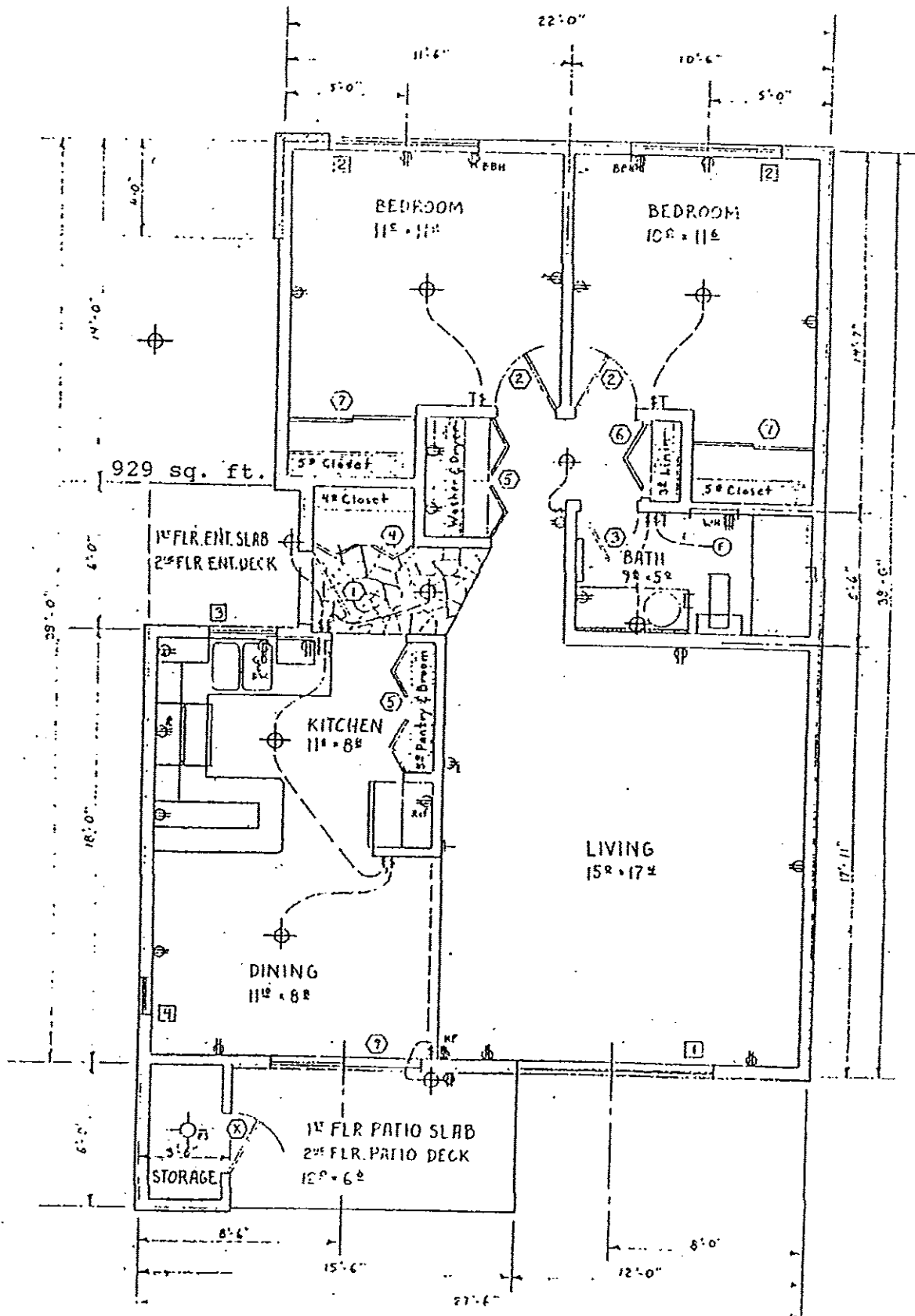




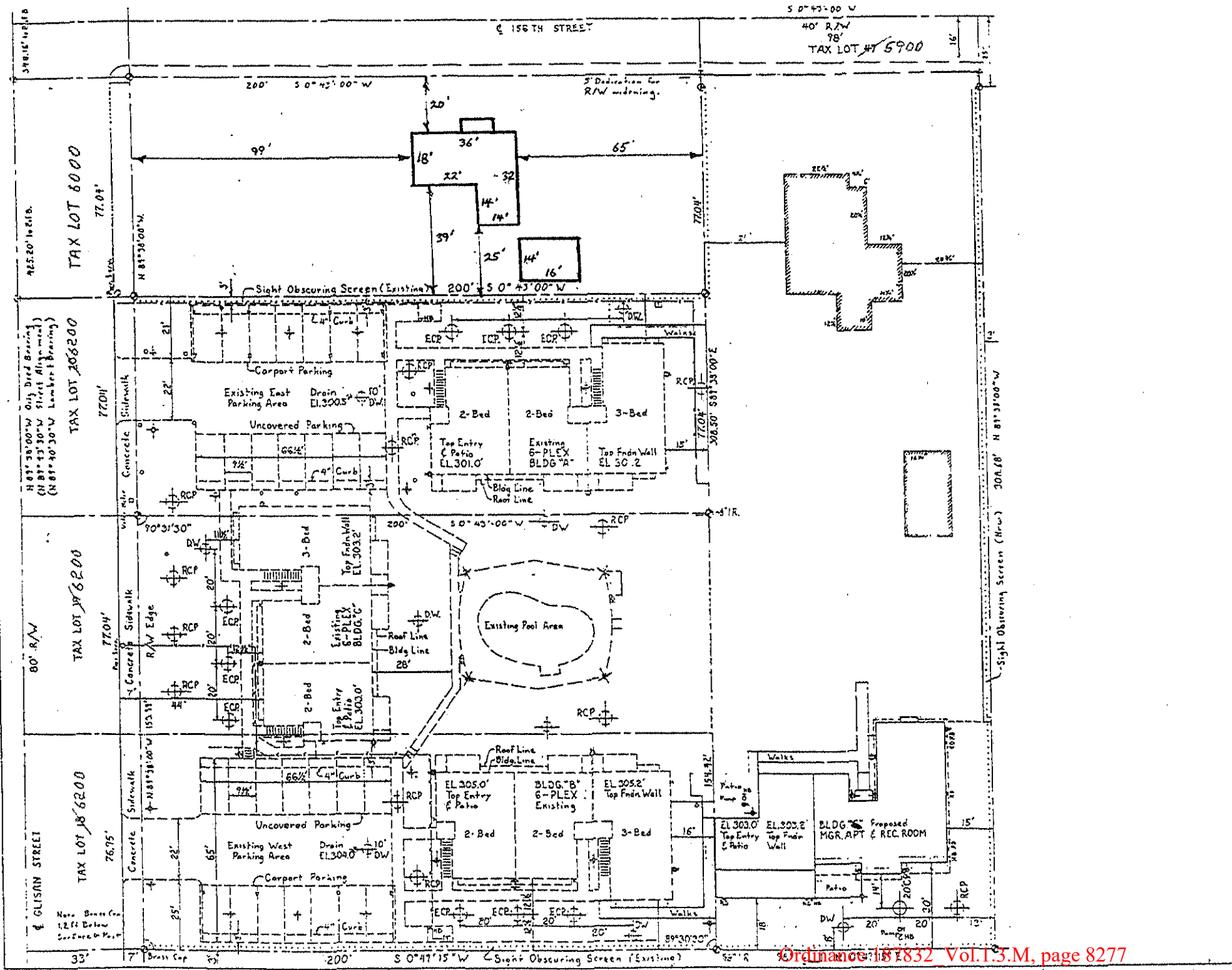
Street View Elevation (156<sup>TH</sup> Ave.)





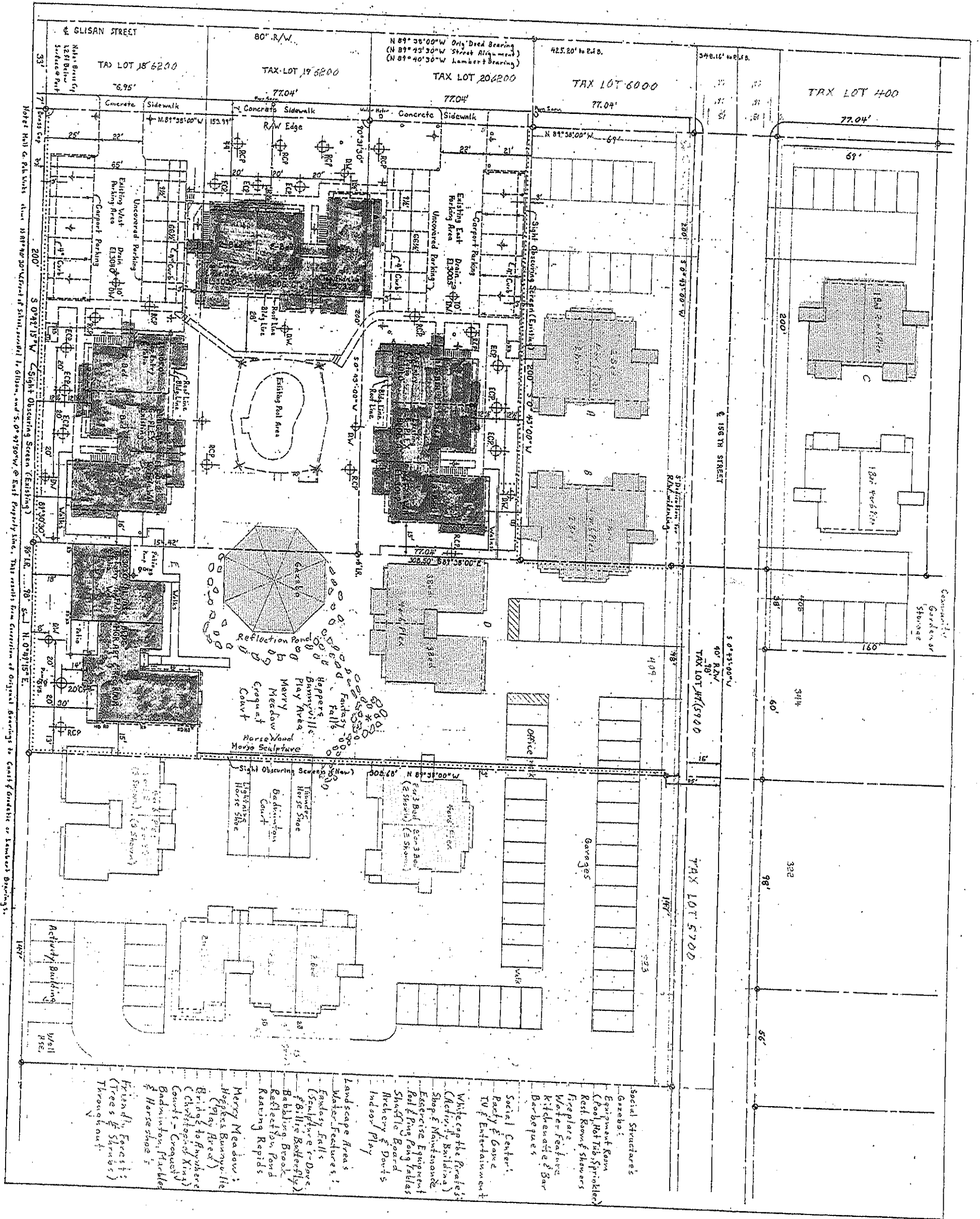






Notes: 1. All dimensions are in feet and inches. 2. The plan is based on the survey of the subject property by the City Engineer, dated 1/15/1982. 3. The plan is subject to the approval of the City Engineer and the City Council. 4. The plan is subject to the approval of the State Engineer and the State Board of Health. 5. The plan is subject to the approval of the State Board of Planning and the State Board of Zoning. 6. The plan is subject to the approval of the State Board of Environmental Planning and the State Board of Natural Resources. 7. The plan is subject to the approval of the State Board of Parks and Recreation. 8. The plan is subject to the approval of the State Board of Transportation and the State Board of Public Works. 9. The plan is subject to the approval of the State Board of Education and the State Board of Higher Education. 10. The plan is subject to the approval of the State Board of Labor and Industry. 11. The plan is subject to the approval of the State Board of Agriculture and the State Board of Forestry. 12. The plan is subject to the approval of the State Board of Conservation and the State Board of Wildlife. 13. The plan is subject to the approval of the State Board of Cultural Affairs and the State Board of Arts. 14. The plan is subject to the approval of the State Board of Community Development and the State Board of Housing. 15. The plan is subject to the approval of the State Board of Economic Development and the State Board of Trade. 16. The plan is subject to the approval of the State Board of Energy and the State Board of Power. 17. The plan is subject to the approval of the State Board of Environmental Quality and the State Board of Pollution Control. 18. The plan is subject to the approval of the State Board of Health Services and the State Board of Public Health. 19. The plan is subject to the approval of the State Board of Human Resources and the State Board of Social Services. 20. The plan is subject to the approval of the State Board of Information and the State Board of Communications. 21. The plan is subject to the approval of the State Board of International Trade and the State Board of Foreign Relations. 22. The plan is subject to the approval of the State Board of Law and the State Board of Justice. 23. The plan is subject to the approval of the State Board of Military and the State Board of Veterans Affairs. 24. The plan is subject to the approval of the State Board of National Security and the State Board of Defense. 25. The plan is subject to the approval of the State Board of Science and the State Board of Technology. 26. The plan is subject to the approval of the State Board of Space and the State Board of Aeronautics. 27. The plan is subject to the approval of the State Board of Transportation and the State Board of Aviation. 28. The plan is subject to the approval of the State Board of Water and the State Board of Fisheries. 29. The plan is subject to the approval of the State Board of Wildlife and the State Board of Game and Fish. 30. The plan is subject to the approval of the State Board of Parks and the State Board of Recreation. 31. The plan is subject to the approval of the State Board of Cultural and the State Board of Arts and Heritage. 32. The plan is subject to the approval of the State Board of Community and the State Board of Urban Planning. 33. The plan is subject to the approval of the State Board of Economic and the State Board of Industrial Development. 34. The plan is subject to the approval of the State Board of Energy and the State Board of Nuclear Power. 35. The plan is subject to the approval of the State Board of Environmental and the State Board of Air Quality. 36. The plan is subject to the approval of the State Board of Health and the State Board of Medical Services. 37. The plan is subject to the approval of the State Board of Human and the State Board of Social Services. 38. The plan is subject to the approval of the State Board of Information and the State Board of Mass Media. 39. The plan is subject to the approval of the State Board of International and the State Board of Trade and Commerce. 40. The plan is subject to the approval of the State Board of Law and the State Board of Legal Services. 41. The plan is subject to the approval of the State Board of Military and the State Board of National Defense. 42. The plan is subject to the approval of the State Board of National Security and the State Board of Intelligence. 43. The plan is subject to the approval of the State Board of Science and the State Board of Research and Development. 44. The plan is subject to the approval of the State Board of Space and the State Board of Outer Space. 45. The plan is subject to the approval of the State Board of Transportation and the State Board of Public Transportation. 46. The plan is subject to the approval of the State Board of Water and the State Board of Water Resources. 47. The plan is subject to the approval of the State Board of Wildlife and the State Board of Wildlife Conservation. 48. The plan is subject to the approval of the State Board of Parks and the State Board of State Parks. 49. The plan is subject to the approval of the State Board of Cultural and the State Board of Cultural Heritage. 50. The plan is subject to the approval of the State Board of Community and the State Board of Community Development.

R2 Zone - Existing Improvement  
 R2 Zone - Planned Improvement  
 323 NE 156th - Planned With Zone Chg.



## Arevalo, Nora

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**From:** ginafire@gmail.com on behalf of Georgina Young-Ellis <gina@ltbprod.com>  
**Sent:** Wednesday, December 02, 2015 7:56 PM  
**To:** Council Clerk – Testimony; BPS Comprehensive Plan Testimony  
**Cc:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com  
**Subject:** Bike and pedestrian paths in the Multnomah Village area

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To Whom it May Concern,

My husband and I have recently moved to 4424 SW Freeman St. in Multnomah Village, and are delighted to find we are in easy walking distance to the shops and restaurants in the Village proper, as well as to the entrance of Woods Memorial Park, literally just a few hundred feet up 45th Ave. from Freeman St. The only problem is, in order to get to either of those destinations, or anywhere else we might want to walk to such as the post office or the SW Community Center, we have to walk for at least part of the way on 45th Ave itself. This is quite a dangerous proposition since there is no safe pedestrian walkway on the east side of the avenue for most of the way, which means we have to cross 45th and walk on the west side - also dangerous given that the traffic moves quickly and there is no crosswalk there. Then, we have to cross back over again to either enter the park or to get to any of the other destinations i mentioned. I don't know how families with children do it. I guess they just don't walk.

This of course brings me to bike riding. There is literally no way to safely ride a bike on 45th Ave between Taylor's Ferry and Vermont, which absolutely limits my ability to ride to anywhere else in the city. If Portland is to pride itself on being an increasingly walk-able and ride-able city, it needs to have pedestrian and bike paths on all major roadways, including in SW, where there are very few safe places to walk or ride.

At the moment, I am particularly concerned with 45th Ave., and urge our city officials to pay attention to the lack of accessibility there. Beyond that, I hope SW Portland will begin to receive the attention it needs to help its citizens drive less, and walk/ride more.

Sincerely,

Georgina Young-Ellis  
917-617-6869



**Arevalo, Nora**

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**From:** ginafire@gmail.com on behalf of Georgina Young-Ellis <gina@ltbprod.com>  
**Sent:** Wednesday, December 02, 2015 6:58 PM  
**To:** Council Clerk – Testimony; BPS Comprehensive Plan Testimony  
**Cc:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com  
**Subject:** Re: Multnomah Village CS Zones

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Portland City Council

Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

**Re: Multnomah Village CS Zones**

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City.

Please add this to the record.

Thank you,

Georgina Young-Ellis

4424 SW Freeman St.

97219

**Arevalo, Nora**

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**From:** ginafire@gmail.com on behalf of Georgina Young-Ellis <gina@ltbprod.com>  
**Sent:** Wednesday, December 02, 2015 6:53 PM  
**To:** Council Clerk – Testimony; BPS Comprehensive Plan Testimony  
**Cc:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com  
**Subject:** Re: Truth in Zoning

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Portland City Council

Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

## **Re: Truth in Zoning**

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

### **Land use designations - Amendment**

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- ~~General use and intensity expected within the area. In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.



- Level of constraint.

I also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

Georgina Young-Ellis

4424 SW Freeman St.

97219



# PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

Date: 12.2.15

To: Portland City Council

From: Sarah Huggins, Portland Parks & Recreation

cc: Brett Horner, Marty Stockton, Nan Stark

RE: Rezoning Property at 2613 SE 47<sup>th</sup> Ave

Dear Portland City Councilmembers:

Portland Parks & Recreation requests rezoning the property at 2613 SE 47<sup>th</sup> Avenue from R5 to OS as part of the Comprehensive Plan Zoning Code updates.

This property is owned by the City of Portland, and is part of Ivon Street Park. A Master Plan exists for this park, which has been partially implemented.

State ID 1S2E07BA 7600, R921802770.

Thank you for your consideration of this request.

Sarah Huggins  
503.823.3385

**Administration**  
1120 S.W. 5th Ave., Suite 1302  
Portland, OR 97204  
Tel: (503) 823-7529 Fax: (503) 823-6007

[www.PortlandParks.org](http://www.PortlandParks.org)  
Amanda Fritz, Commissioner  
Mike Abbaté, Director



## Arevalo, Nora

---

**From:** Neal Collins <neal.m.collins@gmail.com>  
**Sent:** Wednesday, December 02, 2015 12:52 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Re: Comprehensive Plan Testimony - We Need Greater Density!

2708 SE Main Street, Portland, OR 97214

> On Dec 2, 2015, at 9:41 AM, BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov> wrote:

>

> Hi Neal,

>

> Thank you for submitting your comment. In order for us to include it as public testimony, we will need your physical mailing address. Could you provide us with such?

>

> Thanks,

>

> -----Original Message-----

> From: Neal Collins [mailto:neal.m.collins@gmail.com]

> Sent: Tuesday, December 01, 2015 2:53 PM

> To: BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>

> Subject: Comprehensive Plan Testimony - We Need Greater Density!

>

> I would like to pledge my full support for the planning of higher density development throughout SE and the greater Portland area. While there is a lot of commotion about "tearing down Portland", the city has a huge demand for housing and something needs to happen. I personally like being able to walk to neighborhood amenities, catch local transit, and not have to rely upon a car. Keeping existing R5 or greater single family zones in the core just does not make any sense.

>

> Keep of the great work and don't listen to all the nay sayers. You have a chance to make this city a beacon for the 21st century!

>

> Kind Regards,

> Neal Collins

**Arevalo, Nora**

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**From:** Gena Hutton <gena@meandherdesigns.com>  
**Sent:** Wednesday, December 02, 2015 12:30 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Comprehensive Plan Testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,  
I own a house at 6029 SE 48th Avenue with my business partner. You are proposing a zone change to allow for increased density in that area.

We are strongly in favor of this change from R5 to R2.5 and support your efforts. This change will allow us to improve the property and significantly increase our value.

Thank you,  
Gena Hutton  
3002 Hendricks Hill Drive  
Eugene, Oregon 97403

541-686-9409



**Arevalo, Nora**

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**From:** arthur donaghey <arthurdonaghey@gmail.com>  
**Sent:** Wednesday, December 02, 2015 10:19 AM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Comprehensive Plan Testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,

My partner and I own the house at 6029 SE 48th Avenue in Portland that would be impacted by the proposed zoning change along Woodstock Blvd. I want the City to know that we are strongly in favor of changing our zoning from R5 to R2.5.

The house we own is 100 years old and requires extensive remodeling to keep it as a viable home. The R2.5 zoning would allow us to build a second house on our lot. This would significantly increase the value of our property which would give us the money to completely remodel the existing house.

We fully support the rezoning efforts along Woodstock Blvd.

Thank you.

--  
Arthur Donaghey  
6029 SE 48th Avenue  
541.870.3540

**Arevalo, Nora**

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**From:** Tai Juncker <kerbygrl@gmail.com>  
**Sent:** Wednesday, December 02, 2015 10:15 AM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** comprehensive plan testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am supportive of the planned zoning changes along Woodstock Blvd. I live in a rental in the effected area. I think this will really help revitalize the Woodstock neighborhood.

Thanks,  
Tay Juncker  
6029 SE 48th Ave  
Portland, OR, 97206

## Arevalo, Nora

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**From:** Som Subedi <som\_subedi@yahoo.com>  
**Sent:** Wednesday, December 02, 2015 10:10 AM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Comprehensive Plan Testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Comment: To have eyes and minds on including Immigrants and Refugees on the comprehensive plan.

Full Name: Som Nath Subedi

Address: 13040 SE KELLY COURT PORTLAND, OREGON 97236-1176

Testimony: Interested & available on Thursday, December 10 @ Parkrose High School.

On Wednesday, December 2, 2015 10:03 AM, Som Subedi <som\_subedi@yahoo.com> wrote:

Hi,

I am interested in testifying on Thursday, December 10th at Parkrose High School. How do I sign up? Please help

Som Subedi

503-839-8791

**Arevalo, Nora**

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**From:** Som Subedi <som\_subedi@yahoo.com>  
**Sent:** Wednesday, December 02, 2015 10:04 AM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Testify

Hi,  
I am interested in testifying on Thursday, December 10th at Parkrose High School. How do I sign up? Please help  
Som Subedi  
503-839-8791



Flanders Professional Building, LLC  
2250 NW Flanders St., Suite 104  
Portland, OR 97210

AUDITOR 12/14/15 AM10:30

2 December 2015

Portland City Council  
c/o Council Clerk  
1221 SW 4th Ave, Room 130  
Portland, OR 97204

RE: City of Portland Draft Comprehensive Plan  
2250 NW Flanders Street, Portland, OR

Dear City Commissioners:

Thank you for taking this request into consideration as part of updating the City of Portland Comprehensive Plan. We would also like to thank Joan Frederiksen, West District Liaison, for discussing the pending updates with me. As the owner of the property at 2250 NW Flanders Street, we would like to provide comments and recommendations for the Comprehensive Plan as it relates to the site and the neighborhood.

Our interest is for the Comprehensive Plan to encourage development that will enhance the long term interests and identity of this area. To this end, we have met with the Northwest District Association (NWDA) Planning Committee to discuss the future zoning of the 2250 NW Flanders property. The Committee voted at its November 5, 2015 meeting in support of the proposed Zoning and Comprehensive Plan Designation below.

Existing and Future (Draft Comprehensive Plan) Zoning Designation of property:

The property at 2250 NW Flanders consists of approximately 39,500SF of land located on the south side of NW Flanders Street, just to the east of NW 23<sup>rd</sup> Avenue. The property includes a 3-story commercial office building along NW Flanders, plus a surface parking lot extending south to NW Everett. Tenants of the late-1960's era building are primarily medical-related businesses. The current zoning designation for the property is RH – High Density Residential, a high-density multi-dwelling zone that generally allows for FARs up to 4:1. Therefore, the existing commercial building is a non-conforming use within the RH zone.

The abutting property to the west and the property across NW Flanders to the north are part of the CS - Storefront Commercial zone that extends north and south along the NW 23<sup>rd</sup> Street corridor. The properties to the east and south are residential.

The Draft Comprehensive Plan designation for our property remains RH – High Density Residential. The adjacent commercial properties along NW 23<sup>rd</sup> are being proposed for a zoning change from CS – Storefront Commercial to Mixed Use – Urban Center (MU-UC).

Proposed Zoning and Comprehensive Plan Designation: (see attached exhibit)

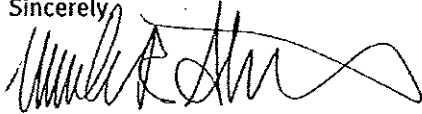
As part of the updates to the Comprehensive Plan, we propose that the Flanders frontage (approximately the northern two-thirds of the property) of the 2250 NW Flanders Street property be included in the new MU-UC Comprehensive Plan designation. This MU-UC designation encourages mixed-use, pedestrian focused and transit oriented development.

Explanation in Support of Proposal:

The MU-UC Comprehensive Plan designation we propose for our site is the same mixed-use designation that is currently proposed for other commercial properties immediately to the west. Given the long-time commercial use of the site, MU-UC is a much more appropriate designation than the currently proposed RH.

Thank you very much for considering our proposal. Please keep us informed of opportunities to continue to participate in the conversation regarding the future of the site and neighborhood.

Sincerely,



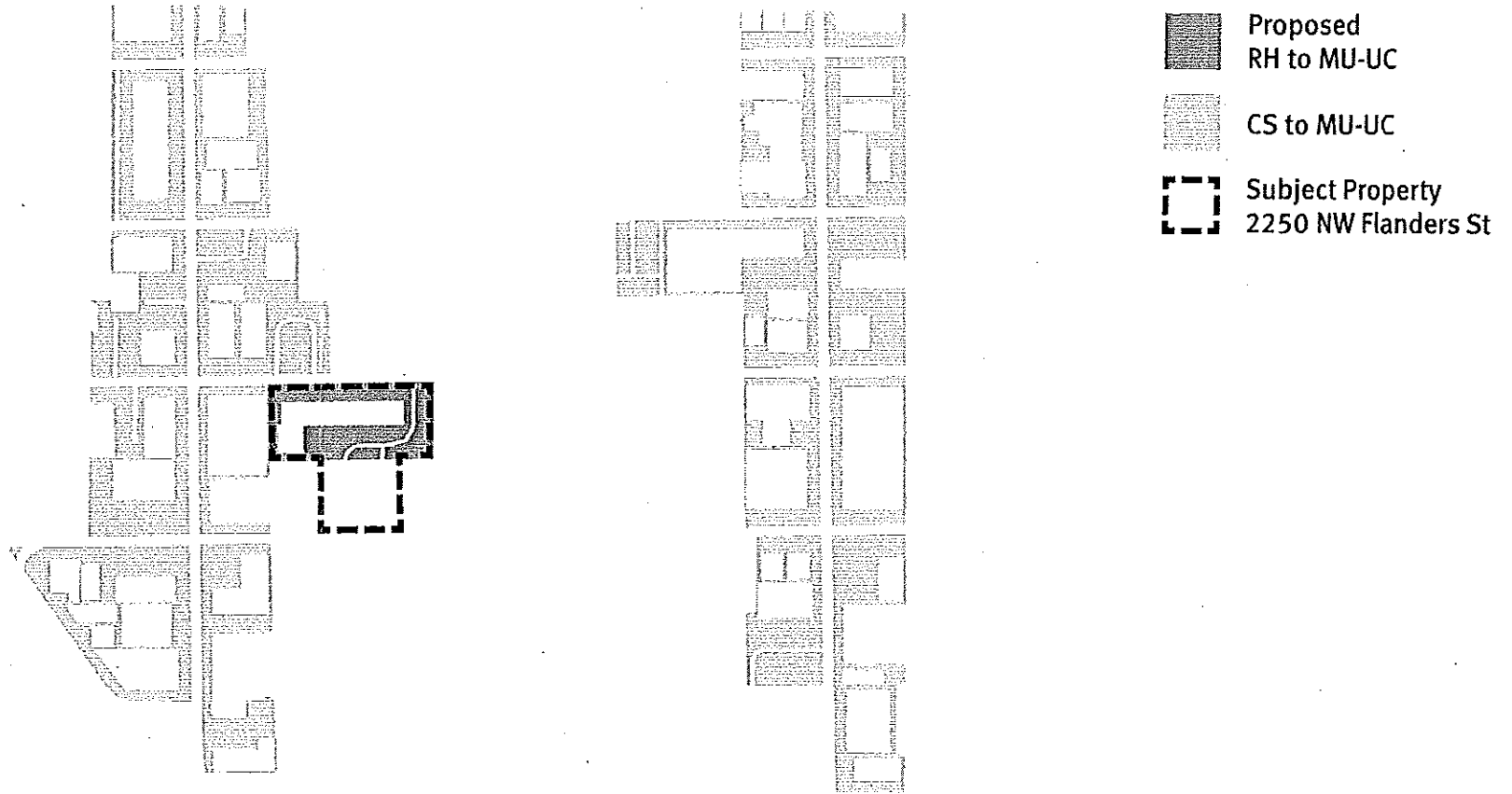
Mark R. Stromme  
Flanders Professional Building, LLC

Enclosures: Exhibit A  
cc: Joan Frederiksen, Planner / West District Liaison  
John Bradley, Chair, NWDA Planning Committee  
Hennebery Eddy Architects

Existing Zoning

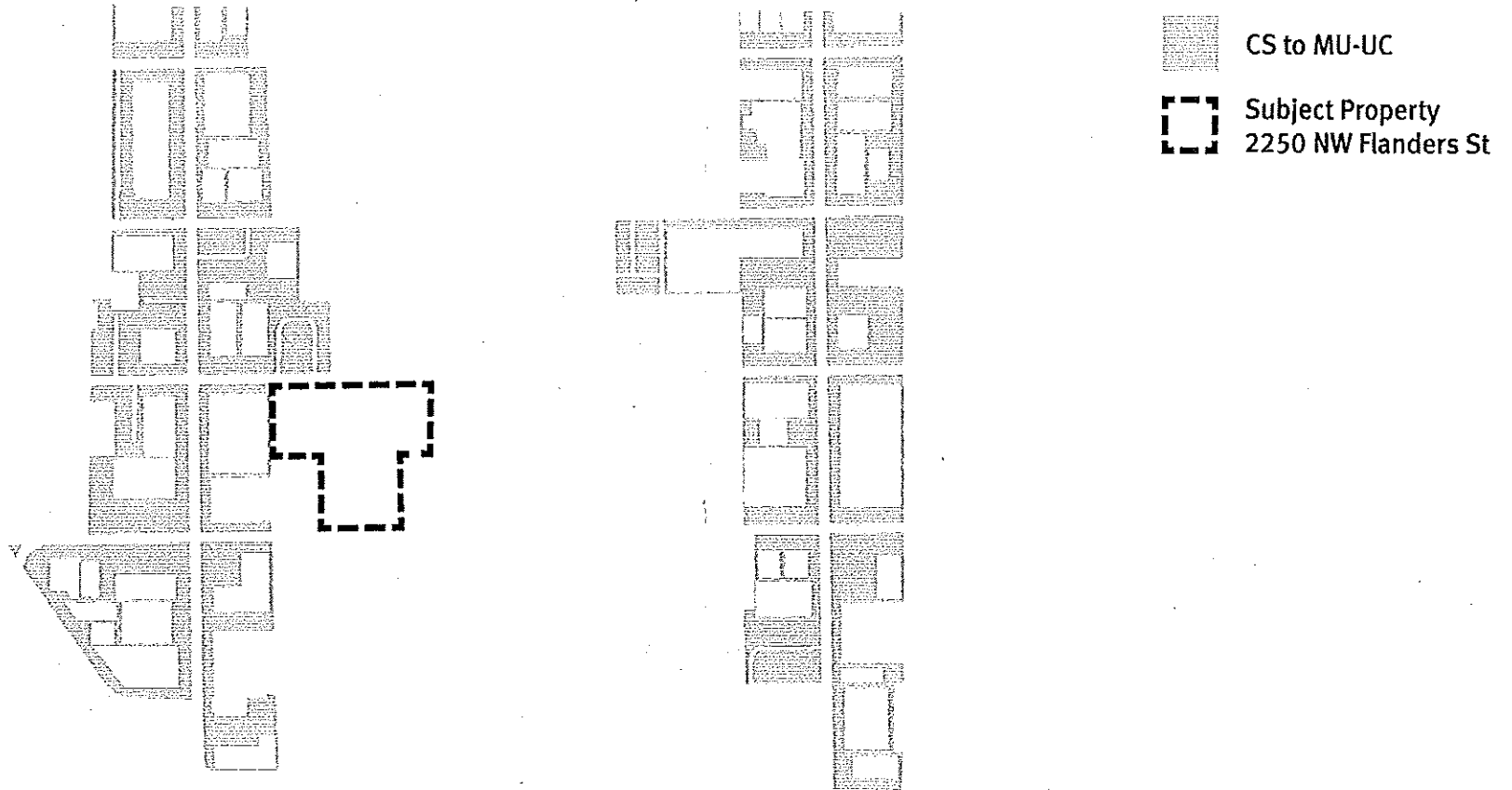


# Proposed Revision to Comprehensive Plan





Current Comprehensive Plan Draft



**Arevalo, Nora**

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**From:** joanne cicrich <jcicrich@yahoo.com>  
**Sent:** Tuesday, December 01, 2015 4:18 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** Argay Terrace livability and safety

Dear Counselors: I have lived in Argay Terrace for the past 13 years. One of the reasons I moved there was for the ranch style homes and none of the streets went through due to the farm and the freeway. If you build apartments our whole neighborhood does not want Rose Parkway, Fremont, Milton or any other street opened. We have no business in this neighborhood, and the new people living on 148th can easily use San Rafael, Helsey, or Sandy, or Airportway to get where they are going.

Some of the things that have happened recently is gas stolen from 2 vehicles plus dress, and a shelving unit. That was just from one house. We had a 100 ft extension cord stolen from a tenant from my house, also a bad cell phone was stolen from my boyfriend's truck and also a black & Decker circular saw was stolen from my garage. In past years a man has scaled the freeway wall and then climbed a neighbor's house. Also I heard from my next door neighbor that another woman was home and she heard the doorbell downstairs. She went there and a man demanded her to open the door, but she went upstairs and called police. I also know an old man who lives on 141st & Fremont Court. He has had things stolen alot from his yard. I am afraid if you open up our streets that more crime and speeding traffic will happen. There is no valid reason for any of our streets to be opened. Thank You,  
Sincerely Joanne Cicrich

## Arevalo, Nora

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**From:** Washington, Mustafa  
**Sent:** Tuesday, December 01, 2015 3:45 PM  
**To:** RICHARD EMERY  
**Cc:** BPS Comprehensive Plan Testimony  
**Subject:** RE: Please Prevent Industrial Development in Wildlife Habitat

Dear Richard,

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:** RICHARD EMERY [mailto:rsemery1@me.com]  
**Sent:** Tuesday, December 01, 2015 2:05 PM  
**To:** Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>  
**Subject:** Please Prevent Industrial Development in Wildlife Habitat

Honorable Portland City Council Members and Mayor Hales,

- I 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.

Thank you,

Richard Emery

Portland, Oregon



**Arevalo, Nora**

---

**From:** Hanson, Laura  
**Sent:** Tuesday, December 01, 2015 12:21 PM  
**To:** BPS Comprehensive Plan Testimony  
**Subject:** FW: comprehensive environmental plan

Laura Hanson  
Scheduler & Constituent Relations Coordinator  
Office of Commissioner Steve Novick  
503-823-4682  
[portlandoregon.gov/novick](http://portlandoregon.gov/novick)

**From:** William Risser [mailto:[wlriss@gmail.com](mailto:wlriss@gmail.com)]  
**Sent:** Tuesday, December 01, 2015 11:39 AM  
**To:** Commissioner Novick <[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)>  
**Subject:** comprehensive environmental plan

**My wife Jan and I wanted you to know that we support the approach to industrial lands outlined in the current draft of the Comprehensive Plan that 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. thanks you for this plan and we hope that it will be implemented. William Risser, Portland**

## Arevalo, Nora

---

**From:** Washington, Mustafa  
**Sent:** Tuesday, December 01, 2015 12:19 PM  
**To:** Allan Rudwick  
**Cc:** BPS Comprehensive Plan Testimony  
**Subject:** RE: Eliot Neighborhood letter regarding Southeast corner of NE Fremont and Williams Ave

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Allan,

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:** Allan Rudwick [mailto:arudwick@gmail.com]  
**Sent:** Tuesday, December 01, 2015 10:53 AM  
**To:** Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>  
**Subject:** Eliot Neighborhood letter regarding Southeast corner of NE Fremont and Williams Ave

City Commissioners-

Please find the attached letter and strongly consider our recommendations

Allan Rudwick  
Land Use Committee Chair, Eliot Neighborhood Association

--  
Allan Rudwick  
(503) 703-3910

**Arevalo, Nora**

---

**From:** Washington, Mustafa  
**Sent:** Tuesday, December 01, 2015 12:10 PM  
**To:** Colleen Sullivan  
**Cc:** BPS Comprehensive Plan Testimony  
**Subject:** RE: support the approach to industrial lands currently in the Draft Comp Plan

Dear Colleen,

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:** Colleen Sullivan [mailto:sullcomm@earthlink.net]  
**Sent:** Friday, November 27, 2015 8:14 AM  
**To:** Hales, Mayor <mayorcharliehales@portlandoregon.gov>  
**Subject:** support the approach to industrial lands currently in the Draft Comp Plan

Hi, Mayor Hales,

I support, and hope you will support, the approach taken on industrial lands in the recommended draft of the Comprehensive Plan, cleaning up contaminated sites and restoring them to productivity rather than converting natural areas to meet industrial land demand. West Hayden Island should not be included in the industrial lands inventory, and environmental regulations on industrial lands should not be restricted or rolled back—industrial lands along Portland's rivers are some of our most important and degraded natural resource lands, and industrial landowners should not be exempted from protecting our rivers.

Thanks for representing me in keeping Portland a healthy and desirable place to live,  
Colleen Sullivan

**Arevalo, Nora**

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**From:** Valderrama, Andrea  
**Sent:** Tuesday, December 01, 2015 9:28 AM  
**To:** Sharon Chin  
**Cc:** BPS Comprehensive Plan Testimony; Hanson, Laura  
**Subject:** Re: Help Save Argay Livability Testimony: Castlegate Development in Argay Terrace Neighborhood in East Portland

Hi Sharon,

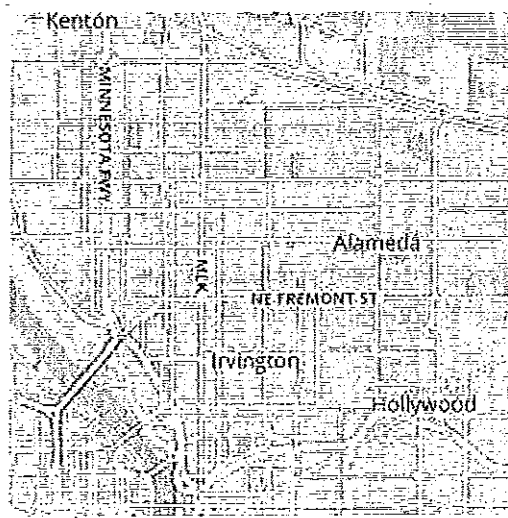
Thanks for your email.

PBOT *originally* required the Castlegate developer to connect NE Rose Pkwy to NE 148th or terminate the existing NE Rose Pkwy in a standard culdesac with driveway access serving a number of proposed building from Rose Pkwy and some units from NE 148th. The Castlegate traffic engineer provided the City with a sight distance evaluation and expressed concerns that there was insufficient sight distance to provide a driveway access serving multiple units at that particular location along NE 148th Ave. PBOT confirmed this situation with a site visit earlier this year by PBOT traffic engineers.

Therefore, PBOT revised the access requirements to *no longer allow vehicle access to NE 148th* and all vehicle access to the new development would be from NE Rose Pkwy.

Thank you also for sharing your comments on the comp plan. We have shared this request with our Bureau of Planning and Sustainability. Per their MapApp, it does in fact look like they have already proposed this area to be rezoned from R3 to R5. If you or your neighbors would like to share your approval of this proposed change in the current draft of the Comprehensive Plan, we encourage you to attend one of the upcoming Comprehensive Plan hearings, the second of which is tomorrow, Wednesday the 2nd at the Mittleman Jewish Community Center, located at 6651 SW Capitol Hwy. The next hearing might be a little more accessible to you as it will be located at Parkrose High School, located at 12003 NE Shaver Street on Thursday, December 10th. Both hearings will be from 6:00pm-9:00pm.

Thank you again for your advocacy.



## 2035 Comprehensive Plan Map App - PortlandMaps

City of Portland Bureau of Planning and  
Sustainability 2035 Comprehensive Plan Map  
App

[Read more...](#)

Best,



ANDREA VALDERRAMA  
Office of Commissioner Steve Novick  
1221 SW 4th Avenue, Suite 210  
Portland, OR 97204  
Phone: (503) 823-7091  
Fax: (503) 823-4019

---

**From:** Sharon Chin <sharonchin888@yahoo.com>  
**Sent:** Monday, November 30, 2015 12:51 AM  
**To:** Valderrama, Andrea  
**Subject:** Help Save Argay Livability Testimony: Castlegate Development in Argay Terrace Neighborhood in East Portland

I am a resident of Argay Neighborhood in East Portland. My parents and I have been residents of Argay since 1978. My husband and I are Parkrose High School alumni and we purchased a home in the neighborhood in 2007.

We decided to settle in this area because of the low traffic and quiet and safe neighborhood to raise our children. We have a 3 year old daughter and a 20 month old son.

We would like to keep Argay a family friendly neighborhood where kids can play in their front yards and play basketball in their driveways.

We are STRONGLY AGAINST the opening any streets that would bring traffic through our neighborhood from 148th Avenue.

The Castlegate development in Argay will change the character of the neighborhood. With increased traffic, it can introduce more crime and cause my neighborhood to be less safe and decrease the value of our home.

We have also provided testimony to the city regarding the comprehensive plan for the Argay neighborhood requesting vacant or undeveloped R-3 zoned land and mixed employment areas to be reclassified to R-5 or R-7 single-family residential.

We have seen many changes throughout Portland with the increased number of people moving here. We are noticing developments for high density living: more and more apartments with no room for parking and more traffic through the streets and freeways with license plates from all over the US.

We are excited to see Portland grow as a city, however, we would like to keep Portland's character intact and preserve the reasons why we live here: tight-knit community, respect for one's values, and love for the environment.

Sincerely,

Sharon Chin, Ryan Porter, Stella Porter (3 years old) and Levi Porter (20 months old)  
14316 NE Siskiyou Court

Ordinance 187832\_Vol.1.3.M, page 8303

## Sylvan-Highlands Neighborhood Association

C/O Neighbors West Northwest  
2257 NW Raleigh St  
Portland OR 97210

December 1, 2015

Comprehensive Plan Testimony, Council Clerk  
1221 SW 4th Avenue, Room 130  
Portland OR 97204

To: Mayor Hales and City Commissioners

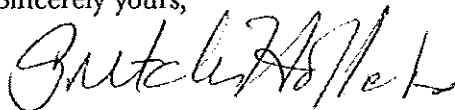
RE: Neighborhood Supports the draft Comprehensive Plan

The draft Comprehensive Plan has a few changes within the boundaries of the Sylvan-Highlands Neighborhood Association (SHNA). The SHNA Land Use committee studied the plan and recommended that the SHNA Board support the August 2015 draft plan. A unanimous vote of the SHNA Board and membership confirmed the following recommendation:

We as a neighborhood support the August 2015 draft of the City of Portland Comprehensive Plan and Map. This draft preserves the residential zoning in our area. It protects the character, livability, ecosystem and safety of Sylvan-Highlands neighborhood.

Thank you for the opportunity to provide comments.

Sincerely yours,



Gretchen Hollands, SHNA President

**Walt and Gretchen Hollands**  
1170 SW Upland Drive  
Portland, OR 97221-2644

PORTLAND OR 972

OR DEC 2015 PM 2 L



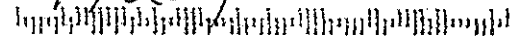
Comprehensive Plan Testimony

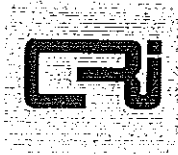
Comm. Clerk

1221 SW 4<sup>th</sup> Ave Room 130

Portland OR 97264

97221-2644





# COMMERCIAL REFRIGERATION INC.

5920 NE GLISAN • PORTLAND, OREGON 97213 • (503) 234-6445 • FAX (503) 234-0668

pg 1 of 7

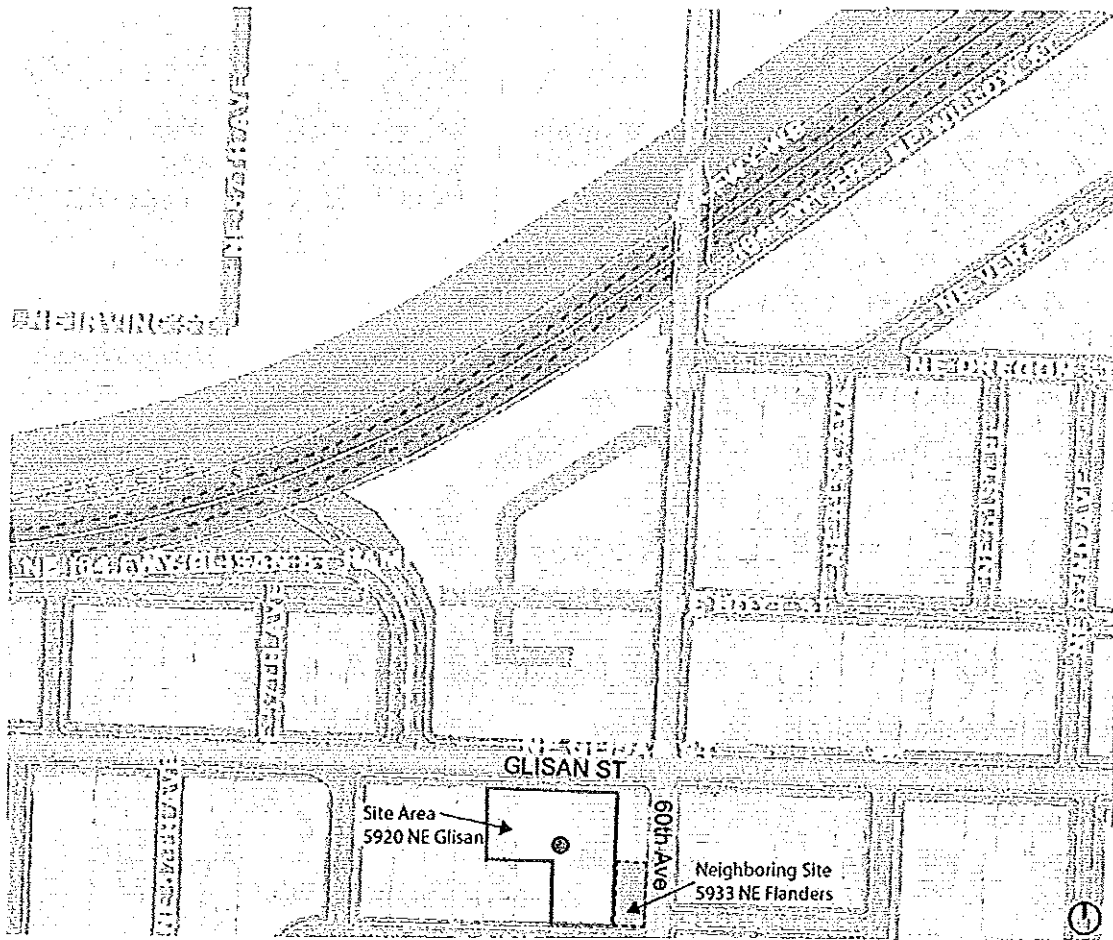
PORTLAND CITY COUNCIL

12-01-2015

Comprehensive Plan

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

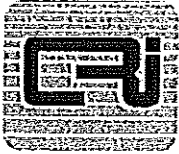
5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC



ARIEL MAP - 5920 NE GLISAN ST

KEY  
ARTERIALS /  
TRANSIT  
MAX STOP





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12-01-2015

Comprehensive Plan

5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC

**Subject line:** Comprehensive Plan Testimony

**RE:** 5920 NE Glisan Street – Site of Commercial Refrigeration Inc

**Dear Council Members:**

Commercial Refrigeration is located on a property that is one tax lot of approximately 34,045 square feet and includes three buildings. The current zoning includes Neighborhood Commercial 2 (CN-2) and Medium to Low Density Residential (R-1 and R-2). (See map #1)

The Comprehensive Plan would convert the CN-2 zoning to Commercial Mixed Use 2 (CM-2) on the Glisan side of the site and keep R-1 and R-2 on the Flanders side of the site. (Map #2)

The largest building includes a loading dock which is accessed from the Flanders side of the property which has been occupied by commercial uses for over thirty years.

The Comprehensive Plan interrupts use of the loading dock and the back portion of our main building.

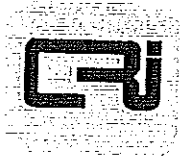
Our request is to convert the entire site to CM-2 rather than only the Glisan side. (See map #3)

**Here are the key points which influence the site:**

1. **Private home at the corner of NE 60<sup>th</sup> Flanders (5933 NE Flanders)**

We have reviewed the plan with the Owner Douglas Deiter and he is on board to have this key corner property also converted to CM-2. See attached statement of his cooperation.

2. **Neighborhood Association - Terry Dublinski-Milton – the land use chair for the association indicated that our proposed modification will support the current and long term vision and goals for this area. Terry made the following statements: "The 60<sup>th</sup> and Glisan Intersection is planned to become the main focal point for the North Tabor Neighborhood Center, hence CM-2 is consistent with this pedestrian scale environment. This type of development is consistent with unanimous NTNA board votes taken on our comprehensive neighborhood vision January 2014 and February 2015."**



# COMMERCIAL REFRIGERATION INC.

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## PORTLAND CITY COUNCIL

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12-01-2015

### Comprehensive Plan

#### 5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC

3. **History of Family Business** – Established in 1949, Commercial Refrigeration has been a family business for more than two generations. Even before high school my sister and I were already working (and learning) part time in the business. By High School I had to let go of both of my paper routes to meet the needs of our family business. *My sister and I have both been working full time for our company since 1973.* Commercial Refrigeration has been at its current location since 1985. In 2000 our father officially retired. My sister's daughter currently works in our accounting department. The site itself has a long history of commercial use including United Grocer, KFC, and Montavilla Sheet Metal before we took occupancy.

4. **NE Glisan and NE 60<sup>th</sup>** NE Glisan is part of the neighborhood corridor.

The Max Station is on NE 60<sup>th</sup>, just North of Glisan. The vibrancy of the businesses at this intersection continues South of Glisan along 60<sup>th</sup>. The block south of 60<sup>th</sup> between Glisan and Flanders is primarily used by local commercial businesses. The same is true for that area on 60<sup>th</sup> North of Glisan.

With the corner house at Flanders converted to CM-2 along with the Flanders side of our location – there will be a greater opportunity for a cohesive commercial mixed use neighborhood.

5. **Converting our entire property to Commercial Mixed Use 2** will support higher density, flexibility of use and variety of purposes.

Thank you for your consideration of our testimony.

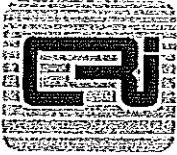
Sincerely, **Bob Gallagher and Diane Stroup – Owners**

Commercial Refrigeration Inc. 5920 NE Glisan St.

Portland, OR 97213 TEL: (503) 234-6445

[Bob.Gallagher@cri-pdx.com](mailto:Bob.Gallagher@cri-pdx.com)

[Diane.Stroup@cri-pdx.com](mailto:Diane.Stroup@cri-pdx.com)



**COMMERCIAL REFRIGERATION INC.**

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PORTLAND CITY COUNCIL

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Comprehensive Plan

5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC

RE: 5933 NE Flanders – House at the South West corner of NE 60<sup>th</sup> and NE Flanders

I am in favor of having my property converted to a Neighborhood Commercial zone.

Douglas Deiter

Nov 13, 2015

Douglas Deiter, Owner of ..

Date

5933 NE Flanders

Portland, OR 97213



# COMMERCIAL REFRIGERATION INC.

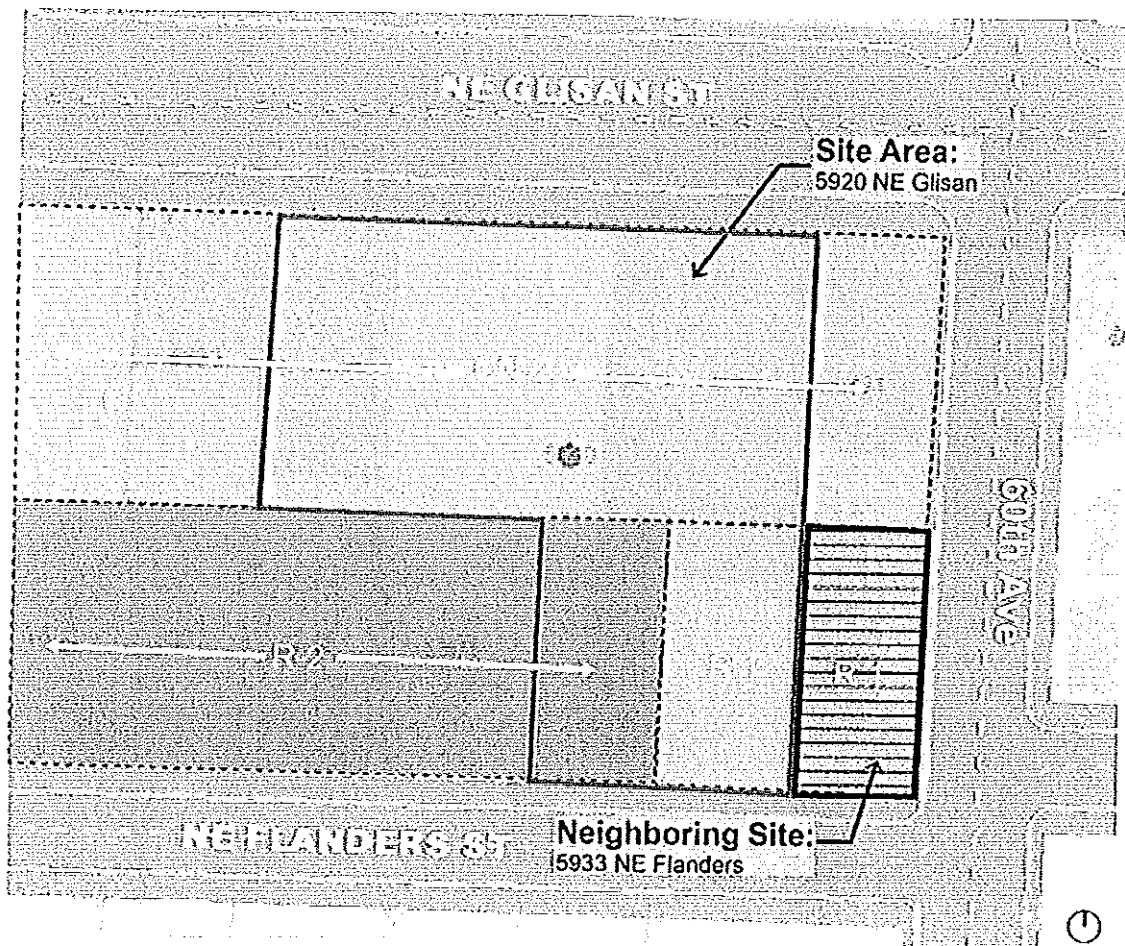
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Comprehensive Plan

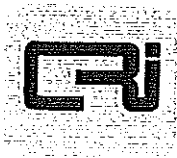
5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC



The 'Site Area' is owned by Commercial Refrigeration - Bob Gallagher and Family  
The 'Neighboring Site' is owned by Douglas Deiter - See key point #1

map #1





# COMMERCIAL REFRIGERATION INC.

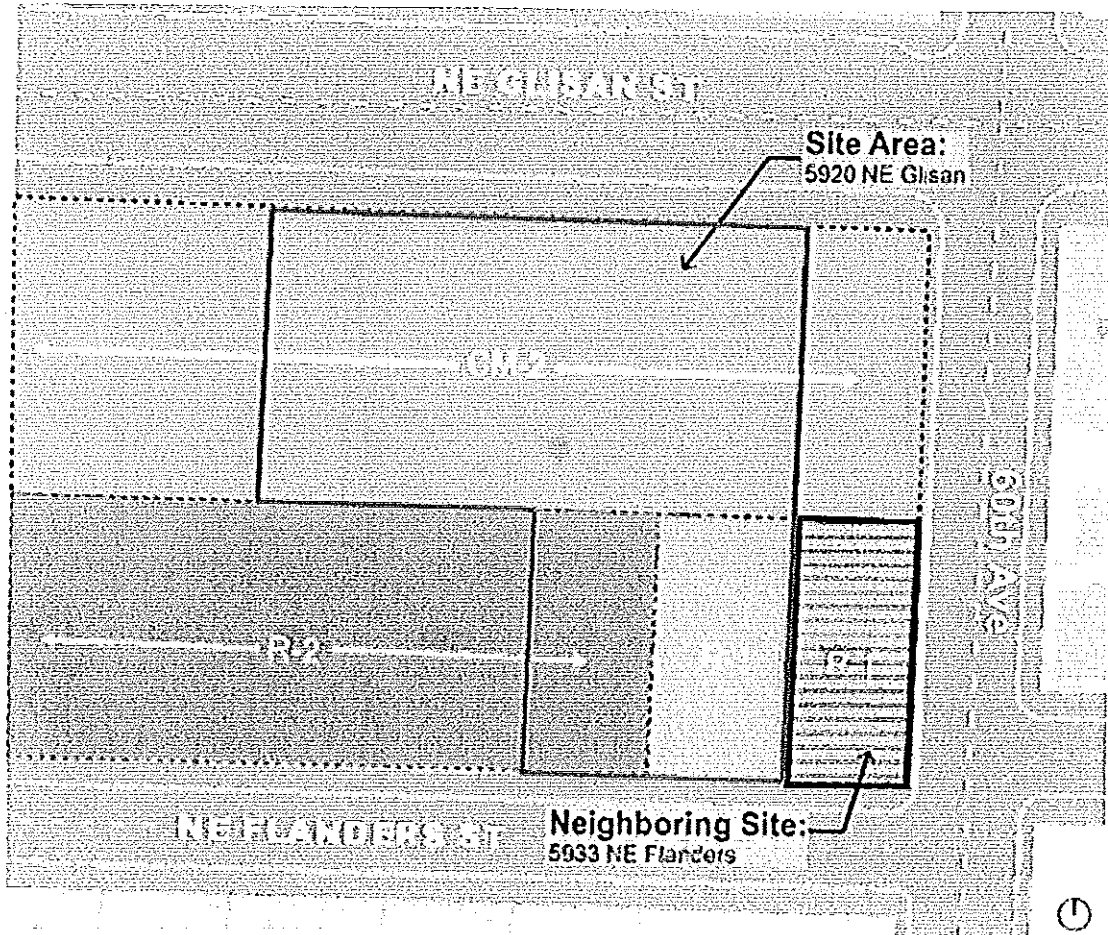
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Comprehensive Plan

5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC



COMPREHENSIVE ZONING

map #2



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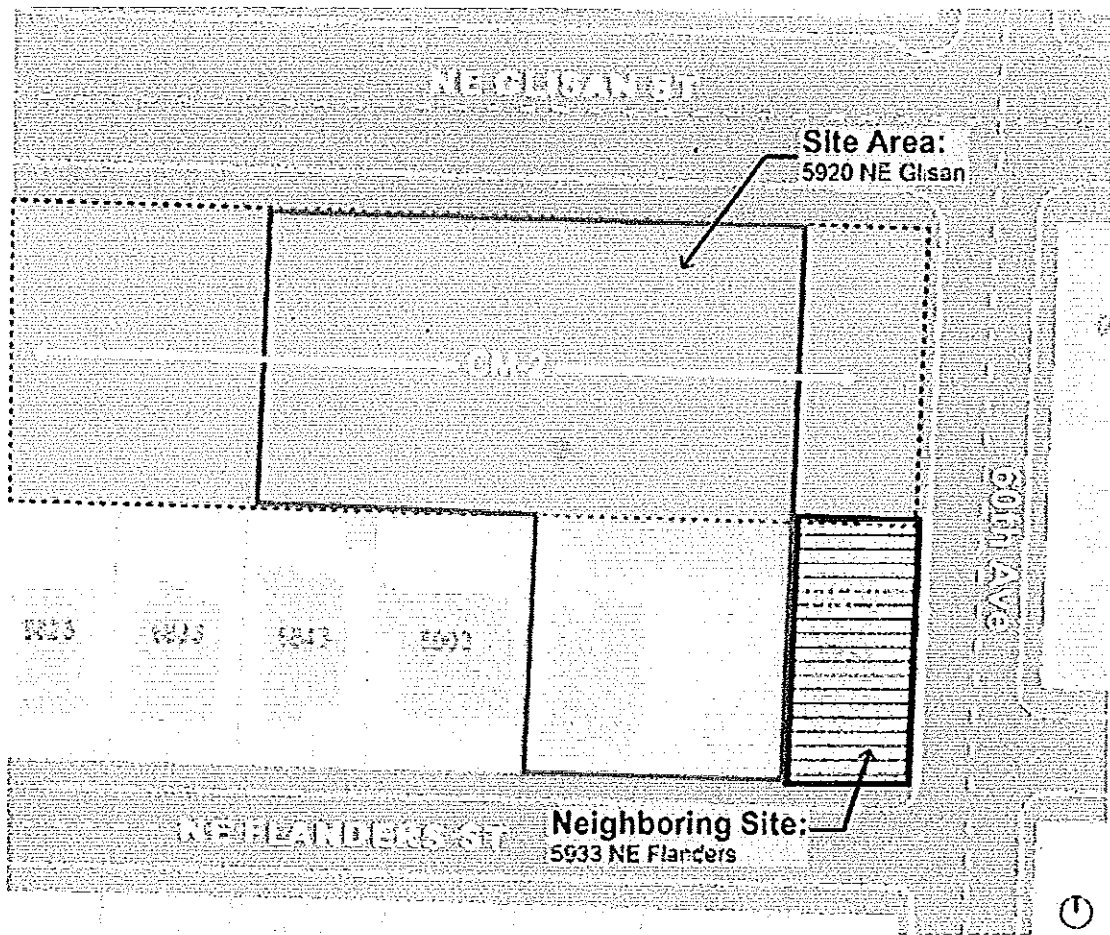
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PORTLAND CITY COUNCIL

12-01-2015

Comprehensive Plan

5920 NE GLISAN ST – COMMERCIAL REFRIGERATION INC



PROPOSED ZONING

map #3

**AIRPORT WAY LLC**

December 1, 2015

AUDITOR 12/15/15 AM 10:03

Portland City Council  
1221 SW 4<sup>th</sup> Ave. Room 130  
Portland, OR 97204  
Attn: Comprehensive Plan Testimony

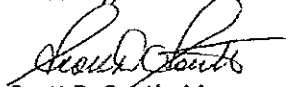
We received a Notice of Proposed Comprehensive Plan Map Change from Mixed Employment to Industrial Sanctuary for our property located at 12607, 12021, and 12055 NE Glenn Widing Dr., Portland, Oregon (known as Airport Way Corporate Park). We do not agree nor support this designation change for the following reasons:

1. At the four corner intersection where our property is located has Danner Boots retail store (our property), McDonalds, a Burger King, and a mini strip mall that includes a convenience store, a Subway, a new marijuana dispensary, and two restaurants. In our opinion, given the nature of these businesses, the public does not view this area as "Industrial".
2. The mixed employment, retail and commercial businesses within a 2500 foot radius (less than 1/2 of a mile) of our property are clearly not industrial. Such non-industrial businesses include 11 hotels, 4 restaurants, 4 fast food establishments, 2 small strip malls, 2 health care services, Home Depo, Michaels, Concordia University, a new 7-11 gas station, and Multnomah Education Service District.
3. This area's design caters to national and international travelers visiting our City via the Portland Airport and Interstate I-205. We believe the City's master plan is to not present an industrial appearance along this section of Airport Way that clearly caters to tourist and business travelers visiting our beautiful City.
4. Current and past tenants at our property include medical research labs, engineering consulting firms, and retail establishments. These are clean, professional businesses that would not qualify as an "Industrial" designation. Under an Industrial designation, providing space to future businesses with such restrictions will be more difficult and, therefore, put negative pressure on lease rates. Accordingly, such a change will cause long-term financial hardship for this property which, after a number of years and one bankruptcy of a prior owner, is now barely breakeven. Accordingly, such a change would result in a reduced property valuation.
5. One of our core values is keeping our property clean in appearance and, accordingly, being very selective in not allowing tenants that create too much of an industrial feel to our Airport Way Corporate Park. Such a change puts this core value of keeping the area clean and attractive in appearance at risk.

We encourage a City of Portland Planning official to visit this area along Airport Way to clearly see this is not an industrial area. We could see areas along Airport Way east of NE 122<sup>nd</sup> being industrial.

I went to the November 19 City Council meeting to provide a 3 minute presentation on above. Even though I arrived 20 minutes early, my name was too far down the list to be heard. Accordingly, we are issue this letter. Please let us know if a future public testimony would be more appropriate. Our desire is to avoid a lengthy, legal process challenging this proposed change, and we hope the City Council understands the potential adverse impact on various levels in making such a change in Airport Way Corporate Park's designation.

Sincerely,

  
Scott D. South, Manager  
Airport Way LLC